

CROWN LANDS ACT 1929: SECTION 5

TAKE NOTICE that pursuant to the Crown Lands Act 1929, I, JAY WEATHERILL, Minister for Environment and Conservation, Minister of the Crown to whom the administration of the Crown Lands Act 1929 is committed DO HEREBY resume the land defined in The Schedule.

The Schedule

Portion of Reserve for Police and Court House Purposes, Allotment 38, Town of Port Augusta, Hundred of Davenport, County of Frome, the proclamation of which, together with other land was published in the *Government Gazette* of 6 September 1979 at page 571, The Second Schedule, being portion of the land comprised in Crown Record Volume 5756, Folio 338.

Dated 14 May 2009.

JAY WEATHERILL, Minister for Environment
and Conservation

DEH 13/1216

DEVELOPMENT ACT 1993, SECTION 26 (9): ROYAL
ADELAIDE HOSPITAL DEVELOPMENT PLAN
AMENDMENT

Preamble

1. The Development Plan Amendment entitled 'Royal Adelaide Hospital Development Plan Amendment' (the Plan Amendment—formerly known as the Marjorie Jackson-Nelson Hospital Development Plan Amendment) has been finalised in accordance with the provisions of the Development Act 1993.

2. The Minister for Urban Development and Planning has decided to approve the Plan Amendment.

NOTICE

PURSUANT to section 26 of the Development Act 1993, I—

- (a) approve the Plan Amendment; and
- (b) fix the day on which this notice is published in the *Gazette* as the day on which the Plan Amendment will come into operation.

Dated 14 May 2009.

PAUL HOLLOWAY, Minister for Urban
Development and Planning

LIQUOR LICENSING ACT 1997 AND GAMING MACHINES
ACT 1992

Notice of Application

NOTICE is hereby given, pursuant to section 52 of the Liquor Licensing Act 1997 and section 29 of the Gaming Machines Act 1992, that Walkers Arms Pty Ltd as trustee for Walkers Arms Class Trust has applied to the Licensing Authority for the transfer of a Hotel and Gaming Machine Licence in respect of premises situated at 36 North East Road, Walkerville, S.A. 5081 and known as Walker's Arms Hotel.

The applications have been set down for hearing on 9 June 2009 at 10.30 a.m.

Any person may object to the application by lodging a notice of objection in the prescribed form with the Liquor and Gambling Commissioner and serving a copy of the notice on the applicant at the applicant's address, at least seven days before the hearing date (viz: 2 June 2009).

The applicant's address for service is c/o Piper Alderman, 167 Flinders Street, Adelaide, S.A. 5000 (Attention: Geoff Forbes or Jonathan Dodd).

Plans in respect of the premises the subject of the application are open to public inspection without fee at the Office of the Liquor and Gambling Commissioner, 9th Floor, East Wing, 50 Grenfell Street, Adelaide, S.A. 5000. Phone 8226 8410, Fax: 8226 8512. Email: olgc@agd.sa.gov.au.

Dated 5 May 2009.

Applicant

LIQUOR LICENSING ACT 1997 AND GAMING MACHINES
ACT 1992

Notice of Application

NOTICE is hereby given, pursuant to section 52 of the Liquor Licensing Act 1997 and section 29 of the Gaming Machines Act 1992, that Two Heads and a Chef Pty Ltd as trustee for Two Heads and a Chef Unit Trust has applied to the Licensing Authority for the transfer of a Hotel and Gaming Machine Licence in respect of premises situated at Main Road, Oakbank, S.A. 5243 and known as Oakbank Hotel.

The applications have been set down for hearing on 9 June 2009 at 11 a.m.

Any person may object to the application by lodging a notice of objection in the prescribed form with the Liquor and Gambling Commissioner and serving a copy of the notice on the applicant at the applicant's address, on or before 8 June 2009.

The applicant's address for service is c/o Piper Alderman, 167 Flinders Street, Adelaide, S.A. 5000 (Attention: Geoff Forbes or Jonathan Dodd).

Plans in respect of the premises the subject of the application are open to public inspection without fee at the Office of the Liquor and Gambling Commissioner, 9th Floor, East Wing, 50 Grenfell Street, Adelaide, S.A. 5000. Phone 8226 8410, Fax: 8226 8512. Email: olgc@agd.sa.gov.au.

Dated 8 May 2009.

Applicant

LIQUOR LICENSING ACT 1997 AND GAMING MACHINES
ACT 1992

Notice of Application

NOTICE is hereby given, pursuant to section 52 of the Liquor Licensing Act 1997 and section 29 of the Gaming Machines Act 1992, that Hurley Hotels Pty Ltd as trustee for Robrian Family Trust, P. & J. Hurley Pty Ltd as trustee for P. & J. Hurley Family Trust, Hurley/Symons Pty Ltd as trustee for Hurley/Symons Trust and S. & T. McInnes Pty Ltd as trustee for McInnes Family Trust have applied to the Licensing Authority for the transfer of a Hotel and Gaming Machine Licence in respect of premises situated at 95 Belair Road, Kingswood, S.A. 5062 and known as Torrens Arms Hotel.

The applications have been set down for hearing on 16 June 2009 at 9.30 a.m.

Any person may object to the application by lodging a notice of objection in the prescribed form with the Liquor and Gambling Commissioner and serving a copy of the notice on the applicants at the applicants' address, at least seven days before the hearing date (viz: 9 June 2009).

The applicants' address for service is c/o Craig Vozzo, DMAW Lawyers, Level 3, 80 King William Street, Adelaide, S.A. 5000.

Plans in respect of the premises the subject of the application are open to public inspection without fee at the Office of the Liquor and Gambling Commissioner, 9th Floor, East Wing, 50 Grenfell Street, Adelaide, S.A. 5000. Phone 8226 8410, Fax: 8226 8512. Email: olgc@agd.sa.gov.au.

Dated 11 May 2009.

Applicants

LIQUOR LICENSING ACT 1997

Notice of Application

NOTICE is hereby given, pursuant to section 52 (2) (b) of the Liquor Licensing Act 1997, that Crystal Grace Lewis has applied to the Licensing Authority for the transfer of a Restaurant Licence in respect of premises situated at Shop 5 and 7, 40 Murray Street, Gawler, S.A. 5118 and known as Conversations Cafe.

The application has been set down for hearing on 10 June 2009 at 9.30 a.m.



Development Act 1993

Adelaide (City) Development Plan

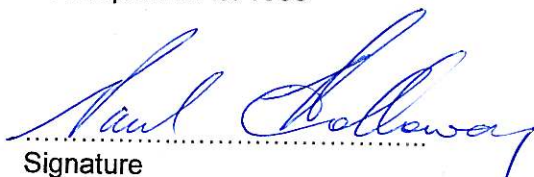
**Royal Adelaide Hospital Development Plan
Amendment**

**(formerly the Marjorie Jackson-Nelson Hospital
Development Plan Amendment)**

Approval Development Plan Amendment

By the Minister

Declared by the Minister for Urban Development and Planning
to be an approved amendment under Section 26(8) of the
Development Act 1993


Signature

Date of Gazette

14 MAY 2009

Approval DPA

Background

The Royal Adelaide Hospital Development Plan Amendment (DPA), previously known as the Marjorie Jackson-Nelson Hospital DPA, by the Minister amends the Adelaide (City) Development Plan.

This DPA was undertaken as a DPA process B, which included:

- An Initiation document agreed on 4 August 2008
- A DPA released for agency and public/council consultation from 2 October 2008 to 27 November 2008
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 16 December 2008.

Consultation

A total of five public submissions and two council submissions were received in relation to the DPA during the consultation period. One organisation gave a verbal submission at the Public Meeting.

Approval Stage

Based on a review of all submissions and the recommendations of DPAC, alterations were made to the Amendment to:

- provide greater clarity as to the range of uses anticipated in the Institutional (Metropolitan Hospital) Zone that will potentially contribute to the functioning of a new hospital such as: temporary accommodation for hospital staff and family members of hospital patients; and the integration of passenger tram and rail facilities in response to planned and potential network improvements
- strengthen the opportunities to create pedestrian and bicycle connections between North Terrace and the River Torrens linear park east of the West Terrace alignment
- ensure adequate consideration is given to the continued functioning of the adjacent road and rail networks and to minimise potential adverse impacts on hospital occupants and activities from these networks
- amend policy in relation to stormwater management, including the reservation of land for this purpose.



Adelaide (City) Development Plan

Royal Adelaide Hospital Development Plan Amendment

**(formerly the Marjorie Jackson-Nelson Hospital
Development Plan Amendment)**

Approval Development Plan Amendment

By the Minister

EXECUTIVE SUMMARY AND ANALYSIS RELEASED FOR CONSULTATION FROM 2 OCTOBER 2008 TO 27 NOVEMBER 2008

**(Note: The Executive Summary and Analysis has not
been amended from the version released for
consultation. As such, they contain references
to the Marjorie Jackson-Nelson Hospital which
is now known as the new Royal Adelaide
Hospital)**

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THE AMENDMENT

EXECUTIVE SUMMARY

INTRODUCTION

The *Development Act 1993* (the Act) provides the legislative framework for undertaking amendments to a Development Plan. The Act allows either the relevant council or, under prescribed circumstances, the Minister for Urban Development and Planning to amend a Development Plan.

This Development Plan Amendment (DPA) has been prepared by the Minister for Urban Development and Planning in accordance with sections 24(1)(g) and 26 of the Act. Section 24(1)(g) allows the Minister to prepare an amendment where he/she considers that an amendment to a Development Plan is appropriate due to a matter which he/she considers to be of significant social, economic or environmental importance.

In this case, the Minister is undertaking the amendment to guide the development of a new major, state-of-the-art hospital to meet the health needs of South Australians in the coming decades.

A DPA (this document) explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA consists of:

- Executive Summary (this section)
- Analysis
- The Amendment.

NEED FOR THE AMENDMENT

In June 2007, the South Australian Government announced its commitment to invest \$1.7 billion over the next decade to build a state-of-the-art hospital to replace the ageing Royal Adelaide Hospital. The new hospital will also take over some of the more complex services from the Queen Elizabeth Hospital.

The proposed new hospital is the centrepiece of South Australia's \$2.2 billion Health Care Plan 2007-2016, which includes a system-wide reform reconfiguring the state's public hospitals to ensure they provide the best possible services to the community into the future by working smarter to make our system work better.

South Australia's Health Care Plan was driven by the 2004 Generational Health Review (GHR), which was the State Government's first step towards reforming the health system. The GHR focused on the need to change the way in which health services are delivered and the need for health services to respond to the changing population. Through the GHR, the Government stepped up primary health services in South Australia, focusing on keeping people healthy and out of hospital at a time when we are facing the health challenges of an ageing population, an increasing incidence of chronic diseases, international workforce shortages and an ageing infrastructure.

South Australia's Health Care Plan has been developed by the State Government to meet these challenges. It outlines a significant investment in health care and seeks to ensure that South Australians will have access to the best available health care in hospitals, health care centres and general practitioner and other health professional services.

A cornerstone of South Australia's Health Care Plan is the creation of the proposed hospital. With an estimated floor-space in the order of 170 000 square metres, the hospital will be the largest in South Australia, providing care for more than 80 000 inpatients per year, with 800 overnight and same-day beds, an ambulatory care centre, an operating theatre suite, and all clinical and non-clinical support services necessary for the provision of high quality and safe patient care. It will also be one of the greenest South Australian developments, with planning and construction of the hospital guided by the strongest environmental standards and enforced via a public/private partnership arrangement. The hospital will be central to all major rail, tram and road services which, in conjunction with heliport facilities, will provide key medical services for all South Australians—in the city and the country.

The proposed hospital will be built on the existing railyards next to the Adelaide Railway Station. Located in the city's West End, it will bring opportunities for other developments, including research and education and, with its large workforce, will generate business opportunities for Adelaide and South Australia. It will make an enormous contribution to the rejuvenation of the West End, providing additional public open space and linking the west Park Lands with the River Torrens Linear Park.

The site selected for the hospital falls within the Park Lands Zone of the Adelaide (City) Development Plan, and more specifically within the River Torrens West Policy Area 37 of that zone. Unless exempted, all development within the Park Lands Zone is non-complying. A hospital is not exempted and therefore would be subject to a non-complying development assessment process. In addition the policies for the Park Lands Zone and Policy Area 37 anticipate a range of informal and formal outdoor recreational uses and landscaping reminiscent of the Park Lands, not the development of a major metropolitan hospital.

For these reasons it is necessary to review the land use policy framework that applies to the area affected to better reflect the State Government's expectations about its future use and to establish an appropriate policy setting that will provide a basis for the assessment of a hospital and related development.

PROPOSED POLICY CHANGES

This DPA proposes to introduce an Institutional (Metropolitan Hospital) Zone with Objectives, a Desired Character statement and Principles of Development Control that envisage and guide the development of a hospital and allied uses within the area affected.

AFFECTED AREA

The area affected by the DPA is illustrated in Figure 1 below, and is generally described as the land bound by the Morphett Street Bridge to the east, North Terrace to the south, the intersection of Port Road, West Terrace and North Terrace to the west, and the rail corridor to the north. The site excludes the skate park.

The majority of the affected area is used as railyards which provide servicing and storage requirements for Adelaide's metropolitan rail network. This site is owned by the Minister for Transport.

The affected area also includes a strip of land located between North Terrace and the railyards site that is used as open space and owned by the City of Adelaide.

LEGAL REQUIREMENTS

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to section 101 of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

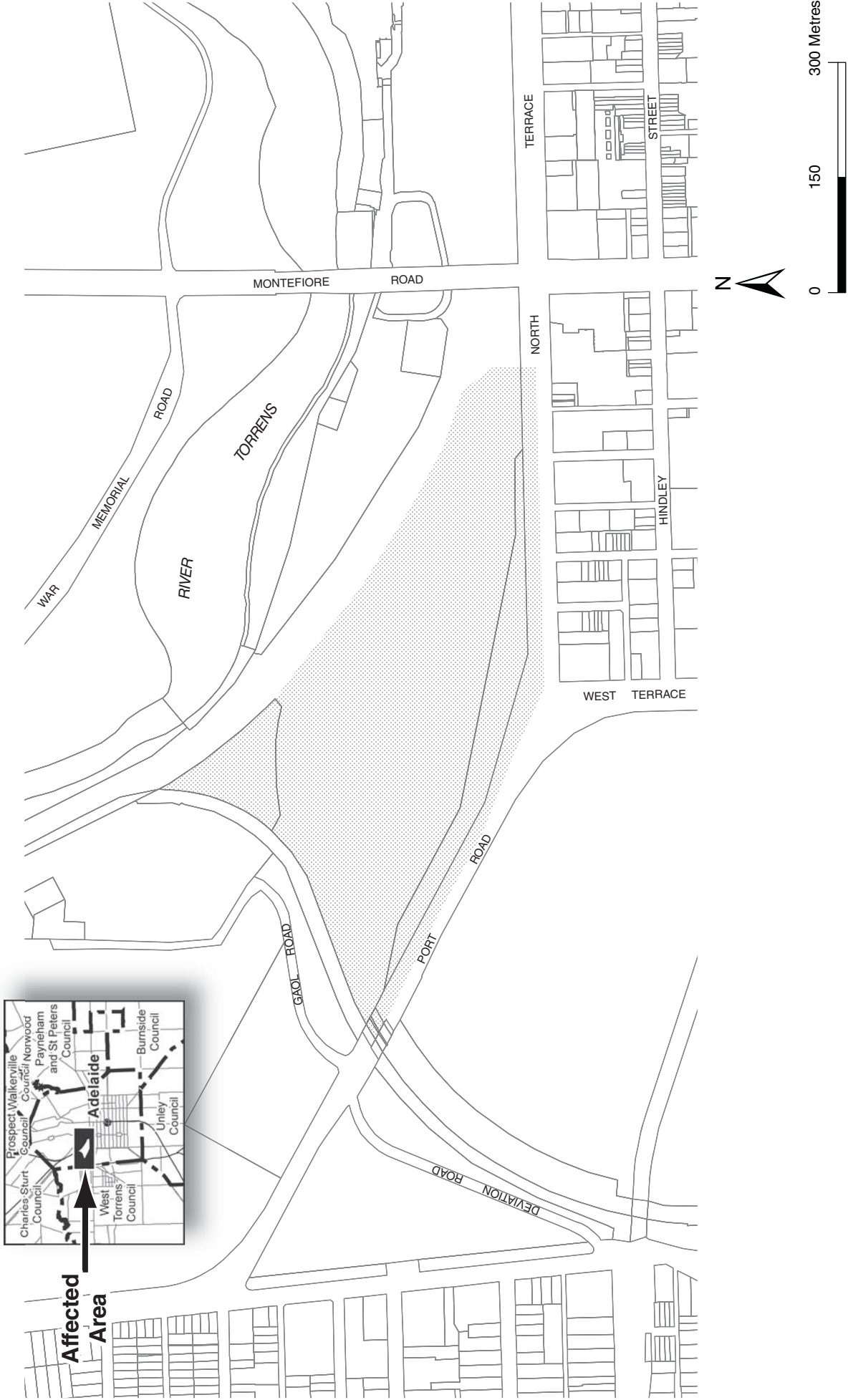
- accords with the Planning Strategy
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations.

CONSULTATION

This document is now released for government department/agency and council consultation, concurrent with public consultation, for a period of eight weeks.

The organisations and agencies that will be consulted on the DPA include:

- Adelaide City Council
- Department of Trade and Economic Development
- Department of the Premier and Cabinet
- Department of Justice
- Department of Treasury and Finance
- Department of Health
- Department of Further Education, Employment, Science and Technology
- Department for Families and Communities
- Department for Environment and Heritage
- Office for Recreation and Sport
- Aboriginal Affairs and Reconciliation Division, Department of the Premier and Cabinet



Affected Area

Affected Area (Approx)

Affected Area Figure 1

PROPOSED MARJORIE JACKSON NELSON HOSPITAL

- Department for Transport, Energy and Infrastructure
- Department of Water, Land and Biodiversity Conservation
- Environment Protection Authority
- ETSA Utilities
- Origin Energy
- SA Water
- Arts SA
- Adelaide Airport Ltd
- Adelaide and Mount Lofty Ranges Natural Resource Management Board
- Planning Institute of Australia (SA Division)
- Australian Institute of Landscape Architects (SA Division)
- Australian Institute of Urban Studies (SA Division)
- University of South Australia
- University of Adelaide

All written and verbal agency and public submissions made during the consultation phase will be recorded and considered by the Development Policy Advisory Committee (DPAC), which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process. (See also 'Have your say' information box at the front of this DPA.)

THE FINAL STAGE

When DPAC has considered the comments received and heard all the public submissions, it will provide the Minister for Urban Development and Planning with a report on its findings.

The Minister will then either approve (with or without changes) or refuse the DPA.

Note: This Executive Summary is for information only and does not form part of the Amendment to the Development Plan.

ANALYSIS

1. BACKGROUND

1.1 Hospital Objectives

In July 2008 the State Government released the *Marjorie Jackson-Nelson Hospital Precinct Final Master Plan*. The Master Plan provides a framework for the delivery of a new hospital, consistent with South Australia's Health Care Plan, and contains a number of objectives as set out below that are expected to be met by the proposed hospital development.

OBJECTIVES

- To lead cultural change throughout the SA health system by creating an environment that encourages and supports staff to adopt new organisational values and systems of work that will lead to an optimally patient centred and outcome focused approach to care.
- To promote innovation in health care delivery, education and training through a facility that:
 - Embraces national and international design to encourage research and innovative practice, education and training;
 - Supports ultra-modern, technically advanced, highly safe and efficient service delivery.
- To provide a hospital facility appropriate for the year 2016 and the 30 years that follow, through adaptable design features and construction processes that enable the adoption of new technology minimising future obsolescence.
- To employ effective and efficient design that enables the provision of modern, safe and effective care, avoids duplication of expensive equipment, minimises patient and staff travel time, positively influences the attraction and retention of staff, maximises patient privacy and has a post-disaster capability.
- To maximise delivery of the new hospital through application of value for money, best practice project management principles of time, cost and quality delivery criteria, and the application of a sophisticated risk management approach.
- To embrace environmentally sustainable practices and minimise the carbon footprint of the hospital by:
 - Minimising consumption of power and water and the production of waste.
 - Maximising opportunities to recycle and use the lowest impact renewable energy available.Minimising unnecessary community travel to obtain the services required.

