

# Oakden and Gilles Plains Structure Plan

FINAL REPORT

Prepared for - Renewal SA



Date:  
September 2020





HOLMES DYER ARUP



Acknowledgements

This document has been prepared by Holmes Dyer Pty Ltd in collaboration with Arup and Alexander Symonds on behalf of Renewal SA, Department of Human Services, Department for Health and Wellbeing and Department for Environment and Water.

Proprietary Information Statement

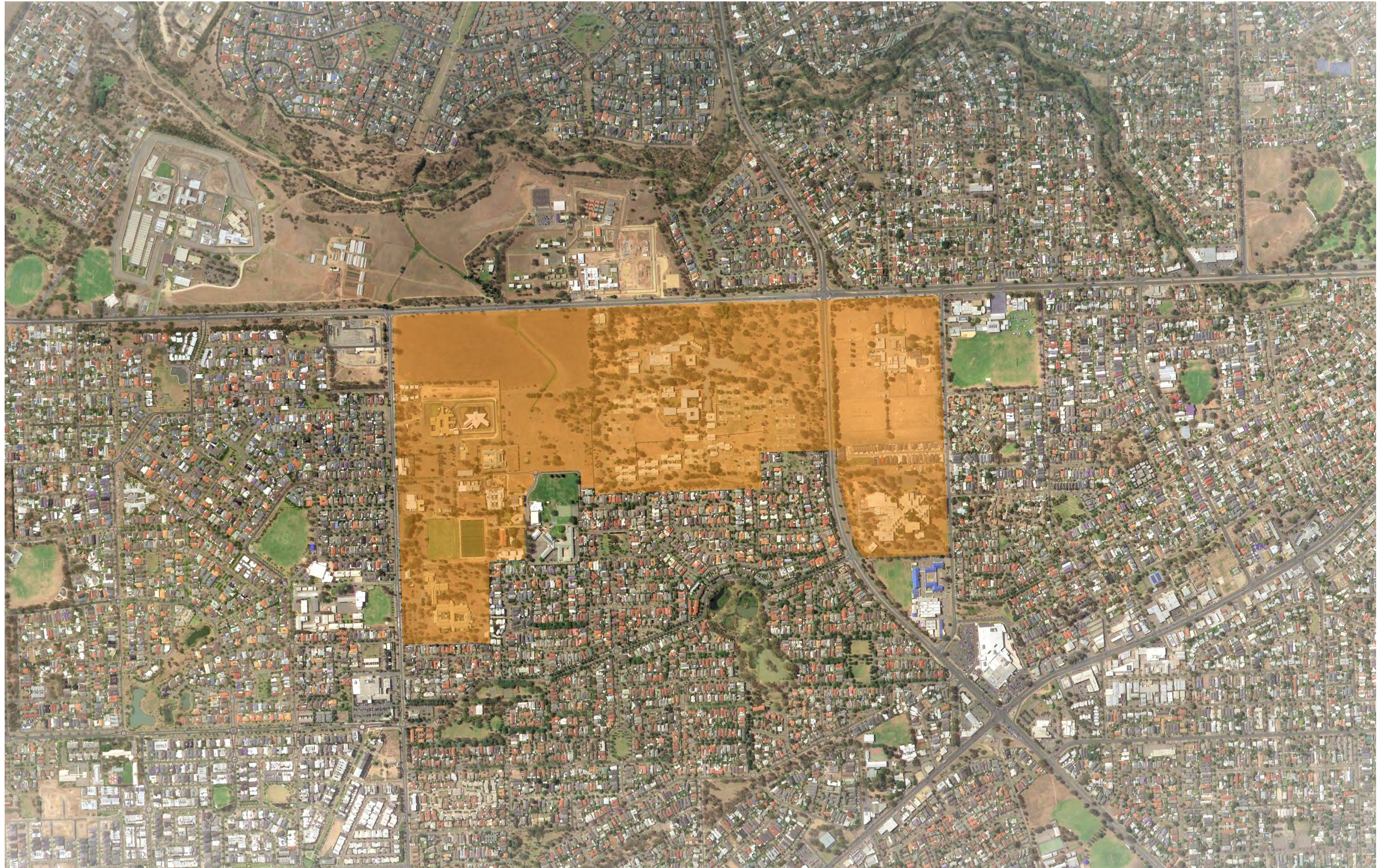
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### 1.1 Plan Structure

The Oakden and Gilles Plains Structure Plan comprises six parts.

#### Part 1 Introduction

Outlines the planning context for the area, the role of the Structure Plan, and how the Plan was developed.

#### Part 2 About the Structure Plan Area

Provides available information on the role and function of the Oakden and Gilles Plains Structure Plan.

