

Development Plan Amendment

By the Minister

Mitcham (City) Development Plan

Repatriation General Hospital and Surrounding Areas Development Plan Amendment

THE AMENDMENT – *For Approval*

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



.....
Signature

23 Jan 2018
.....

Date of Gazette



Government of South Australia

Department of Planning,
Transport and Infrastructure

Approval DPA

Background

The Repatriation General Hospital and Surrounding Areas Development Plan Amendment (DPA) by the Minister amends the Mitcham (City) Development Plan.

This DPA was undertaken in accordance with DPA process B, which included:

- an Initiation Document agreed on 16 February 2017
- a DPA released for concurrent agency, council and public consultation from 29 August 2017 to 23 October 2017
- a Public Meeting conducted by a Panel of the State Planning Commission (SPC) on 31 October 2017.

Consultation

A total of 293 public submissions, one council submission and seven (7) agency submissions were received in relation to the DPA during the consultation period.

In addition, fifteen (15) verbal representations were made at the Public Meeting conducted by a Sub-committee of the SPC.

Approval Stage

Based on a review of all submissions and the recommendations of SPC, the following key alterations have been made to the Amendment:

- the Mixed Use Zone Objectives have been adjusted to reinforce the purpose of the zone primarily for health, aged care and community related facilities, as well as housing for retirees and Veterans
- the Desired Character has been amended to:
 - reinforce the revised Objective of the Mixed Use Zone and clarify that other forms of development should be subordinate and complementary to those primary land uses
 - ensure the assessment of proposals take into account former potentially contaminating uses, particularly for applications for sensitive uses like housing
- provide for the notification of proposals to landowners, particularly when located near existing houses in the adjacent residential zone including:
 - proposals that step outside of requirements addressing building height
 - the proposal involves a type of uses that has the potential to cause nuisance of adversely affect local residential amenity
- a policy has been introduced to ensure the potential new access to Goodwood Road is appropriately located pending the design of transport network infrastructure upgrades associated with the Springbank to Daws road realignment project

- the Concept Plan Fig MU/1 has been altered to:
 - identify the new access to Goodwood Road as a potential left-in / left-out
 - increase the area within the plan shown as 'Mixed Use & Community Area'.

Amendment Instructions Table				
Name of Local Government Area: City of Mitcham				
Name of Development Plan: Mitcham (City) Development Plan				
Name of DPA: Repatriation General Hospital and Surrounding Areas DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to the Mitcham (City) Development Plan consolidated on 21 April 2016.</i></p> <p><i>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.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
	<ul style="list-style-type: none"> Amend Replace Delete Insert 	<p>If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.</p>		
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Council Wide Section				
1.	Insert	<p>In the section containing the 'Objectives' and before the sub-heading 'Stormwater Management', the following:</p> <p>'Interface Between Land Uses</p> <p>Objective 19: Development located and designed to minimise adverse impact and conflict between land uses.</p> <p>Objective 20: Protect community health and amenity from adverse impacts of development.</p> <p>Objective 21: Protect desired land uses from the encroachment of incompatible development.</p> <p>Medium and High Rise Development (3 or More Storeys)</p> <p>Objective 22: Medium and high rise development that provides housing choice and employment opportunities.</p>	Y	N

		<p>Objective 23: Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.</p> <p>Objective 24: Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.</p> <p>Objective 25: Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.</p> <p>Objective 26: Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:</p> <ul style="list-style-type: none"> (a) enlivening building edges (b) creating attractive, welcoming, safe and vibrant spaces (c) improving public safety through passive surveillance (d) creating interesting and lively pedestrian environments (e) integrating public art into the development where it fronts the street and public spaces (f) incorporating generous areas of high quality fit for purpose landscaping, green walls and roofs. <p>Objective 27: Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.</p> <p>Objective 28: Buildings designed and sited to be energy and water efficient.'</p>		
2.	Insert	In the section containing the 'Principles of Development Control' and before the sub-heading 'Residential Development', the contents of Attachment A .	Y	N

Residential Development				
3.	Replace	<p>PDC 26 part (iv) with the words:</p> <p>‘(iv) except where located in the Mixed Use Zone, not be greater than two storeys or in any case 8.0 metres in height as measured from existing natural ground level (as may be determined by survey, prior to any earth works being undertaken) to the highest point of the building.’</p>	N	N
Heritage Places				
4.	Insert	<p>Immediately following PDC 143, the following new PDC:</p> <p>‘144 Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:</p> <p>(a) extending into the existing roof space or to the rear of the building</p> <p>(b) retaining the elements that contribute to the building’s heritage value</p> <p>(c) distinguishing between the existing and new portion of the building</p> <p>(d) stepping in parts of the building that are taller than the front facade.’</p>	Y	N
Overlays				
5.	Insert	The contents of Attachment B immediately following Council-wide PDC 207.	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
New Mixed Use Zone				
6.	Insert	After the Institution Zone the contents of Attachment C .	N	N
TABLES				
Amendments required (Yes/No): Yes				
TABLE Mit/1 - Conditions Applying to Complying Development				
7.	Insert	<p>In the tenth row of the first column under the heading ‘Kind of Development’ after the words ‘Light Industry,’ and before the words ‘Mixed Use (Belair Road) Zones’, the words:</p> <p>‘Mixed Use,’</p>	N	N

Repatriation General Hospital and Surrounding Areas DPA
by the Minister
Amendment Instructions Table

8.	Replace	In the tenth row of the second column under the heading 'Conditions' and in clause 5 the words 'MU(BR) Zone', with the words: 'MU and MU(BR) Zones'	N	N
9.	Insert	In the eleventh row of the second column under the heading 'Kind of Development' after the words 'General Industry and Light Industry,' and before the words 'Mixed Use (Belair Road)', the words: 'Mixed Use,'	N	N
10.	Insert	In the eleventh row of the second column under the heading 'Conditions' after the words '...located in the' in clause 3, the words: 'MU,'	N	N
TABLE Mit/9 – Off-street Vehicle Parking Requirements for Designated Areas				
11.	Insert	In the table under Clause 2 (Designated Areas) and in the column headed 'Designated Area', the following: 'Mixed Use Zone'	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map Reference Table: Not Applicable for the Mitcham (City) Development Plan				
Map(s)				
12.	Replace	Structure Plan Map Mit/1 (Overlay 1) with the contents of Attachment D .	N	N
13.	Insert	New Maps Mit/1 (Overlay 4) and Mit/1 (Overlay 5) contained in Attachment E immediately following Map Mit/1 (Overlay 3).	N	N
14.	Replace	Zone Maps Mit/8 and Mit/9 with the contents of Attachment F .	N	N

ATTACHMENT A

(New) Principles of Development Control:

- **Interface Between Land Uses**
- **Medium and High Rise Development
(3 or more storeys)**

Interface Between Land Uses

- 16** Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 17** Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 18** Development adjacent to a Residential Zone should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 19** Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 20** Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 21** Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

- 22** Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.
- 23** Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.
- 24** Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 25** Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum and

	Less than 5 dB(A) above the level of background noise (LA _{90,15min}) for the overall (sum of all octave bands) A-weighted level.
Adjacent land property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or less than 8 dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level.

Air Quality

- 26** Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 27** Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
- (i) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (j) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Medium and High Rise Development (3 or More Storeys)

***Note:** Some of the following Principles of Development Control (PDC) prescribe a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed should be assessed on their merits.*

Design and Appearance

- 28** Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.
- 29** In repetitive building types, such as row housing, the appearance of building facades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, facade spacings and the like.
- 30** Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.
- 31** Buildings should:
- (a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies)
 - (b) be designed to reduce visual mass by breaking up the building façade into distinct elements
 - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.

- 32** Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.
- 33** Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration.
- 34** Balconies should be integrated into the overall architectural form and detail of the development and should:
- (a) utilise sun screens, pergolas, louvres, green facades and openable walls to control sunlight and wind
 - (b) be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy
 - (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas
 - (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

Street Interface

- 35** Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:
- (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions
 - (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired).
- One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building
- (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings)
 - (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphouses and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade
 - (e) ensuring ground, undercroft, semi-basement and above ground parking does not detract from the streetscape
 - (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.
- 36** Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.
- 37** Entrances to multi-storey buildings should:
- (a) be oriented towards the street

- (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses
 - (e) be located as close as practicable to the lift and/or lobby access
 - (f) avoid the creation of potential areas of entrapment.
- 38** To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.
- 39** Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.
- 40** The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the orientation, elevation of ground floors above street level, setbacks from street and the location of verandas, windows, porticos or the like.
- One way of achieving this is for ground floor level dwellings in multi storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

Building Separation and Outlook

- 41** Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary. Where a lesser separation is proposed, alternative design solutions may be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.

- 42** Living rooms should have a satisfactory short range visual outlook to public, communal, or private open space.

Dwelling Configuration

- 43** Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 44** Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.
- 45** Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 46** Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).

Environmental

- 47** Multi-storey buildings should:
- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).
- 48** Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings.
- 49** Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.
- 50** Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:

Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones
<300m ²	10m ²	1.5 metres	1 small tree / 10m ² deep soil
300-1500m ²	7% site area	3 metres	1 medium tree / 30m ² deep soil
>1500m ²	7% site area	6 metres	1 large or medium tree / 60m ² deep soil
Tree size and site area definitions			
Small tree	< 6 metres mature height and < less than 4 metres canopy spread		
Medium tree	6-12 metres mature height and 4-8 metres canopy spread		
Large tree	12 metres mature height and > 8 metres canopy spread		
Site area	The total area for development site, not average area per dwelling		

- 51** Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

Site Facilities and Storage

- 52** Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
- (a) in the dwelling (but not including a habitable room)

- (b) in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.

- 53** Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.
- 54** Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site collection.
- 55** The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.

Zone Interface

- 56** Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.

One way of achieving this is for development comprising building elements of three or more storeys in height to be setback at least 6 metres from a zone boundary, and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

ATTACHMENT B

(New) Overlays

OVERLAYS

NOISE AND AIR EMISSIONS OVERLAY

Introduction

The following objectives and principles of development control that follow apply to the 'designated area' marked on Map Mit/1 (Overlay 4). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Noise and Air Emissions Overlay are in conflict with the relevant Metropolitan or Council Wide Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

Objective 1: Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
 - (a) shield sensitive uses and areas through one or more of the following measures:
 - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
 - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
 - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
 - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
 - (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

AFFORDABLE HOUSING OVERLAY

Introduction

The following objectives and principles of development control that follow apply to the 'designated area' marked on Map Mit/1 (Overlay 5). They are additional to those expressed for the whole of the council area and those expressed for the relevant zone and, if applicable, policy area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Affordable Housing Overlay are in conflict with the relevant Metropolitan or Council Wide Objectives and/or Principles of Development Control in the Development Plan, the Overlay will prevail.

OBJECTIVES

Objective 1: Affordable housing that is integrated into residential and mixed use development.

Objective 2: Development that comprises a range of affordable dwelling types that caters for a variety of household structures.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.

ATTACHMENT C

(New) Mixed Use Zone

MIXED USE ZONE

Introduction

The objectives and principles of development control that follow apply in the Mixed Use Zone shown on [Maps Mit/8 and 9](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone accommodating a mix of primary land uses including facilities for health and aged care, rehabilitation, education, research, community, and retirement and Veterans housing.

Objective 2: Development that contributes to the desired character of the zone.

DESIRED CHARACTER

A variety of land uses will be encouraged throughout the zone, with the broad arrangement of uses guided by [Concept Plan Map Fig MU/1](#).

Buildings and open spaces will incorporate innovative and exemplary designs to support a cohesive character. Conflict between residential and non-residential development will be addressed through acoustic treatment, and siting and separation of built forms where possible. Development will incorporate sustainable design features to reduce energy needs, water use and waste, facilitate urban cooling and promote biodiversity.

The land shown in [Concept Plan Map Fig MU/1](#) will be developed as a walkable neighbourhood that is characterised by:

- a wide choice in housing and accommodation that is focused on ageing in place, supported care, retirement living and Veterans housing
- integration between residential and non-residential activities
- active street facades integrated with quality public realm and intimate and larger open spaces that cater for social and ceremonial gatherings, recreation, cultural activities and reflection
- a community and recreation hub for the social health and wellbeing of the community, enhanced through the preservation of the heritage-listed Chapel, Schools Patriotic Fund (SPF) Hall and Peace Garden.

Health, rehabilitation, aged care, housing for retirees and Veterans, educational, research and innovation, and community service land uses will be the predominant forms of development in the zone. Other forms of development will be subordinate and complementary to those uses to enhance the zone's integration with and appeal to the wider community, encourage multigenerational participation and contribute to vibrancy.

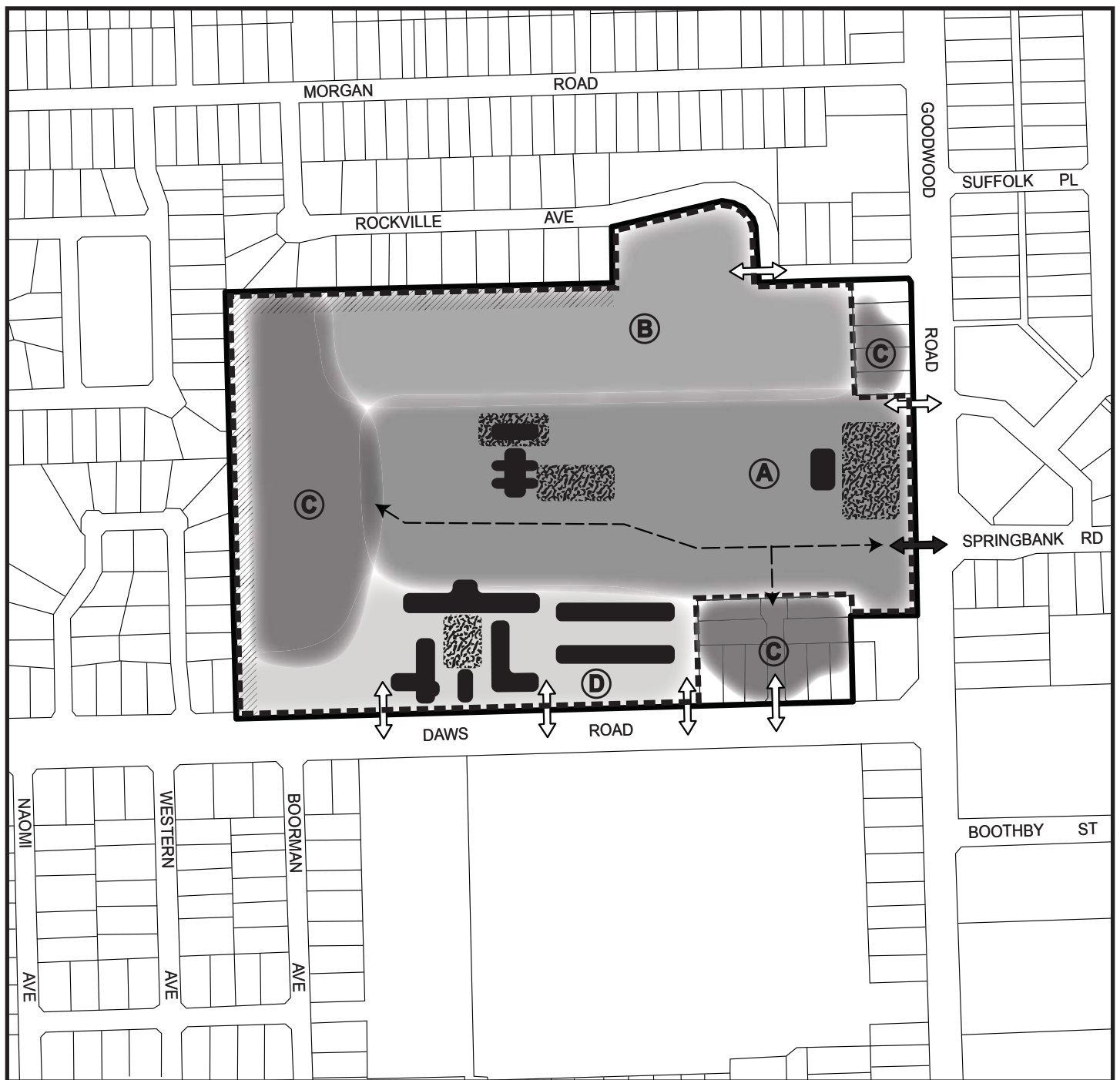
Shop development will be primarily located within the Commercial, Education and Innovation Area shown in [Concept Plan Map Fig MU/1](#). Shops will be small - scale and comprise cafes, restaurants, convenience stores and other tenancies that support a range of local level services. Overall, shop development will provide no more than 2000 square metres of gross leasable floor area across the whole of the Concept Plan area.

The public realm and identified areas of open space will provide locations to retain Significant and Regulated Trees and opportunities for additional landscaping, including planting of mature trees to ensure no net loss of vegetation. Trees and other landscaping will be used throughout the Concept Plan area to frame prominent buildings and entrances, provide pedestrian amenity and provide a transition to residential areas adjacent to the zone.

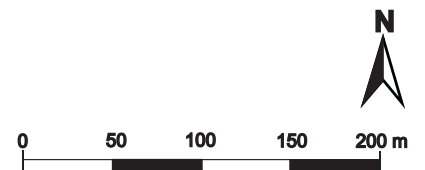
The general layout of the Peace Garden will be retained and be readily interpretable as a separate or special place within the surrounding open landscaping. An open landscaped setting around the Chapel will also be retained.

The zone includes a number of heritage buildings. Development affecting these buildings will:

- support their adaptive re-use to promote ongoing use and conservation
- maintain the setting of the Central Administration Buildings as prominent and iconic features to the main Daws Road entrance



- Concept Plan Boundary
- Repatriation General Hospital Site
- Pedestrian/Cyclist connection
- Potential Left-in/Left-out Entry/Exit
- Key Entry/Exit
- Heritage Buildings
- Vegetated Buffer
- Open Space
- Mixed Use & Community Area
- Health & Rehabilitation Area
- Residential, Accommodation & Lifestyle Area
- Commercial, Education & Innovation Area



MITCHAM(CITY) **MIXED USE ZONE** **CONCEPT PLAN** **Fig MU/1**

NOTE:
This Concept Plan is indicative only. The final arrangement of land uses within this mixed use framework, may change as a result of implementing urban design and planning outcomes that seek to achieve the zone's provisions.