Changes are required to the Adelaide (City) Development Plan to implement these objectives.

1.2 Site Selection and Context

Key selection parameters for the proposed hospital site were largely determined by the functional requirements associated with a major metropolitan hospital facility. A central City (Central Business District (CBD))

location was desired that could be accessed by a range of major public and private transport facilities and provide hospital users, workers and visitors with convenient access to a number of nearby public and private sector activities. In addition, the site needed to be of a size that could satisfy both immediate hospital service requirements and provide future expansion opportunities should the need arise in respect to population growth and/or medical research needs.

The area affected by this DPA comprises the railyards that currently provide the servicing and storage for Adelaide's metropolitan rail network (see Figure 2).

The site is adjacent to North Terrace and, in conjunction with the road and rail network, separates the city (West End) and the River Torrens corridor, as well as the northern and western quadrants of the Park Lands.

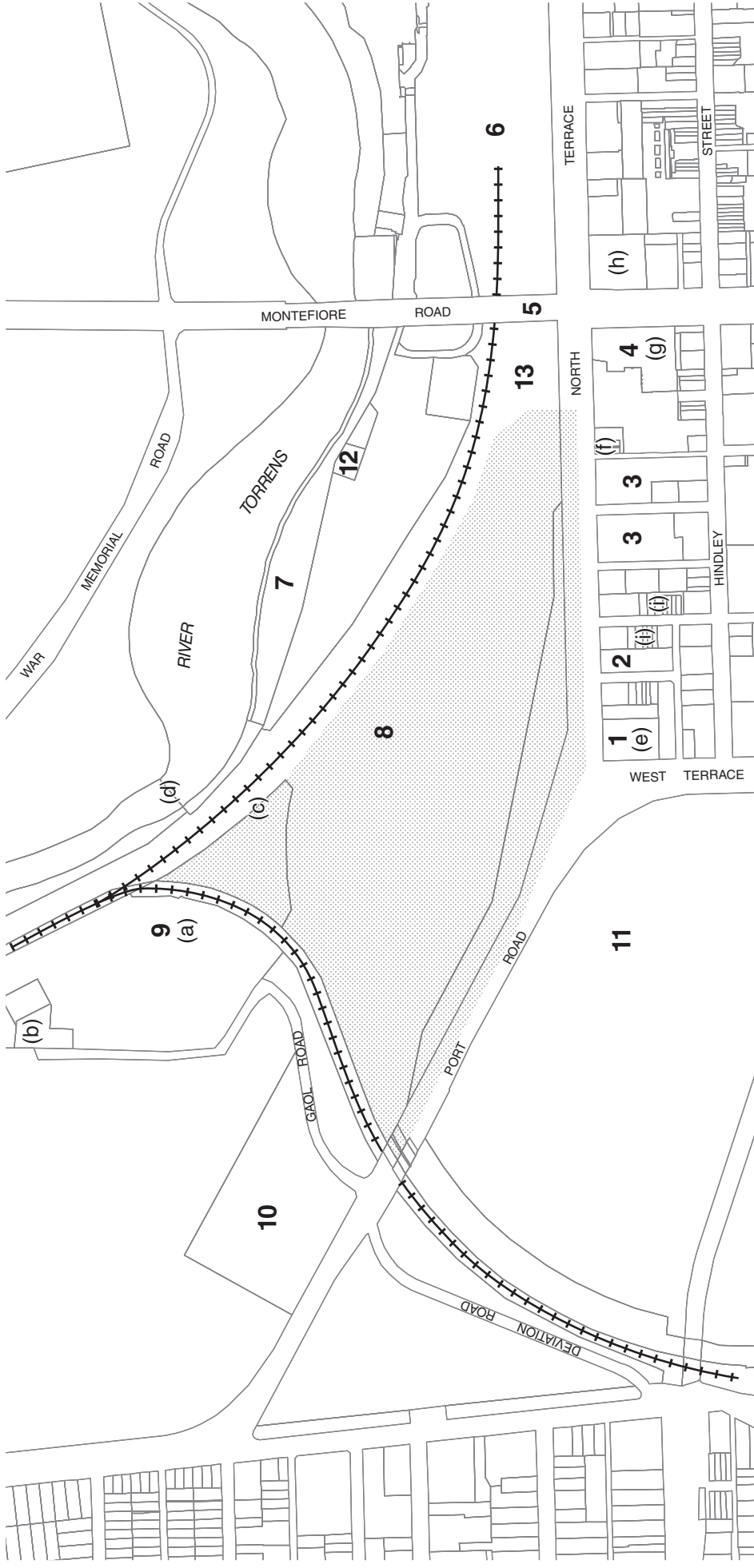
The proposed redevelopment of the railyards will provide an opportunity to improve the movement and interaction between the city (West End and North Terrace edge) to the south of the site, and the River Torrens corridor and Park Lands, including the Torrens River Park to the north. Both boundaries display different characteristics which must be taken into consideration.

Adelaide's West End, bound by North Terrace and West Terrace, is a mix of educational, commercial and entertainment activities, surrounded by a growing residential population. Buildings are typically single-storey or low-rise. The street layout and its alignment with North Terrace are consistent with the grid design of the CBD. This provides a distinct scale and order to the existing buildings that front North Terrace.

North Terrace is one of two 'ceremonial' boulevards in the city. Its intersection with West Terrace marks the start of the boulevard and provides one of the major entry/exit points into and out of the city.

The North Terrace streetscape between West Terrace and King William Street is under-stated. Its arrangement of traffic, public transport, parking and streetscape amenity lacks continuity with the formality of the recently upgraded section of the boulevard east of King William Street.

The River Torrens corridor and the surrounding Park Lands provide the proposed Hospital Precinct with a distinctive backdrop. The aesthetic, environmental and recreational value of the surrounds remains under-used, with the current functional requirements of the railyards and road and rail corridors acting as a barrier, separating the western and northern areas of the Park Lands. The Adelaide Gaol and a number of other historical buildings are adjacent to the Hospital Precinct. They are important historical landmarks that are currently disconnected from other areas.



- Affected Area (Approx)
- Railway Line
- 1** Newmarket Hotel
- 2** Adelaide Day Surgery
- 3** UniSA City West
- 4** Lion Arts Centre
- 5** Morphet Street Bridge
- 6** Convention Centre
- 7** Torrens River Park
- 8** Rail-yards Depot
- 9** Old Adelaide Gaol
- 10** Police Barracks
- 11** West Terrace Park and Sports Facilities
- 12** Rowing Club
- 13** Skate Park
- (a) - (i)** Heritage Places

Context and Surrounding Uses Figure 2

PROPOSED MARJORIE JACKSON NELSON HOSPITAL

2. GOVERNANCE AND LEGISLATIVE CONTEXT

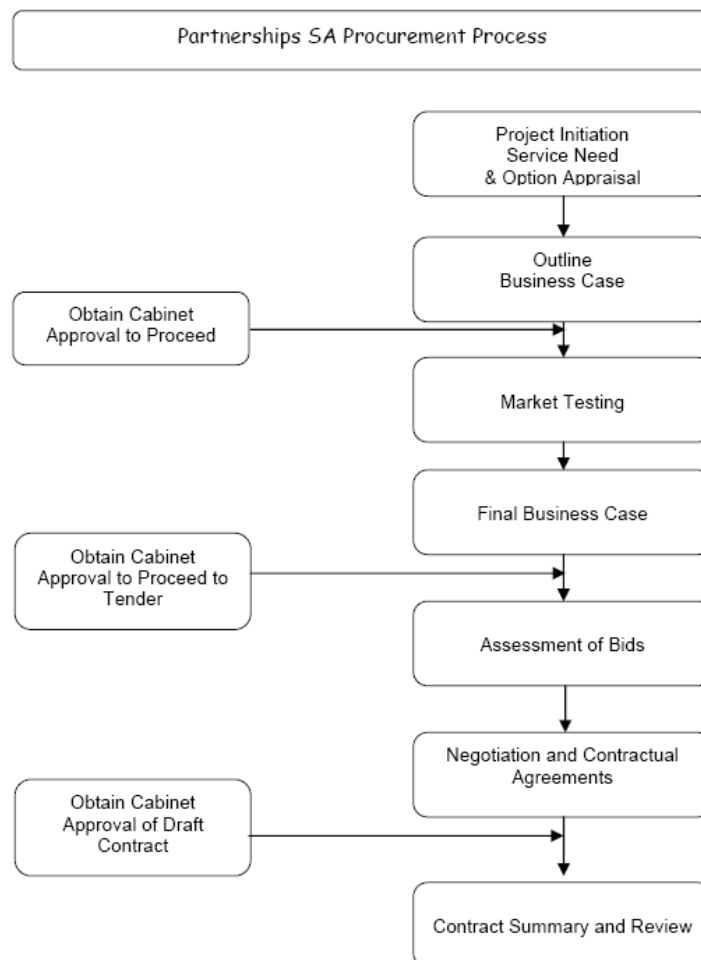
2.1 Introduction

The following outlines key requirements associated with the proposed hospital development.

2.2 Public Private Procurement – Partnerships SA

The South Australian Government has developed 'Partnerships SA', which is a procurement program that seeks to promote private sector participation in the delivery of government services to the community. This is commonly referred to as a 'PPP'— Public Private Partnership.

This procurement process incorporates several 'hold and review' points associated with Cabinet approval. When considered in conjunction with the development assessment process under the *Development Act 1993* it therefore provides an extremely high degree of safeguard that ensures key issues are addressed. The Partnerships SA procurement process is illustrated in the flow chart below.



Source: http://www.treasury.sa.gov.au/dtf/home_page/serach.jsp

When considering private sector participation in public services, a number of key criteria need to be satisfied before a development application is lodged. These criteria are:

- The private sector involvement must deliver a net benefit to the Government, having regard to the risks of the project, compared to traditional public sector delivery
- The risks associated with the project must be clearly identified and allocated to the parties best able to manage those risks
- Projects must be subject to a competitive bidding process. Direct negotiations may be entered into only under a limited set of circumstances
- Probity must be maintained during all phases of the process.

Under Partnerships SA, the guiding principles for private sector involvement in infrastructure projects include:

- Establishment of a project team early in the process
- Clear specification of project outputs
- The identification, measurement and allocation of project risks
- Application of a public sector comparator (a comparison of all aspects of the partnership against appropriate standards)
- Value for money to the Government
- Competitive tendering
- Probity maintained throughout the process.

With respect to external planning issues, the *Marjorie Jackson-Nelson Hospital Precinct Final Master Plan* is expected to form an integral part of the PPP package with respect to guiding the development of the project's outputs. Under Partnerships SA, documentation is required to concentrate on functionality and performance rather than prescriptive technical specifications over and above the minimum quality standards that may prevail in the design of particular types of assets. The principal objective of the output specifications is to allow suppliers maximum flexibility in designing and delivering efficient and effective outputs and therefore should not attempt to define project inputs or how these outputs may be achieved.

2.3 Development Act 1993 - Assessment Process

In South Australia, the *Development Act 1993* provides the procedural and assessment requirements attached to all forms of development (as defined), subject to approval under that Act.

Most development decisions are made by a relevant Development Assessment Panel or the state's Development Assessment Commission. In some cases development decisions can be made by the Minister for Urban Development and Planning where a project is subject to Crown Development provisions, or the Governor, in cases where the development has been declared a Major Development or Project by the Minister.

In relation to development in the Adelaide Park Lands, neither the Major Developments/Projects approach nor the Crown Development provisions of the *Development Act 1993* apply. Hence, a decision in relation to a hospital proposal will be subject to an assessment against the provisions of the Development Plan by the relevant planning authority.

In this regard, Schedule 10 of the Development Regulations identifies the circumstances under which the Development Assessment Commission is the relevant authority. Clause 4B of Schedule 10 states 'Development in the area of The Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$10 000 000'. Based on the expected value of the hospital development, the proposed hospital will be assessed by the Development Assessment Commission.

2.4 Adelaide Park Lands Act 2005

The *Adelaide Park Lands Act 2005* establishes a legislative framework that promotes the special status, attributes and character of the Adelaide Park Lands and provides for their protection and management as a world-class asset to be preserved as an urban park for the benefit of present and future generations. The establishment of the proposed hospital will result in a change in the use of land from railyards to a hospital. This means that under section 23 of the Adelaide Park Lands Act, a report on the future use and status of the land must be laid before both Houses of Parliament, and be furnished with the Adelaide City Council.

Pursuant to section 23 (5) and (6) of the Act, if a dispute arises regarding this report, the Minister or the Council may refer this matter to the Environment, Resources and Development Committee of Parliament. The Committee may then:

- (a) inquire into the matter as it thinks fit
- (b) make any determination or recommendation that it thinks appropriate with a view to resolving the matter
- (c) make any report to Parliament that it thinks appropriate in the circumstances of the particular case.

3 THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

3.1 Consistency with South Australia's Strategic Plan

The proposed hospital is one of many initiatives seeking to reform health care in South Australia. It is expected that the replacement of the ageing Royal Adelaide Hospital (RAH) with the proposed hospital will contribute to system-wide reforms through the reconfiguration of the state's public hospitals. It is also intended that the proposed hospital will take over some of the more complex services currently offered at the Queen Elizabeth Hospital.

The proposed hospital supports the achievement of a number of objectives and targets of South Australia's Strategic Plan, including:

OBJECTIVE 1: Growing Prosperity

INFRASTRUCTURE

- T1.21 Strategic infrastructure: match the national average in terms of investment in key economic and social infrastructure.

Comment: The proposed hospital development will represent a significant investment in public health infrastructure and will assist in reaching targets associated with infrastructure funding.

OBJECTIVE 2: Improving Wellbeing

HEALTHY LIFE EXPECTANCY

- T2.4 Healthy South Australians: Increase the healthy life expectancy of South Australians by 5% for males and 3% for females by 2014.
- T2.5 Aboriginal healthy life expectancy: Lower the morbidity and mortality rates of Aboriginal South Australians.
- T2.6 Chronic diseases: Increase by 5 percentage points the proportion of people living with a chronic disease whose self-assessed health status is good or better.

Comment: The proposed hospital will have 800 beds and care for more than 80 000 patients a year. This compares to 680 beds currently at the RAH where 62 153 patients were admitted in 2005-06. Specialty care services at the proposed hospital will include trauma; renal transplantation; major burns and spinal injury care; an ambulatory care centre; an operating theatre suite; and all clinical and non-clinical support services necessary for the provision of high quality patient care.

OBJECTIVE 3: Attaining Sustainability

ECOLOGICAL FOOTPRINT

- T3.7 Ecological footprint: Reduce South Australia's ecological footprint by 30% by 2050.

ENERGY

- T3.13 Energy efficiency – government buildings: improve the energy efficiency of government buildings by 25% from 2000-01 levels by 2014.

Comment: The proposed hospital is expected to be one of the 'greenest' developments in South Australia, with the strongest environmental codes and standards guiding its design and construction. The location of the proposed hospital provides an environment that 'adds-value' to contemporary hospital planning, focusing on wider issues of wellness and wellbeing. These issues will be core design considerations and could be achieved, for instance, by maximising access to natural light and views over nearby landscaped areas and water environments.

The development process will also result in the rehabilitation of the contaminated railyards and the establishment of significant native vegetation, thereby implementing a range of state and local government biodiversity, natural resource management and environmental strategic plans/directions.

OBJECTIVE 4: Fostering Creativity and Innovation

Comment: The proposed hospital will have links with the university sector for teaching and research and will continue to build on South Australia's medical research reputation. The proposed hospital will provide modern, state-of-the-art health facilities that will support the delivery of exceptional health services for the most vulnerable people in the community, particularly those in the 75 year plus category, thereby reflecting the need to address the issues of our ageing community.

3.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The Planning Strategy currently comprises five volumes:

- The *Planning Strategy for Metropolitan Adelaide* (December 2007)
- The *Planning Strategy for the Outer Metropolitan Adelaide Region* (December 2007)
- The *Planning Strategy for Regional SA* (January 2003, as amended at December 2007)
- The *Yorke Peninsula Regional Land Use Framework* (December 2007)
- The *Greater Mount Gambier Master Plan* (February 2008)

The *Planning Strategy for Metropolitan Adelaide*, which is relevant to the proposed hospital site, recognises the importance of providing access to a range of health and community services and facilities. In particular the Planning Strategy seeks to 'match location and delivery of health and

community services and facilities with the needs of the community'. Policies include locating health services adjacent to activity centres and the co-location of health and community facilities close to public transport.

The proposed hospital will provide a statewide health facility for South Australians, and its proposed location is considered appropriate as it is within the Adelaide CBD and adjacent to public transport networks such as the Adelaide Railway Station, bus and tram routes.

The DPA recognises and supports the following key strategies:

METROPOLITAN WIDE POLICIES

3.1 Water Resources

- 2. Promote water sensitive urban design (WSUD) in Development Plans, the Building Code of Australia and development proposals to achieve multiple catchment water management objectives such as reducing runoff and flooding; protecting waterways and their biotic communities; conserving and harvesting water; and enhancing the amenity of urban environments.**

- 3. Integrate the management, protection and use of water resources, into broader land use planning and management.**
 - (a) Protect and enhance the quality of Adelaide's underground and surface waters.
 - (b) Protect culturally significant water features.
 - (c) Seek opportunities to re-use treated stormwater and wastewater for irrigation and industrial use.
 - (d) Design and manage development to:
 - protect land from soil erosion, salinisation and contamination
 - protect watercourses, wetlands, floodplains and water supply catchments from poor land use and management practices
 - protect underground water resources from overuse and pollution
 - protect stormwater from pollution
 - allow the active recharge of underground water, for example, ASR, with harvested stormwater of a suitable quality
 - maximise retention of remnant native vegetation.
 - (e) Design stormwater management systems to incorporate flood mitigation, improve water quality and where possible support biodiversity.
 - (g) Ensure the maintenance and (if the opportunity arises) rehabilitation of hydrological processes and protection of water-dependent ecosystems, such as wetlands, streams and estuaries.
 - (h) Protect and (if the opportunity arises) restore remnant biota at development sites by establishing riparian buffers, and managing stormwater entry into waterways to minimise contaminant entry, bank erosion and alteration of the natural flow regime.

Comment: The DPA seeks to support these strategies by supporting appropriate land and water management policies and promoting the use of technologies that improve the quality of stormwater outflows and allow for stormwater reuse. The DPA also seeks to ensure that the development of the hospital will not have a deleterious impact on the River Torrens and/or its immediate environs.

3.4 Land Use and Transport Integration

1. **Integrate transport and land use planning decisions to facilitate a safe, sustainable, efficient and effective transport network.**
 - (a) Support and make best use of existing transport infrastructure and services, and protect sites of strategic importance for the future development of the transport system.
 - (b) Require significant development proposals to include an assessment of the implications for the transport system at the local and regional levels and identify measures to address these implications.
 - (c) Ensure that the location and design of developments protect and maintain the function of State Government-maintained roads, freight, rail and shipping routes.
 - (d) Ensure that future transport infrastructure is incorporated in decision making when planning for local and regional urban growth and economic activity.
 - (e) Ensure transport planning and infrastructure decisions promote development in appropriate locations and are coordinated with the staging of urban expansion as outlined in the Residential Metropolitan Development Program.

3. **Maximise accessibility to and use of the public transport system through greater integration with land use to reduce the need for private motorised travel.**
 - (a) Incorporate the provision of public transport in planning policy preparation (for example, new suburbs or activity centres) and provide on-ground services at an early stage of development to initiate public transport patronage as the neighbourhood becomes established.
 - (b) Locate activities that generate large numbers of visitors, such as major offices, schools, tertiary education facilities, and major health and recreational facilities, at public transport nodes and/or in activity centres.
 - (c) Ensure development is oriented towards, and linked with, public transport nodes and that convenient and safe walking access and secure bicycle storage is provided.