#### Part 3 Vision for Oakden and Gilles Plains

Sets the vision for the Structure Plan area and principles to achieve this vision.

#### Part 4 Planning Framework

Provides the Planning Framework, objectives and actions, and design guidance for future development.

#### Part 5 Precincts

Considers individual precincts in the Structure Plan area including a summary description of the precinct and proposed land use, movement and access.

#### Part 6 Implementation

Summarises the actions for coordinated delivery of the planning framework across the Structure Plan area.

### 1. Introduction

#### 1.1 Overview

The Oakden and Gilles Plains Structure Plan presents a significant opportunity to continue to evolve the area from a history of institutional use to a modern mixed-use suburban neighbourhood with a range of housing, employment, facilities and parks. As one of the most substantial areas for infill development within inner north-eastern metropolitan Adelaide, the area could support a new community of around 2,000 houses.



### 1.2 Role of the Structure Plan

The role of the Structure Plan is to establish a shared vision and framework for the future development of the Oakden and Gilles Plains area to accommodate projected population growth.

The Structure Plan provides direction on the desired mix of residential, retail, commercial, education, institutional and community land uses, and infrastructure provision such as:

- Internal road network and proposed access points from the arterial road network.
- A network for buses, cycling and pedestrians.
- Indicative locations for reserves and open space and their intended function.
- Road widening requirements, buffers, separation distances and transition methods to avoid, manage or mitigate the impact of different activities.
- The extent and location of land required to manage stormwater.

The Structure Plan delivers the next level of planning detail beneath the overarching *30-Year Plan for Greater Adelaide 2017 Update*. It builds on *State Planning Policies* and directions and is supported by a series of investigations as detailed in the Plan. The Structure Plan is not a statutory planning document and has no legal status as a planning instrument to formally guide or control development in the Structure Plan area.

The Structure Plan represents a whole-of-government approach to planning for Oakden and Gilles Plains and provides a Planning Framework for the whole area to ensure a coordinated approach in delivery as well as staging opportunities for individual site coordination. The preparation of the Structure Plan is expected to enable the sale of land identified as being surplus to government requirements and the expansion of some existing uses.