- retain the external presentation of the former Gatehouse adjacent Daws Road, although consideration will be given to improving connectivity between the interior and exterior of the building
- retain Daw House as a prominent feature to Goodwood Road behind an open garden setting.

Care will be taken to ensure new buildings and additions to places of heritage value retain the visual prominence and heritage values of such places, noting that well located and designed taller buildings are contemplated in the zone.

Development will comprise buildings at various scales up to 5 storeys. Taller buildings will be located away from adjacent residential zones to enable an appropriate transition between areas of low rise housing adjacent to the zone and medium rise development in the zone. Taller buildings will also be sited to take advantage of the zone's attributes, including open spaces, heritage values and mix of community services and facilities to help create active and vibrant streets and lanes, and assist in creating a sense of place.

Pedestrian and cycling connections will be provided to link key land uses within the site and major entries and exits. Linkages will maximise opportunities to connect the site to the surrounding area, including the residential areas along Francis Street, Rockville Avenue and Day Avenue, and key land uses along Goodwood, Springbank and Daws roads.

Where practical, stormwater disposal from the zone or individual development sites within the zone will be managed to June 2017 levels, and incorporate water sensitive urban design systems at the site and building level, including the harvest, treatment, storage and reuse of stormwater. Harvested stormwater will improve the aesthetic and functional value of open spaces and public access ways. Floor levels of buildings within the site will be set a minimum 300mm above the highest adjacent kerb watertable to mitigate flood risk.

Existing and former uses within the zone include potentially contaminating activities. As a consequence management of contaminated land may be necessary to ensure that it is suitable for the intended use, particularly where it involves sensitive uses like housing.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- affordable housing
- advertisements
- aged persons accommodation
- community facility
- consulting room
- dependent accommodation
- dwelling
- educational establishment
- hospital
- institutional facility
- nursing home
- office
- place of worship
- pre-school
- recreation area
- residential flat building
- restaurant
- retirement village
- small scale shop or group of shops
- supported accommodation
- visitor and short-term accommodation

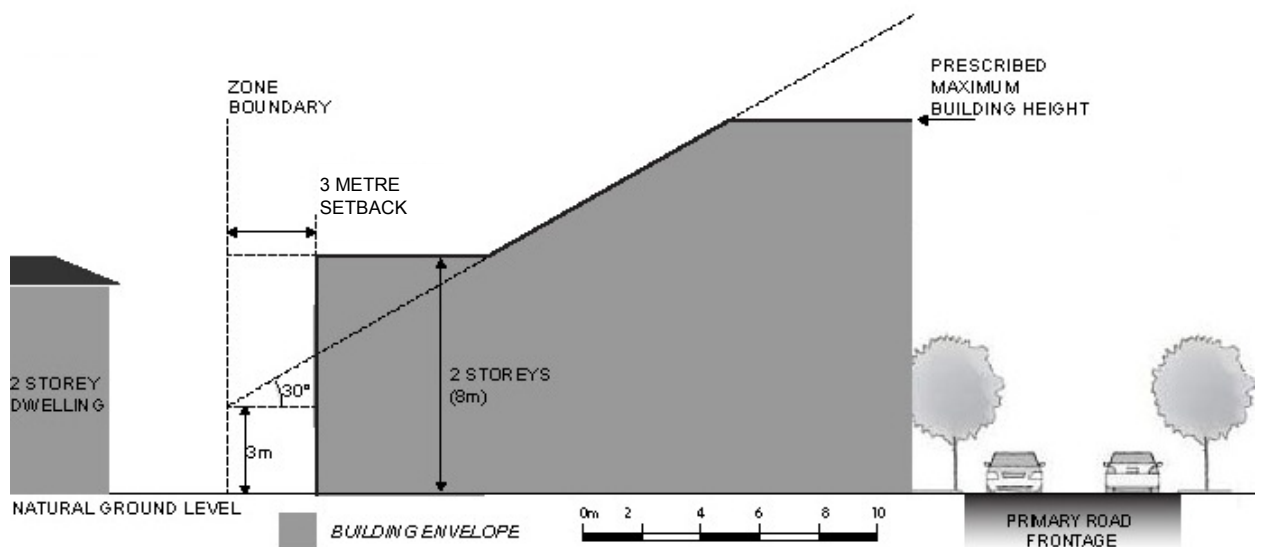
2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should not be undertaken unless it is consistent with the desired character for the zone.

- 4 Development should be undertaken in accordance with Concept Plan [Fig MU/1](#).
- 5 The 'Potential Left-in/Left-out Entry/Exit' shown on Concept Plan Fig MU/1 should not be provided in a location generally opposite the Springbank Road alignment until such time as the existing intersection of Springbank Road and Goodwood Road is altered to limit vehicle movements to a left-in / left-out arrangement into / out of Springbank Road. In all cases, the new access should:
 - (a) maintain traffic flows along Goodwood Road
 - (b) not interfere with road upgrades associated with the realignment of Springbank Road to Daws Road.
- 6 Development should be set back 3 metres from the boundary of an adjacent zone.
- 7 The bulk and scale of development should be compatible with adjoining land uses.
- 8 Any portion of a development above two storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:

Figure 1



- 9 To minimise overshadowing of sensitive development outside of the zone or the Repatriation General Hospital Site boundary shown on Concept Plan [Fig MU/1](#), buildings should ensure that:
 - (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring no less than 2.5 metres)
 - (c) sunlight to solar panels should be maintained for a minimum of 2 consecutive hours between 9.00 am and 3.00 pm on 22 June.

- 10** Vehicle parking areas should be established in accordance with one or any combination of the following:
- (a) at the rear of premises
 - (b) at the side of premises
 - (c) undercroft / semi-basement
 - (d) within the podium of a multi-storey building.
- 11** Undercroft, semi-basement and above ground parking of vehicles should ensure:
- (a) the overall height, bulk and appearance of the undercroft or above-ground structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties
 - (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (e) openings are integrated with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development).
- 12** Development involving the parking of vehicles where vehicles are visible from public areas, should incorporate adequate screening and landscaping.
- 13** Development involving multi-level vehicle parking should be designed to:
- (a) provide active street frontages and land uses such as commercial, retail or other non-car park uses, along ground floor street frontages to maintain pedestrian interest and activity at street level;
 - (b) be of a high quality design and complement the surrounding built form in terms of height, bulk and scale;
 - (c) provide surveillance, lighting and direct sightlines along clearly defined and direct walkways, through and within car parking areas and to lift and toilet areas;
 - (d) on a corner site with two major street frontages, be set back from the major street frontages, with commercial or other non-car park floor space in front of and screening the car parking building;
 - (e) on a site with only one major street frontage, include screening so that any car parking is not visible from the public realm either day or night, and detailed to complement neighbouring buildings in a manner consistent with desired character in the relevant Zone and Policy Area;
 - (f) incorporate treatments to manage the interface with adjacent housing, such as careful use of siting and use of materials and landscaping.
- 14** Development within the zone should provide off-street vehicular parking in accordance with the following:
- (a) the rates set out in Table Mit/9 - Off Street Vehicle Parking Requirements for Designated Areas (where applicable)
 - (b) apartments or residential flat buildings - one car parking space per dwelling plus one additional car parking space for every five dwellings for visitors;
 - (c) offices and/or consulting rooms, where ancillary to health, medical, education, research and community facilities – 2.5 car parking spaces for every 100 square metres floor area;
 - (d) childcare centre - one car parking space for every four children;

- (e) education or training facility – 0.25 car parking spaces for every student;
 - (f) research facility – 1.5 car parking spaces for every 100 square metres of floor area.
- 15** A lesser number of off-street parking spaces may be provided, where it can be justified and is unlikely to cause adverse traffic and parking conditions in the wider locality, based on (but not limited to) the following:
- (a) convenient on-street parking is readily available
 - (b) the development is located within 400m of a high frequency public transport service, defined as a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm
 - (c) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
 - (d) the development is sited in a locality where the respective peak demands for parking across the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
 - (e) the development supports the reuse of a heritage place where the provision of additional parking is unable to be accommodated on site.
- 16** Advertisements and advertising hoardings should not include any of the following:
- (a) flashing or animated signs
 - (b) bunting, streamers, flags, or wind vanes
 - (c) roof-mounted advertisements projected above the roofline
 - (d) parapet-mounted advertisements projecting above the top of the parapet.

Complying Development

- 17** Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*. In addition, the following forms of development are designated as **complying** subject to the conditions contained in [Table Mit/1 – Conditions Applying to Complying Development](#):
- (a) Advertisements listed in [Table Mit/1](#), subject to compliance with conditions prescribed in [Table Mit/1](#) where applicable.

Non-complying Development

- 18** The following kinds of development (including building work, a change in the use of land, or division of an allotment) are non-complying in the Mixed Use Zone:

Any development, or portion thereof (excluding rooftop plant and equipment), greater than 5 storeys or 18.5 metres in height

- Fuel depot
- General Industry
- Horse keeping
- Horticulture
- Prescribed mining operations
- Road transport terminal
- Special industry
- Stock sales yard
- Stock slaughter works
- Waste reception, storage, treatment or disposal
- Wrecking yard

Public Notification

- 19** The following forms of development, or any combination thereof, are designated Category 1 in the Mixed Use Zone except where:

- (a) the development is non-complying
- (b) the development is adjacent land to land in a residential zone and is greater than 2 storeys (8 metres) in height and exceeds the Building Envelope requirements as shown in Figure 1

Advertisement
Aged persons accommodation
Affordable housing
Community facility
Conference centre (not adjacent land to land in a residential zone)
Consulting room
Dependant accommodation
Dwelling
Educational establishment
Hospital
Indoor recreation centre (not adjacent land to land in a residential zone)
Light industry (involving alterations and additions to an existing light industry that is no closer to a residential zone)
Motel (not adjacent land to land in a residential zone)
Nursing home
Office
Parking facility (not adjacent land to land in a residential zone)
Place of worship (not adjacent land to land in a residential zone)
Pre-school
Recreation area
Residential flat building
Restaurant (not adjacent land to land in a residential zone)
Retirement Village
Shop or group of shops
Short term accommodation
Supported accommodation
Warehouse (involving alterations and additions to an existing warehouse that is no closer to a residential zone)

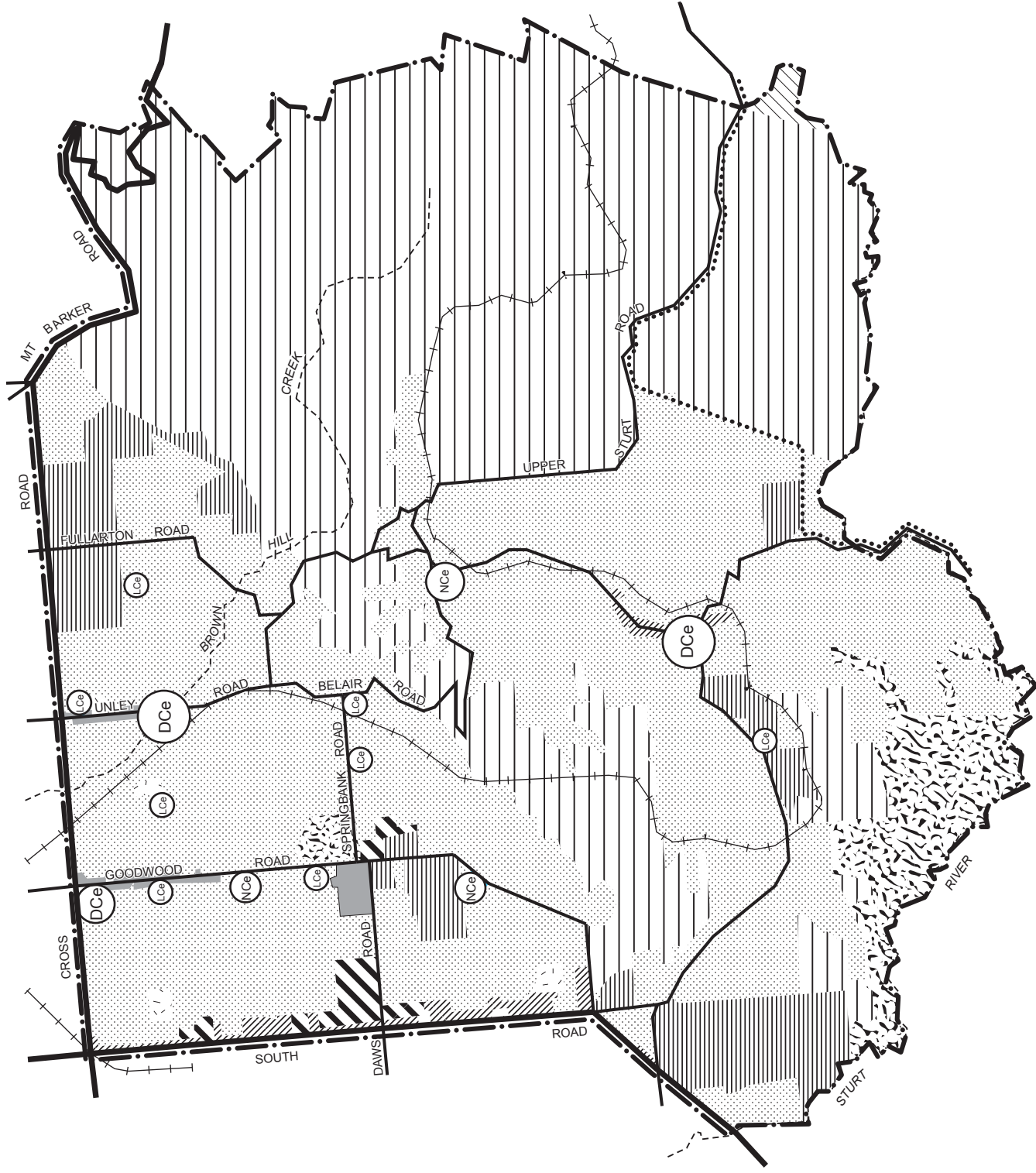
- 20** The following forms of development, or any combination thereof (except where the development is non-complying), are designated Category 2 in the Mixed Use Zone:

All forms of development not listed as Category 1 other than:

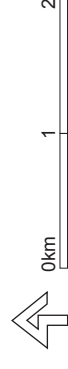
Hotel (located adjacent land to land in a residential zone)
Light industry (located adjacent land to land in a residential zone)
Indoor recreation centre (located adjacent land to land in a residential zone)
Parking facility (adjacent to a site used for residential purposes in a residential zone)
Restaurant (adjacent to a site used for residential purposes in a residential zone)
Warehouse (adjacent to a site used for residential purposes in a residential zone)

ATTACHMENT D

(Replacement) Structure Plan Map Mit/1 (Overlay 1)



- | | | | |
|--|----------------------|--|--------------------------------------|
| | Living | | Creek Alignment |
| | District Centre | | Existing Guided Transportation Route |
| | Neighbourhood Centre | | Scenic Road |
| | Local Centre | | Secondary Arterial Road |
| | Commercial | | Primary Arterial Road |
| | Industrial | | Development Plan Boundary |
| | Rural | | |
| | Hills Face | | |
| | Institutional | | |
| | Special Uses | | |
| | Open Space | | |
| | Mixed Uses | | |