9. **Ensure integrated transport and land use supports quality of life outcomes.**
 - (d) Provide equitable access to a range of health services, community facilities and employment through a range of transport options.
 - (e) Provide pedestrian and cycle corridors separate from transport routes and in coordination with the establishment of facilities in MOSS, Park Lands, linear parks, and other public open spaces.

Comment: The DPA proposes to include policy which facilitates public access to the site and to key features of its surrounds, such as the River Torrens and public transport nodes. The site is regarded as being highly accessible and there are opportunities to improve pedestrian and bicycle access along North Terrace and to the riverfront.

3.5 Energy Efficiency

1. **Reduce energy requirements for transportation and buildings.**
 - (c) Promote the uptake of energy efficient design to ensure buildings are cooler in summer and warmer in winter and the use of alternative, renewable energy options such as solar thermal (electric or gas-boostered hot water systems) and photo voltaics into housing, and commercial building designs and development.

- (d) Ensure that the development industry adopts designs to optimise the use of photovoltaic energy technology in new subdivisions and buildings.

Comment: The DPA supports these strategies by promoting, where possible, the use of sustainable development technologies and energy efficient building design.

3.11 Health and Community Services

2. Match location and delivery of health and community services and facilities with the needs of the community.

- (c) Encourage development of new large, single-use health facilities in or adjacent to activity centres.
- (e) Plan for future health and community services and facilities to be adaptable to different forms of use and in a manner that promotes social justice, integration of services with community facilities, cost-effectiveness, and consumer engagement.

Comment: The DPA supports these strategies by facilitating the development of a new hospital that will:

- form part of the Government's health care reforms which have been developed to meet future health care challenges
- replace ageing medical facilities
- be located within a major activity centre
- be conveniently located close to key public transport networks.

3.12 Hazard Avoidance, Minimisation and Management

6. Protect land and groundwater from site contamination and encourage the progressive remediation of contaminated land where a risk to human health or the environment exists.

- (a) Ensure that all persons undertaking any potentially contaminating land use/activity, and all land owners and occupiers, take all reasonable and practicable measures to prevent the contamination of land and water resources.
- (b) Ensure that all planning authorities retain and/or develop a list of sites known to have a history of use that may result in site contamination.

7. Improve environmental conditions and amenity in metropolitan Adelaide, particularly adjacent to primary freight routes and large industrial precincts.

- (a) Introduce measures such as performance standards to address air and noise pollution, stormwater management, dangerous goods handling, and the storage, treatment and disposal of waste and sewage.

8. Consider how to incorporate counter-terrorism measures when designing public places, buildings and spaces without sacrificing function or attractiveness.

Comment: The DPA intends to ensure the proposed hospital appropriately addresses issues relating to site contamination, stormwater management and geotechnical seismic investigations.

RESIDENTIAL AND URBAN DEVELOPMENT

3.13 The Central City Activity Centre

1. **Reinforce the primary role of the Central City Activity Centre within the Activity Centres Hierarchy for Adelaide and South Australia.**
 - (a) Promote a growing and vibrant Central City Activity Centre as the major focus of the state's political, institutional, business, retail and administrative facilities, which accommodates a diverse and intense range of uses.
 - (b) Undertake further major improvements to public spaces in the River Bank and North Terrace precincts to strengthen the economic, social, cultural, educational and public transport function of these areas.
 - (c) Protect and strengthen the key aspects which contribute to the identity of the city, such as the Park Lands and squares, built heritage and unique townscapes, cultural institutions and major events and festivals.
 - (d) Ensure that planning policies and controls maximise the development potential of the Central City Activity Centre, allowing delivery of a balanced and integrated range of jobs, housing and services.
2. **Maximise the growth of the Central City Activity Centre as the pre-eminent focus of business and employment within the metropolitan area.**
7. **Reinforce the Central City Activity Centre as the main centre of excellence for health and education and build upon this to improve research and development and attract investment in innovation.**
8. **Reinforce the distinctive cultural and heritage elements of the Central City Activity Centre, including the Park Lands and create a distinctive and beautiful city.**
 - (a) Ensure that development in the city respects the historic layout and special qualities of Colonel William Light's plan for the city, in particular through built form which reinforces the unique pattern of streets, lanes, squares and Park Lands.
 - (b) Invest in quality design to ensure that government-funded or government-occupied buildings and projects are of exemplary design and quality.
 - (c) Identify and protect the city's heritage buildings and the distinctive character of particular locations.
 - (d) Protect the Park Lands for key recreation, and cultural activities and as a contrast to the urban form of the city.
 - (e) Identify opportunities to return land to Park Lands.
 - (f) More effectively manage water resources to provide benefits to downstream infrastructure, users of the Park Lands and the environment.
9. **Maximise accessibility to and within the Central City Activity Centre via all transport modes and make it a better city for walking, cycling and using public transport.**
 - (a) Maintain and improve the strong public transport focus in the city through the provision of safe and convenient passenger facilities and the development of interchanges between the trains, buses, trams and pedestrian facilities.
 - (b) Improve pedestrian and cyclist safety, and access to and within the city, to encourage people to walk and cycle.
 - (c) As part of a coherent metropolitan-wide policy, encourage traffic management and car-parking strategies in the Central Business Area which support and enhance the viability of public transport.

- (d) Prioritise the provision of convenient car parking for visitors, such as shoppers, business clients and tourists through the promotion of short-term parking.
- (e) Encourage high activity-generating uses to locate near frequently serviced public transport routes in the Central City Activity Centre to encourage greater use of public transport.
- (f) Reduce the level of unnecessary through traffic in the Central City Activity Centre.

10. Improve the accessibility and pedestrian movement of the Central City Activity Centre through improved design and management.

- (a) Encourage development which promotes ease-of-use and pedestrian accessibility.
- (b) Improve safety and security within the Central City Activity Centre by ensuring that development of public and private spaces is consistent with the principles of 'crime prevention through environmental design'.
- (d) Revitalise and redevelop obsolete or under-used sites in the Central City Activity Centre to create a more attractive and secure pedestrian environment.

Comment: The DPA supports these strategies by promoting Development Plan policy that will:

- facilitate the development of a key health institute within the Central City Activity Centre and in close proximity to key public transport networks
- seek to improve public spaces along North Terrace and the river bank and strengthen the economic, social, environmental and public transport functions of these areas
- seek to improve accessibility and pedestrian and bicycle movement to, from and across the site.

In addition, the DPA has regard to the issues surrounding built development in the Park Lands area and seeks ways to improve the physical relationship of the subject land with the adjacent river bank.

3.17 Urban Design

2. Create well designed and inspiring urban environments and public spaces

- (a) Achieve excellence in public realm projects, particularly government projects, in accordance with the South Australian Urban Design Charter.

3. Promote the principles and practice of good urban design.

- (a) Encourage participation, coordination and partnerships when considering and developing infrastructure projects and public places.
- (b) Promote the benefits of high quality urban design in project planning and development through programs, demonstration projects, professional education and public awareness raising.
- (c) Reinforce the importance of active frontages between public places and the private to revitalise centres and create quality pedestrian experiences.

Comment: The DPA supports these strategies by promoting and demonstrating principles of good urban design. High quality urban design will be used to create well designed and usable public spaces around the hospital.

3.18 Urban Regeneration

1. **Prioritise urban regeneration projects based on the relative social, economic and environmental benefits to be gained.**
 - (a) Prioritise urban regeneration areas based on a set of criteria that takes into account their relative social, economic and environmental disadvantage and the opportunities or levers that already exist.
 - (b) Establish transparent and accountable processes in targeting funding for places in most need of regeneration.
2. **Maximise opportunities to facilitate urban regeneration and attract private sector participation.**
 - (a) Use surplus and under-utilised government land to maximise urban regeneration opportunities as determined through the analysis of sites within a strategic context.
 - (c) Maximise the potential for infrastructure projects to stimulate urban regeneration and economic development by linking these projects with supporting initiatives such as rezoning, affordable housing initiatives, disposal of surplus government land, remediation of site contamination, and the provision of appropriate services and facilities.

Comment: The DPA supports these strategies by facilitating the upgrade of the railyards site. The DPA seeks to complement, and potentially contribute to, the following urban renewal initiatives already underway:

- the upgrade of North Terrace
- the revitalisation of the Adelaide West Precinct
- the promotion of linkages with the Park Lands.

BUSINESS AND INDUSTRY

3.22 Specialised Activity Precincts

1. **Recognise and strengthen the role and level of specialised activity at key locations within the metropolitan area by creating Specialised Activity Precincts.**

Designate as Specialised Activity Precincts:

- (e) the key education, medical and research facilities centred on North Terrace and Frome Road to recognise the Florey Innovation Precinct.

Comment: The DPA provides for areas of education, medical and research facilities as part of the proposed hospital. The potential relocation of existing facilities from their current location will need to be considered during the construction and design phases of the hospital.

3.3 Consistency with other Key Policy Documents

South Australia's Health Care Plan (2007-2016)

South Australia's Health Care Plan has been developed by the State Government to meet future challenges.

The plan outlines the most significant single investment in health care in South Australia's history—the building of the 800 bed Marjorie Jackson-Nelson Hospital, a state-of-the-art facility in Adelaide's city centre that will become one of Australia's most advanced hospitals.

The 10-year plan also proposes new investment in other major hospitals; promotes healthy lifestyles and illness prevention through new GP Plus Health Care Centres; and proposes to make South Australia the best place for health professionals to work.

Adelaide City Strategic Management Plan

The City of Adelaide Strategic Management Plan identifies the city as ‘the main centre for specialist health, community support, legal, financial and business services’, and that the overnight population includes ‘2000 (residents) in hospitals, nursing homes, shelters or other institutional accommodation’.

The Management Plan also strongly recognises and values the importance of the Park Lands and a number of its key actions and objectives concern their ongoing management and enhancement.

Adelaide City Park Lands Management Strategy

The Park Lands Management Strategy aims to provide a framework for the coordinated management of one of Adelaide’s most defining and memorable assets—the Park Lands.

The Strategy identifies a number of directions that aim to protect and increase enjoyment of the Park Lands. They include reducing building floor areas and hard paved areas; ensuring new buildings and redevelopment delivers public benefit; and identifying priority areas of Park Lands to be returned to community use.

The Management Strategy specifically identifies the railyards as a priority area for return to Park Lands, subject to agreements. Currently this area is neither accessible to the public nor able to be used without rehabilitation.

The proposed hospital will result in the establishment of a state-of-the-art, health facility, which will improve the health services available to our community and enhance access to the Park Lands within this part of Adelaide. The proposed development also provides an opportunity to establish open space areas adjacent to the hospital where land is not required for hospital activities.

A master planning process to consider the future directions for the RAH site, following construction of the MJNH, is also being undertaken by the Department of Health. The possible return of RAH land to Park Lands will form part of this.

3.4 BDP Policy Library

The Better Development Plans (BDP) project is a Development Plan improvement initiative being undertaken by Planning SA and councils throughout the state to establish a more standardised format and set of planning policies that deal with issues that are common to most councils.

There are no BDP modules that could be adopted by this specific and unique DPA.

4. INVESTIGATIONS INFORMING THIS DPA

4.1 Introduction

A significant number of the investigations associated with this DPA were undertaken via the *Marjorie Jackson-Nelson Hospital Precinct Final Master Plan*.

The development of the proposed hospital is a significant and complex undertaking and requires consideration of a number of issues. Specialists were engaged to address the following areas of enquiry that have informed the preparation of the Master Plan:

- Flight path assessment to consider the issues associated with the provision of a helicopter landing site at the Hospital Precinct and consideration of the maximum building height at the location (see section 4.2)
- Traffic impact assessment to determine a preferred access scheme for the proposed hospital and to identify how the proposed hospital may impact upon traffic circulation and traffic generally in the West End and greater CBD (see section 4.3)
- European heritage study to identify nearby heritage buildings, understand how the proposed hospital may impact upon them, and identify opportunities for improving linkages with them (see section 4.4 European heritage)
- Aboriginal heritage considerations (investigations have been commissioned by the Department of Health) (see section 4.4 Aboriginal heritage)
- Geotechnical seismic investigations to assess whether the East Para Fault occurs beneath the proposed footprint of the proposed hospital and to identify preliminary footing design parameters (see section 4.5)
- Fauna, habitat assessment and significant tree assessment to identify fauna species likely to be using the Hospital Precinct, ways to improve

the fauna habitat quality at the Hospital Precinct; and any significant trees within the area affected (see section 4.6)

- Stormwater management investigations to identify key stormwater and flood plain management issues associated with the site (see section 4.7)
- Utility services analysis to identify the utility service needs of the proposed hospital and upgrades required at the Hospital Precinct (see section 4.8)
- Proximity to the railway-line: assessment of the noise, emission and vibration impacts of the railway on the design of the proposed hospital (see section 4.9)
- Site rehabilitation investigations to determine the contamination status of fill and underlying natural materials at the site (see section 4.10)
- Critical infrastructure considerations to identify issues that may present challenges for security management of critical hospital infrastructure (see section 4.11).

The key elements of these investigations and their impact on the formulation of planning policy for the subject land are discussed in the following sections of this DPA.

4.2 Flight Path Assessment

An assessment of the flight path requirements of the Hospital Precinct was undertaken and included the following key considerations:

The provision of a helicopter landing site (HLS)

The proposed HLS at the Hospital Precinct will have more flight paths and better separation from surrounding residential buildings than does the existing HLS at the RAH. Therefore, the environmental impact of aircraft noise and emissions is expected to be less than that currently being experienced at the RAH.

The maximum building height of a building at this location

The maximum heights of a building at the Hospital Precinct which would not penetrate protected airspace are:

- approximately 64m Australian Height Datum (AHD) at the most western extremity of the site
- approximately 93m Australian Height Datum (AHD) at the most eastern extremity of the site.

These limitations are illustrated in the Adelaide (City) Development Plan as Map Adel/1 (Overlay 5) – Airport Building Heights.

Helicopter operations require air traffic control management to ensure vertical and lateral separation standards are maintained. Assessments indicate that the air traffic management impact within the Adelaide Terminal Area would be similar to that currently being experienced with the existing hospital HLS at the RAH. Details of the impact and any air traffic control issues must be advised to the Adelaide Airport, the Civil Aviation Safety Authority, Airservices Australia and possibly the Department of Infrastructure, Transport, Regional Development and Local Government, for their assessment and approvals.

The HLS should be designed to satisfy the Civil Aviation Advisory Publication (CAAP) 92-2(1) 'Guidelines for the establishment and use of helicopter landing sites for the establishment of a standard HLS on a building, with appropriate lighting for night operations'.

Management of the proposed hospital will include operational procedures to ensure the safety of people adjacent to the HLS during take-off and landing. These operational procedures will include communication requirements; training of staff; movement to and from the helicopter while rotors are moving; and emergency procedures in the event of an accident.

Pilots using the HLS should use Fly Neighbourly flight profiles in the vicinity of the proposed hospital. Approval will be explored with the Adelaide City Council to establish this HLS and a licence for the HLS will need to be obtained from the Environment Protection Authority (EPA).

Building Height and Flight Paths

The issue of building height is relevant to (i) scale and bulk and (ii) airport flight path considerations. In addition to proposed policies within this DPA, building height issues are currently addressed by the existing Development Plan policies.

Existing Development Plan policies

The City of Adelaide Development Plan contains the following Council Wide policies that are applicable to a hospital development application:

Objective 50: *Development that reinforces the desired character and scale of the City, providing for the highest buildings and development intensity in the City Centre grading down to the lowest in the Residential Zones and the historic residential areas of North Adelaide.*

Objective 51: *Building heights that: (a) reinforce the desired character of the area as contemplated by the minimum and maximum building heights in the Zone and Policy Area provisions;*

PDC 167 *The height of buildings should reinforce the desired character and scale of the City with the highest buildings in the Central Business Area Zone grading down to the lowest in the Residential Zones and the North Adelaide Historic (Conservation) Zone. No building should exceed 115 metres in building height.*

PDC 168 *The height and scale of development and the type of land use should reflect and respond to the role of the street it fronts as illustrated on Map Adel/1 (Overlay 1). (Note: Map Adel/1 illustrates North Tce as a "Primary City Access"*

route.

PDC 172 *Buildings and structures should not adversely affect by way of their height and location the longterm operational, safety and commercial requirements of Adelaide International Airport. Buildings and structures which exceed the heights shown in Map Adel/1 (Overlay 5) and which penetrate the Obstacle Limitation Surfaces (OLS) should be designed, marked or lit to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport.*

4.3 Traffic Impact Assessment

To determine an appropriate access scheme for the proposed hospital, a Traffic Impact Assessment was undertaken which comprised the following considerations:

- Key vehicle access points for ambulances, the general public and services.
- Impact on traffic circulation and traffic generation in the West End and greater CBD.
- The Port Road/North Terrace/West Terrace intersection.
- Public transport provision.
- Walking and cycling.

As a result, intersection, cycling and public transport upgrades will be undertaken if the hospital proposal proceeds. Funding for the upgrades will be provided as part of the estimated hospital project costs.

Vehicle Access to the Proposed Hospital

Four access points have been identified as the preferred options for the proposed hospital. These are:

- Full access from Port Road, 200m west of the intersection with North Terrace. This access will primarily serve the emergency admission area, service area, and the staff car park. Traffic lights and a pedestrian crossing will control vehicle movements into and out of the hospital.
- Full access from North Terrace 250m east of the intersection with Port Road. This access will primarily serve the public car park and pedestrians from public transport. Traffic lights will control vehicle movements into and out of the hospital, as well as pedestrian movements.
- A one-way entry from the Port Road/North Terrace/West Terrace intersection. This access will serve the outpatient/ambulatory care areas. It will also provide alternative ambulance access should the western access be restricted for any reason. Modification of the existing signalled

intersection will be required so that access to the site from this location could occur from all directions, but exiting will not be permitted.

- A one-way exit provided on North Terrace, about 100m east of Port Road. Only left turn out movements will be permitted. This road will be a continuation of the access from the Port Road/North Terrace intersection and will provide a ramp down to the public car park.

Port Road/ North Terrace/ West Terrace Intersection

This intersection is a major entry point to the city, so it is necessary to ensure that it continues to operate as efficiently and safely as possible, while providing the required level of access to the Hospital Precinct. The proposed concept for vehicle access to the proposed hospital shows a key access for the site in front and in direct line of the intersection. The provision of this access is considered vital in the operation of the eastern side (ambulatory care) of the proposed hospital. If this access was not provided, there would need to be a significant circulation road in front of the proposed hospital from other access points.

The layout of the existing intersection would not provide safe or convenient access, particularly with the left turn slip road merge from Port Road into North Terrace and the West Terrace left turn slip road merge into Port Road. The latter would also have an impact on the Port Road access point.

Therefore the approach is to:

- provide safe access into the proposed hospital and prevent accidents at or around the intersection of North Terrace, Port Road and West Terrace
- remove existing uncontrolled slip roads on North Terrace and Port Road and place movements under full signal control
- retain existing lane arrangements but reorganise the intersection to enable improved and safer operation
- make the median area more compact in the intersection by reducing the separation distance between opposing carriageways to provide more space in front of the proposed hospital on council owned land and, if practical, return some of the land on the western side of the intersection back to Park Lands.

The operation of the above scheme has been assessed and has proved satisfactory with current traffic volumes and those expected to be generated upon completion of the hospital. Any congestion beyond this would need to be considered in the context of a general increase in congestion across the CBD and any extension in the tram network.

Public Transport to the Proposed Hospital

The main entrances to the proposed hospital will be located conveniently close to North Terrace. Bus stops will be provided on both sides of North Terrace adjacent to the main entrance (near Gray Street). A pedestrian crossing will

service these bus stops, ensuring safe movement across North Terrace. Separate bus stops will also be provided along West Terrace for bus routes that use Port Road and West Terrace. Pedestrian access will be safely facilitated at the Port Road/North Terrace intersection and at the two new lit hospital access points east and west of this intersection.