Figure 1 Oakden and Gilles Plains Structure Plan Location Map



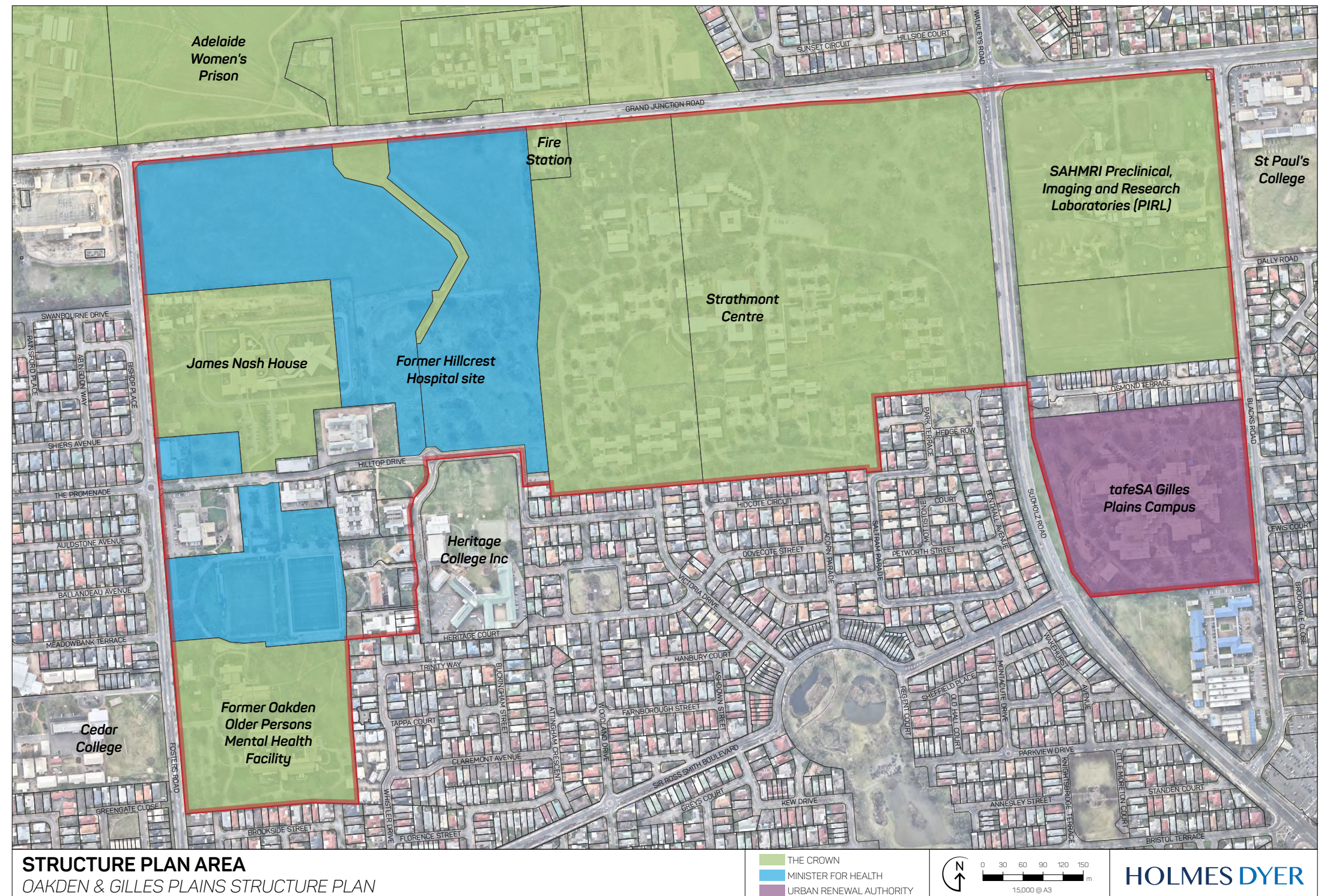


Figure 2 Structure Plan Area

### 1.3 Structure Plan Area

The Structure Plan area is located north-east of Adelaide in the eastern part of the City of Port Adelaide Enfield (Figure 1). The Structure Plan area is generally bound by Grand Junction Road to the north, Blacks Road to the east, Fosters Road to the west, and the interfacing residential area to the south, in the suburbs of Oakden (part of) and Gilles Plains (part of).

The Structure Plan area comprises approximately 110 hectares of land and comprises predominantly institutional areas (including James Nash House, Former Hillcrest Hospital, Strathmont Centre, and Former Oakden Older Persons Mental Health Facility). Residential, retail and commercial areas tend to be located in the western portion of the Structure Plan area, while the eastern portion comprises education (SAHMRI Preclinical imaging and Research Laboratories (PIRL), and TAFE SA Gilles Plains Campus), and private residences.





### 1.4 How the Structure Plan was Developed

The Oakden and Gilles Plains Structure Plan has been prepared by the Urban Renewal Authority (trading as Renewal SA). Renewal SA is responsible for planning, managing and facilitating the delivery of strategic residential, mixed use and industrial development projects. With a strong focus on community engagement, Renewal SA works cooperatively with communities, local government, the private sector and the not-for-profit sector to achieve this aim.

Renewal SA has acted on behalf of multiple government agencies responsible for the administration of government land in the Structure Plan area.

Preparation of the Structure Plan was overseen by a stakeholder group comprising:

- Renewal SA
- City of Port Adelaide Enfield
- Department for Planning, Transport and Infrastructure (DPTI)
- SA Heath
- Department of Human Services (DHS)
- Department for Environment and Water (DEW).

### 1.5 Community and Stakeholder Engagement

The community and stakeholder engagement approach by Renewal SA for the Oakden and Gilles Plains Structure Plan covers three broad phases:

- 1 Preliminary Structure Plan** to build understanding about the Structure Plan area and develop a shared vision for Oakden and Gilles Plains.
- 2 Draft Structure Plan** to engage on the draft Structure Plan.
- 3 Planning and Design Code** - The Draft Planning and Design Code was released on 01 October 2019. The Code will replace all development plans to become the single source of planning policy for assessing development applications across the state.

The Oakden and Gilles Plains Structure Plan area is proposed to be converted to the Suburban Greenfield Neighbourhood Zone and the Suburban Activity Centre Zone.

These zones are considered to be consistent with the outcomes proposed by the Structure Plan.

Consultation on the proposed zones closed on 28 February 2020 and the Code is expected to come into operation in 2021.

Engagement has included a series of meetings with different stakeholder groups, a community drop-in session and online community engagement as well as ongoing discussions with interested stakeholders as part of phase one and two.

Community members had the opportunity to review, discuss and provide feedback on the preliminary and draft structure plan through both face-to-face and digital opportunities. The community was able to subscribe to receive notification on engagement opportunities and updates on the Structure Plan progress including via the Renewal SA website.

Engagement by Renewal SA is guided by the State Government's Better Together: Principles of Community Engagement, and the International Association for Public Participation (IAP2) Public Participation Spectrum and Renewal SA's own Engagement Policy and guidelines.

The Structure Plan has been prepared in line with the principles of the new *Community Engagement Charter* under the *Planning, Development and Infrastructure Act 2016*, developed for and overseen by the State Planning Commission.