CITY OF MITCHAM **STRUCTURE PLAN** **MAP Mit/1 (Overlay 1)**

ATTACHMENT E

**(New Maps) Mit/1 (Overlay 4) (Noise and Air Emissions), and
Mit/1 (Overlay 5) (Affordable Housing)**

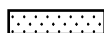


1:10,000

0 100 200 300 400 500 m

 Designated Area

MITCHAM (CITY) **NOISE AND AIR EMISSIONS** **MAP Mit/1 (Overlay 4)**



Designated Area within which Affordable Housing applies



1:10,000

0 100 200 300 400 500 m

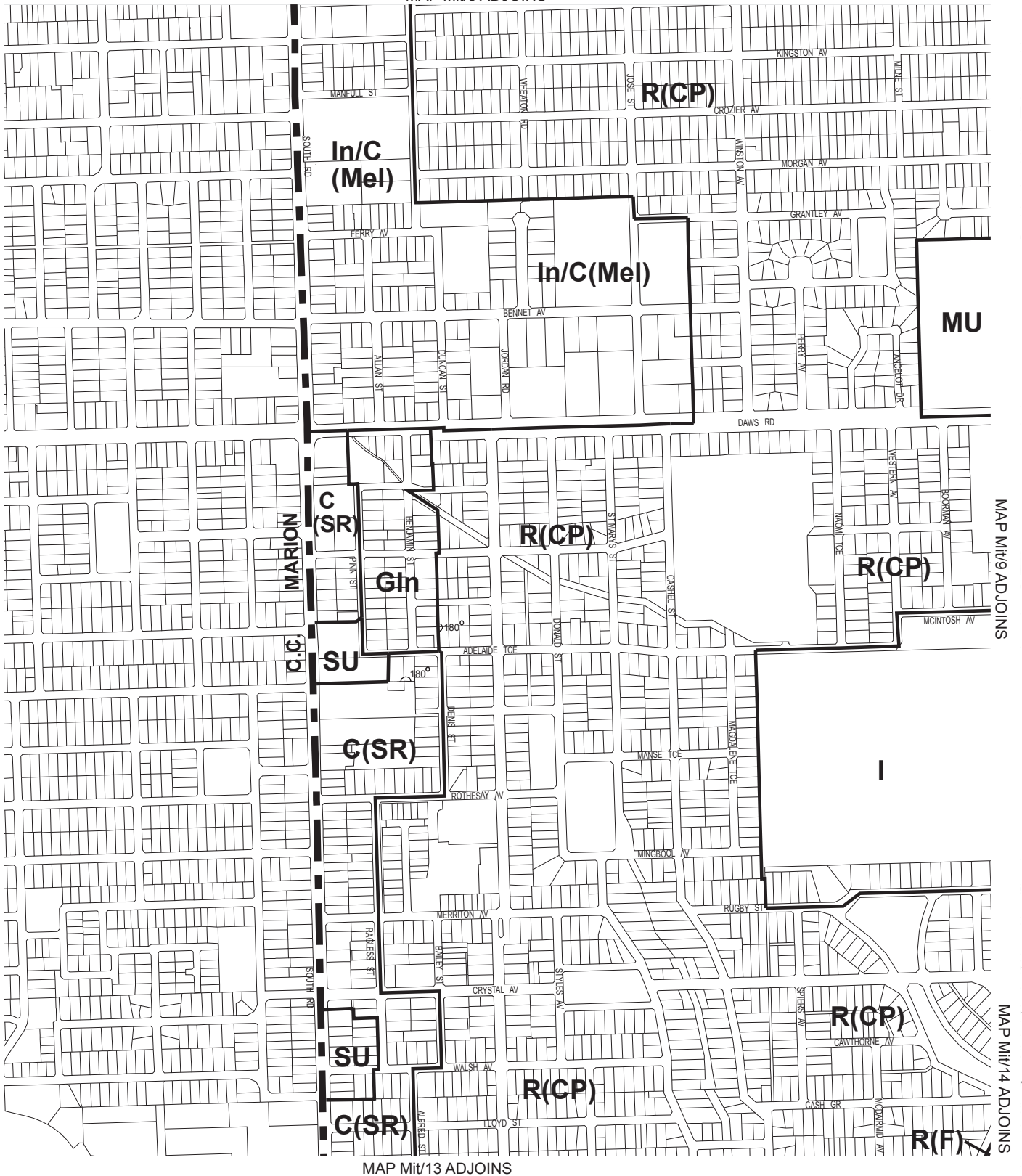


MITCHAM (CITY) **AFFORDABLE HOUSING** **MAP Mit/1 (Overlay 5)**

ATTACHMENT F

(Replacement) Zone Maps Mit/8 and Mit/9

MAP Mit/3 ADJOINS



NOTE : For Policy Areas see MAP Mit/30

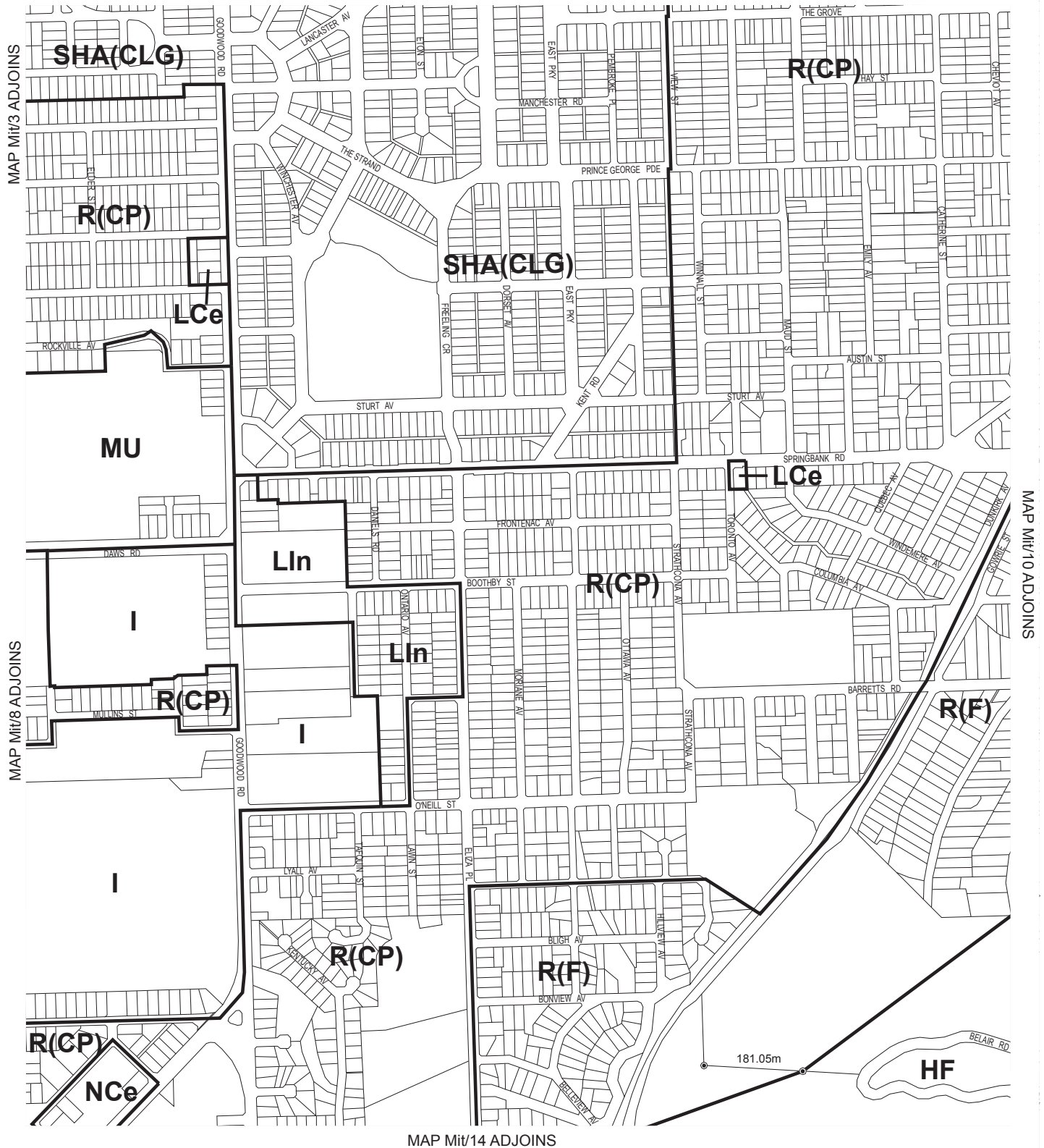
C(SR)	Commercial (South Road)
Gln	General Industry
I	Institutional
In/C(Mel)	Industry/Commerce (Melrose Park)
MU	Mixed Use
R(CP)	Residential (Central Plains)
R(F)	Residential (Foothills)
SU	Special Uses

	Zone Boundary
	Development Plan Boundary

Scale 1:10000


0 500metres

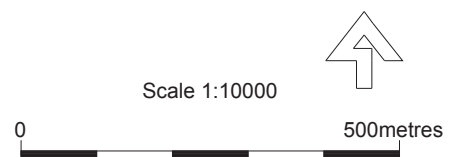
MITCHAM (CITY) **ZONES** **MAP Mit/8**



NOTE : For Policy Areas see MAP Mit/31

HF	Hills Face
I	Institutional
LCe	Local Centre
LIn	Light Industry
MU	Mixed Use
NCe	Neighbourhood Centre
R(CP)	Residential (Central Plains)
R(F)	Residential (Foothills)
SHA(CLG)	State Heritage Area (Colonel Light Gardens)

 Zone Boundary
 Development Plan Boundary



MITCHAM (CITY) ZONES MAP Mit/9

Development Plan Amendment

By the Minister

Mitcham (City) Development Plan

Repatriation General Hospital and Surrounding Areas Development Plan Amendment

**Executive Summary and Analysis for
Consultation from 29 August 2017 to 23
October 2017**



Government of South Australia
Department of Planning,
Transport and Infrastructure

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Development Plan Amendment Summary

The Minister for Planning has released the Repatriation General Hospital and Surrounding Areas Development Plan Amendment for consultation.

As part of the State Government's *Transforming Health* project, all services currently received by Veterans and the community, including all clinical and rehabilitation services currently provided at the Repatriation General Hospital, will continue at different locations across Adelaide's Metropolitan hospitals.

The future of the Repatriation General Hospital site was the subject of extensive stakeholder engagement over a number of months. Stakeholder feedback about the desired future use of the site has been integrated into the Expression of Interest process undertaken by SA Health and a preferred proponent has been selected in response.

ACH Group has been selected as the preferred proponent for the future use of the Repatriation General Hospital site and is proposing a plan for an integrated health and wellbeing precinct with a focus on healthy ageing, education and quality health care.

This Development Plan Amendment (DPA) has been prepared concurrently with a strategic development framework and strategy planning process being undertaken by ACH Group and reflects community and stakeholder feedback about the desired future of the site. It proposes policies and a new zoning framework that seeks to facilitate the site's ongoing evolution and redevelopment into a health precinct that best meets the current and future needs of the community including residents, workers, students and visitors. The DPA together with the strategic framework analysis will form the basis to develop the final site master plan.

If approved, the DPA will be consolidated into the Mitcham (City) Development Plan and used by relevant planning authorities to assess development applications.

Note: This summary is for information only and does not form part of the formal amendment to the development plan.

HAVE YOUR SAY

The Development Plan Amendment is on consultation for 8 weeks.

Submissions are due by 5:00pm Monday, 23 October 2017.

Submissions - marked as *Repatriation General Hospital and Surrounding Areas DPA* - should be addressed to:

Chair, State Planning Commission

c/- Department of Planning, Transport and Infrastructure:

- by post: GPO Box 1815, Adelaide SA 5001

Or

- by website: www.saplanningportal.sa.gov.au/en/consultation.

The State Planning Commission has been established to act as the state's principal planning advisory and development body. The Commissions will provide advice to the Minister on the DPA.

The Commission will hold a public meeting on **Tuesday, 31 October 2017** if submitters identify on their submissions that they would like to present a submission verbally.

The Public Meeting will be held at 7:00pm at the Cumberland Park Community Centre (Andy Todd Hall), 390 Goodwood Road, Cumberland Park.

If you would like more information on the DPA you can contact the Department for Planning, Transport and Infrastructure on phone number 7109 7007. Alternatively, there will be two public drop-in sessions held as follows:

Session 1: Thursday 21 September (4:00pm to 6:30pm), Blackwood Memorial Hall, 21 Coromandel Parade, Blackwood

Session 2: Wednesday 27 September (4:00pm to 6:30pm), Cumberland Park Community Centre, 390 Goodwood Road, Cumberland Park

Public submissions will be made available on **Tuesday 24 October, 2017** after the period for written submissions closes at:

- www.sa.gov.au/planning/ministerialdpas

and

- the offices of the Department of Planning, Transport and Infrastructure, Level 5, 50 Flinders Street, Adelaide, during office hours.

Following receipt of the Commission's advice the Minister will decide whether to approve, amend or refuse the DPA.

WHY WE ARE CHANGING PLANNING POLICY

The Repatriation General Hospital (RGH) at Daw Park holds a special significance for South Australians and the Veteran community. Transitioning a number of services from the site to different locations across Adelaide's Metropolitan hospitals will present a rare opportunity in Adelaide's inner south to re-think the operations and function of the 13.7 hectare site to deliver

an integrated health and wellbeing precinct and new neighbourhood with a focus on health, healthy ageing, teaching and research.

Development of the site has the potential to stimulate social and economic activity and add value to the surrounding neighbourhood, while referencing the unique history of this site through a combination of health, education, community, cultural, and medical research and innovation facilities mixed with a variety of accommodation types, sensitively adapted heritage buildings and new or enhanced green spaces and recreation areas. This will provide ongoing employment, education, research and living options, and productive and active ageing within the region.

A master plan will be prepared to guide the staged development of the RGH site to achieve these outcomes and the overarching vision for the site.

Current Institutional zoning applying to the RGH site is outdated and does not recognise a number of current uses or future development needs and opportunities for the site and its proximity to the Goodwood Road corridor, transport and services.

Amendment to current Development Plan zoning is therefore necessary to apply more contemporary policy that will ensure the ongoing viability and appropriate development of the site into the future and, in particular, its evolution as a significant integrated health, accommodation and education precinct within the inner southern Adelaide area based on the Government's vision and principles, which will guide the master planning process.

VISION FOR THE AREA

The vision of ACH Group for the renewal of the RGH site is to develop a vibrant, world-class mixed-use health and wellbeing precinct. It is intended to both honour the site's history while looking to create a world-class development that will provide a healthy, active and productive community.

The plan aims to support and enhance existing on-site services while sensitively opening up the site and facility to the wider community.

It also aims to link with recent SA Government initiatives, including the Tonsley innovation precinct and South Australian Health and Medical Research Institute (SAHMRI) to expand health, technology, learning and community services.

A range of on-site uses are envisaged including health, educational, medical research and innovation, recreation, community facilities, supporting retail and accommodation set within an active and landscaped neighbourhood.

More specifically, the development is seeking to provide:

- Health and aged care services, including transition care and day hospital services
- Rehabilitation services such as rehabilitation ambulatory care and inpatient and outpatient rehabilitation
- Facilities for education and training as well as an innovation hub
- Accommodation suitable for differing community groups with a focus on ageing in place, supported care, retirement living, Veterans emergency accommodation and student living.

Additional on-site services are also proposed, including:

- Allied health services
- Residential aged care
- Affordable housing
- Medical imaging
- Pathology and pharmacy services.

Heritage places on the site are proposed to be retained and enhanced, with substantial capital upgrades planned for areas of significance, including the Chapel, Peace Garden and Schools Patriotic Fund (SPF) Hall.

The plan is expected to create up to 1,000 new jobs during construction and, once fully operational, provide at least 250 ongoing health and ancillary jobs and inject \$20 million into the South Australian economy each year.

A vision for the hospital land is being developed for ACH Group, commencing with a preliminary draft Masterplan (see Figure 1) that is being used to inform the DPA and as a basis for further discussion and negotiation over the coming months.

Figure 1: RGH Site Strategic Development Framework



Source: ACH Group, July 2017

THE AREA AFFECTED

The area affected by the DPA is shown in **Figure 2** below and encompasses all land within the existing Institutional Zone located north of Daws Road in Daw Park. This includes the Government-owned Repatriation General Hospital site, ViTA residential aged care and restorative care facility operated by the ACH Group, a number of adjacent privately owned residential properties fronting Goodwood Road, Daws Road and Francis Street, and a petrol filling station located on the corner of Daws and Goodwood Roads.

The RGH site itself occupies some 13.7 hectares, with frontage to both Goodwood and Daws roads. It has provided a broad range of rehabilitation, medical and support services since its establishment in 1942. It includes a range of buildings, facilities, spaces and gardens associated with the provision of health care services for older South Australians, veterans and the southern Adelaide community. A number of State and Local heritage buildings also exist on the site and form an important part of its overall context and history of the local area.

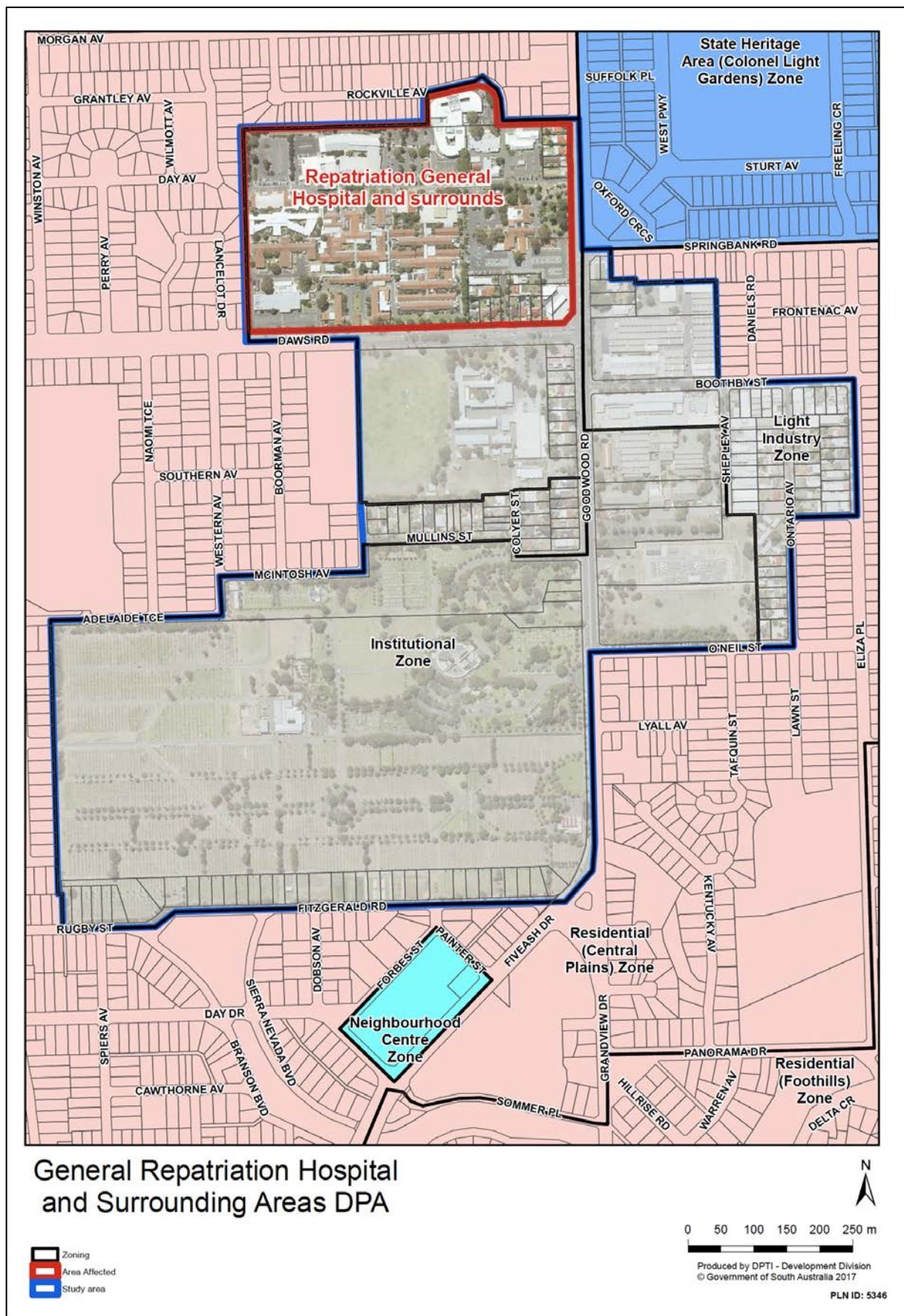
While it was initially proposed to review zoning for a 'broader study area' referred to in Figure 2, including the Pasadena High School, Centennial Park and former Panorama TAFE site located within the wider Institutional Zone, portion of the Residential (Central Plains) Zone located between Pasadena High School and Centennial Park, and the Light Industrial Area on the eastern side of Goodwood Road, the City of Mitcham is proposing to review these areas separately through local area planning. Further, no significant operational or land use changes are proposed for the Pasadena High School or Centennial Park sites that would warrant rezoning of these sites. Notwithstanding this, however, the relationship between the Repatriation General Hospital site and its adjoining land to this wider area has been considered in the DPA investigations.