Currie Street is the CBD's main east-west bus route. The State Government will work with the Adelaide City Council in exploring opportunities to strengthen the pedestrian connections between North Terrace and Currie Street. The optimal pedestrian link is Gray Street, which runs to Currie Street and beyond. An enhanced Gray Street would benefit the proposed hospital and improve pedestrian connections with public transport on Currie Street for the university, the Lion Arts Centre, and other businesses and residences in the West End.

Adelaide Railway Station will be accessed via a pedestrian connection along North Terrace. It is anticipated that future North Terrace redevelopment works will continue down to West Terrace, providing for a more pleasant and usable North Terrace boulevard running from the proposed hospital right through to the Botanic Gardens. This will benefit access to the Adelaide Railway Station. Access to the Adelaide Railway Station near Morphett Street will also be investigated.

There are currently a number of major reforms underway to improve Adelaide's rail system, including a project to re-sleeper much of the metropolitan rail network (and the associated operational benefits that this will bring); the railyard relocation; and general ongoing service improvements. As part of these investigations, the potential for a station at the Hospital Precinct will be considered by the Department for Transport, Energy and Infrastructure. This assessment will consider the number of people that might use a new station for access to the Hospital Precinct and the West End along with those that might use it as an exchange station between rail services.

In late-2007, the tram line was extended from Victoria Square, past the Adelaide Railway Station, to a terminal west of the Morphett Street Bridge, thereby putting pedestrian access to the tram terminal from the proposed main entrance of the proposed hospital within walking distance. Improvements in accessibility to the tram by people working and visiting the proposed hospital will be investigated as part of any proposal to extend the tramway to the west.

Footprint planning for the proposed hospital has taken into consideration various permutations of possible future tram extensions to the west. This has been undertaken to ensure that the proposed hospital enhances any tram extension opportunities in the future.

Walking and Cycling

North Terrace is one of the busiest cycling routes in metropolitan Adelaide, yet does not provide cycling lanes. To encourage greater cycling use and improve conditions for current users, the intersection works at North Terrace/West Terrace and Port Road will include the provision of cycling lanes.

Cycling will also be catered for on shared paths between the proposed hospital and North Terrace. As the anticipated North Terrace redevelopment works move west, these shared paths could be extended through to the Adelaide Railway Station.

There are currently few options for pedestrians or cyclists to access the River Torrens along North Terrace between West Terrace and the Morphett Street Bridge. The Hospital Precinct will provide a permeable design and encourage movement from the south to the north. Access to the River Torrens over the railway lines will be provided for via a pedestrian/cycling overpass.

The overpass will need to be explored further with the Adelaide City Council, which is leading a master planning exercise on the redevelopment of the Riverbank Precinct.

Access to the River Torrens is considered vital as it could provide a second main access route (in addition to North Terrace) for the various clinical, research and education facilities located at the Women's and Children's Hospital, within the Adelaide University and University of South Australia campuses.

Parking Facilities

Car Parking

Parking requirements associated with various forms of development are currently provided in the Adelaide (City) Development Plan via Table Adel/2. In respect to a hospital within the Residential/Mainstreet/North Adelaide Historic (Conservation) Zones, the Table provides a minimum required parking rate of 1.5 spaces per bed. It is noted that the RAH, which is located within the Institutional (University/Hospital) Zone, is excluded from this standard.

Investigations regarding the provision of parking facilities associated with the proposed hospital advocate promoting access by public transport, bicycles and pedestrians.

The Council-wide section of the Development Plan provides a basis to consider lower levels of car parking (see below) than would typically be required to service a hospital. This approach is currently used within the Institutional (University/Hospital) Zone that accommodates the RAH.

Bicycle Parking

Bicycle parking requirements associated with various forms of development are currently provided in the Adelaide (City) Development Plan via Table Adel/1. This Table includes a requirement for the provision of bicycle parks for hospitals based on the number of employees and visitors.

Traffic and Car Parking

The issue of transport relates to (i) access to the locality including traffic circulation (including public transport) (ii) pedestrian, cycle and vehicular on

site access (iii) car parking provisions. In addition to proposed policies within this DPA, traffic and transport issues are currently addressed by the existing Development Plan policies.

Existing Development Plan policies

The City of Adelaide Development Plan contains several Council Wide policies that are applicable to a hospital development application. The following is a sample of these policies relating to transport, access and parking:

Access and Movement

Objective 64: *Access to and movement within the City that is easy, safe, comfortable and convenient with priority given to pedestrian and cyclist safety and access.*

PDC 225 *Vehicle access points along primary and secondary city access roads and local connector roads, as shown on Map Adel/1 (Overlay 1) should be restricted.*

Pedestrian Access

Objective 65: *Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.*

PDC 226 *Development should reflect the significance of the paths and increase the permeability of the pedestrian network identified within Map Adel/1 (Overlay 2) by ensuring:*

- (a) pedestrians are not disrupted or inconvenienced by badly designed or located vehicle access ramps in footpaths or streets; and*
- (b) vehicle and service entry points are kept to a minimum to avoid adverse impact on pedestrian amenity.*

PDC 227 *Within the Core, Primary and Secondary Pedestrian Areas identified within Map Adel/1 (Overlays 2, 2A and 3), development should be designed to support the establishment and maintenance of continuous footpaths so that pedestrian flow is free and uninterrupted. Pedestrian access should be provided at ground level mid-block between all streets*

Bicycle Access

Objective 68: *Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists*

PDC 234 *An adequate supply of on-site secure bicycle parking should be provided to meet the demand generated by the development within the site area of the development. Bicycle parking should be provided in accordance with the requirements set out in Table Adel/1.*

(Note: Table Adel/1 provides bicycle parking requirements for a range of land uses, including a hospital. The rate for a hospital is 1 per 15 beds for employees and 1 per 30 beds for visitors.)

Public Transport

Objective 70: *Development that promotes the use of sustainable transport consistent with State Government objectives and initiatives.*

PDC 239 *Development along high bus stop concentration areas should be designed to ensure that activity and interest for public transport passengers is maximised through the incorporation of active street frontages*

Car Parking

Objective 75: *To meet community expectation for parking supply while supporting a shift toward active and sustainable transport modes.*

- PDC 250** Car parking areas should be located and designed to:
- (a) ensure safe and convenient pedestrian movement and traffic circulation through and within the car parking area;
 - (b) include adequate provision for manoeuvring and individually accessible car standing areas;
 - (c) enable, where practical, vehicles to enter and leave the site in a forward direction;
 - (d) minimise interruption to the pattern of built form along street frontages;
 - (e) provide for access off minor streets and for the screening from public view of such car parking areas by buildings on the site wherever possible;
 - (f) minimise adverse impacts on adjoining residential properties in relation to noise and access and egress;
 - (g) minimise loss of existing on-street parking spaces arising through crossovers and access.
 - (h) incorporate secure bicycle parking spaces and facilitate convenient, safe and comfortable access to these spaces by cyclists; and
 - (i) provide landscaping, such as semi-mature trees, to shade parked vehicles and reduce the visual impact of the car parking

- PDC 252** Within Residential, Mainstreet and Institutional Zones and for residential development within the Central Business Area and Mixed Use Zones:
- (a) adequate car parking should be provided within the site area of the development to meet the demand generated by the development;
 - (b) car parking should be provided in accordance with Table Adel/2; and
 - (c) car parking rates lower than the minimum in Table Adel/2 may be appropriate where there is readily accessible and frequent public transport in the locality or it can be demonstrated that a lower provision is warranted, such as for the following reasons:
 - (i) the nature of development;
 - (ii) existing heritage places on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of on-site parking;
 - (iii) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation; or
 - (iv) suitable arrangements for any parking shortfall to be met elsewhere or by other means. (Development Plan Note: A development application should include an estimate of the car parking required by the proposed development and an indication of how the parking need will be met. It should take into account the availability of on-street parking spaces on the site frontage and available capacity in off-street car parking facilities which are accessible by members of the public in the locality.)"

(Note: On-site car parking rates are provided in Table Adel/2. A rate of 1.5 spaces per bed is currently applied to a hospital located in the Residential/Mainstreet/North Adelaide Historic (Conservation) Zones. While PDC 252 establishes a relationship between the various Zones and Table Adel/2, the Table does not specifically relate to the Institutional Zone.)

Government investment in public transport

The state's 2008-09 Budget announcements included funding to begin a 10 year, \$2.0 billion investment to upgrade, electrify and extend the metropolitan rail network. The Budget provides \$648.4 million over the next four years to commence the urban rail reform program. The 10 year program will include electrification, gauge standardisation, concrete resleepering, light rail network extensions and new electric rail vehicles. Commencing in 2008-09, the budget provides for the tram network to be extended along Port Road via North

Terrace past the proposed hospital site to the Entertainment Centre and for the purchase of new light rail vehicles. It is anticipated that the 10 year program will deliver 50 new electric trains, 58 converted electric trains, 15 new hybrid tram/trains and additional light rail vehicles.

The investment in public transport will be a direct benefit for the users of the proposed Marjorie Jackson-Nelson Hospital.

4.4 Heritage

European Heritage

The location of state and local heritage places in the affected area can be found on the relevant policy area maps within the Development Plan and on Figure 2. Although there are no heritage places within the affected area, there are a number of heritage places in the general vicinity. An assessment was undertaken to determine the impact of the proposed hospital on these places. The following state and local heritage places were the focus of this assessment:

- a) Adelaide Gaol
- b) Powder Magazine and adjacent cottage
- c) Wye Signal Cabin
- d) Weir No 1
- e) Newmarket Hotel
- f) 57-60 North Terrace
- g) Lion Arts Centre
- h) Holy Trinity Church
- i) Gray Street houses.

The heritage assessment concluded that the proposed hospital is unlikely to compromise the heritage curtilage (the enclosed area of land around the buildings).

Aboriginal Heritage

The *South Australian Aboriginal Heritage Act 1988* provides broad protection for Aboriginal sites by making it an offence to damage or disturb an Aboriginal site without authorisation from the Minister for Aboriginal Affairs and Reconciliation. In accordance with the provisions of the *Aboriginal Heritage Act 1988*, a cultural heritage survey of the proposed site is currently being undertaken by the Department of Health.

Proponents are also advised to consult with the original custodians of the land, the Kurna people, to establish the significance of any potential site to their community prior to any redevelopment occurring. This may involve having a representative of the community on site during preliminary site works such as excavation.

Heritage

The DPA is not proposing any new heritage related policies as consideration of heritage issues are already appropriately dealt with by the existing Development Plan policies.

Existing Development Plan policies

The Adelaide City Council Development Plan includes a range of Council Wide heritage policies, including, but not limited to the following:

***Objective 44:** Conservation of the value of State heritage places and Local heritage places, as identified in each Zone and Policy Area.*

***Objective 45:** Development in proximity of a heritage place that does not diminish the value of the heritage place and its built form contribution to the City.*

***Objective 47:** Acknowledgment of the diversity of Adelaide's cultural heritage from pre-European occupation to current time.*

***Objective 48:** Recognition of Aboriginal sites, items and areas which are of social, archaeological, cultural, mythological or anthropological significance.*

These objectives are supported by policies that ensure the value of heritage places is retained, and that new development complements those values.

4.5 Geotechnical Seismic Investigations

Geotechnical seismic investigations were undertaken on the proposed site. The primary aim of these investigations was to assess whether the East Para Fault occurs beneath the footprint of the proposed hospital and to look at preliminary footing design parameters.

Based on field investigations, which involved analysis of eight bore holes and a review of published information regarding the geological features relevant to the site, the following conclusions were made:

- The East Para Fault is not present at the Hospital Precinct
- Given the potential for variation in the near surface soil profile across the footprint of the proposed hospital, it is considered likely that the proposed structures would be supported by piled footings. Where additional investigations indicate a relatively uniform near surface soil profile across the proposed site, shallow spread footings may be considered, subject to an assessment of the applied loadings and the nature of the proposed structure.
- Site preparation activities will largely depend on the nature of the proposed development and will be likely to include stripping of non-engineered fill, and replacement with engineered fill beneath the development area. Non-engineered fill was encountered to depths of up

to about 2.5m in the boreholes drilled, although locally deeper pockets of fill may exist.

Geotechnical Seismic Investigations

These investigations concluded that there are no significant geotechnical seismic constraints to building on the proposed site. Given the result of the abovementioned investigations, no Development Plan policies are required. In any event, construction details are appropriately addressed under the building rules.

4.6 Fauna and Habitat Assessment and Significant Tree Assessment

A fauna and habitat assessment was undertaken and comprised the following key considerations:

- Identification of fauna species likely to be using the proposed Hospital Precinct
- Identification of fauna species of conservation significance using the Hospital Precinct.
- Recommendations regarding ways to improve the fauna habitat quality at the Hospital Precinct.

The vegetation type/land form present at the proposed Hospital Precinct is predominantly cleared land with small areas of planted trees (mainly Eucalyptus) over mown grass and assorted ornamental garden beds. The under storey is generally open/cleared and consists of maintained grass areas and weeds.

In a review of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (Department of the Environment, Water, Heritage and the Arts, 2007) for the area surrounding the proposed Hospital Precinct, no species of national conservation significance were identified. Within the site, it is believed the structure of the vegetation is too open to provide suitable resources for threatened native fauna species. However, if any threatened species did infrequently use the area they are likely to be arboreal species that use trees for refuge, such as birds, bats and possums.

The fauna habitat within the project area is considered to have a very low value.

It is considered unlikely that any fauna species of conservation significance is using the proposed Hospital Precinct. The bird species found within the area are common throughout the urban environment in South Australia. It is likely that Brushtail Possums occur in the area, however, this species is considered to be secure and common within the Adelaide metropolitan area.

Based on these investigations, the following possibilities will be considered for retaining and enhancing the habitat for native fauna species in the area. They are to:

- retain as many large trees as possible, particularly Eucalyptus species
- incorporate plantings of local native plant species into any landscaping which occurs. This includes planting over storey, mid storey and under storey layers.
- install bird, bat and possum boxes to encourage species to seek refuge and breed in the area.

A significant tree assessment of the study area is being undertaken. The assessment will include:

- A GPS location of each tree determined by software that provides accuracy of +/- 1 m
- A description of the genus, species and common name of each tree, along with an assessment of the general age, condition and structure of each tree.
- An assessment of each tree against the current legislative provisions of any significant tree requirements.
- Assessment of each tree using the TreeAZ assessment system, including a rating of each tree's suitability for retention in the urban environment for 10 years or more.

When completed, the report will be made available to the relevant decision making authority.

The provisions in Council's Development Plan (see below) provide guidance to proponents of the hospital about the protection of significant trees and design considerations. However, given the need for significant excavation associated with land contamination remediation and building works, additional policy guidance is required at the zone level. In particular, should these activities require the removal of significant trees, then replacement trees should be provided in appropriate locations within the site as promoted by existing PDC 299.

Fauna and habitat

The DPA proposes to introduce additional policies to reinforce the prominence of landscape design within a proposed development proposal, including ensuring linkages to the River Torrens and the Park Lands and significantly increasing the amount of land provided for public open space. In addition, fauna and habit issues will also be addressed by the existing Development Plan policies.

Existing Development Plan policies

A sample of existing relevant Development Plan policies applicable to a hospital development application include the following:

Landscaping

Objective 59: *Water conserving landscaping that enhances the local landscape character and creates a pleasant, safe and attractive living environment.*

PDC 208 *Landscaping should: (a) be selected and designed for water conservation; (b) form an integral part of the design of development; and (c) be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas and enhance the visual amenity of the area.*

PDC 209 *Landscaping should incorporate local indigenous species suited to the site and development, provided such landscaping is consistent with the desired character of the locality and any heritage place.*

Significant Trees

Objective 110: *The conservation of significant trees which provide important aesthetic and environmental benefit to Metropolitan Adelaide*

PDC 295 *Development should be designed and sited to retain:*
(a) *any existing tree of substantial size and merit; and*
(b) *existing street-trees,*

and accommodating and protecting their normal growth pattern.

PDC 296 *Where a significant tree or group of trees:*

- (a) *makes an important contribution to the character or amenity of the local area; or*
- (b) *is indigenous to the local area and its species is listed under the National Parks and Wildlife Act as a rare or endangered native species; or*
- (c) *represents an important habitat for native fauna; or*
- (d) *is part of a wildlife corridor of a remnant area of native vegetation; or*
- (e) *is important to the maintenance of biodiversity in the local environment; or*
- (f) *forms a notable visual element to the landscape of the local area;*

development should preserve these attributes.

PDC 297 *Development should be undertaken with the minimum adverse affect on the health of a significant tree.*

PDC 299 *Where a significant tree is proposed for removal, such tree should be replaced on the same site within three months of Development Approval, subject to the season, by:*
(a) *a mature tree of appropriate species and sufficient size when fully grown; or*
(b) *landscaping of equivalent landscape value in accordance with a comprehensive landscaping plan for the site and the desired character for the locality.*

PDC 300 *Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system,*

will not be adversely affected.

PDC 301 *Where development is to take place in close proximity to a significant tree, that tree should be protected by appropriate measures during the course of the development. In particular, the area in which the tree's branches and roots are located should be protected by the erection of a secure fence prior to commencement of any work on site to prevent any disturbance to such area, for example by compaction, excavation, filling or contact causing damage to branches, trunks, or root systems.*

4.7 Stormwater Management Investigations

Stormwater management investigations were undertaken and focused on the identification of key storm water and flood plain management issues and opportunities associated with the proposed Hospital Precinct.

The key existing stormwater and flood plain features of the site are the two Adelaide City Council stormwater drains that pass through the site (from West Terrace and Morphett Street) and the River Torrens. Combined, the two stormwater drains that pass through the site drain almost the entire north-western quarter of the CBD. The West Terrace drain is likely to conflict with the location of the proposed hospital and will need to be reconstructed in a new alignment through the site. Both drains have a gross pollutant trap installed within close proximity of the site.

The site is largely free from flood inundation from the River Torrens, for events up to and including the 500-year Annual Recurrence Interval (ARI). The level of protection from flooding that needs to be provided to the proposed hospital is elevated due to its strategic importance to the state, and in particular its key role in emergency response. It is recommended that a flood protection standard of 500-year ARI be adopted in establishing minimum floor levels for the hospital, reducing to 100-year ARI only in those surrounding parts of the hospital development that do not provide a key role in the operation of the hospital.

Priority will be given to showcasing best practice stormwater management and Water Sensitive Urban Design (WSUD) principles.

The key objective of this approach is to ensure that a strategy is developed that considers the total water cycle in an urban landscape. A range of measures are available that could:

- Reduce peak flows and volumes discharged from and through the site
- Reduce pollution conveyed to the downstream part of the River Torrens, which suffers from algal blooms and poor water quality during extended dry periods.
- Harvest and reuse stormwater within and around the site to reduce mains water demand.

These measures could include (and are not limited to) roof gardens, syphonic roof drainage, rainwater tanks, infiltration trenches, bio-retention swales, gross pollutant traps, permeable pavements, detention basins, wetlands and aquifer storage and recovery schemes.

Specific opportunities identified for the Hospital Precinct include (but are not limited to):

- harvesting of roof runoff into large storage tanks and reusing this water within the hospital for non-potable uses such as toilet flushing
- establishing a wetland within the triangular parcel of land to the north of the site, for the purposes of capturing, treating and reusing stormwater from the two council drains that pass through the site. Harvested water could be reused for irrigation of the adjoining Torrens event (green) space
- integrating an open air car park drainage design with a surrounding vegetated landscape that provides a water quality improvement function
- applying WSUD principles throughout the development of the proposed hospital and in particular promoting initiatives that provide for harvesting and reusing storm water, within the proposed hospital, for irrigation of surrounding green event spaces and for supporting the vegetation selected to form part of the landscape design.

Stormwater

Stormwater related policies are relatively well addressed in the Council-wide section of Council's Development Plan. However, policies are proposed to be included into the zone that promote water sensitive urban design principles, including the minimisation of water use and the maximisation of stormwater harvesting and reuse (consistent with Objective 36 below).