While not located in the area affected, the Colonel Light Gardens State Heritage Area is also located adjacent the area on the northern side of Springbank Road and east of Goodwood Road, and has been considered in the wider context of this DPA.

The RGH site and locality have numerous strategic advantages including:

- Immediate accessibility to major roads and high frequency public bus services
- Location within inner southern Adelaide and potential linkages to the Tonsley Innovation District and Flinders University
- Opportunities to encourage new employment and living opportunities close to existing services and infrastructure
- Prominent street frontages to Daws and Goodwood Roads
- Potential for sensitive adaptive re-use of State and Local heritage buildings to ensure their ongoing conservation and contribution to the character and 'story' of the local area.

Figure 2: Area Affected



SUMMARY OF THE ZONE CHANGES

The DPA proposes to update the Mitcham (City) Development Plan by:

- Rezoning the Repatriation General Hospital (RGH) and abutting sites generally bounded by Rockville Avenue and Goodwood and Daws Roads in Daw Park from Institutional to a new Mixed Use Zone to facilitate development as a mixed use health, accommodation and education precinct in accordance with the site vision and Strategic Framework Structure Plan
- Introducing a new statement of Desired Character and Concept Plan to guide future land use arrangements and development of the area affected by the DPA
- Introducing new policy Overlays to promote affordable housing and address noise and air quality impacts for new residential development in the proposed Mixed Use Zone and adjacent the Goodwood Road transport corridor.

LEGISLATIVE REQUIREMENTS

Development Act 1993 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 Planning to amend a Development Plan.

In this case, the Minister is undertaking the amendment because he is of the opinion that the matter is of significant social, economic or environmental importance (Section 24(1)(g) of the Development Act 1993).

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

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to Section 26(3) of the Development Act 1993.

ANALYSIS

1. BACKGROUND

The Transforming Health project commenced in 2014 in response to changing population, technology and health needs in South Australia. The project involved extensive consultation with medical practitioners, staff and the community.

It recognised that while the RGH provides high quality services, many of the current facilities are outdated and cannot provide the spaces, equipment and layout needed for modern medical treatments. It is therefore proposed to relocate and integrate services from the RGH into other hospitals and facilities, including a new \$15 million Veterans' Mental Health Precinct to be established at the Glenside Health Services Campus and relocation of Southern Adelaide Palliative Care Services to Flinders Medical Centre. Orthotics and Prosthetics SA (OPSA) are proposed to remain at the site along with the Chapel, Museum and Remembrance Garden.

Following an Expression of Interest process in 2015, the *Open Daws* submission – led by the ACH Group - has been selected as the successful proponent to deliver future development of the RGH site as an integrated health and accommodation precinct with a focus on ageing and teaching. Other partners of the *Open Daws* consortium include Adelaide Community Healthcare Alliance, Healthscope, Anglicare, Flinders University and RDNS. It is anticipated that *Open Daws* will invest \$200 million into the development of the site, with redevelopment expected to be completed in 2024.

Importantly, existing health services will only move from the RGH site when new infrastructure has been completed at other sites to accommodate them.

Open Daws and the planning framework proposed by this DPA seek to capitalise on the rare opportunity to redevelop the RGH site to create a world-class development, which will provide for a healthy, active and productive community. It provides an opportunity to expand health, technology and community services for South Australia's ageing population in line with the State Government's economic and strategic priorities and showcase new models for accommodation to promote productive and active ageing.

2. STRATEGIC CONTEXT

2.1 SOUTH AUSTRALIA'S STRATEGIC PLAN

The South Australian Government has developed seven strategic priorities that reflect and give focus to delivering South Australia's Strategic Plan. How this DPA supports these priorities is presented in **Table 1**.

Table 1 – Strategic Priorities

Strategic Priority	How this DPA supports
Creating a vibrant City	Facilitating mixed use development opportunities on key sites such as the RGH site within the inner south will provide greater living, employment and educational opportunities within relatively

Strategic Priority	How this DPA supports
	close proximity and commuting distance to the City centre and its cultural offerings.
Safe communities, healthy neighbourhoods	<p>Development of the RGH site focuses on supporting people and their families in a vibrant and sustainable community and active 'campus-style' neighbourhood that keeps people healthy and avoids, prevents and substitutes a range of home and community-based health solutions. The range of possible accommodation options also has potential to foster multi-generational connections within the site and neighbourhood.</p> <p>Development of the site provides opportunities to create a range of active and social spaces, linked by pedestrian and cycling connections to the wider neighbourhood to encourage more active, healthier transport options.</p>
An affordable place to live	<p>Future redevelopment of the RGH site will provide an opportunity to deliver a wide variety of low to medium rise built forms close to transport, services, education and jobs. This could include affordable and adaptable accommodation to service a variety of needs, including for students, Veterans, short-term or transitional residential, and respite care.</p> <p>Zoning will also allow for small scale supporting retail and community uses to be established in the area, reducing transport costs to residents and the need to travel for daily and possibly weekly needs.</p>
Every chance for every child	<p>Future development of the RGH site will provide opportunities for supportive families to co-locate and learn within the community. It will provide cultural venues for learning and interpretation, including enabling children to come and learn and discover about our heritage, medical and military history.</p> <p>Open spaces will also support active play for both residents and their families.</p> <p>Opportunities to develop an innovation hub linked to Flinders University will also create a place for learning and education as our children grow.</p>
Growing advanced manufacturing	<p>Development of the RGH site provides an opportunity to develop an 'innovation hub', linked to research and industry partnerships through Flinders University, Tonsley, and the SA Health and Medical Institute (SAHMRI).</p> <p>These partnerships could facilitate opportunities for innovation and use of advanced technologies, and provide an important incubator for business start-ups.</p>

Strategic Priority	How this DPA supports
Realising the benefits of the mining boom for all	<p>As above, redevelopment of the RGH site provides an opportunity to develop a knowledge and 'innovation' hub where universities could collaborate with businesses, incubators, start-ups, financiers and social and medical organisations. This could generate opportunities for technological innovation in related industries.</p> <p>Development of strategic sites such as the RGH site also provide opportunities to create high quality living environments across Adelaide to attract workers from a wide range of employment sectors, including mining.</p>
Premium food and wine from our clean environment	Delivery of new accommodation within established areas such as the RGH site contributes to achieving a more compact city, reducing pressure for further fringe growth and ensuring our highly valued food and wine production areas are preserved.

2.2 THE 30 YEAR PLAN FOR GREATER ADELAIDE

The Planning Strategy is the principal strategic document for land use planning in South Australia. It presents current State Government policy for development and is based on key economic, social and environmental imperatives. 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 30-Year Plan for Greater Adelaide 2017 Update (30-Year Plan) is the relevant volume of the Planning Strategy for South Australia and applies to areas affected by this DPA. The Plan has been prepared by the Government to guide the community, local government, business and industry and is consistent with South Australia's Strategic Plan.

The new 2017 update reinforces the themes of the previous *30-Year Plan*, taking into account experience since its 2010 release, and to complement the new planning system established through the *Planning, Development and Infrastructure Act 2016*.

The Plan has a target of an additional 545,000 people and almost 250,000 dwellings for Greater Adelaide over the 30 year period.

Over recent decades, household growth has generally outpaced population growth in Greater Adelaide, resulting in a reduction in household size. The number of group and lone person households and single-parent and couple-with-no-children families have all increased due to ageing, and there have been increased numbers of overseas students and cumulative increases in divorce and separations. One of the most profound and consistent changes in the composition of the State's population since 2001 has been a continuous increase in the number and proportion of those aged 65 years and over. For example, between 2001 and 2011 the total population of South Australia increased by 136,000 persons or 9 per cent, while the population aged 65 and over increased by 19 per cent, from 220,000 to 262,000. In addition, during the 2001-11 period, the number of persons aged 85 years and over increased from 25,000 to 38,000, equivalent to a 50 per cent increase of their number. Over this same period, the number of couple-with-children families has fallen.

The overall reduction in household size – particularly lone person households – is likely to result in an increased demand for smaller dwellings. The elderly may choose to downsize from their family home or move into retirement living. Most overseas students are young and single, and choose to live in the City or inner metropolitan suburbs. A trend towards smaller dwellings is already evident, with semi-detached housing and flats, units and apartments increasing as a proportion of total dwellings over the past two decades.

To meet the demands of a larger population and household needs, the 30-Year Plan outlines a vision for a new urban form for Greater Adelaide including:

- Seeking to protect our limited land resources by continuing the focus on infill development
- Increasing use of public transport by concentrating development along public transport corridors
- Increasing the number of residents living in walkable neighbourhoods where both residential and services are provided in proximity
- Increasing the diversity of accommodation through the provision of compact housing choices.

Notably, this vision contemplates that Metropolitan Adelaide will be one to three storeys, complemented by four to six storeys along key transport boulevards that connect the city to the suburbs. It also contemplates areas where taller buildings may be located, including large development sites and areas where the interface with surrounding suburbs can be well managed. The Plan's vision also includes that local neighbourhoods will support an increased diversity of housing types (including affordable housing options) to better meet our changing demographics and needs. This will, among other things, give older people more opportunities to age in place.

The 14 themes that underpin the 30-Year Plan (including a compact and carbon-efficient city; housing diversity and choice; accessibility; a transport-focussed and connected city; world-class design and vibrancy; and social inclusion and fairness) remain the same, although the number of targets have been condensed into six high level ones.

Table 2 outlines how this DPA supports delivery of the Plan's targets. Alignment of this DPA to the Plan's principles and policies is provided in **Appendix A**.

Table 2 – How this DPA supports the targets of the 30-Year Plan for Greater Adelaide 2017 Update.

Target	How this DPA supports
<p>Target 1: Containing our urban footprint and protecting our resources</p> <p>1.1: 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045</p>	<p>Mixed use development on the RGH site and adjacent sites will support development of new accommodation within the established inner south in close proximity to existing services and transport, reducing pressure for fringe growth and protecting our limited land resources.</p>

Target	How this DPA supports
Target 2: More ways to get around 60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045	Any new housing or accommodation established within the RGH site and wider mixed use zone will be accessible to high frequency bus services operating on Goodwood Road and less frequent services along nearby Winston Avenue.
Target 3: Getting active Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045	<p>The mixed use zoning proposed by the DPA provides opportunities for a greater mix of development in local neighbourhoods to align living with employment opportunities.</p> <p>As above, new accommodation in the area will also be accessible to high frequency bus services connecting the area to the CBD and other suburban centres. Opportunities also exist to improve movement from and within the RGH site for pedestrians and cyclists.</p>
Target 4: Walkable neighbourhoods Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045	<p>Development of the RGH site provides an opportunity to develop a mixed use community comprising a range of accommodation types supported by health, education, small scale shops, community and cultural facilities, recreation and connected open spaces, and other services to meet the needs of residents and accessible to the surrounding community.</p> <p>This has the potential to increase the number of residents living in walkable neighbourhoods where both accommodation and services are provided in proximity, potentially increasing walkability and reducing reliance on private cars for daily needs.</p>
Target 5: A green liveable city Urban green cover is increased by 20% in metropolitan Adelaide by 2045	The RGH site and areas south of Daws Road (including Pasadena High School and Centennial Park) already contain significant green areas. The planning framework introduced by the DPA will continue to encourage enhancement of green spaces and additional plantings to contribute to urban green cover and cooling, and local biodiversity. Importantly, it will also ensure there is no net loss of vegetation cover as a result of development.

Target	How this DPA supports
Target 6: Greater housing choice Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045	Future redevelopment of the RGH site provides an opportunity to deliver a wide variety of low to medium rise accommodation close to transport, services, education and jobs. This could include adaptable designs to service a variety of needs, including student and veteran emergency accommodation, short-term or transitional accommodation, and respite and residential care.

Additional information about the SA Planning system and links to relevant key strategic and demographic documents can be found at <http://saplanningportal.sa.gov.au/home>.

2.3 CONSISTENCY WITH OTHER KEY POLICY DOCUMENTS

2.3.1 Integrated Transport and Land Use Plan for South Australia (2015)

The Integrated Transport and Land Use Plan (ITLUP) provides comprehensive and integrated actions for land use, infrastructure and transport over the next 30 years. The focus is on connecting people to places and business to markets through three goals of:

- Healthy, safe, affordable connected communities
- A strong, diverse and growing economy
- Thriving natural and built environments

While the ITLUP does not specifically reference the RGH site, Goodwood and Daws roads are recognised as arterial roadways that provide a critical role in the movement of transport throughout the city. In this respect, the following key directions of ITLUP are particularly relevant to this DPA:

- Improve walking and cycling facilities in catchment areas for schools, public transport stations, activity centres and main streets
- Create safe and convenient walkable environments in and around public transport stations, activity centres, main streets and schools
- Create safe and convenient walkable neighbourhoods
- Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors.

The DPA proposes to prioritise access to and through the RGH site to local destinations and services, including public transport. This includes giving priority to pedestrians and cyclists, as well as vehicle access to and from adjacent roadways. Investigations in section 3.2 have also considered traffic management issues associated with the RGH site and wider area to minimise any impacts on the road network.

2.3.2 SA Health Care Plan 2007-2016

The SA Health Care Plan is a comprehensive Plan for the provision of health care infrastructure and services for the State. It provides direct discussion regarding the RGH and demonstrates preliminary moves to restructure and relocate hospital services, including:

- The RGH will continue to focus on its role as a specialist hospital, providing rehabilitation, palliative care and mental health services for the southern suburbs. This means that in time, some surgical services and intensive care will be transferred to Flinders Medical Centre
- The veteran population is increasingly accessing health care services closer to where they live, with a subsequent decline in the use of RGH by veterans. More than 50% of the total veteran public hospital activity occurs in hospitals other than RGH.

In addition, the Health Care Plan foreshadowed wide consultation with the veteran community on the implementation of these changes, which occurred through the Transforming Health project.

2.3.3 The State's Planning Policy Library

The South Australian Planning Policy Library (SAPPL) contains the suite of general and zone modules that are used as a basis for Development Plans and proposals for rezoning. The library builds on and replaces the Better Development Plans Library that was introduced in 2007, which led to the conversion of a number of Development Plans across the state to a new format.

While the Mitcham (City) Development Plan has not been converted to the SAPPL format, consideration has been given to the library as part of this DPA to ensure more contemporary and updated zoning and policies are applied to the area affected. The library also contains new Overlay policies that apply at the Council-wide level for affordable housing, noise and air emissions and strategic transport routes, which have been considered in the DPA investigations.

2.3.4 Draft Design Guidelines and Transition into a new Planning System

The State's Office for Design and Architecture SA recently released Design Guidelines for consultation that have been established as an aspirational, best practice guide that supports high quality design outcomes beyond the minimum statutory requirements.

Although the Design Guidelines do not have a statutory role, they are intended to inform development of any relevant DPAs where residential development is considered and have assisted in refining policy directions in key corridor locations within metropolitan Adelaide. These policy directions have therefore been considered in the development of this DPA, particularly in relation to potential multi-storey development within the RGH site and area affected.

In 2016, a major overhaul of South Australia's planning system began with the introduction of the new *Planning, Development and Infrastructure Act 2016* (PDI Act) that will be brought into operation over the next five years. This will include new approaches for development assessment and see the introduction of a Planning and Design Code.

The Design Guidelines are intended to underpin the operation of the future Planning and Design Code under the new PDI Act, but are relevant now as the planning system begins to transition to the new format.

Further information on the Design Guidelines (Draft for Consultation) can be found at www.odasa.sa.gov.au.

2.4 CITY OF MITCHAM'S STRATEGIC PRIORITIES

2.4.1 City of Mitcham Strategic Plan

The City of Mitcham Strategic Plan (2017-2027) *Let us build for prosperity* is the Council's primary forward planning document and presents a long-term view of planning for the city. The Plan is based on a vision that seeks '*...a welcoming and inclusive community that values its heritage and natural environment*'.

While Council's Strategic Plan does not specifically mention future directions for the Repatriation General Hospital site or other areas affected by the DPA, it recognises the world-class medical and research facilities provided by both the Finders University / Medical Centre and the RGH.

Broadly, Council's Strategic Plan sets out four goals for the City of Mitcham, including:

- An Accessible and Connected Community
- A Sustainable City
- A Dynamic and Prosperous Economy
- A Vibrant and Rich Culture.

The zoning and policy directions proposed by this DPA support the above goals through facilitating redevelopment of the RGH site to provide a well-designed, connected, accessible, healthy and integrated neighbourhood, offering high quality open spaces and health care to the community, more choices in accommodation, new learning and research opportunities, creating jobs and career opportunities for people of all ages, and driving new investment and innovation while preserving and respecting important heritage places.

The DPA also promotes sustainable development opportunities at the site and individual building level to reduce energy needs, water use and waste, facilitate urban cooling and promote biodiversity in the City.

The Strategic Plan also specifically identifies the Council's intent to direct funding into projects to improve traffic accessibility, including the recently announced upgrade of the Daws, Goodwood and Springbank Roads intersection, which is discussed further in the investigations of this DPA.

3. INVESTIGATIONS AND ISSUES

3.1 CURRENT AND PROPOSED ZONING

3.1.1 Current zoning and land uses

The area affected by this DPA is located within the Institutional Zone, which generally accommodates institutional activities or areas of open character. Most forms of development, other than institutional or recreation activities are non-complying in the zone and limited principles of development control are included to guide future development.

The Repatriation General Hospital (RGH) site dominates the Institutional Zone in this location and currently includes a range of specialist medical, health and rehabilitation, and aged care services supported by on-site car parking facilities and set within a campus-style layout. A

number of State and local heritage listed buildings and places also occupy the site, including the Peace Garden, chapel and museum.

The more recent purpose-built, multi-level VITA nursing home and aged care facility also occupies a significant area in the north-eastern portion of the zone adjacent Rockville Avenue. The facility is co-located with a transitional care unit and teaching medical and health centre as part of a progressive partnership between the ACH group, SA Health and Flinders University.

Separate to the RGH site and aged care facility, two small pockets of residential uses exist within the current Institutional Zone, including five properties along Goodwood Road to the north east of the site, and ten properties to the south-east in an enclave off Daws Road. Notably, the current Institutional Zone does not envisage residential land uses and most forms of dwellings are non-complying.

A newly developed service station is located on the corner of Daws and Goodwood Roads. Similar to the existing residential uses, a petrol filling station or shop greater than 50 square metres is also a non-complying use in the Institutional Zone.

While not included within the area affected by this DPA, the nearby Pasadena High School, Centennial Park and former Panorama TAFE sites are also located within the Institutional Zone. Further south, the Flinders University Campus and Medical Centre are also included within the Zone, but are proposed to be rezoned as part of the separate *Southern Innovation Area DPA* (released for consultation on 4 July 2017) to support a fully functioning employment, medical and research precinct of regional significance. Links to Flinders University and medical research facilities remain a key component of the vision for the RGH site.

3.1.2 Proposed zoning

As identified in the background of this DPA, the Repatriation General Hospital is experiencing significant transitional change as part of the Transforming Health project. The State Government has committed to retaining the site for community, education and healthcare facilities and to this end, the ACH Group have been selected as the preferred developer of the site in partnership with Flinders University, RDNS, Adelaide Community Healthcare Alliance and Anglicare SA.

This DPA has been prepared in parallel with a strategic framework and structure planning process for the site and has had regard to a number of specific studies including traffic, stormwater, heritage and vegetation investigations. Issues, and how they have been addressed in this policy amendment are discussed later in this report.

In terms of an appropriate zoning framework, the Institutional Zone is considered outdated and does not recognise a number of existing uses within the area affected or align with the vision to develop the RGH site and area affected as an integrated and walkable health and wellbeing precinct with a focus on health, healthy ageing, teaching and research. Most notably, the range of accommodation types and supporting uses anticipated for the precinct are either not recognised or currently discouraged by the Zone. The Institutional Zone has also been superseded by the South Australian Planning Policy Library (SAPPL) and is no longer recognised as an appropriate zoning framework to support the objectives of the 30-Year Plan for Greater Adelaide.

It is therefore intended to introduce a Mixed Use Zone from the SAPPL to extend over the whole of the area affected, including the RGH site and aged care facility to the north and abutting properties within the existing Institutional Zone. Local desired character statements will be introduced together with a concept plan to guide the future development of the precinct

in accordance with State objectives and reflective of community expectations. The concept plan will also provide guidance to the broad arrangement of land uses, open spaces and vegetation, and access and movement arrangements for the precinct, and protection of important community and heritage features.

DPA Policy Response

It is proposed to introduce a Mixed Use Zone over the entirety of the area affected currently zoned Institutional north of Daws Road, including the Repatriation General Hospital site, the ACH aged care facility, residential properties fronting Daws Road, Goodwood Road and Francis Street, and the existing service station. The Mixed Use Zone will more appropriately address both the current land uses and proposed future use and development of the precinct, and achievement of a new walkable neighbourhood supported by local services.

More specifically, the proposed adoption of a Mixed Use Zone would also see the existing residential properties in the area affected recognised as legitimate land uses and maximise opportunities to integrate and link them into the overall vision and structure for the area. Similarly, the inclusion of the land occupied by the existing service station into the Mixed Use Zone will also ensure more appropriate guidance to any future development on this site.

3.2 MANAGEMENT OF ISSUES

This section discusses issues relevant to this DPA and identifies how they will be addressed through the proposed policy changes, with a focus on the future development of the RGH site. Issues include the management of community expectations, history and heritage, open space, linkages and public transport, traffic, car parking and access, environment and sustainability, land use arrangements, built form and interfaces, and infrastructure and services.

3.2.1 Community expectations

Consultation with the community on the future of the RGH site occurred over three weeks, from 13 to 31 July 2015, through an online survey on YourSAy as part of the Government's Transforming Health project. During this period, 280 survey responses were received. Approximately 35 community members also provided feedback in person at an event held at the Mitcham Hawks Football Club on Friday 24 July 2015.

Outcomes of community consultation indicated strong support for redevelopment of the site to have a continued focus on health and community services as well as respect and acknowledgement of the heritage and history and its importance to the veteran community.

These outcomes were incorporated into the Expression of Interest (EOI) process for the future use of the Repatriation General Hospital site, which closed on 23 December 2015. The ACH Group *Open Daws* submission was selected as the preferred group, proposing to develop an integrated health and wellbeing precinct with a focus on health, healthy ageing, teaching and research.

The ACH Group is currently undertaking further public and community consultation to help inform and guide development of a master plan for the RGH site. A community open day was

held on 1 July 2017, and further consultation is expected to seek feedback on a draft Master Plan in due course.

DPA Policy Response

The DPA proposes a planning framework to facilitate development of the RGH site and area affected as a mixed use health, accommodation and education precinct that will provide for a healthy, active and productive community and honour the heritage and history of the site in line with community expectations and the Government's intention for the site. The framework will also allow for a wide range of supporting community, commercial and small-scale retail uses to be developed to provide convenient access to services and facilities for residents and contribute to a walkable neighbourhood.

3.2.2 History and heritage

History

Built in 1942, the RGH began operating as a 150-bed military hospital to care for wounded veterans, on a site that at the time was largely surrounded by orchards and open land. In 1943 and 1944, the hospital's capacity peaked at 1000 beds. Since that time, it has maintained a strong and ongoing cultural association with veterans who served in World War II and subsequent conflicts.

In 1947, the hospital became RGH (Springbank) but was later changed in 1967-68 to Repatriation General Hospital Daw Park to reflect the change to the suburb's name. During the 1970s the hospital began accepting community patients and became a teaching hospital affiliated with Flinders University, retaining this connection today. The hospital later transferred from the Commonwealth Government to the SA State Government in 1995.

Important features of the site include the museum, Schools Patriotic Fund (SPF) Hall, chapel and Peace Garden.

The museum opened in 1992 on the fiftieth anniversary of the establishment of the RGH and is located in the former Post Office Building. It preserves hospital/medical and post office history, and exhibits armed forces and POW history and artefacts. The museum also has a reference library and archive, which includes historic photographs, diaries, maps and other documents.

The SPF Hall, opened in 1943, was built using funds from the Schools Patriotic Fund and the Red Cross. The hall has a special significance, representing the important contribution of civilians to the war effort and the support of veterans. It provided a venue for theatrical performances, concerts and films for inpatients during the war, and more recently has been used for ceremonies, gatherings and special events.

The chapel was constructed at a similar time to the SPF Hall and continues in regular use for commemorative services and for funeral services for deceased veterans. It retains many of its original features and includes two-way pews, memorial stained glass windows and plaques representing various veterans' associations, and branches of the armed services.

The Peace Garden (sometimes referred to as the 'Remembrance Garden') is located near the hospital chapel and provides a space for quiet reflection. It was believed to have been established prior to 1950, but was later refurbished to mark the fiftieth anniversary of the war.

It forms a remnant of once extensive gardens with the RGH grounds and has considerable symbolic importance to the hospital and veteran community. The garden features rosemary, a symbol of remembrance, from cuttings brought back from Gallipoli by a digger. The 'Spirit of Peace' rose also grows here to honor those who served.

The chapel, SPF Hall and Peace Garden are all proposed to be retained as part of the site's future development, with potential to relocate the museum in to a purpose-built space within the Hall.

Heritage places

State and local heritage places in the area affected on the site are listed below and are also shown in **Figure 3**.

Local heritage places

The following Local heritage places within the RGH site are listed in the Mitcham (City) Development Plan:

- Repatriation General Hospital (exterior of gatehouse, two-storey portion of the building to the north of the entrance courtyard, and the two storey portions of the buildings to the east and west of the entrance courtyard)
- Daw House (also known as Dawes House) Hospice (exterior of building, including windows, roof form and materials, tower, chimneys, verandah, but excluding later extension).

Additional local heritage places are located within the wider area affected by this DPA, including the Tower Arts Centre located south of the site across Daws Road within the Pasadena High School grounds, Cowan building located south-east of the site across Goodwood Road within the Bedford Industries site and the Jubilee Chapel located further south within the grounds of Centennial Park.

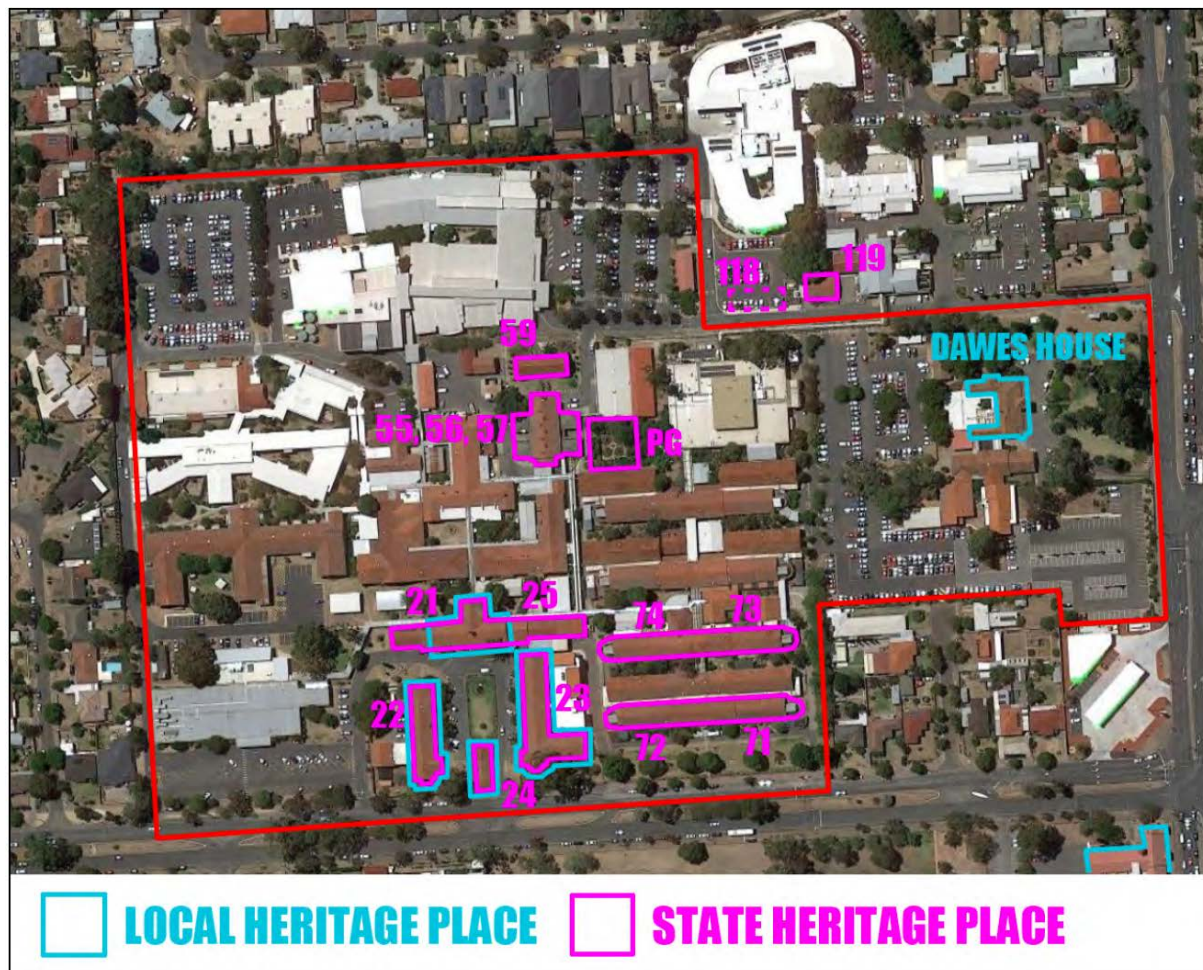
State heritage places

Significantly, the RGH site contains a number of State heritage places. These are described below based on the references in **Figure 3** below:

- Buildings 21-25, Central Admin Buildings (Daws Rd Entrance) A, B, C
- The open space between the Central Admin Buildings
- Blocks & Library (former gatehouse)
- Buildings 71-74, Wards 1 to 4
- Buildings 55-57, SPF Hall (includes interior);
- Building 59, Chapel (includes interior)
- The Peace Garden
- Building 118, former Post Office (since demolished)
- Building 119, former Mortuary, now Repat Museum.

The Colonel Light Gardens State Heritage Area is also located in proximity to the RGH site, being to the north and north-east and on the opposite (eastern) side of Goodwood Road.

Figure 3 - RGH site – State and Local heritage places



Source: Repatriation General Hospital Site Heritage Investigations, DASH Architects 2017

Heritage values and reuse

A heritage study (January 2017) has been prepared for the RGH site and provides observations and recommendations about the potential reuse of heritage places and retention of important values.

The study took into account highly conceptual development concepts for the RGH site that have since been superseded by the latest vision contained in the June 2017 draft Masterplan, where building heights have been raised from 4 storeys to 5-6 storeys. Notwithstanding the evolving development vision for the RGH site, the identified heritage values remain important in understanding and crafting requirements for the DPA.

Importantly, the study recognised that development of the site and its relationship with heritage places and values should be an iterative process when it noted:

Heritage Impact Assessments are, by their very nature, highly subjective. As a result, it is recommended that any ongoing development of the Master Plan be undertaken in close consultation with DEWNR's State Heritage Unit. This consultation should

include verification (and further development / refinement) of the recommendations of this Heritage Investigation Report.

From a strategic and development assessment points of view, large sites (like the RGH) have capacity to accommodate taller buildings given the ability to address land use interface issues at the edges, and therefore support forms of development consistent with The 30 Year Plan for Greater Adelaide.

Whether or not observations made in the heritage study will have an impact on the scale of development that occurs on the RGH site is largely a matter for assessment given the conceptual nature of policy writing. The siting and design of new development and palette of materials to be used becomes evident during the detailed design and application stages, and can be considered against requirements found in the development plan for the conservation and retention of heritage values by the relevant planning authority.

Significantly, there are well established requirements and processes for dealing with heritage places and values under the *Development Act 1993*, including a potential referral to the Minister administering the *Heritage Places Act 1993* or the State's Development Assessment Commission (now constituted under the *Planning, Development and Infrastructure Act 2016* as the State Commission Assessment Panel (SCAP).

In terms of this DPA, the heritage study identifies a number of elements that can be used to inform a policy framework and be applied to future development proposals irrespective of building heights (and in the absence of detailed plans about siting and design) as follows:

- the provision of generous open space and setting, particularly around heritage listed entrance buildings
- the preferred removal of structures surrounding the central Hall, Chapel and Peace Garden to re-establish the setting of these places
- maintaining a primary axis through the site on the northern side of the Central Administration Buildings (possibly by a physical separation, visual connection or circulation path between the buildings immediately north, or referencing this axis in the design of open space beyond these buildings (eg via planting, pathway or terminus))
- retention of the general layout of the Peace Garden as a separate or special place within the surrounding open landscaping
- sensitive scaling of new buildings.

In addition, the heritage study also considered various options for the reused of heritage buildings and further clarified that the redevelopment of the RGH site is unlikely to materially affect the heritage values of heritage places located adjacent the site or within the wider area (eg the Colonel Light Gardens State Heritage Area) based on early development concepts.

DPA Policy Response

The RGH site contains a significant number of heritage places of local and state importance.

The Mitcham (City) Development Plan contains a number of policies in the Council-wide section (under 'Heritage Places') to guide the protection of, and development affecting, heritage places. These policies also support adaptive re-use of both State and Local heritage places that support the conservation of their cultural significance.

The importance of heritage places to the overall context, history and 'story' of the RGH site will, however, require careful design and planning to ensure their conservation and integrity

is retained, while supporting evolution of the site as an integrated health and wellbeing precinct and new neighbourhood with a focus on health, healthy ageing, teaching and research.

The DPA therefore includes commentary in the Desired Character statement of the proposed Mixed Use Zone to recognise the importance of these places to the context of the RGH site, and key elements that should be preserved as part of any adaptive re-use of buildings and broader development of the site.

Further, given the potential for multi-storey additions to heritage places within the RGH site, additional Council-wide policies from the SA Planning Policy Library are proposed to guide design of this form of development to ensure such additions are compatible with heritage values.

3.2.3 Open space, linkages and public transport

Open spaces

The RGH site contains a range of open space areas that help frame entrances to the site and key buildings and provide opportunities for social gatherings, relaxation and reflection. Notable spaces include the Peace Garden (discussed above), gardens fronting Goodwood Road in front of Daws House and the gardens framing the Central Administration Buildings on the Daws Road frontage.