Existing Development Plan Policies

Relevant existing Council Wide policies include the following:

Stormwater Management

Objective 36: Development which maximises the use of stormwater.

Objective 37: Development designed and located to protect stormwater from pollution sources.

Objective 38: Development designed and located to protect or enhance the environmental values of receiving waters.

Objective 39: Development designed and located to prevent erosion

Objective 40: Development designed and located to prevent or minimise the risk of downstream flooding

PDC 126 *Development affecting existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.*

PDC 129 *Development should not cause deleterious affect on the quality or hydrology of groundwater.*

PDC 130 *Development should manage stormwater to ensure that the design capacity of existing or planned downstream systems are not exceeded, and other property or environments are not adversely affected as a result of any concentrated stormwater discharge from the site.*

4.8 Utility Services Analysis

A utility services analysis was undertaken to determine the utility services needs of the proposed hospital and the upgrades that will be required at the proposed Hospital Precinct.

The infrastructure requirements for the proposed hospital for electrical, natural gas, water, sewer and communications were benchmarked against other major hospital sites to determine the best and worst case scenarios in order to determine an order of cost. The advice provided was developed through discussions with supply authorities, government and carrier divisions.

The proposed hospital will have the following requirements regarding utility services provision:

- **Post-disaster Capability**–The proposed hospital must be capable of a ‘Post Disaster Response’, which means all infrastructure connections must be provided in accordance with relevant standards inclusive of the Victorian Government’s Department of Human Services Risk Management –*Essential Engineering Services and Other Critical DHS Facilities*–as well as AS3009 wherein redundant feeders or connections to the state grids are deemed mandatory
- **Environmental Footprint Minimisation**–The hospital must strive to minimise its environmental footprint. This is a once-in-several-generations opportunity to reduce the environmental impact of this important facility whilst ensuring it achieves all of its operational integrity requirements.

The following utility needs were identified for the proposed hospital including the preferred options for necessary infrastructure upgrades.

Electrical Supply

ETSA has advised there are two supply options available for the proposed hospital; option 1: a 33kV supply from the city 33kV network, or option 2: a 66/11kV connection from a dedicated 66/11kV substation. Both options provide a high security supply and can accommodate the connection of some

embedded generators. Embedded generators cannot be connected to the city 11kV network due to fault level restrictions.

Of these two options, option 2 was considered the most appropriate solution. It includes:

- supply and installation of a new ETSA Utilities 66/11kV compact indoor gas insulated switchgear (GIS) substation at the proposed hospital
- installation of one 66kV feeder from the western side of the Park Lands (corner Port Road and East Terrace, Adelaide – adjoining Thebarton) to the proposed hospital.
- installation of one 66kV feeder from the Hindley Street Substation to the proposed hospital.

Gas Supply

All gas to the city is from one high pressure supply, and therefore the creation of two independent supplies to improve the post-disaster security of the site is not feasible. Envestra was therefore asked to investigate allowing a Compressed Natural Gas (CNG) station as part of the development, to support the disaster response capability with at least 48 hours of uninterrupted fuel supply, and they proposed installing a natural gas delivery point and meter for the proposed hospital as follows:

- installation of a natural gas delivery point and meter on the site which is capable of supplying 1225 gigajoules per day or 1450m³/hr
- upgrading the existing gas mains located on West Terrace (adjacent to Hindley Street) to the required size and extension of it from that location to the site.

There are two options for the installation of backup CNG storage:

- option 1 – 40 000m³ capacity
- option 2 – 60 000m³ capacity

The areas required for the installations are 160m² for option 1 and 220m² for option 2.

A CNG storage facility is considered essential, and option 1 is considered to be sufficient.

The incorporation of a CNG Plant also opens up the opportunity of delivering compressed natural gas to fleet vehicles, which may prove to be an environmental benefit to the proposed hospital.

The plant area required will be approximately 160m² in solid or bunker style configuration.

Water Supply

The site has direct access to existing 200mm and 600mm diameter water mains in North Terrace, an existing 80mm diameter domestic supply, and 100mm and 200mm diameter fire services. The 600mm main can provide the required flows for both domestic and fire fighting purposes.

There is an existing in-line valve set on the corner of North and West terraces (the 750mm main in West Terrace reduces down to the 600mm main in North Terrace). It may be possible to install connections on either side of this valve to provide security of supply. The alternative is to install a new in-line valve set on the 600mm main in North Terrace. A backup supply could be provided off the existing 200mm main on the south side of North Terrace.

Sewerage

The sewer that runs across the railyard site takes waste from a major component of the greater eastern Adelaide area and is critical to the state's infrastructure. Currently there is no easement covering this zone, however there will be a default requirement that no construction activity be undertaken within 10m of the service. Therefore the service must be diverted around the proposed hospital building.

It is recommended that the new proposed in-line isolation be provided, which will allow isolation of parts of the water network to allow continuity of supply should failure occur or maintenance work be carried out on the state reticulation network in the vicinity of the North Terrace and West Terrace mains intersections, so as not to impact on the hospital operation.

Recycled Water

In the future there may be an opportunity to use recycled water from the proposed 'Glenelg Wastewater Treatment Plant to Adelaide Park Lands Scheme'. This will be explored as the scheme progresses.

Communications

Through discussions with telecommunication services and SabreNet, agreement has been reached on the nature of the communication upgrades required.

Utility Services

The DPA will not introduce any infrastructure related policies as these issues are appropriately addressed by existing Council Wide Development Plan policies.

Existing Development Plan policies

The following Development Plan policies will be considered during the assessment of a development application associated with the Marjorie Jackson-Nelson Hospital:

Infrastructure

PDC 131 *Provision should be made for utility services to the site of a development,*

including provision for the supply of water, gas and electricity and for the satisfactory disposal and potential re-use of sewage and waste water, drainage and storm water from the site of the development.

PDC 132 *Service structures, plant and equipment within a site should be designed to be an integral part of the development and should be suitably screened from public spaces or streets.*

PDC 133 *Infrastructure and utility services, including provision for the supply of water, gas and electricity should be put in common trenches or conduits.*

4.9 Proximity to Railway Line-Assessment of Potential Impacts

An assessment of the noise, emission and vibration impacts of the railway on the design of the proposed hospital was undertaken.

Noise

A noise survey was conducted at the site to determine the background and train noise levels at the railyard site. From the measurements taken, noise at the northern boundary of the future hospital site was calculated to be 81dBA. Australian Standard 2107:2000 recommends an indoor design sound pressure level of 45dBA for general hospital areas and 40dBA for ward areas. In order to achieve these sound pressure levels, the equivalent of 18mm laminated glass will be required on the facade facing the train lines, or double glazing. The requirement will reduce on the eastern or western facades.

Vibration

Vibration from train movements has the potential to cause disruption to sensitive medical equipment such as electron microscopes, and magnetic resonance imaging and cause structure born noise in sensitive places.

The vibration levels from the commuter trains are estimated to be 73VdB at 15.2m. Imaging facility and any other vibration sensitive equipment will therefore need to be located at least 60m from the nearest track. A comprehensive vibration survey including frequency analysis will be required as part of the design process.

Emissions

For suburban passenger transport in Adelaide, the Department of Transport, Energy and Infrastructure runs two different types of rail car. The 3000/3100 powered rail car is the main train type on the lines operating out of the Adelaide Station. The second vehicle type is the 2000/2100 class rail car, which is an older vehicle. There were no emission standards in force when these trains were built and there are currently no emission standards for Australian trains.

The conclusion reached from modelling of emissions on a section of the proposed hospital is that emissions of oxides of nitrogen from the trains will be likely to cause high levels of this pollutant up against the north-east side of the

building, thus air intake vents should not be placed on the northern side of the building.

The pollutant levels are low on the east, south and west sides of the building and intake vents on these sides would produce acceptably clean air levels inside the building. This is considered achievable and would not compromise the design and/or function of the hospital.

Proximity to the Railway-Line

Issues relating to the site's proximity to the railway line include (i) noise (ii) air emissions and (iii) vibration. The DPA will introduce policy guidance to ensure potential air emissions and vibration from the operation of the rail services will not detrimentally impact on the users of the hospital. Policy should also ensure hospital activities are located so as not to compromise the long-term provision of commuter rail services.

The control of noise emissions issues is adequately addressed by existing Council Wide Development Plan policies, and will also be considered as part of the PPP requirements.

Existing Development Plan policies

Relevant Council Wide Development Plan policies include:

Noise Emissions

Objective 27: *Development that does not unreasonably interfere with the desired character of the locality by generating unduly annoying or disturbing noise.*

Objective 28: *Noise sensitive development designed to protect its occupants from existing noise sources and from noise sources contemplated within the relevant Zone or Policy Area and that does not unreasonably interfere with the operation of nonresidential uses contemplated within the relevant Zone or Policy Area.*

PDC 93 *Noise sensitive development should incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity when exposed to noise sources such as major transport corridors (road, rail, tram and aircraft), commercial centres, entertainment premises and the like, and from activities and land uses contemplated in the relevant Zone and Policy Area provisions."*

4.10 Site Rehabilitation Investigations

Comprehensive investigations have been undertaken to determine the nature and extent of contamination to the soil and underlying groundwater from the historical use of the site.

These investigations identified both localised and widespread contaminant impacts consistent with the historical use of the site and comparable with impacts observed at other rail facilities where significant refuelling, rail car maintenance and other related rail activities have occurred.

Based on a scenario involving the development of an undercroft car park of some 50 000m², with a depth of excavation of approximately 8m below current surface area, it is estimated that a total volume of some 400 000m³ or 720 000 tonnes (assuming a bulk density of 1.8) of soil and fill materials will require excavation. Using this scenario, and based upon the results and findings of the investigation works, it is estimated that such excavation will result in approximately 50-70 per cent of the excavated materials being classified according to the EPA Guidelines as 'Waste Fill' (clean soil), with the remaining 30-50 per cent being classified as either Intermediate Landfill Cover or Low Level Contaminated Waste.

A number of methods for addressing contaminated soil and fill materials exist, and these will be explored in detail in preparation of a rehabilitation plan. The rehabilitation plan will be developed collaboratively with the EPA and an independent Environmental Auditor. It is anticipated that a significant volume of impacted soil and fill materials could be treated on site and rendered suitable for future retention within the development site.

Contamination of the groundwater from diesel fuel has been identified within the centre of the site. The source of this contamination is understood to be from historical losses of diesel fuel from former refuelling infrastructure and activities. The diesel contamination is contained within the railyards site and at present does not pose any harm to the adjacent Torrens Lake or Park Lands. Strategies to recover the recoverable portions of the diesel fuel and to remove the source of ongoing groundwater impact are being explored.

The environmental practices of the past are very different to what they are now and as a result, it is not unusual to be left with an environmental 'legacy'. In identifying sites for the development of the proposed hospital the known environmental issues of the Adelaide railyards were taken into consideration.

The government's experience in rehabilitation of similar sites has informed the planning for the railyards. One such input was the government's experience in successfully rehabilitating the Mile End railyards site and making it suitable for recreational and residential uses. As our cities develop it is not uncommon for some sites to have a change of use. For example, at the beginning of the last century some heavy industries were established near or in Adelaide's CBD. Gradually these industries relocated to more appropriate areas and the land has been used for other purposes.

While preparing 'old' industrial sites for new and more sensitive uses can be challenging, there is a growing body of knowledge, expertise and sophistication that gives everybody a higher level of confidence that this work can be done successfully. In the case of the Adelaide railyards, it is the role of the independent Environmental Auditor to review the assessment and rehabilitation works undertaken and to form an expert opinion on the suitability of the site for its new use, once rehabilitation works are completed. This process is consistent with the process adopted for the former Mile End and Islington railyards.

A rehabilitation plan is currently being prepared. The Department of Health is confident that the rehabilitation plan could not only be successfully implemented, but it will also return a contaminated site back for use as Park Lands and for the proposed public hospital.

Site Rehabilitation

The DPA will not introduce any policies on this as site rehabilitation is appropriately addressed by the existing Development Plan policies.

Existing Development Plan policies

Relevant Council Wide Development Plan policies include:

Contaminated Sites

Objective 30: A safe and healthy living and working environment.

PDC 103 *Where there is evidence of, or reasonable suspicion that land, buildings and/or water, including underground water, may have been contaminated, or there is evidence of past potentially contaminating activity/ies, development should only occur where it is demonstrated that the land, buildings and/or water can be made suitable for its intended use prior to commencement of that use.*

4.11 Critical Infrastructure Considerations

The proposed hospital is an essential community service that must be fully operational at all times, and particularly at times of trouble. Therefore, there is a need to minimise risk of harm or failure to the critical hospital infrastructure. All plant areas, fuel and consumables storage areas, reticulation routes, critical access routes and critical functional areas have to be comprehensively assessed and protected. At the same time, access to the hospital needs to be optimal to ensure that the critical services that the hospital performs can be delivered in as patient-friendly a way as possible.

While there have been audits of existing hospitals within South Australia there has not been an opportunity to design a new hospital concept to comprehensively deliver effective critical infrastructure security whilst optimising access.

The hospital design will address:

- the on-site location of hazardous substances and potentially hazardous activities
- the hospital's proximity to North Terrace and associated traffic/transport nodes
- the hospital's requirement for helipad facilities on the roof of the facility
- car parking facilities located in the hospital's basement

- the hospital's proximity to the metropolitan Adelaide railway infrastructure
- the critical infrastructure status of the hospital.

These considerations will be addressed during the detailed design and planning stages.

4.12 Streetscape, Orientation, Bulk and Scale

The *Marjorie Jackson-Nelson Hospital Precinct Master Plan* places significant focus on streetscape, orientation and bulk and scale considerations. The Master Planning process incorporated a range of specialised skills sets, including landscape architects (urban designers), planners, architects and traffic engineers working in a collaborative manner to produce a Master Plan that establishes the parameters by which the successful design team has the flexibility to design an international standard hospital.

The streetscape of North Terrace between the Morphett Street Bridge and West Terrace suffers from:

- a lack of active frontages
- a clutter of parking bays and bus stops
- marginalised, poorly defined and poorly connected footpaths
- poor amenity and inconsistent street character
- the lack of a defined 'northern edge' of the City.

The development of the proposed hospital should complement the urban structure of the city's West End and, through the arrangement of new buildings and open spaces, contribute to the desired character of the city and the Park Lands.

Such development should complement and contribute to a number of strategic urban renewal initiatives already underway. These initiatives include:

- the North Terrace Upgrade
- the revitalisation of the West End
- promoting linkages with the Park Lands.

The proposed hospital is likely to require a large footprint to accommodate the various functions of a major hospital. The arrangement of buildings and open space should enhance key elements of, and connection with, the built-up urban context of the Adelaide City, the extension of the North Terrace streetscape, and the open landscape quality of the Park Land surrounds.

Building siting and design should reinforce the grid pattern of streets that establish the city's edge and have regard to existing building heights within the broader locality. This will be achieved by ensuring the hospital is orientated towards North Terrace. Further, the bulk of the development mass and height is proposed to be located east of the West Terrace extended alignment thereby promoting visual linkages to the River Torrens.

Streetscape, Orientation, Bulk and Scale

The DPA does not seek to mandate a particular design output / product. Rather, the DPA, in association with existing Development Plan policies and the PPP process, seeks to encourage design innovation. Therefore policies are generally focussed on desired outcomes rather than specific design features.

Existing Development Plan Policies

Relevant Council Wide Development Plan policies include:

Built Form and Townscape

Objective 50: *Development that reinforces the desired character and scale of the City, providing for the highest buildings and development intensity in the City Centre grading down to the lowest in the Residential Zones and the historic residential areas of North Adelaide.*

Objective 52: *Development which incorporates a high level of design excellence in terms of scale, bulk, massing, materials, finishes, colours and architectural treatment.*

PDC 167 *The height of buildings should reinforce the desired character and scale of the City with the highest buildings in the Central Business Area Zone grading down to the lowest in the Residential Zones and the North Adelaide Historic (Conservation) Zone. No building should exceed 115 metres in building height.*

PDC 171 *Large sites should incorporate pedestrian lanes and internal courtyards to mitigate building mass. Opportunities to provide through site pedestrian links and to combine them with publicly accessible open space should be maximised.*

PDC 182 *Building facades fronting street frontages, access ways, driveways or public spaces should be composed with an appropriate scale, rhythm and proportion which responds to the use of the building, the desired character of the locality and the modelling and proportions of adjacent buildings.*

PDC 220 *Development fronting public spaces should be of a high standard of design and should reinforce the distinctive urban character of the City by:*

- (c) defining the major streets as important linear public spaces which display a formal townscape character by:*
 - (iii) ensuring that buildings fronting on to such streets are of a shape and orientation which relate to and reinforce the rectilinear grid pattern of the City;*
- (d) maintaining the existing pattern and structure of streets and laneways.*

(Note: Information regarding the requirements within specific Development Plan zones in the vicinity of the affected area is provided in Section 5 below.)

4.13 Linkages and Connections to Surrounding Land Uses

In addition to orientation and streetscape issues, *the Marjorie Jackson-Nelson Hospital Precinct Final Master Plan* also provides key design criteria relating to issues of access and connection. The arrangement of buildings and open space across the site should provide linkages to North Terrace, the West End and within the surrounding Park Lands and River Torrens Linear Park. The proposed hospital layout should provide access for vehicles, cyclists and pedestrians into and out of the site, connecting with existing movement

networks. These criteria promote maximum connectivity through and around the site.

Linkages and Connections to Surrounding Land Uses

As with the orientation and streetscape issues, the DPA does not seek to mandate a particular design output / product. Rather the DPA, in association with existing Development Plan policies and the PPP documentation, seeks to establish the foundations that encourage design innovation. Therefore policies are focussed on desired outcomes rather than specific design features.

Existing Development Plan Policies

Relevant Council Wide Development Plan policies include:

Objective 64: *Access to and movement within the City that is easy, safe, comfortable and convenient with priority given to pedestrian and cyclist safety and access.*

PDC 228 *Development should provide and maintain pedestrian shelter, access and through-site links in accordance with the walking routes identified within Map Adel/1 (Overlays 2, 2A and 3) and the provisions of the Zone or Policy Area in which it is located. Such facilities should be appropriately designed and detailed to enhance the pedestrian environment, have regard to the mobility needs of people with disabilities, and be safe, suitable and accessible.*

4.14 Open Space and Landscaping

Currently the Park Lands located north of the railway line are inaccessible from North Terrace. The proposed hospital will return usable Park Lands at the western end of the site and link the West Park Lands with the River Torrens Linear Park, resulting in the area north of the railway lines being open for public access and enjoyment.

The proposed hospital should create a flexible and healthy physical environment that reflects its place within the Adelaide Park Lands. The proposed hospital should integrate forecourts, courtyards, gardens, terraces and roof gardens with the buildings to respond to the needs of patients, staff and visitors.

The arrangement of buildings should create usable open spaces around and within the buildings that provide a human scale to the proposed hospital as well as reduce the overall bulk of the development and encourage better integration with its surrounds.

The arrangement and form of the new buildings and the distribution of open space will achieve:

- integration of the proposed hospital with its Park Lands context and North Terrace streetscape by the distribution of open spaces
- connection between the West Terrace Park Lands and the river corridor, returning areas of the Hospital Precinct to Park Lands and allowing for

the realisation of a western 'garden end' gateway, appropriate to the surrounding Park Lands

- environmentally sustainable design performance through extensive and integrated landscaping, such as rooftop gardens, courtyards, terraces and internal gardens.

Open Space and Landscaping

The proposed hospital will deliver around three hectares of Park Lands to the west of the development and ensure integration with Park Lands open spaces and linkages between the West Terrace Park Lands, the Adelaide Gaol, the river corridor and the hospital. In addition to existing Development Plan policies and PPP documentation requirements, the DPA introduces policies that address landscaping design as a part of the design process.