In terms of the wider area, the Pasadena High School oval provides an important recreational space in the area for the school itself, the community and other local schools who use this facility. Centennial Park is also a significant open space area within the locality and provides a number of designed garden spaces focused towards Goodwood Road. These spaces are proposed to be enhanced further as part of a master plan and Future Concepts proposal for the Park.

Mortlock Park is also located north-east of the site across Goodwood Road and provides a range of regional-level open space facilities, including an oval and sporting facilities/community buildings, and children's cycling track and playgrounds. A small informal reserve (Harvey Hayes Reserve) is also located within the established residential area west of the site on Day Avenue and is planned for upgrade to include water sensitive urban design features and new planting.

Despite this, however, the Development Plan recognises that areas located north of the RGH site and Springbank Road in the Residential (Central Plains) Zone are relatively poorly serviced by the provision of public open space and recreation. The size and scale of the RGH site therefore provides an important opportunity to enhance the provision of open space and recreation areas for the benefit of both residents living on the site and the wider residential area.

The Open Daws vision proposes to retain and enhance the campus-style layout of the RGH site, including its open space areas. This includes development of more passive intimate spaces and enhancement spaces such as the Peace Garden, as well as spaces for active recreation such as bowling greens, tennis courts, croquet and bocce greens, and water play equipment. These spaces are proposed to be strategically placed for community use and to better activate the site, and could be linked with supporting activities (eg. a café and community

meeting facilities). The existing pool within the rehabilitation centre may also be enhanced for broader community access.

Linkages between spaces and facilities

The existing campus-style layout of the RGH site provides a relatively permeable layout for pedestrian movement.

Initial concepts propose to improve pedestrian access to the site from Daws and Goodwood Roads, reinforce existing pedestrian linkages and movement patterns, and establish new linkages and thoroughfares through the site to strengthen the relationship between community, heritage and recreation/open space areas and create a more walkable neighbourhood. This includes potential to develop a new diagonal access through the site and pedestrian and bicycle friendly 'main-street' running east-west through the centre of the site, linking directly into the community areas to help activate those spaces. Strong links are also proposed to be provided between residential development and small scale retail, community and open space areas where practical. Importantly, an opportunity exists to design streets for people, using wide footpaths, ample greening, quality public realm and slower vehicle speeds.

An opportunity also exists to strengthen links with sites, open space areas and facilities outside the RGH site and area affected, including Mortlock Park to the east, Pasadena High School grounds to the south (including via Francis Street) and Day Avenue to the west.

While the surrounding area is relatively well serviced by pedestrian infrastructure, including footpaths, ramps and crossing facilities on Daws Road (Koala school crossing) and at the Goodwood Road/Daws Road and Goodwood Road/Springbank Road intersections, an opportunity also exists to enhance pedestrian crossing facilities on Goodwood Road in proximity to the entries to the RGH site and bus stops.

Cycling connections

Bicycle lanes are provided on Daws Road, providing an east west connection. However, no bicycle lanes are present on Goodwood Road given limited space in the carriageway and provision of bus lanes.

As above, initial concepts for the RGH site propose to enhance the overall 'walkability' of the site, including providing greater opportunities for bicycle connections as well as the provision of on-site bicycle parking facilities to encourage more active travel.

Public transport

The RGH site is well served by high frequency public buses operating on Goodwood Road as part of a 15 minute 'Go Zone' (within 10 minute interval services operating during peak hour), connecting to the Adelaide CBD. Similar high frequency services also operate on nearby Winston Avenue, which is located within a five minute walk (some 350 metres) to the west of the site. These services also connect to the Adelaide CBD and Marion Regional activity centre.

Redevelopment of the RGH site to accommodate a greater number of people living in the local area also presents an opportunity to further review and enhance public and community transport services to destinations other than the Adelaide CBD.

DPA Policy Response

The DPA proposes commentary in the Desired Character statement for the Mixed Use Zone applying to the RGH site to recognise the importance of maintaining and creating a range of

well-connected social and active open spaces that contribute to a walkable neighbourhood. Commentary is also proposed to maximise opportunities to connect the site to the surrounding area, open spaces and services through enhanced pedestrian and cycling connections.

A new Concept Plan is also proposed that broadly identifies key access points and desired pedestrian and cycling connections through the RGH site as part of future development proposals.

3.2.4 Traffic, car parking and access

A preliminary traffic impact assessment has been undertaken for the RGH site that considers the anticipated traffic and car parking implications associated with the site's redevelopment based on the vision and preliminary concepts. This includes an assessment of likely additional traffic generated from the site's development, proposed access arrangements and potential impacts on the surrounding road network.

While a traffic assessment of the wider area affected by this DPA has not been undertaken, the traffic impact assessment provides commentary in relation to the wider traffic network surrounding the RGH site and potential improvements to the network. The State Government has also recently announced a proposed upgrade and realignment of the adjacent Goodwood, Springbank, Daws Road intersection, with construction expected to commence in 2018. This is expected to bring significant improvements to the functioning and safety of the intersection and local road network, and will be a key consideration in the future planning for the area affected by this DPA.

Notwithstanding the findings of the preliminary traffic assessment, however, a more accurate assessment of the likely car parking and traffic demands and improvements for the RGH site will be required as the master planning process and development concepts are further advanced, and based on future development proposals for the site and final design for the realignment of Springbank, Goodwood and Daws Road intersection.

Internal movement network

Initial concepts for the RGH site broadly aim to achieve logical access for both traffic and pedestrians, with linkages between buildings and the creation of an 'active' campus-style layout being integral to the plan.

Oxford Circus currently provides a link through the site from Goodwood Road to Daws Road and is likely to be maintained and realigned internally, enabling direct access to separate titles and development areas within the site. Treatments may be required to deter through traffic, including creating a potential shared street environment that will provide both high levels of pedestrian access and promote low vehicle speeds – and potentially link directly into community areas and open spaces to help activate these areas.

The internal road network is proposed to be fed by rationalised main vehicle entry points, which is discussed below.

Access points

Initial concepts for the RGH site broadly propose to rationalise entry points and improve access to, and egress from, the site. This includes rationalising the Daws Road accesses and improving the median right turning and u-turning facilities, and upgrade the Oxford Circus

access to Goodwood Road to be more prominent and provide separate left and right turn lanes on exit.

Traffic modelling undertaken as part of the traffic impact assessment has suggested potential for some traffic delays and queues in movements from Oxford Circus onto Goodwood Road, although the traffic report has suggested that this has not been observed on-site. Modelling has also suggested some traffic delays at gates 3 & 4 off Daws Road due to right turning vehicles attempting to cross Daws Road – although this has not been identified as a significant issue as traffic volumes are low and all other movements in the intersection are considered to operate well, with minimal queues and delays on all approaches.

As part of the strategy to rationalise access points and improve entry and exit to the site, anticipated changes to the primary access points to both Daws and Goodwood Roads could include:

- Widening and enhancing the gate entry and driveway on Goodwood Road (Oxford Circus) to be more identifiable as a main entry point, and accommodating separate right and left turn lanes onto Goodwood Road
- Closure of existing gate 1 from Daws Road (currently left-in only) and conversion of gate 2 to become the primary entry point from Daws Road, offering both entry and exit and focusing greater attention of the central heritage buildings
- Revised median openings for gates 3 & 4 on Daws Road in conjunction with the changes to gate 2
- Retention of both gates 5 and 6 on Daws Road as left-in and left-out, or for gate 5 to become left-in entry only and gate 6 to become left-out exit only depending on the final proposed internal road network
- A range of improvements to entries and medians to facilitate right turns and U-turns, and closure of the ambulance-only gap in the median adjacent gate 5.

Importantly, the traffic impact statement suggests that these upgrades, together with refined site details as the master plan is developed, are anticipated to result in the intersections operating at a similar level to the existing site accesses, particularly given the largely 'off-peak' nature of the health, well-being, medical consulting, retirement and aged care uses that are expected to continue at the site.

Current structure planning for the site has also suggested potential for a new entry/exit point adjacent the Springbank Road alignment on Goodwood Road. This will, however, be subject to further consideration pending the outcomes of investigations and design for the repositioning of Springbank Road to align with Daws Road.

Car parking

The RGH site currently accommodates around 1,000 on-site car parking spaces, although there is some overspill of parking into local streets, in particular Rockville Avenue, Perry Avenue and Lancelot Drive. The traffic impact assessment suggests that this overspill is primarily understood to be by staff associated with the site, but appears to be due to current management and enforcement practices relating to on-site parking areas rather than a shortfall of physical parking spaces on the site.

The future site vision proposes that localised car parking is to be provided across the RGH site associated with each facility, commensurate with use and demand. The traffic impact assessment has suggested that approximately 1,140 car parking spaces could be needed across the site. This has been based on the indicative land uses and floor areas proposed

under the initial master plan concept layout, cross-linkages between a number of these future uses (eg. ancillary uses) and best practice or contemporary car parking rates for the various land use components.

Best practice rates are derived from either the NSW Road Traffic Authority's *Guide to Traffic Generating Developments* (2002), the *Parking Spaces for Urban Places* car parking study prepared by Aurecon in 2013 through the Local Government Research and Development Scheme, or the traffic consultant's own database.

The Mitcham (City) Development Plan currently contains parking rates for a number of land uses envisaged for the RGH site. It is therefore useful to provide a comparison of the best practice/contemporary parking rates applied in the traffic impact statement against the current rates applying in the Development Plan. This comparison is provided in **Table 3** below.

Table 3 – Comparison of best practice parking rates with Mitcham (City) Development Plan

Use	Best Practice Parking Requirement	Mitcham (City) Development Plan Rate	Increase or decrease from Development Plan Rate (↑ or ↓)
Hospital	1.47 spaces per bed	1 space per 2 beds	↑
Medical Clinic	3.5 spaces per consulting practitioner	3 spaces per consulting room	↑
Retail	7 spaces per 100m ²	7 spaces per 100m ² (where outside a centre zone)	Same rate
Residential (Apartments)	1 space per dwelling plus 1 space per 5 dwellings for visitors	1 space per 1 bedroom, or 2 spaces for 2 or more bedrooms* Plus 1 visitor space per 2 dwellings (where 3 or more dwellings proposed)	↓ However, Development Plan unclear in relation to dwellings for aged persons.
Office	2.5 spaces per 100m ²	1 space per 25m ²	↓
Childcare Centre	1 space per 4 children	Not specified	New
Training Facility/ Education	0.25 spaces per student	1 space per full time staff member, plus 5 for visitors	Not directly comparable
Community Centre	10 spaces per 100m ²	1 space per 10m ²	Same rate
Research (Wards 1-4)	1.5 spaces per 100m ²	Not specified	New

**Note – Parking rates do not generally apply where dwellings/apartments are for aged persons accommodation.*

Notably, in most cases, the best practice car parking rates applied in the traffic impact assessment either align with, or require slightly more on-site parking to be provided to support various land uses, particularly in relation to medical / hospital uses, retail components and community facilities. In addition, the Mitcham (City) Development Plan does not currently

include car parking provisions for uses such as childcare centres and research facilities, which are envisaged for the RGH site. Further, while the Development Plan contains parking requirements for education facilities, these are based on the number of staff members as opposed to the number of students. Given the potential tertiary nature of future education facilities on the site and likelihood that students will be of driving age, parking requirements based on potential student numbers would be more appropriate.

A range of residential building forms could be developed on the RGH site, ranging from student accommodation to aged and veteran housing. Given that the Mitcham (City) Development Plan currently envisages limited opportunities for these types of accommodation within the Council area and that residential uses on the site may target residents that would be unlikely to drive or own a car, current residential car parking requirements in the Development Plan are not considered appropriate to apply to these building forms. Further, the provisions provided in the Development Plan suggest that these residential car parking rates should not apply to aged persons accommodation, but does not provide further guidance in these circumstances.

While car parking requirements for offices in the Development Plan are also greater than proposed in the traffic impact statement, offices envisaged on the RGH are likely to be ancillary to on-site uses (eg. medical, education, accommodation) rather than standalone or independent facilities. Therefore, the best practice parking rates identified in the above Table are considered appropriate to the site.

Notwithstanding the likely parking supply proposed by the traffic impact statement report, the report also recognises that opportunities for shared use parking and linked trips to ancillary facilities on RGH site may ultimately reduce parking demands and the total parking provision required on the site. The site's proximity to high frequency public bus services may further reduce these demands and should be considered in any future planning assessments.

Separately to the above, new parking requirements were introduced into the development plan in April 2016 to provide a more consistent method for calculating vehicle parking requirements for a range of non-residential uses when located close to high frequency public transport routes and fixed route stations and stops. The requirements are outlined in Table Mit/9 - Off-street Vehicle Parking Requirements for Designated Areas.

Goodwood Road is noted as being a high frequency public transport route and therefore the requirements of Table Mit/9 could also apply to the proposed Mixed Use Zone, consistent with its application to other Mixed Use Zones in the district.

Importantly, the requirements of Table Mit/9 do not override zone specific parking rates that are lower than those calculated using the table and therefore the tailored parking rates discussed above would remain relevant during an assessment.

While not a policy matter for the DPA, the traffic impact assessment acknowledges that on-site car parking management will be key to ensuring that parking provision for future development is appropriate and effectively and efficiently used to minimise impacts and further overspill onto adjoining areas and local streets.

Impact on external road network

The RGH site is serviced by two major arterial roads, being Goodwood Road to the east and Daws Road to the south. Also, as identified above, the Government has announced the impending realignment of Springbank Road into Daws Road, with upgrade designs being developed.

Goodwood Road carries around 34,400 vehicles past the RGH site each day, including just over 2,800 vehicles during morning peak periods and just over 2,900 in the afternoon peak period. Daws Road carries around 18,000 vehicles past the RGH site daily, including around

1,440 vehicles during the morning peak periods and a similar 1,460 vehicles in the afternoon peak period¹.

Both the Daws Road / Goodwood Road and Daws Road / Springbank Road intersections are signalised, however no signals are located at the Goodwood Road / Oxford Circus intersection that enters the RGH site from Goodwood Road.

The traffic impact assessment has confirmed that the RGH site currently generates approximately 4,800 vehicle movements per day on weekdays, spread across its 7 separate entry and exit points – with peak hour traffic volumes of around 450 and 400 in the morning and afternoon peak periods respectively. This does not, however, include traffic displaced to local streets surrounding the site as discussed above. Weekend traffic volumes generated by the site have been measured to be significantly lower than on weekdays.

While crash statistics have shown a relatively high number of crashes recorded at the Goodwood Road / Springbank Road and Goodwood Road / Daws Road intersections, these may be more attributable to the performance and staggered alignment of these intersections as opposed to operations of the existing RGH site.

Overall, the impact assessment has suggested that development of the RGH site in accordance with initial concepts, and based on the likely range of future uses and floor areas proposed for the site, is anticipated to generate around 4,600 vehicle trips per day on weekdays. This is broadly comparable with the current daily traffic generation for the site and is therefore not anticipated to adversely impact on local traffic conditions and the surrounding local road network. Proposed improvements to key access points identified above, coupled with upgrade of the Goodwood, Springbank, Daws Road intersections, also have potential to significantly improve local traffic conditions.

DPA Policy Response

Existing Council-wide provisions under 'Residential Development' and 'Movement of People and Goods' address traffic, access, loading and unloading, and car parking associated with new development.

The DPA proposes to introduce a Concept Plan for the RGH site to guide future site access/egress to enhance movement to, from and within the site and minimise impacts on the surrounding road network. The proposed additional entry / exit off Goodwood Road (adjacent the current Springbank Road alignment) has been identified as a potential exit / entry only pending the outcomes of design work for the repositioning of Springbank Road to align with Daws Road. The Concept Plan also identifies broad opportunities for walking / cyclist connections to promote more active travel.

Given the integrated nature of proposed development on the RGH site, its continued focus on providing health, medical, well-being and aged care facilities and likely cross-linkages between a number of these future uses, more contemporary car parking requirements are proposed to be introduced for the site based on best practice standards (eg. for multi-level residential buildings and apartments, education and training facilities, and ancillary offices)

¹ Traffic volumes for Goodwood and Daws Roads based on DPTI turning movement surveys conducted March 2015

as well as new requirements for uses that are not currently contemplated by the Development Plan (eg. on-site childcare and research facilities). These standards are also intended to recognise the site's close proximity to high frequency public bus services and opportunities to exploit shared parking facilities on the site.

Future parking requirements will need to be considered as part of individual / staged development applications for the various land use components on the RGH site and assessed against the requirements mentioned above. While existing requirements are reasonably comprehensive, there is currently no expectation for below ground or basement level parking (other than in the Mixed Use (Belair Road) Zone). To ensure the option of below ground or basement level parking is available in the area affected, the proposed Mixed Use Zone includes requirements for these formats. The requirements are adopted from the latest SAPPL General Section for *Transportation and Access*.

While not a policy issue for this DPA, future supply of on-site car parking will need to be supported by effective management of these parking facilities to ensure their efficient use and minimise any overspill onto adjacent local streets and residential areas.

3.2.5 Environment and sustainability

Vegetation and regulated trees

The RGH site comprises an open, campus-style layout with a number of larger or more intimate garden spaces that help to frame entrances and key buildings. The Peace Garden is particularly significant to World War II veterans and their families and is proposed to be further enhanced as part of future development.

A tree survey has been conducted for the RGH site by a qualified arborist, which clarifies that the site contains a number of Regulated² and Significant³ Trees as defined by the *Development Regulations 2008*. These trees range in species and include a number of eucalyptus or gum varieties (eg. River Red, Ironbark, Lemon Scented and Spotted Gums) as well as a number of other varieties such as Smooth-Barked Apples, Desert Ash, White Cedars, Acacias, Date Palms, Swamp Mallet and Coral trees.

While trees are located in various locations throughout the site (including high concentrations along roadsides, car parks, footpaths and recreational garden areas), the majority of protected trees are located in the south-eastern corner, Goodwood Road frontage, along Daws Road and the north western corner of the site.

² A 'Regulated Tree' generally includes trees with a trunk circumference of 2 metres or more measured at a point 1 metre above natural ground level (in the case of trees with multiple trunks, it is those with trunks with a total circumference of 2 metres or more and an average circumference of 625mm or more measured at a point 1 metre above natural ground level. Some trees are, however, exempt from regulated tree controls wither through their location or species.

³ A 'Significant Tree' generally includes trees with a trunk circumference of 3 metres or more measured at a point 1 metre above natural ground level (in the case of trees with multiple trunks, it is those with trunks with a total circumference of 3 metres or more and an average circumference of 625mm or more measured at a point 1 metre above natural ground level.

The vision for the site seeks to retain an open layout that is fully landscaped to reinforce and highlight the more significant trees on site. Additional tree planting and a 'green belt' is also proposed along the Goodwood Road frontage, with new tree planting envisaged along the western and a portion of the northern boundaries to provide a transition and landscaped buffer to adjacent residential areas.

While the tree survey has confirmed that the majority of protected trees are healthy and should be retained, at least seven have been identified for potential removal due to poor health or condition. These predominantly include a number of gum varieties. Any removal of these or any other protected trees would, however, would be subject to a future development application and assessment.

DPA Policy Response

Significant and Regulated Trees are governed by the *Development Act 1993* and its Regulations and require development approval prior to their removal. The Mitcham (City) Development Plan also contains a number of policies to guide the assessment of proposals for removal of Regulated or Significant trees within the Metropolitan and Council-wide sections (under the headings 'Significant Trees' and 'Regulated Trees'). Additional policy is therefore not required.

Commentary is, however, proposed to be included in the Desired Character statement of the new Mixed Use Zone to encourage landscaping that reinforces and highlights the more significant trees on the RGH site, frames prominent buildings and entrances, and provides a transition and buffer to adjacent residential areas.

Site contamination

Detailed site history and contamination investigations will need to be undertaken for the RGH site and area affected prior to any redevelopment, particularly where a more sensitive land use may be developed such as residential development or open space.

Development Plans already contain policies that require appropriate individual site assessments to verify, and potential remediation to ensure, that the site is suitable and safe for the intended use.

DPA Policy Response

Existing Council Wide provisions in the Mitcham (City) Development Plan (PDC 15) already contain policies to ensure that changes in land use to a more sensitive use require appropriate site contamination investigations to ensure that land is suitable for the intended use. Additional policy is therefore not required.

Sustainability

The scale of the RGH site provides the opportunity to deliver a range of sustainable building and site design features to reduce the site's energy, water and waste needs.

Sustainability can be demonstrated by a range of interwoven elements, including contributing to a low carbon economy, carbon neutrality, climate change resilience, exemplary building (ie solar orientation and ventilation) and landscape design, and promotion of walking, cycling and use of public transport.

Some elements demonstrated in the initial vision and concepts for the RGH site include:

- Orienting new residential development with a northerly aspect where possible to maximise solar access during winter
- Creating a more pedestrian-friendly, walkable neighbourhood to promote active transport and reduce reliance on cars – potentially reducing the site's overall carbon footprint
- Enhanced and additional 'green space' within the site to provide urban cooling – linked with existing green areas in the wider area.

Importantly, however, the scale of the RGH site and comprehensive planning approach will allow a greater range of sustainability elements to be considered at a neighbourhood, site and building level.

DPA Policy Response

While the Mitcham (City) Development Plan contains some policies at the Council-wide level to promote sustainability features in new development (eg. orientation of buildings to maximise solar access), the DPA proposes commentary in the Desired Character statement for the Mixed Use Zone (including the RGH site) to promote sustainable development outcomes.

Additional Council-wide policies are also proposed to be introduced into the Mitcham (City) Development Plan that encourage sustainable building elements (eg. provision of green roofs, rainwater tanks and photovoltaic cells) in the design of multi-storey buildings of 3 or more storeys. These policies will be able to be applied to buildings within the RGH site.

It should be noted that these policies are also proposed to be introduced by the Southern Innovation Area DPA. In the event that a decision is made for that DPA to bring the policies into effect, the 3 or more storeys policies will be removed from this DPA before a final decision is made.

Stormwater management

A preliminary stormwater management plan has been prepared for the RGH site to facilitate development in line with initial concepts.

Stormwater from the RGH site currently drains into Daws Road via an existing underground drainage network running south along Francis Street, as well as from a series of direct connections to the network along the southern boundary of the site. The wider catchment external to the site is assumed to by-pass the site, being routed either to the west along Daws Road or to the north along Goodwood Road.

Broadly, as part of the site's redevelopment, stormwater discharge from the site is proposed to be managed to current / pre-development flows to minimise the impacts on the Council stormwater system network. Notably, enabling multi-storey development on the site to achieve desired residential densities and other functions could reduce the level of 'built on' areas and return some areas to gardens, which may assist overall stormwater management. The scale of the site and extent of current and planned open space areas also provides an opportunity to integrate water sensitive urban design (WSUD) techniques to both manage stormwater flows and quality, reduce reliance on potable water for irrigation and enhance these spaces.

The stormwater management plan specifically proposes to re-route the site's stormwater system where necessary to align with the layout envisaged by initial concepts, but is proposed to continue to follow the existing surface gradients into Daws Road. This includes designing the underground system to accommodate runoff from a 5 year ARI⁴ (Average Recurrence Interval) storm event, with overflow paths provided for a 100 year ARI storm event. If an unobstructed overflow path cannot be achieved, an on-site detention system will be required to accommodate a 100 year ARI.

To further minimise flooding risk, the stormwater management plan has recommended that building floor levels should be set a minimum 300mm above the highest adjacent kerb water table.

DPA Policy Response

Final stormwater drainage layout for the RGH site will be subject to detailed design and final architectural and landscape layouts as part of future development applications.

To guide future plans and assessment, commentary is proposed to be included in the Desired Character statement for the site to require future stormwater discharge to be managed to current or pre-development flows to minimise the impacts on the Council stormwater system and network. Given the scale of the site, extent of current and planned open space areas and proposals to increase residential densities, commentary is also proposed to encourage use of water sensitive urban design elements in the site's future development. This includes utilising stormwater capture and treatment facilities prior to discharge to improve water quality outcomes, to align with proposals in the 30-Year Plan for new infill and mixed use areas.

To further mitigate risk of flooding to new development, commentary is also proposed in the Desired Character statement to require floor levels of buildings will be set a minimum 300mm above the highest adjacent kerb water table.

These measures will complement existing Council-wide policies in the Mitcham (City) Development Plan under 'Stormwater Management' and 'Stormwater Management and Flooding'.

3.2.6 Land Use, built form and interfaces

Land use arrangements

The vision and initial concepts for the RGH site propose a range of uses on the site, including health, education, retail and medical research facilities mixed with a variety of residential building forms ranging from single storey semi-detached dwellings to multi-level apartments / residential flat buildings. This will potentially provide for social and affordable housing, student accommodation, veteran emergency accommodation, and short-term, transition, respite and residential care.

⁴ ARI (Average Recurrence Interval) is a measure of the rarity of a rainfall event. It refers to the average or expected value of the periods between exceedances of a given rainfall total accumulated over a given duration.

Under the initial concepts for the RGH site, new residential development is likely to be focused in the north-western part of the site adjacent existing residential areas, while commercial and education uses are proposed in the southern portion of the site adjacent Daws and Goodwood Roads. The northern portion of the site is also proposed to retain a health and rehabilitation focus, linking with the existing VITA facility. A mix of uses and community facilities is envisaged more centrally within the site behind Daw House.

Adaptable and flexible building designs are envisaged for residential building forms, allowing for non-residential uses (eg. shops and offices) at ground level of multi-level buildings and accommodating a wide variety of residents. Non-residential uses may, however, be developed as stand-alone facilities but should generally be of a small-scale in accordance with the objectives of the proposed Mixed Use Zone. Re-use of a number of heritage buildings is also anticipated to ensure their ongoing use and conservation, and retain their overall contribution to the character of the site.

DPA Policy Response

The Mixed Use Zone proposed to be introduced to the RGH site and area affected by this DPA allows for a wide range of land uses to be developed to contribute towards an integrated and walkable community that takes advantage of its proximity to the Goodwood Road corridors and high frequency public bus services. This includes a mix of commercial, educational, community, light industrial, various forms of accommodation at medium to high density, aged and health care, medical, offices, and small-scale shop land uses. Desired land use arrangements are broadly identified on the proposed Concept Plan that supports the zone.

To further clarify objectives of the Mixed Use Zone to allow for 'small scale' shop land uses, the DPA proposes commentary in the Desired Character statement to guide the types of retail activities that may be appropriate within the Concept Plan area (eg. cafes, restaurants, convenience stores and other tenancies designed to provide a range of services for the community) as well as an appropriate floor area for shop development within the area. Up to 2000 square metres gross leasable area is proposed to apply across the Concept Plan area.

The DPA also proposes to introduce the Affordable Housing Overlay from the SA Planning Policy Library to the new Mixed Use Zone to encourage provision of affordable housing within the area affected, particularly on larger sites where more than 20 dwellings are proposed. This aligns with the *30-Year Plan's* target for 15% affordable housing in all new significant developments.

Building heights and interfaces

The established residential areas to north and north-west and south-west across Daws Road are located in the Residential (Central Plains) Zone – Policy Area 8, which generally encourages development of detached dwellings on sites ranging from 400 to 500 square metres. While single-storey building forms are envisaged by the Mitcham (City) Development Plan, the Residential Code also applies to the area allowing for developments up to two storeys. These areas contain a 'mixed' character, comprising a range of more traditional housing styles constructed between 1920 and 1970, with some more contemporary infill housing.

While construction of medium and higher density housing forms is generally discouraged in the Policy Area 8, some medium density housing is located across Daws Road (adjacent Pasadena High School) and higher density development is contemplated on larger /

amalgamated sites where more comprehensive planning can occur that aligns with the general streetscape character. Further, the Council-wide provisions of the Development Plan (under 'Residential Development') also encourage higher density forms of accommodation to locate in close proximity to public transport and arterial roads, particularly within parts of mixed use and commercial zones, and centres.

Three storey-scaled buildings exist at the northern end of the RGH site adjacent Rockville Avenue as part of the existing VITA aged / transition care and rehabilitation facility, providing a prominent interface to the street – with recently constructed single-storey dwellings immediately to the west on Rockville Avenue. Newer single-storey housing forms also exist on the northern side Rockville Avenue.

Dense landscaping exists along the western boundary of the RGH site creating a buffer and screen from on-site car parking to low rise residential development to the west. Further pockets of landscaping on the western boundary also soften the appearance of more prominent buildings on the RGH site and should be retained and enhanced where possible to soften the impact of new buildings from adjacent areas.

An existing petrol filling station and associated shop exists on the corner of Goodwood and Daws Road, abutting the south-eastern end of the RGH site. The eastern side of Goodwood Road contains a variety of industrial / commercial-scale and institutional buildings, along with institutional buildings on the Pasadena High School site across Daws Road to the south. The Tower Arts Centre building (former church) in particular provides a prominent frame to the Daws Road / Goodwood Road intersection. These areas are unlikely to be impacted by development on the RGH site.

The Colonel Light Gardens State Heritage Area is located across the north-eastern side of Goodwood Road and further north (some 450 metres) of the site. As discussed in section 3.2.2 above, the heritage study has suggested that development of the RGH is unlikely to materially affect the heritage values of heritage places located adjacent the site or within the wider area, including within the nearby State Heritage Area.

The 30-Year Plan for Greater Adelaide contemplates medium rise (3-6 storeys) development along key transport corridors, within activity centres and in urban renewal areas that support public transport use – particularly where interface issues can be appropriately managed. The scale and depth of the RGH site, its location on the Goodwood Road corridor and its proximity to high frequency public bus services therefore has potential to accommodate medium rise buildings in line with the 30-Year Plan, while allowing for interface issues such as building massing, overshadowing and visual and acoustic privacy to be managed. Taller buildings should be focused toward the centre of the site, with buildings transitioning down in height toward the site boundaries and adjacent residential areas.

While the RGH site and wider area is affected by airport building height limits, the area affected is located within Area D of Airport Height Map Mit/1 (Overlay 2), which allows structures up to 45 metres high without requiring a referral to the Federal Government. The building heights anticipated for the RGH site (up to 6 stories or 22 metres) are well within this range and unlikely to affect airport operations or trigger any future referral requirements.

DPA Policy Response

The size and scale of the RGH site allows for a comprehensive planning approach to accommodate taller buildings where the interface with adjacent residential development can be appropriately managed. Commentary is proposed in the Desired Character Statement for the Mixed Use Zone to contemplate medium rise development up to 5 storeys within the

RGH site and area affected, which is within the parameters of *The 30-Year Plan for Greater Adelaide Update 2017*. Building in excess of 5 storeys would still be considered against the relevant provisions of the development plan.

The Metropolitan and Council-wide provisions of the Mitcham (City) Development Plan already contain a range of policies to address the design and layout of sites and buildings and interface with adjacent uses (eg. provisions under 'Appearance of Land and Buildings', 'Commercial Development', 'Industrial Development' and 'Residential Development').

Additional Council-wide policies are also proposed to be introduced into the Mitcham (City) Development Plan to address the interface between land uses (including environmental impacts, privacy and overshadowing) and provide policy and design guidance for development of medium-rise buildings of 3 or more storeys based on updated requirements proposed to be introduced in urban corridor areas through the interim Inner and Middle Metropolitan Corridor (Design) DPA. These policies are complemented by the draft Design Guidelines recently released for consultation by the Office for Design and Architecture SA.

Commentary is also proposed to be introduced into the Desired Character statement for the Mixed Use Zone to ensure an appropriate transition and lowering of building heights on the RGH site toward the interface with established residential areas, and encourage retention and use of landscaping to provide a further transition and buffer to these areas. This is supported by setback and building envelope policies in the DPA to manage the scale and massing of buildings at the interface with adjacent zones, as well as policies to address overshadowing of residential areas and sites adjacent to the RGH.

Given the potential for residential development to occur within the proposed new Mixed Use Zone and the location adjacent Goodwood Road, the DPA also proposes to introduce the Noise and Air Emissions Overlay to the new Mixed Use Zone. The purpose of the overlay is to ensure that sensitive development is protected from noise and air emissions from major roads, railway lines and mixed use developments. This can be achieved through location of private and communal open spaces away from emission sources (eg. to the rear of buildings fronting major roads), stepping back upper building storeys, orientation to prevailing winds, separation of buildings, and landscaping treatments. Introduction of the Overlay will also complement existing Council-wide Policies (in particular, PDC 32) addressing development adjacent to arterial roads and transport corridors.

3.2.7 Infrastructure and services

Future development of the RGH site or other land within the area affected by this DPA will need to be provided with appropriate levels of supporting infrastructure such as electricity, gas, water, sewer and telecommunications. Stormwater infrastructure to support the site's future development is discussed in section 3.2.5 above. Further, while not directly attributable to the development of the RGH site, the recent announcement to upgrade the Goodwood, Springbank and Daws Road intersection coupled with upgrade works already underway for Springbank Road will also significantly improve the local and wider road network and safety.

The funding of services and any potential associated upgrades are typically the responsibility of the developer. Development Plan policies provide safeguards ensuring that development can only be approved if it can be appropriately serviced by modern efficient infrastructure.

DPA Policy Response

Additional policies relating to infrastructure services are not proposed by this DPA as there are appropriate existing Metropolitan and Council-wide policies (eg. under 'Form of Development', 'Public Utilities', 'Residential Development', 'Land Division' and 'Services') to ensure that development within the RGH site and area affected is serviced by appropriate infrastructure.

4. STATEMENT OF STATUTORY COMPLIANCE

Section 26 of the *Development Act 1993* prescribes that the DPA must assess 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 *Development Regulations 2008*.

4.1 ACCORDS WITH THE PLANNING STRATEGY

It is the intent of this DPA to support the achievement of the Planning Strategy policies. A detailed account and assessment of objectives, principles, policies and targets of *The 30-Year Plan for Greater Adelaide* is contained in **Appendix A**.

4.2 ACCORDS WITH OTHER PARTS OF THE DEVELOPMENT PLAN

The policies proposed in this DPA are consistent with the format, content and structure of the Mitcham (City) Development Plan. The DPA recognises existing policy and does not seek to repeat or introduce policies that would conflict with those contained within the Metropolitan or Council Wide sections of Council's Development Plan.

Regard has also given to all the existing zones within the Mitcham (City) Development Plan, consistent with the policy format and expression used more widely.

The separate Ministerial *Southern Innovation Area DPA* released for consultation on 4 July 2017 also proposes changes to the Institution Zone, Council-wide policies and some mapping affected by this DPA, and introduces new Overlays for Affordable Housing and Noise and Air Emissions. The changes introduced through this DPA will therefore be amended to align with the version of the Mitcham (City) Development Plan applying at the time.

4.3 COMPLEMENTS THE POLICIES IN THE DEVELOPMENT PLANS FOR ADJOINING AREAS

The policies proposed in this DPA will not affect the Development Plan policies of adjoining Council areas.

4.4 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.

Further, given that the DPA promotes a range of medium density residential development options within the proposed Mixed Use Zone rather than low rise building forms, it is not intended to apply the Residential Code to the area in accordance with Schedule 4 of the *Development Regulations 2008*.