Existing Development Plan policies

Relevant Council Wide Development Plan policies include:

Squares and Public Spaces

Objective 61: *High quality, readily accessible external and internal open spaces in appropriate locations that form an integral part of the public domain, provide sanctuary, visual pleasure and a range of recreational and leisure opportunities and contribute to the City's pedestrian and bicycle network.*

PDC 220 *Development fronting public spaces should be of a high standard of design and should reinforce the distinctive urban character of the City by:*

- (b) *enhancing interest, use, safety and a range of activities; defining the major streets as important linear public spaces which display a formal townscape character;*
- (f) *allowing for ease of pedestrian circulation and through access where possible.*

4.15 Environmental Sustainable Design

The proposed hospital will be a demonstration of environmentally sustainable practices in the design and arrangement of buildings and open spaces.

Best practice and innovation in the design and management of the proposed hospital will be used to enhance the performance and appearance of the hospital. Environmentally Sustainable Design practices include:

- solar orientation and access
- ventilation—prevailing winds
- energy production
- water efficient technologies
- stormwater collection
- grey water reuse
- reduced water consumption and support of water recycling
- micro-climate management

- recycled and renewable materials
- bio-diversity
- connection to public transport
- minimisation of the carbon footprint.

Environmental Sustainable Design

These practices will be required via amendments proposed in this DPA, existing Development Plan policies and the PPP requirements.

Existing Development Plan Policies

Relevant Council Wide Development Plan policies include:

Energy Efficiency

Objective 31: *Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilizes alternative energy generation systems.*

Renewable Energy

Objective 32: *The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.*

Objective 33: *Renewable energy facilities located, sited, designed and operated to avoid or minimise adverse impacts and maximise positive impacts on the environment, local community and the State.*

Micro-climate and Sunlight

Objective 34: *Buildings which are designed and sited to be energy efficient and to minimize detrimental micro-climatic and solar access impacts on land or other buildings including effects of wind, temperature, daylight, sunlight, glare and shadow.*

Objective 35: *Protection from rain, wind and sun without causing detriment to the building or the integrity of the streetscape.*

Public Transport

Objective 70: *Development that promotes the use of sustainable transport consistent with State Government objectives and initiatives.*

Objective 71: *Accessible public transport for all metropolitan residents and visitors and safe and attractive facilities for public transport users.*

4.16 Crime Prevention through Urban Design (Safety and Security)

Development within the zone should have regard to crime prevention issues. Design tools to address crime prevention issues include (i) promoting active land uses such as small scale shops and cafes at the public interface of buildings (as being encouraged by proposed zone policies) and (ii) ensuring buildings and places are designed in a manner that focuses on personal safety and security for staff and visitors who have access to the hospital and neighbouring transport networks 24 hours a day.

Crime Prevention Through Urban Design

Crime prevention policies are well addressed in the existing Council Wide section of Council's Development Plan (refer to Objective 25 and Principles of Development Control 80 – 84). Extracts of these policies are included below.

However, additional policy emphasis is desired at the zone level that strengthen requirements relating to night-time safety, particularly along streetscapes, pedestrian and cycle paths and around buildings. Furthermore, 'Map Adel/1 (Overlay 13) - Proposed Lighting Framework' is proposed to be amended to identify the proposed zone as a 'precinct of higher coverage / amenity / safety'.

Existing Development Plan Policies

Existing relevant Council Wide policies include:

Crime Prevention Through Urban Design

Objective 25: *A safe and secure, crime resistant environment that:*

- (a) *ensures that land uses are integrated and designed to facilitate natural surveillance;*
- (b) *promotes building and site security; and*
- (c) *promotes visibility through the incorporation of clear lines of sight and appropriate lighting.*

PDC 80 *Development should promote the safety and security of the community in the public realm and within development. Development should:*

- (a) *promote natural surveillance of the public realm, including open space, car parks, pedestrian routes, service lanes, public transport stops and residential areas, through the design and location of physical features, electrical and mechanical devices, activities and people to maximise visibility by:(see Development Plan for more detail)*

4.17 Impact of the DPA on existing Rail Land Uses

Section 4.9 identified investigations that were undertaken relating to potential interface issues associated with the proposed hospital and the existing rail service. The previous section discussed existing and proposed Development Plan policy relating to safeguarding the amenity and orderly functioning of the hospital operations.

At the same time, Development Plan policy is needed that reinforces the requirement that the design of the hospital and associated activities must not detrimentally impact on the safe, efficient and effective operation of the rail service.

This DPA introduces additional Development Plan policies to protect the efficient and effective operation of the rail service.

4.18 Impact of the DPA on Adelaide's West End and the River Torrens Environs

West End Precinct

Economic and social benefits expected from the hospital include an increase in activity and vibrancy as a result of greater numbers of people working and visiting the area, as well as increased spending at retail and entertainment facilities. An increase in people working, visiting and living in the West End will also improve its community safety.

Population growth is also anticipated in the West End, and it is expected that nursing accommodation and short-term living opportunities will occur due to the proximity of the Hospital Precinct.

The described anticipated development is aligned with the existing West End Policy Area 19 of Adelaide City Council's Mixed Use Zone. The Policy Area contains the following desired character statement (in part):

The desired character for the Policy Area is comprised of:

- (a) service industries, wholesaling, retailing, showroom, educational, medical, hospitality, cultural and a diverse range of other commercial, residential and community uses encouraging a supportive environment for creativity and business development;*
- (b) a vibrant and lively atmosphere and colourful street life, associated with the outdoor restaurants and cafes of Hindley Street;*
- (c) the formal character of North Terrace, Currie Street and Franklin Street;*

The Mixed Use Zone provides a flexible land use framework within which to respond to wider benefits that emerge as a result of the hospital development. However, further consideration is being given to the potential implications for the West End.

River Torrens

The DPA facilitates pedestrian and cycling linkages from North Terrace through the proposed hospital to the River Torrens/Torrens Linear Park.

The DPA also supports an outcome that: will ensure rehabilitated land on the western side of the proposed zone and fronting Port Road is made available for open space, and will establish a western 'garden end' gateway. According to the Master Plan, this could see land within the Hospital Precinct returned to Park Lands.

Currently the area north of the railyards is inaccessible and unusable. The DPA encourages access to the River Torrens Linear Park and links the West Park Lands with the River Torrens Linear Park. This will result in the area north of the railway lines being more accessible to the public.

As discussed in 4.3, this DPA introduces additional Development Plan policies that will promote greater connectivity between the proposed development and the River Torrens and Park Lands.

5. CONCLUSIONS AND RECOMMENDED POLICY CHANGES

5.1 Introduction

The site affected by this DPA occupies a central City (Central Business District (CBD)) location that can be accessed by a range of major public and private transport facilities and provide hospital users, workers and visitors with convenient access to a number of nearby public and private sector activities. The site is also considered to be of a size that could accommodate immediate hospital service requirements as well as future expansion opportunities should the need arise.

The preceding sections identify a range of potential issues relating to the site earmarked for the proposed Marjorie Jackson-Nelson Hospital. It is clear that if the vision for this location is to be realised, the land must be rezoned to ensure that a hospital (and associated activities) is firstly an anticipated land use, and secondly, that the development policy framework used to guide the detailed design and siting of the buildings and structures is appropriate and responds to identified key local circumstances.

5.2 Current Planning Policy

Park Lands Zone

The affected area is contained within the Adelaide (City) Development Plan Park Lands Zone, and more particularly within the zone's River Torrens West Policy Area 37.

The Policy Area has the following desired character:

The desired character for the Policy Area is comprised of:

- (a) an area developed for a diversity of informal and formal outdoor recreation activities, based on the present role of Bonython Park and the redevelopment of historic building complexes for community or cultural uses;
- (b) an area in which land is integrated into the Park Lands, and public use and access is reinstated to the Police Barracks and Adelaide Gaol, and the area north and south of the North Adelaide Station Road;
- (c) an area characterised by mixed deciduous and evergreen woodland of local native species enclosing open turfed space for mainly informal recreation and leisure activities. Integration of the diverse character of the Policy Area and differing vegetation characters through the introduction of a dominant planting theme of local native species, in keeping with the desired River Torrens/Karrawirra Parri valley character, together with the reinforcement of existing species and the landscaping and redefining of the River Torrens/Karrawirra Parri watercourse;
- (d) the establishment of screen planting along western boundary roads and around formal recreation areas;

- (e) the environment of the railway yards and the railway lines upgraded and landscaped with tall growing trees; and;
- (f) the return of alienated land not required for transport purposes to Park Land use.

Most developments (including a hospital) are deemed to be non-complying within the Park Lands Zone.

The Park Lands Zone also extends to land located to the north and west of the affected area.

Zoning south of North Terrace

The subject land adjoins the Mixed Use Zone (West End Policy Area 19) to its south. Policy Area 19 affects land on the south-east corner of the North Terrace and West Terrace intersection.

The following text is extracted from the Zone's desired character statement:

The desired character for the Zone is comprised of:

- (a) ...
- (b) ...
- (c) *provision of a prominent built-form edge to the City along North Terrace and West Terrace with well-designed, medium scale development establishing a consistent scale and quality of built-form along the frontages;*
- (d) *a vibrant and colourful street life and outdoor restaurants and cafes in accordance with relevant Policy Areas;*
- (e) *a pleasant, sheltered, safe and secure pedestrian environment, progressively enhanced by large-growing street trees on major streets, high quality street paving, lighting and furniture complemented, where setbacks provide, by landscaped open space surrounding buildings;*
- (f) *a high level of vehicle access to meet the service needs of commerce with high traffic volumes along the major traffic routes of Pulteney Street and West Terrace; and*
- (g) *an area well served by multi-level car parking and highly accessible by public transport, where pedestrian linkages and bicycle routes are progressively enhanced and extended with connections to the Park Lands and cultural facilities across North Terrace encouraged.*

The more specific Policy Area 19 of the Mixed Use Zone contains the following desired character statement (in part):

The desired character for the Policy Area is comprised of:

- (a) *service industries, wholesaling, retailing, showroom, educational, medical, hospitality, cultural and a diverse range of other commercial, residential and community uses encouraging a supportive environment for creativity and business development;*

- (b) *a vibrant and lively atmosphere and colourful street life, associated with the outdoor restaurants and cafes of Hindley Street;*
- (c) *the formal character of North Terrace, Currie Street and Franklin Street;*

(Note: see Development Plan for additional parts (d) to (i) of the Desired Character statement)

The desired character provides further commentary on selected street frontages as follows:

In particular, the following streets should be developed as follows:

(a) *North Terrace*

Development along the North Terrace frontage should establish a townscape of medium intensity and consistent height, scale and set-back to clearly define the built form edge of the City. Buildings should contribute to the extension of the cohesive townscape character of the North Terrace frontage existing in the adjacent North Terrace Policy Area and avoid conflicts of scale, form and materials.

The visual prominence of the Newmarket Hotel at the junction of North Terrace and West Terrace should be maintained.

(e) *West Terrace*

Buildings along the West Terrace frontage should establish a townscape of medium scale and consistent height, scale and set-back to clearly define the built form edge of the City.

Development within the area bounded by West Terrace, and Grote, Franklin and Gray Streets should respect and complement the distinctive religious and institutional buildings of individual prominence. These buildings are located close to the major street frontages and are unified as a group by stone and cast iron boundary walling.

With respect to building design and heights, the Policy Area contains the following policies:

- PDC 5** *The maximum building height is 28 metres with the following exceptions:*
 - (a) *13 metres maximum building height on Weymouth Street;*
 - (b) *9 metres maximum building height on Byron Street;*
 - (c) *within 8 metres of a minor street frontage, 17 metres maximum building height.*
- PDC 7** *Buildings along the North Terrace frontage should continue the 'City Wall' character of the adjacent North Terrace Policy Area, but at a reduced scale, with minimal set-backs from front boundaries. Small side set-backs between buildings or recesses in front facades are appropriate to articulate the built-form 'wall' desired.*
- PDC 8** *Buildings should not be set back on West Terrace from street frontages or from side boundaries, particularly on corner sites at the junctions of West Terrace with the major east to west streets where new buildings should form strongly defined visual gateways to the City.*

As discussed in the *Marjorie Jackson-Nelson Hospital Precinct Final Master Plan*, having regard to the topography of the subject site compared to the higher natural ground level of the land within the Mixed Use Zone, the hospital can be designed in a manner that respects the built form and height of places

sited to the south of North Terrace within the Mixed Use Zone. Furthermore, there is capacity within the hospital site to ensure the built form takes into account design ideas relating to the 'city wall' along North Terrace and 'gateways' from the city's west.

Zoning East of the Site (north of North Terrace)

The Institutional (Riverbank) Zone is situated to the northern side of North Terrace and to the east of the area affected by this DPA. Although not immediately adjacent to the affected area, this zone and the development within it provides additional contextual background about the land use expectations north of this main city 'boulevard'.

The Institutional (Riverbank) Zone extends between Montefiore Road and King William Street and includes uses such as the Convention Centre, Hyatt Regency Hotel, Adelaide Railway Station, Adelaide Festival Centre and Parliament House.

The zone's desired Character statement includes the following (in part):

Desired Character

The Zone will continue as the centre of both Parliamentary and cultural activities within the City and will accommodate increasing levels of entertainment, tourism, convention and leisure activities.

The intensity of development will vary across the Zone from medium height and scale close to North Terrace, to a significantly lower height and scale at the northern edge of the Zone to avoid the introduction of further visually intrusive buildings north of North Terrace. Buildings in the Zone and their setting within landscaped public spaces will provide a transition from the high intensity and sharply defined edge of the City Centre, to the softer landscaped environment of the Torrens Valley.

Development will provide a quality of environment, facilities and buildings appropriate to this focal, symbolic and most widely recognised part of the City connecting North Terrace effectively with the Park Lands and creating a vibrant city edge to the Park Lands frontage. Public spaces and new facilities will maximise advantages of the northerly aspect towards the Torrens Lake. All buildings and spaces in the Zone should address and orientate towards the City and the river. Well defined, interesting and easily understood public spaces will be created as civic entries to the zone and, wherever possible, active and transparent frontages will be created to buildings to provide a sense of address and image to all public spaces as well as to street frontages.

These provisions promote the formalisation of the North Terrace boulevard and the desire for more active uses while promoting pedestrian access to the River Torrens. The proposed DPA policies will not restricted the achievement of these desired outcomes and will, in fact, contain similar goals.

With respect to building height, the zone includes the following relevant provisions:

- PDC 15** *Buildings should not:*
- (a) exceed 6 building levels; or*
 - (b) locate a ceiling more than 21 metres above the median natural or finished ground level at any point or any part of a building.*

- PDC 16** *Development on the northern edge of the Zone, overlooking the Torrens Valley, should be lower in height and buildings should not exceed 3 building levels or locate a ceiling more than 10.5 metres above the median natural or finished ground level at any point or any part of a building for any possible westward extension of the Festival Centre, or of the ASER development approaching the Morphett Street bridge. Such development should incorporate extensive landscaped areas so that some quality of landscaped open space can be re-established in this former section of the Park Lands.*

As discussed in the *Marjorie Jackson-Nelson Hospital Precinct Master Final Plan*, the design, siting, bulk and mass of the hospital should have regard to, and be respectful of, the existing building forms in the locality.

5.3 Recommended Planning Policy

There is a significant disparity between the current zoning of the affected area and the proposed land use. As such, the most feasible option is considered to be to rezone the affected area to a new zone that envisages the development of a metropolitan scale hospital. In considering an alternative, some inspiration and direction has been drawn from the zoning of the RAH site, the 'Institutional (University/Hospital) Zone', other zones adjoining the site, and development along North Terrace.

For the purposes of this DPA, it is proposed to rezone the affected area to an 'Institutional (Metropolitan Hospital) Zone' incorporating Objectives, a Desired Character statement and Principles of Development Control to guide the development of a hospital and associated uses.

As mentioned in previous sections, a considerable number of Council-wide Objectives and Principles of Development Control are considered relevant to the proposed hospital, and therefore can be relied upon to help guide the future development of the site.

To this end, a greater level of attention has been given to establishing a policy regime that responds to desired land uses and the alignment of built form with wider city- and site-based characteristics and attributes. Consideration has also been given to potential linkages between the site and surrounding areas, including opportunities to facilitate the establishment of movement corridors through the site, between North Terrace and the Torrens linear park, and areas west of the hospital site.

5.4 Assessment Matters

5.4.1 Complying and Non-Complying Development

Development is subject to three main types of assessment processes – complying, on-merit and non-complying.

Provided that they satisfy the quantitative guidelines clearly established for complying development in the Development Regulations and the Development

Plan, development designated as complying must be granted Development Plan Consent.

Development listed as being non-complying in the Development Plan is generally discouraged. All other forms of development are subject to assessment on their merits against all the relevant provisions of the Development Plan.

Complying Development

Most zones in the Adelaide (City) Development Plan generally contain few uses which are listed as complying. In relation to the Institutional (University /Hospital) Zone, the only complying form of development listed is as follows, and is common throughout the Development Plan:

Temporary depot for Council for a period of no more than 3 months provided appropriate provision is made for:

- (i) dust control;*
- (ii) screening, including landscaping;*
- (iii) containment of litter and water; and*
- (iv) securing the site.*

The current Park Lands Zone also includes the demolition and removal of building or structure, and special events as complying development.

It is proposed to limit complying development in the proposed new zone to that relating to a council depot, which will ensure consistency with other Development Plan zones in the Council area.

Non-complying Development

Due to the wording of the Park Lands Zone, where all development is non-complying unless exempted, most forms of development will trigger a non-complying assessment process.

Given that this DPA proposes a new zone over the affected area, a new list of non-complying developments is proposed. The proposed non-complying development list has been drafted cognisant of the objectives of the new proposed zone, the land uses anticipated in adjoining zones, and the existing Institution (University/Hospital) Zone that affects the RAH locality.

5.4.2 Public Notification Categories

Public notification processes are governed by Schedule 9 of the Development Regulations unless there are specific public notification categories listed in a council's Development Plan.

The Park Lands Zone contains the following public notification category:

The following kinds of development are assigned as **Category 1**:

- (a) all development, except that classified as non-complying; and
- (b) non-complying development which, in the opinion of the relevant planning authority, is of a minor nature only and is unlikely to be the subject of reasonable objection from the owners or occupiers of land in the locality of the site of the development.'

It is noted that the notification requirements above are the same as for the Institutional (University/Hospital) Zone.

In order to provide a high level of certainty for future development, the above Category 1 requirements will also be applied within the proposed Institutional (Metropolitan Hospital) Zone.

6. STATEMENT OF STATUTORY COMPLIANCE

Section 26 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- a) accords with the Planning Strategy
- b) accords with other parts of the Development Plan
- c) complements the policies in the Development Plans for adjoining areas
- d) satisfies the requirements prescribed by the Regulations.

6.1 Accords with the Planning Strategy

Relevant strategies from the *Planning Strategy for Metropolitan Adelaide* (2007) are summarised in section 3.2 of this DPA, along with comments as to how the DPA accords with these strategies. As indicated, the DPA complies with the strategies set out in the *Planning Strategy for Metropolitan Adelaide* and it is the intent of the DPA to support the achievement of the Planning Strategy's policies.

6.2 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Adelaide (City) Development Plan.

The area affected by this DPA relates entirely to the Park Lands Zone within the Adelaide City Council. The proposed new zone for the Marjorie Jackson-Nelson Hospital is based on the established structure for other existing zones in the Development Plan. In formulating the policy framework for the new zone, consideration has been given to existing development and policies guiding development in areas adjacent to the affected area such as street setbacks and building heights.

6.3 Complements the Policies in the Development Plans for Adjoining Areas

As the area affected by this DPA is situated entirely within the Adelaide City Council area and does not border any other council area, the policies proposed in this DPA will not affect the Development Plans for adjoining areas.

6.4 Satisfies the Requirements Prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

Note: This Analysis is for information only and does not form part of the Amendment to the Development Plan.

REFERENCES/BIBLIOGRAPHY

Adelaide (City) Development Plan (August 2007), SA Government

Adelaide Park Lands Act 2005, Parliament of South Australia

Development Act 1993, Parliament of South Australia

Development Regulations 1993, Parliament of South Australia.