REFERENCES

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Centennial Park Cemetery Authority, 2014: Centennial Park Future Concepts 2015-2030

Government of South Australia: SA Planning Policy Library Version 6

The Adelaide Tree Surgery: Updated Tree Survey/Audit, 216 Daws Road, Daw Park

KBR, 2017: Stormwater Management Plan for Repatriation General Hospital, Daw Park

DASH Architects, 2017: Repatriation General Hospital Site Heritage Investigations

Government of South Australia, Development Act 1993

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GTA Consultants, 2017: Repatriation Hospital, Daws Park Development Plan Amendment Transport Impact Statement

Aurecon, 2013: Parking Spaces for Urban Places: Car Parking Study - Guideline for Greater Adelaide

ACH Group - Jensen PLUS (in association with HASSELL), July 2017: Repatriation General Hospital Redevelopment – Draft Masterplan

APPENDICES

APPENDIX A - HOW THIS DPA SUPPORTS POLICIES WITHIN THE 30 YEAR PLAN FOR GREATER ADELAIDE 2017 UPDATE

Policy Themes	How this DPA supports
<p>Transit corridors, growth areas and activity centres</p> <p>P1. Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)</p> <p>P2. Increase residential and mixed use development in the walking catchment of:</p> <ul style="list-style-type: none"> • strategic activity centres¹ • appropriate transit corridors • strategic railway stations. <p><i>¹In Inner and Middle Metropolitan Adelaide this could include all activity centres well serviced by frequent public transport in outer metropolitan Adelaide this would focus on Regional and District centres serviced by high frequency public transport (Map 2 and Map 14).</i></p> <p>P3. Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.</p> <p>P4. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.</p> <p>P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.</p> <p>P6. Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.</p> <p>P8. Provide retail and other services outside designated activity centres where they will</p>	<p>Application of the mixed use zone to the RGH site provides an opportunity to develop increased residential densities and a greater range of land uses within a key road corridor. This supports delivery of a more vibrant, compact urban form within an area already serviced by frequent public transport.</p> <p>The RGH site itself provides an opportunity to develop a range of housing and accommodation types within low to medium-rise or multi-level buildings, and is of a suitable size and scale to manage the interface with adjacent, lower rise areas through a transition in building heights.</p> <p>The mixed use zoning introduced by this DPA will also allow for development of small scale retail offerings and a range of other services to support local residents and the community, contributing to a more accessible and connected neighbourhood.</p>

Policy Themes	How this DPA supports
<p>contribute to the principles of accessibility; a transit-focused and connected city; high quality urban design; and economic growth and competitiveness.</p> <p>P10. Allow for low-impact employment activities in residential areas, such as small-scale shops, offices and restaurants, where interface issues can be appropriately managed.</p>	
<p>Design Quality</p> <p>P25. Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.</p> <p>P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.</p> <p>P27. Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts.</p> <p>P28. Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.</p> <p>P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</p> <p>P30. Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.</p> <p>P31. Recognise the unique character of areas by identifying their valued physical attributes.</p>	<p>Future development of the RGH site provides a rare opportunity to transform a significant land holding of some 13.7 hectares into a master planned, innovative mixed-use neighbourhood offering a range of building typologies.</p> <p>The vision for the site seeks to retain an open, campus-style layout with a redefined, pedestrian friendly environment.</p> <p>Future development provides the opportunity to adopt new approaches in building, open space, infrastructure delivery and streetscape design that delivers social, cultural, environmental and economic benefits – while also recognising the intrinsic attributes of the site and surrounding areas.</p> <p>The scale of the RGH site also allows for a sensitive transition to adjacent residential areas and the management of impacts from taller buildings.</p> <p>The DPA will introduce new policies to promote good design for buildings of 3 or more storeys on the RGH site based on refined policies adopted in urban corridor areas, as well as policies to manage the interface between land uses within the proposed Mixed Use Zone area and to adjacent areas.</p>

Policy Themes	How this DPA supports
P32. Encourage higher density housing to include plantable space for trees and other vegetation where possible.	
<p>Heritage</p> <p>P33. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.</p> <p>P34. Ensure heritage places and areas of heritage value are appropriately identified and their conservation promoted.</p> <p>P35. Encourage the innovative and sustainable reuse of heritage places and older building stock in a way that encourages activity and entices people to visit.</p>	<p>The RGH site contains a number of state and local heritage places. The area affected by this DPA also lies adjacent the Colonel Light Gardens State Heritage Area across Goodwood Road and further north.</p> <p>Initial concepts for the RGH site have been supported by a detailed heritage survey to ensure that important heritage-listed buildings on the site will be retained and sensitively developed. Redevelopment of the site will provide opportunities for sustainable, innovative and adaptive re-use of heritage buildings (eg. for community, education, and other uses) as well as opportunities to further enhance and activate these buildings as important features of the local area.</p> <p>The DPA proposes policies to recognise the value of heritage places within the RGH site and encourage their adaptive re-use to ensure their ongoing conservation. The DPA also introduces a concept plan for the RGH site to guide land use arrangements and recognise key heritage buildings and places within the site and, importantly, protect important community and heritage features.</p> <p>This complements existing General policies in the Mitcham (City) Development Plan relating to Heritage Places. Additional Council-wide policies are also proposed to ensure that multi-storey building additions also sensitively interface with heritage places.</p> <p>Items/places of Aboriginal heritage or State significance are protected through existing Development Plan triggers and the <i>Aboriginal Heritage Act 1988</i>.</p>
<p>Housing mix, affordability and competitiveness</p> <p>P36. Increase housing supply near jobs, services and public transport to improve</p>	<p>Future redevelopment of the RGH site will provide an opportunity to deliver a wide</p>

Policy Themes	How this DPA supports
<p>affordability and provide opportunities for people to reduce their transport costs.</p> <p>P37. Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including:</p> <ul style="list-style-type: none"> • student housing • ancillary dwellings such as granny flats, laneway and mews housing • dependent accommodation such as nursing homes • assisted living accommodation • aged-specific accommodation such as retirement villages • small lot housing types • infill housing and renewal opportunities. <p>P39. Promote universal and adaptable housing principles in new housing stock to support changing needs over a lifetime, including the needs of those who are less mobile.</p> <p>P40. Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.</p> <p>P42. Provide for the integration of affordable housing with other housing to help build social capital.</p> <p>P43. Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</p> <p>P44. Enable and encourage the provision of affordable housing through linking incentives, including the benefits of re-zoning such a planning policy bonuses or concessions to new affordable housing supply.</p> <p>P45. Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure)</p>	<p>variety of low to medium rise accommodation close to transport, services, education and jobs. This could include adaptable designs to service a variety of needs, including student and veteran emergency housing, short-term or transitional housing, and respite and residential care to support ageing in place or those that are less mobile.</p> <p>The proposed Mixed Use Zone introduced by the DPA will contribute to land supply in southern Adelaide to accommodate different housing forms and a level of employment growth over the longer term.</p> <p>The DPA also introduces the affordable housing overlay over the proposed Mixed Use Zone to require provision of 15% affordable housing on the RGH site and within the area affected.</p>

Policy Themes	How this DPA supports
<p>and quality built form that is well integrated into the community.</p> <p>P46. Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year period).</p>	
<p>Health, wellbeing and inclusion</p> <p>P47. Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:</p> <ul style="list-style-type: none"> • diverse housing options that support affordability • access to local shops, community services and facilities • access to fresh food and a range of food services • safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity • diverse areas of quality public open space (including local parks, community gardens and playgrounds) • sporting and recreation facilities • walkable connections to public transport and community infrastructure. <p>P48. Create greenways in transit corridors, along major watercourse linear parks, the coast and other strategic locations to provide walking and cycling linkages.</p> <p>P49. Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.</p> <p>P50. Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.</p> <p>P51. Facilitate and support the value of local ownership by supporting communities and</p>	<p>The DPA proposes to introduce a new, more contemporary Mixed Use Zone to apply to the RGH site and surrounding precinct from the SA Planning Policy Library.</p> <p>The new zone will encourage significant redevelopment of the precinct, potentially accommodating a range of accommodation options including social and affordable housing, student housing, veteran emergency housing, as well as short term, transition, respite and residential care. It will also allow development of a mix of complementary and support uses, including retail, health, education, community services and facilities, and open space areas. This has potential to create a more walkable, connected and healthier neighbourhood with a village feel that takes advantage of its proximity to Goodwood Road and alternative transport options.</p> <p>The public health benefits of green environments are well documented. The scale of the RGH site will allow for important areas of open space to be retained and enhanced on-site, while linking to nearby open spaces, sporting and community facilities. By dedicating a significant proportion of the site to open space, the level of public accessibility and use of the site could be greatly increased.</p>

Policy Themes	How this DPA supports
<p>businesses to help shape and look after their local open spaces and streetscapes.</p> <p>P52. Support a diverse range of cultural initiatives, such as public art, to stimulate the revitalisation of communities and social cohesion.</p> <p>P53. Encourage the integration of green infrastructure in the public and private realms to support positive physical, mental and social health outcomes.</p>	
<p>The economy and jobs</p> <p>P55. Promote certainty to undertake development while at the same time providing scope for innovation.</p> <p>P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</p> <p><i>Tourism</i></p> <p>P63. Provide for sustainable tourism development across Greater Adelaide by:</p> <ul style="list-style-type: none"> • protecting, enhancing and promoting the qualities that attract tourism and are of value to the whole community • providing appropriate support infrastructure for tourism • facilitating sustainably designed tourism accommodation in suitable locations • facilitating tourism-related developments such as restaurants, specialty retail accommodation and other value adding activities. 	<p>Approximately \$200 million in investment is projected as part of the RGH site redevelopment. It will deliver long-lasting economic stimulus to the local and wider Adelaide economy, with \$20 million anticipated to be injected into the SA economy each year once fully operational. Up to 1,000 new jobs are expected to be delivered over the development and delivery period, with at least 250 ongoing health and ancillary jobs.</p> <p>Rezoning of the area affected will support land supply and provide certainty for the provision of a variety and mix of land uses within middle metropolitan Adelaide. This provides opportunities to develop an innovation hub on the RGH site, linking to Tonsley, the SA Health and Medical Institute (SAHMRI) and the Stretton Centre as well as opportunities to establish new businesses at the site that will add value to the cultural facilities that are established, such as new local retail offerings and a medi-hotel.</p> <p>Redevelopment of the RGH site will also support cultural tourism through possible relocation and enhancement of the existing museum and interpretive centre into a purpose built space within the SPF Hall. This will allow for adaptive re-use and greater activation of this existing heritage asset and could provide a centre for ANZAC Day celebrations in the southern metropolitan region.</p>

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<p>Transport</p> <p>P74. Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).</p> <p>P75. Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.</p> <p>P76. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</p> <p>P77. Ensure that new housing (and other sensitive land uses) permitted in locations adjacent to airports and under flight paths or near major transport routes (road, rail and tram) mitigates the impact of noise and air emissions.</p> <p>P78. Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).</p> <p>P80. Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.</p>	<p>Redevelopment of the RGH site provides an opportunity to redefine accessibility to and within the site and surrounds, including creating a more walkable and bicycle-friendly neighbourhood. This can help reduce reliance on private cars and encourage healthy transport choices.</p> <p>The area affected is also served by high frequency public transport on Goodwood Road and services in nearby Winston Avenue, providing alternate transport options and increasing the viability of these services.</p> <p>The vision and initial concepts for the RGH site also anticipate creation of strong pedestrian thoroughfares designed to strengthen the relationship between community, heritage and recreation areas. This includes potential creation of a pedestrian-friendly 'high street' within the site linking these spaces.</p> <p>The DPA also introduces a noise and air quality Overlay over the Mixed Use Zone to address noise and air quality impacts for new residential development in the Zone and adjacent the Goodwood Road transport corridor.</p> <p>New car parking standards are introduced for a range of uses contemplated on the RGH site, including reduced parking requirements where shared parking opportunities arise and for areas located close to public transport services.</p>
<p>Infrastructure</p> <p>P86. Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> • walking and cycling paths and facilities • local stormwater and flood management including water sensitive urban design • public open space • sports facilities • street trees 	<p>The overarching vision and initial concepts for the RGH site proposes to retain a campus-style layout for the site with potential to incorporate a range of community and recreation facilities and open space, while creating new walking and cycling links and facilities.</p> <p>The proposed mixed use zoning introduced by this DPA will also allow for a range of</p>

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<ul style="list-style-type: none"> community facilities, such as child care centres, schools, community hubs and libraries. <p>P88. Design and locate community infrastructure to ensure safe, inclusive and convenient access for communities and individuals of all demographic groups and levels of ability.</p> <p>P89. Integrate and co-locate different community infrastructure and services in community hubs to maximise their use and enhance their economic feasibility.</p>	<p>community facilities to be developed in the local area, including learning and health services to support residents and the wider community.</p> <p>A comprehensive, master planned approach to the development of the RGH site also provides the opportunity to apply water sensitive urban design principles, including utilising stormwater capture and treatment facilities prior to discharge to improve water quality outcomes.</p>
<p>Biodiversity</p> <p>P95. Support the enhancement of the urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure.</p> <p>P97. Minimise or offset the loss of biodiversity where this is possible and avoid such impacts where these cannot be mitigated (for areas not covered by the Native Vegetation Act 1991).</p>	<p>Areas west of Goodwood Road, including the Centennial park cemetery, Pasadena High School and RGH site already contain significant green areas. The proposed Mixed Use zone over the RGH site and area affected will continue to allow for enhancement of green spaces and new plantings, including local native species selections that contribute to biodiversity conservation and connect with adjacent open spaces. Policies seek to ensure there is not net loss of vegetation.</p> <p>Initial concepts for the RGH site seek to retain the important garden setting to Goodwood Road and create a new 'green avenue' as part of a widened gate entry and driveway to Goodwood Road, along with establishing additional trees and planting to further enhance the area and site and contribute to local biodiversity.</p>
<p>Open space, sport and recreation</p> <p>P99. Ensure quality open space is within walking distance of all neighbourhoods to:</p> <ul style="list-style-type: none"> link, integrate and protect biodiversity assets and natural habitats provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres be multi-functional, multi- use (including the shared use of strategically located school facilities) and able to accommodate changing use over time 	<p>Initial concepts for the RGH site seek to retain and enhance its open, campus-style layout and garden settings and provide linkages within and through the site to adjacent areas and facilities. A master planned approach to the site's development will also allow incorporation of CPTED principles to open spaces and public areas to enhance safety for residents and users of the site.</p>

Policy Themes	How this DPA supports
<ul style="list-style-type: none"> incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity contain appropriate and low-maintenance species and locate trees to maximise shade encourage unstructured recreation opportunities such as the provision of a variety of paths and children's play equipment foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities. <p>P102. Strategically locate sports and recreational facilities to cater for community needs.</p> <p>P103. Ensure that public open space is adequately greened and irrigated (where appropriate) to act as a natural cooling system to reduce heat island effects in urban areas.</p> <p>P104. Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.</p>	<p>As identified above, opportunity exists to further enhance and develop these areas using local native species selections that contribute to biodiversity conservation, better connect with adjacent open spaces and contribute to urban cooling in the local neighbourhood.</p> <p>Nearby Centennial Park, Pasadena High School and Mortlock Park already provide important open spaces within the wider locality, including community access to sporting, recreational and cultural facilities.</p> <p>The DPA includes policies to encourage walking and cycling links and connections with open space areas and local destinations.</p> <p>Specific policy and a concept plan is also proposed that identifies key areas to be set aside for open space, although a greater range of open space areas is anticipated as part of the site's future development.</p>
<p>Climate change</p> <p>P105. Deliver a more compact urban form to:</p> <ul style="list-style-type: none"> protect valuable primary production land reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas conserve areas of nature protection areas safeguard the Mount Lofty Ranges Watershed reduce vehicle travel and associated greenhouse gas emissions (See Map 4). <p>P107. Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.</p> <p>P108. Promote green infrastructure (including green roofs, vertical gardens and water sensitive design) in higher density and mixed-use developments to assist with urban cooling,</p>	<p>Redevelopment of sites such as the RGH to accommodate further infill and new medium-density accommodation in proximity to transport and services, along with expansion of mixed use opportunities in the area affected, will support a more compact urban form.</p> <p>Future development of the RGH site in particular provides an opportunity to showcase a range of energy, water, waste and design solutions that contribute to a low carbon and climate ready development. Initial concepts for the site's development also envisages creation of a more liveable environment through creation of new walking/cycling connections and enhancement of open spaces, contributing to urban cooling.</p>

Policy Themes	How this DPA supports
<p>reduce building energy use and improve biodiversity.</p> <p>P109. Support a zero waste culture by reducing the waste footprint of new development.</p> <p>P110. Encourage the adoption of best practice waste management design and systems in high-density residential and mixed use developments.</p> <p>P111. Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.</p> <p>P113. Promote energy efficiency, the use of renewable energy sources and neighbourhood level alternative energy supplies and storage in new developments to reduce energy costs and carbon footprint.</p>	<p>The DPA introduces specific policies that promote sustainable outcomes. These policies complement a number of existing Council-wide policies contained in the Mitcham (City) Development Plan that promote more energy efficient and sustainable development and buildings.</p>
<p>Water</p> <p>P115. Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.</p> <p>P117. Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:</p> <ul style="list-style-type: none"> • run-off from infill development • urban flooding from increased short-duration intense rainfall events associated with climate change • pollution from roads and other developed areas. 	<p>A master planned approach to redevelopment of the RGH site provides the opportunity to showcase water sensitive urban design.</p> <p>The DPA introduces specific policies that promote sustainable outcomes and encourage water sensitive urban design systems at the site and building level.</p> <p>This complements existing policies in the Mitcham (City) Development Plan that encourage more water sensitive development, including harvesting and collection where practical.</p>
<p>Emergency management and hazards</p> <p>P21. Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.</p> <p>P122. Mitigate the impact of extreme heat events by designing development to create</p>	<p>Detailed site contamination investigations will be required and remediation conducted ahead of redevelopment of the RGH site and area affected in accordance with recognised remediation practice.</p> <p>Existing policies contained in the Council-wide section of the Mitcham (City) Development Plan under 'Site</p>

Policy Themes	How this DPA supports
cooler communities through the use of green infrastructure.	<p>Contamination' will ensure land is appropriately remediated or made suitable for its intended use. The Development Plan also contains a number of policies to manage other hazards associated with development.</p> <p>As identified above, retention and further enhancement of green space planned within the RGH site will assist in reducing the urban heat island effect and provide passive cooling. The DPA introduces specific policies that promote sustainable outcomes.</p>