Marjorie Jackson-Nelson Hospital Draft Precinct Master Plan (April 2008),
Department of Health, SA Government

Marjorie Jackson-Nelson Hospital Precinct Final Master Plan (July 2008),
Department of Health, SA Government

Park Lands Management Strategy, City of Adelaide

Planning Strategy for Metropolitan Adelaide (December 2007), SA Government

Strategic Framework: Vision, Outcome and Strategies Directions 2008-2009,
Adelaide City Council (2008)

South Australia's Strategic Plan (2007), SA Government



Development Act 1993

Adelaide (City) Development Plan

Royal Adelaide Hospital Development Plan Amendment

**(formerly the Marjorie Jackson-Nelson Hospital
Development Plan Amendment)**

Approval Development Plan Amendment

By the Minister

THE AMENDMENT



Development Act 1993

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area: CITY OF ADELAIDE

Name of Development Plan(s): ADELAIDE (CITY) DEVELOPMENT PLAN

Name of DPA: ROYAL ADELAIDE HOSPITAL DEVELOPMENT PLAN AMENDMENT

These amendment instructions are based on the Adelaide (City) Development Plan consolidated 30 August 2007. If this Development Plan has been updated in the meantime, it is possible that the numbering cited here does not match the new version.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment'

Amendment Instruction Number	<ul style="list-style-type: none"> • OBJECTIVE (OBJ) • PRINCIPLE OF DEVELOPMENT CONTROL (PDC) • DESIRED CHARACTER STATEMENT (DCS) • MAP/TABLE No • OTHER (SPECIFY) 	Method of change. <ul style="list-style-type: none"> • DELETE • REPLACE • INSERT 	Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
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REGIONAL OR METROPOLITAN PROVISIONS (including figures and illustrations contained in the text)

N/A	N/A	N/A	N/A	N/A
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COUNCIL WIDE PROVISIONS (including figures and illustrations contained in the text)

N/A	N/A	N/A	N/A	N/A
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ZONE AND/OR POLICY AREA PROVISIONS (including figures and illustrations contained in the text)

New Zone - Institutional (Metropolitan Hospital) Zone

1	New Zone	Insert the contents of Attachment A immediately before the heading 'PARK LANDS ZONE'.	No	No
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TABLES

N/A	N/A	N/A	N/A	N/A
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MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)

2	Map Adel/1 (Overlay 10), Map Adel/1 (Overlay 13), and Maps Adel/12, 16, 17, 43, 47 and 48.	Replace with the contents of Attachment B.	No	No
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ATTACHMENT A

(Institutional (Metropolitan Hospital) Zone)

I4 INSTITUTIONAL (METROPOLITAN HOSPITAL) ZONE

The desired character, objectives and principles of development control that follow apply to the Institutional (Metropolitan Hospital) Zone shown on [Maps Adel/12, 16 and 17](#). They are additional to those expressed for the whole of the Council area and in cases of apparent conflict, take precedence over the more general provisions. In the assessment of development, the greatest weight is to be applied to satisfying the desired character for the Zone.

Desired Character

The Zone will accommodate a hospital and a wide range of ancillary land uses that provide services and facilities for staff, medical students, patients and visitors, including temporary accommodation for hospital workers and family members of hospital patients.

Ground floor uses that are orientated to North Terrace will include high pedestrian-generating land uses (such as cafes, restaurants and local shops selling convenience goods), thereby encouraging active building frontages.

Development will comprise large scale building(s) to accommodate the various functional requirements of a major metropolitan hospital. Nevertheless, buildings will reflect the locality's urban context and have regard to the orientation, front setbacks and spaces between buildings along the northern side of North Terrace and the height of buildings within the locality. The built form of the hospital will be complemented by the integration of forecourts, courtyards, gardens, terraces and/or roof gardens for amenity, to reduce building mass and to provide transitional elements adjoining areas of open space and the Park Lands.

Buildings located to the east of the West Terrace alignment should encourage pedestrian/bicycle circulation at the North Terrace level and provide opportunities for connections between North Terrace and the River Torrens linear park. These connections may be achieved via one or more elements in building design such as creating a passageway through a building.

The design and arrangement of land uses, buildings, structures and open spaces will promote safe and convenient access and connectivity with North Terrace, the Park Lands and the River Torrens linear park.

Based on the use of land for railway yards and subject to the upgrading of transport services, it is envisaged that development in the Zone may also include passenger rail and tram facilities.

The western portion of the Zone will be allocated for open space which has a significant frontage to Port Road. This open space will promote pedestrian and cycle linkages between the West Terrace Park Lands and the River Torrens linear park.

As a result of the requirement to remediate the land and the size of the building footprint, it may be necessary to remove some significant trees. The removal of trees should be compensated by the planting of mature trees in appropriate locations.

Due to the use of land within the Zone for railway activities, the land will be remediated to a standard sufficient for its intended use.

OBJECTIVES

Objective 1: A Zone accommodating a hospital, clinical and health training, research and educational facilities and associated ancillary uses such as cafes, shops and helicopter landing areas.

Objective 2: Land for open space located to the western end of the Zone having a substantial frontage to Port Road.

Objective 3 Development that strengthens, achieves and is consistent with the desired character of the Zone.

Objective 4 Development sited and designed to enable the continued operation of rail and road services adjacent to the Zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1. The following forms of development are envisaged in the Zone:
 - hospital
 - clinical and health training, research and educational facilities
 - consulting room
 - office
 - health centre
 - open space
 - stormwater management
 - child care facility
 - restaurant
 - shop
 - temporary accommodation for hospital workers and family members of hospital patients
 - passenger rail facility
 - passenger tram facility
 - helicopter landing areas, lighting for night operations and associated communication equipment.
2. Development should promote pedestrian activity through the establishment of high pedestrian-generating land uses (such as cafes, restaurants and shops selling convenience goods), public services and facilities at street level facing North Terrace and overlooking areas of open space located on the western side of the Zone.
3. Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.

Built Form

4. Development should be compatible with the topography of the site, generally stepping down from North Terrace with the building's mass being located towards the River Torrens linear park to take advantage of the Zone's northerly aspect.
5. Buildings and structures should be sited and designed to:
 - (a) convey a continuance of the city's edge established by the alignment of buildings on the eastern side of West Terrace
 - (b) create a gateway-like entrance to, and reinforce the grand boulevard character of, North Terrace
 - (c) encourage pedestrian/bicycle circulation at the North Terrace level and create connections between North Terrace and the River Torrens linear park at key pedestrian focal points
 - (d) incorporate forecourts and/or public meeting spaces as transition spaces between North Terrace and buildings within the Zone
 - (e) promote North Terrace as the focus of activity by ensuring the main entrances to individual buildings face North Terrace
 - (f) avoid large blank facades facing North Terrace, the Park Lands and the River Torrens linear park.

Movement Networks

6. Development should ensure legible connections and linkages can be established:
 - (a) between areas of the hospital that are the focal points of activity (such as key areas accessed by the public) and the pedestrian and bicycle networks and public transport services adjacent to the Zone
 - (b) to facilitate pedestrian and bicycle movements between North Terrace and the River Torrens linear park.

Vehicular Traffic and Car Parking

7. Development should be serviced by four vehicular access points from North Terrace and Port Road that provide for convenient, safe and legible controlled access for ambulances, emergency drop-off for the public and general goods and services vehicles, as well as vehicle access for patient drop-off, and visitor and staff parking.
8. Development should minimise surface car parking, with the vast majority of car parking spaces provided in undercroft/basement areas.

Open Space and Landscaping

9. A variety of pleasant and interesting landscaped spaces should be created among and adjacent to buildings, ranging from those suitable for group meetings and social activities to those for quiet retreat and relaxation. These spaces, the pedestrian links between them, and internal access roads should be landscaped with trees and other plantings to create pleasant environments and soften built form.
10. Land located at the western end of the Zone, comprising an area in the order of three hectares, should be developed as open space and provide for linkages to the West Terrace Park Lands, the Adelaide Goal, the River Torrens linear park and the hospital.

Security and Amenity

11. Development should provide for a satisfactory interface to roads and railways by addressing issues of access, safety, security, noise, air emissions and vibration so that:
 - (a) the effective and efficient operation of the road system and rail service adjacent to the Zone is not detrimentally affected
 - (b) the potential for adverse impacts on hospital occupants and activities as a result of road traffic and the operation of rail services adjacent to the Zone is minimised.
12. Development should provide a safe night-time environment along streetscapes, pedestrian and cycle paths and building surrounds by the arrangement of buildings and active building frontages that enhance casual surveillance and provide appropriate lighting and clear sight lines.

Stormwater

13. Development should incorporate stormwater treatment, harvesting and reuse and the capture and reuse of rainwater from roof areas.
14. The land located to the north of the Adelaide-Belair railway line should be retained for stormwater management purposes.

Complying Development

15. In addition to developments prescribed in schedule 4 of the *Development Regulations 2008*, the following kinds of development are also **complying**:
- (a) Temporary depot for council for a period of no more than 3 months provided appropriate provision is made for:
 - (i) dust control
 - (ii) screening, including landscaping
 - (iii) containment of litter and water
 - (iv) securing of the site.
 - (b) Work undertaken within a building which does not involve a change of use or affect the external appearance of the building.
 - (c) Advertisements, other than where non-complying, including associated structures:
 - (i) relating to a use located or proposed to be located in the Zone
 - (ii) relating to the development of a hospital
 - (iii) displaying public service messages
 - (iv) promoting events in the Adelaide Park Lands
 - (v) providing interpretive or directional information relating to features and facilities within the Adelaide Park Lands.
 - (d) Advertising hoarding.

Non-complying Development

16. The following kinds of development are **non-complying**:
- (a) A change of use to any of the following:
 - Adult entertainment premises
 - Adult products and services premises
 - Amusement machine centre
 - Backpackers hostel
 - Car park except:
 - (i) where ancillary to an approved or existing use
 - (ii) a multi-level car park
 - Hotel
 - Industry (except where ancillary to medical research and development)
 - Road transport terminal
 - Service Trade Premises
 - (b) Building work involving the demolition of a State Heritage Place or local heritage place (City Significance).
 - (c) Advertisements at roof level where the sky or another building forms the background when viewed from ground level.






Public Notification

17. For the purposes of public notification in accordance with the procedures and rights established by the *Development Act 1993*, development is assigned to the specified categories as follows:
- (a) **Category 1**, public notification is not required for:
 - (i) all development, except that classified as non-complying
 - (ii) non-complying development which, in the opinion of the relevant planning authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.

ATTACHMENT B

(Replacement Maps)



-  Priority Return Areas to Park Lands Use Subject to Agreements
-  Possible Future Return to Park Lands Use Subject to Agreement
-  Government Reserves / Other Uses
-  Park Lands Under Care and Control of Adelaide City Council
-  Development Plan Boundary

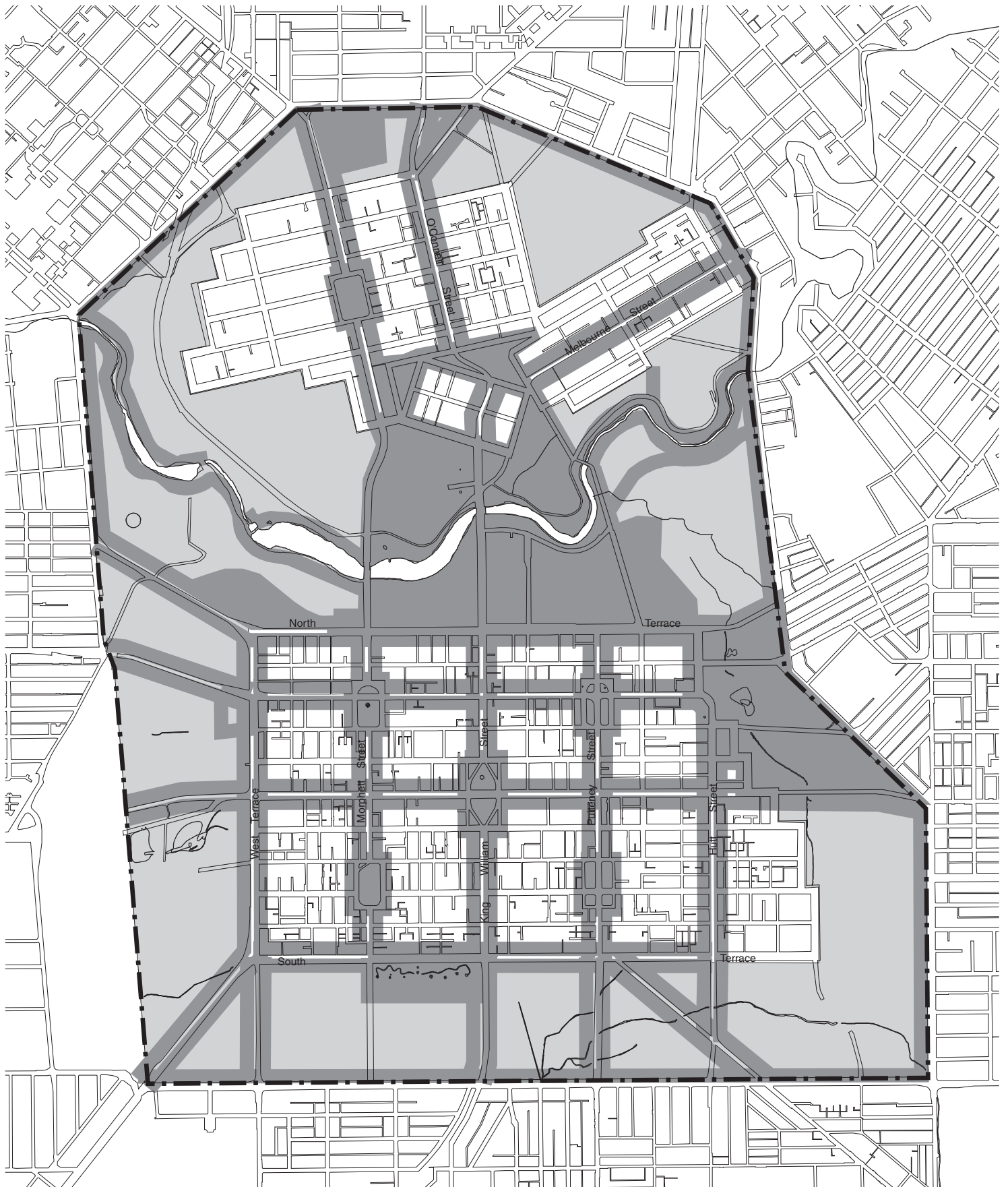


Scale 1:26,000

0metres 500 1000



ADELAIDE (CITY) ALIENATED LAND 1999 MAP Adel/1 (Overlay 10)



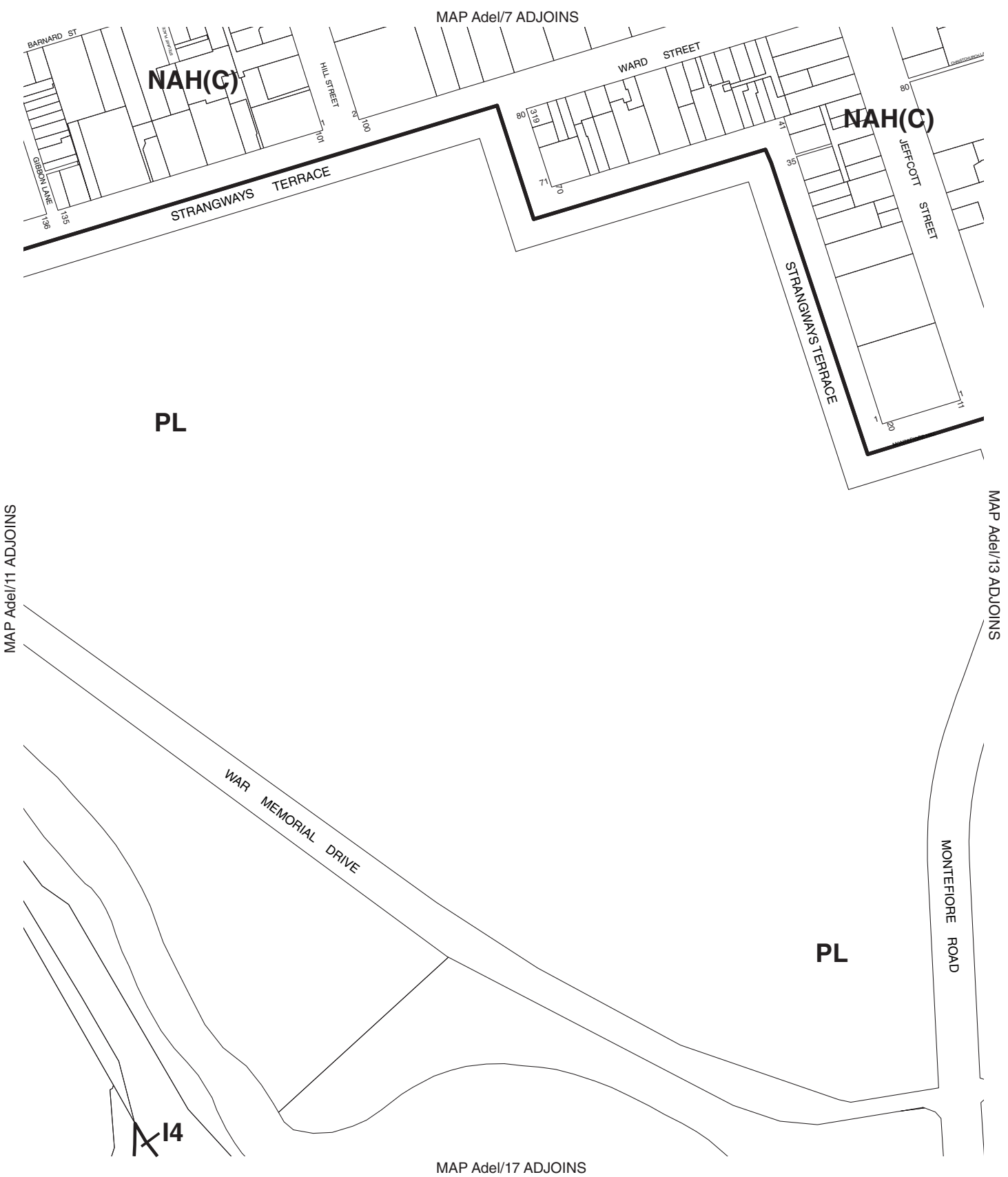
- Precincts of Higher Coverage / Amenity / Safety
- Precincts of Lower Coverage / Amenity / Safety

Development Plan Boundary



Scale 1:26,000
 0metres 500 1000

ADELAIDE (CITY) PROPOSED LIGHTING FRAMEWORK MAP Adel/1 (Overlay 13)



NOTE : For Policy Areas See MAP Adel/43

- I4** Institutional (Metropolitan Hospital) Zone
- NAH(C)** North Adelaide Historic (Conservation) Zone
- PL** Park Lands Zone



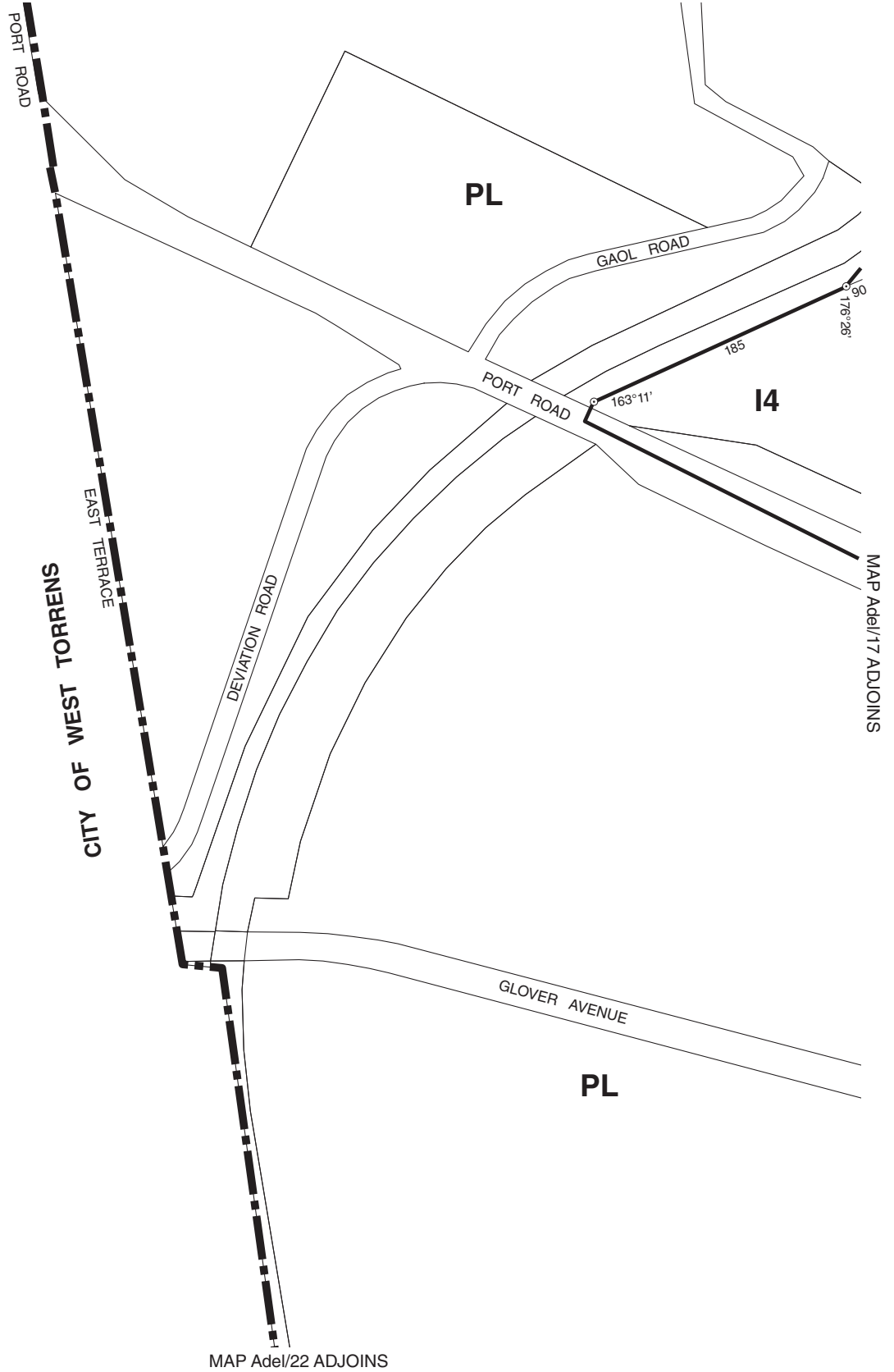
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ADELAIDE (CITY) ZONES MAP Adel/12

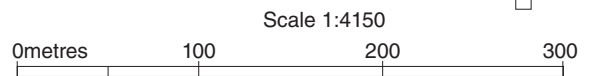
- Zone Boundary
- Development Plan Boundary

MAP Adel/11 ADJOINS



NOTE : For Policy Areas See MAP Adel/47

I4 Institutional (Metropolitan Hospital) Zone
PL Park Lands Zone



**ADELAIDE (CITY)
 ZONES
 MAP Adel/16**

— Zone Boundary
 - - - Development Plan Boundary



NOTE : For Policy Areas See MAP Adel/48

- I4** Institutional (Metropolitan Hospital) Zone
- MU** Mixed Use Zone
- PL** Park Lands Zone

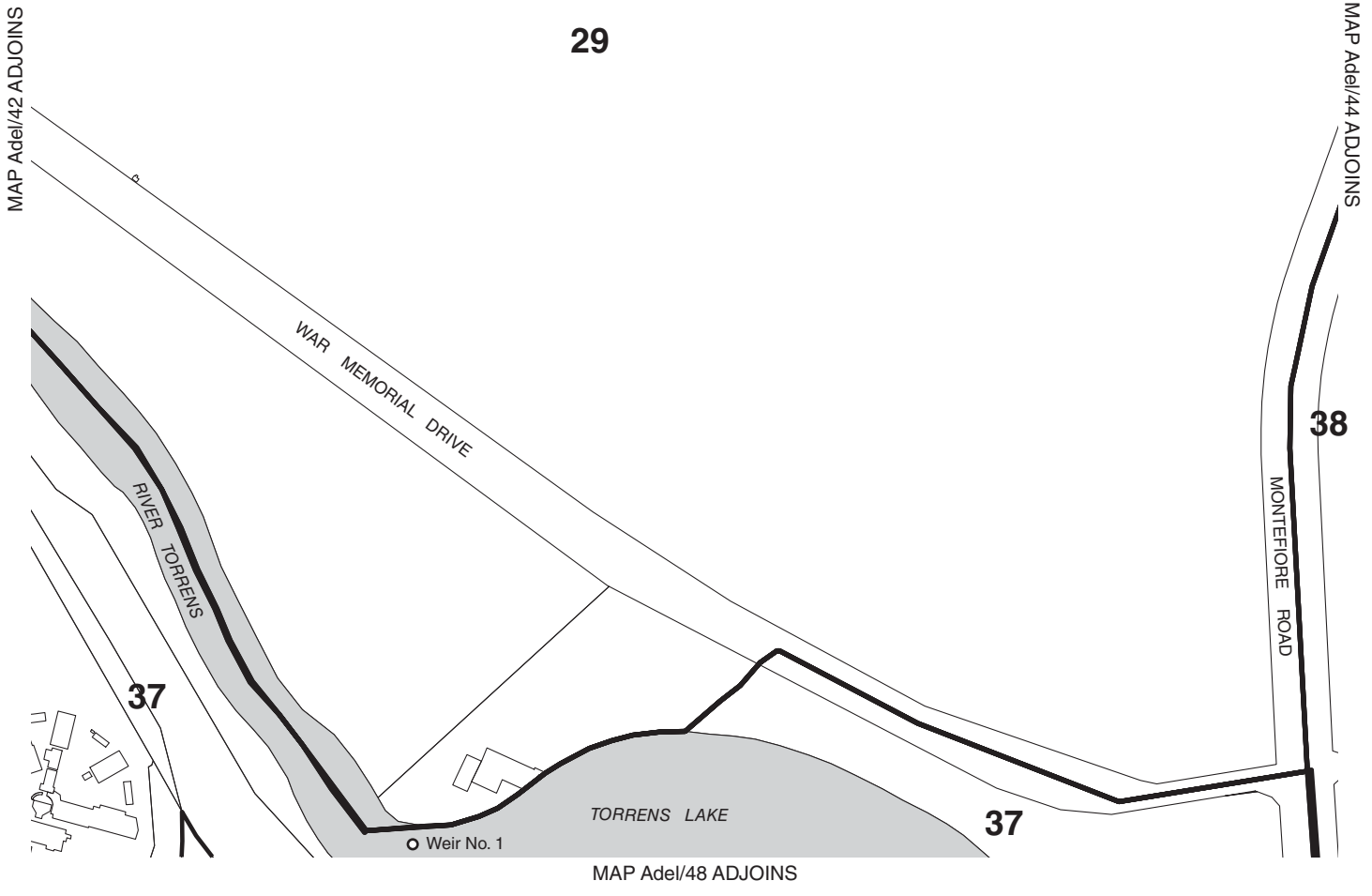
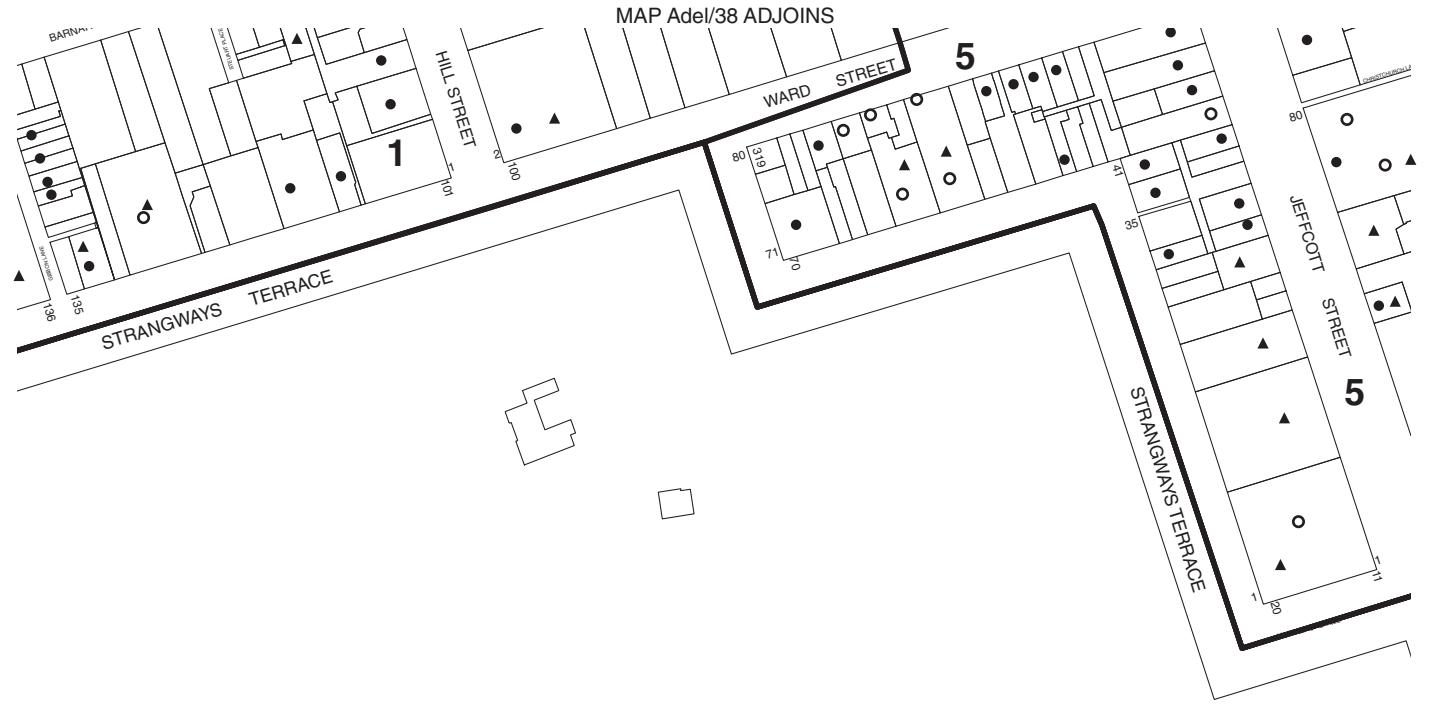


Scale 1:4150



ADELAIDE (CITY) ZONES MAP Adel/17

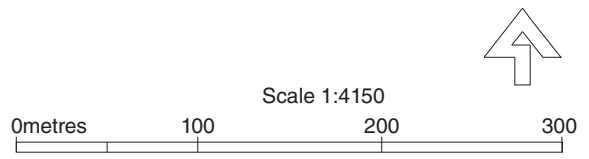
- Zone Boundary
- Development Plan Boundary



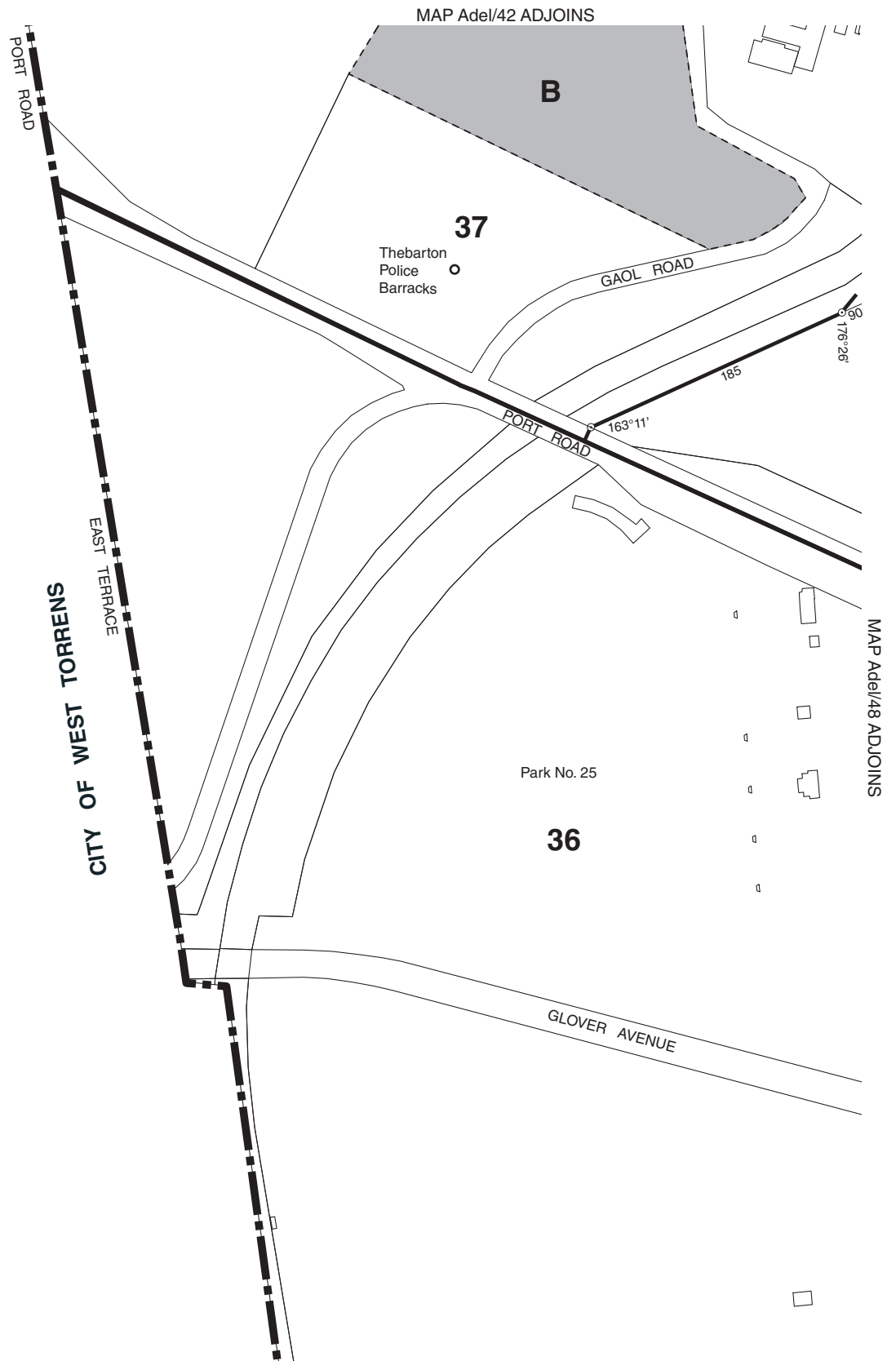
- 1** Hill Street Policy Area
- 5** Carclew Policy Area
- 29** Golf Links Policy Area
- 37** River Torrens West Policy Area
- 38** Adelaide Oval Policy Area

- State Heritage Place
- Local Heritage Place
- ▲ Significant Tree

— Policy Area Boundary



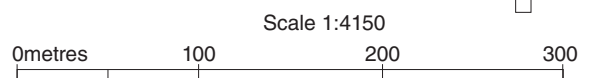
ADELAIDE (CITY) POLICY AREAS MAP Adel/43



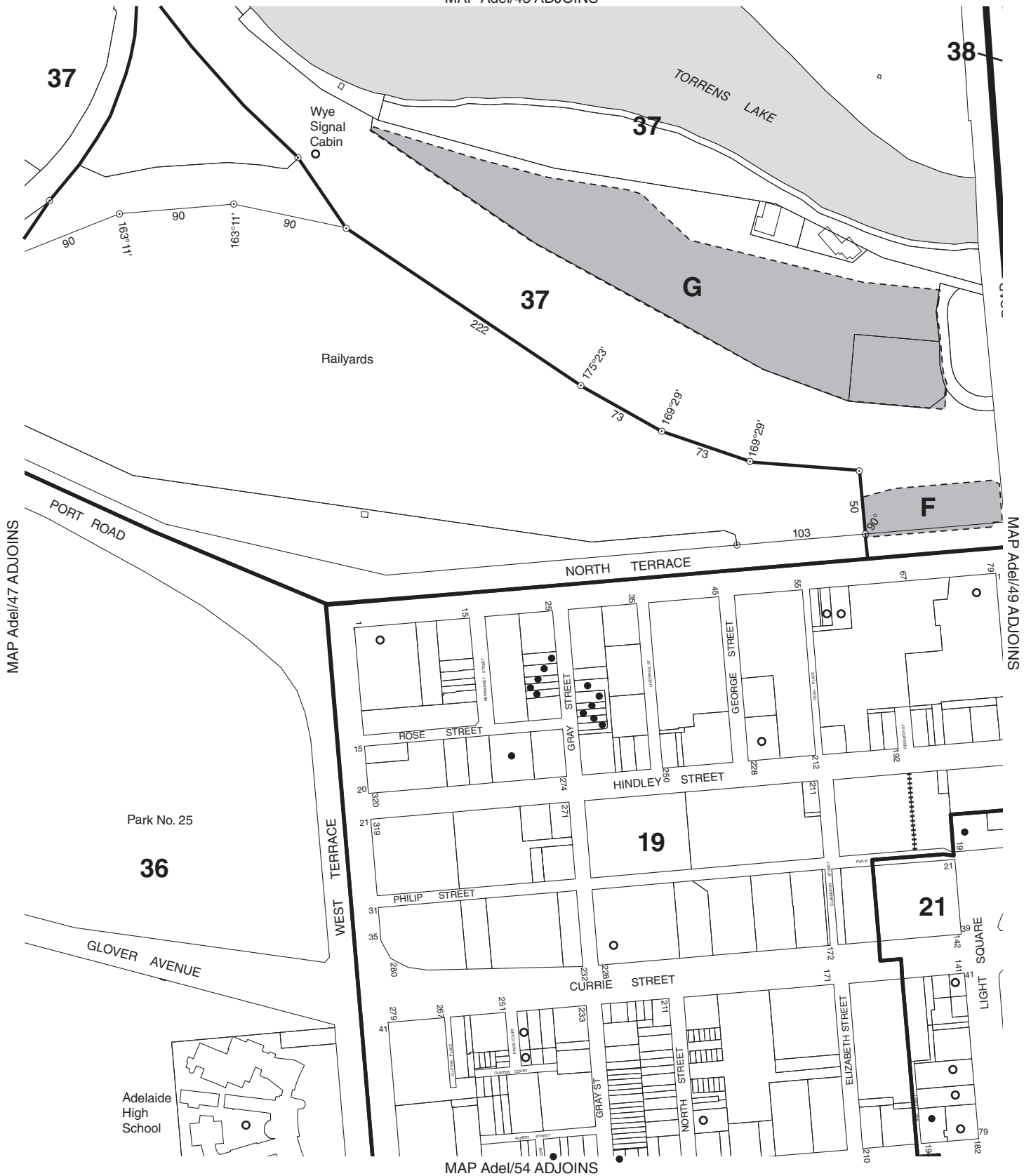
- 36** Western Park Lands Policy Area
- 37** River Torrens West Policy Area
- B** Horse Agistment
- o State Heritage Place

- Policy Area Boundary
- Development Plan Boundary

MAP Adel/53 ADJOINS



ADELAIDE (CITY) POLICY AREAS MAP Adel/47



- 19 West End Policy Area
- 21 Light Square and Hindmarsh Square Policy Area
- 36 Western Park Lands Policy Area
- 37 River Torrens West Policy Area
- 38 Adelaide Oval Policy Area

- Skate Park
- Car Park
- Proposed Pedestrian Link
- State Heritage Place
- Local Heritage Place
- Policy Area Boundary



Scale 1:4150
0metres 100 200 300

ADELAIDE (CITY) POLICY AREAS MAP Adel/48