Renewal SA has prepared an Engagement Report that includes the outcome of the community engagement, summary and analysis of feedback. Key messages from Phase 1 and 2 of the engagement are summarised.

1

#### Preliminary Structure Plan

Council staff workshop

Council elected member workshop

One on one meetings with stakeholders

Community group briefing

2

#### Draft Structure Plan

Council staff workshop

Council elected member briefing

Community drop-in session

Community engagement  
via Social Pinpoint

3

#### Draft Planning and Design Code

Consultation on the proposed zones  
closed on 28 February 2020

Planning and Design Code (Phase 3) to  
come into operation in 2021



### 1.5.1 Phase 1 Engagement: Preliminary Structure Plan

The first phase of engagement involved gathering information and experiences about the Structure Plan area and identifying concerns, priorities and a vision for Oakden and Gilles Plains. The focus for phase one engagement was harnessing the existing knowledge of key groups involved in the administration of, or with a special interest in, the Structure Plan area.

Key messages from this phase of engagement were:

- People were concerned about increased traffic through established residential streets such as Acorn Parade and Victoria Drive and would like to **ease local traffic hotspots** and **reduce traffic speed** limits on Grand Junction Road.
- People would like improved access to **productive public transport services**.
- People would like **residential density** to be balanced with car parking requirements, high quality public realm and **walkable access** to public open space.
- People would like a **sensitive residential interface** with existing residences in Oakden.
- People would like to **retain mature stands of vegetation** in a park-like setting and to frame areas of stormwater detention.
- People would like a **network of open space**, areas and facilities for **casual sport** such as cricket and soccer, **greening of streets** and **landscape screening** to Grand Junction Road.
- People would like a **green east-west boulevard with pedestrian ways** such as East Parkway in Lightsview.
- People would like a **neighbourhood activity centre** located centrally within the Structure Plan area and with ease of access from Walkley Heights.
- People are interested in the type of **shopping and services** that may be provided.

- People would like **pedestrian and cycling connectivity** throughout the Structure Plan area and between new and established neighbourhoods.
- People are interested in the potential to **retain the iconic Strathmont entry statement**.
- People would like to ensure there is **expansion capacity for existing facilities and services** including emergency services and schools.
- People are interested in understanding whether there are opportunities to connect into the **Salisbury recycled water network**, or to develop aquifer recharge or other **water storage** facilities.
- People are interested in understanding whether there are opportunities at the corner of Grand Junction and Sudholz Road for **non-residential development**.
- The preferred location for a **non-residential solution** (such as warehouse, institutional, commercial or community/recreational use) is the north-west corner of the Structure Plan area.
- People are interested in how the **Fosters Road frontage** may develop over-time and opportunities for a mix of uses and increase in development intensity.
- People are interested in **how and when the land will be developed** and the ultimate zoning outcome.
- People described Oakden as having a **“village atmosphere”** that is of importance to the existing community.
- People would like to see an **indoor swimming-gymnasium-sports centre** for recreation, fitness, sports and injury rehabilitation, hydrotherapy and learn-to-swim to replace the former facilities at the Strathmont Centre.

People were concerned that building heights, residential density, traffic and parking conditions would replicate Lightsview.



## Phase 2 Engagement: Draft Structure Plan

The second phase of engagement sought feedback on the Draft Structure Plan and involved refining earlier ideas raised through phase one engagement as well as seeking input from a broader community and stakeholder group.

Phase two engagement extended over a four-week period which included a community drop-in session, use of online social engagement platform Social Pinpoint and emails/written submissions.

The engagement period (01 June 2019 - 28 June 2019) attracted a total of 120 respondents across the feedback methods:

- **Community drop-in session** – 100 participants – 56 Post-It notes and 1 written submission;
- **Social Pinpoint** – 14 participants – 38 comments; and
- **6 emails / written submissions.**

Key messages from this phase of engagement were:

- People were interested in the **overall residential density**, privacy and building heights.
- People wish to maintain the **‘village-like’** lifestyle currently in Oakden.
- People are interested in the **provision of community infrastructure** to accommodate for population growth such as schools, swimming pool and sports fields.
- People would like a **low density and low-scale residential interface** with the existing Oakden area.
- People would like any proposed **higher density development in proximity to the proposed activity centre** and along Grand Junction Road.

- People were concerned about impacts of **residential development on the existing road network** such as increased traffic flow and congestion.
- People were interested about **traffic along Fosters Rd and Sir Ross Smith Boulevard.**
- People would like the **opening of the narrow or dead-end roads** at the northern end of Oakden to limit additional traffic and ensure pedestrian safety.
- People would like to see **adequate off-street car parking** to limit impacts on narrow streets.
- People expressed concern about existing **traffic congestion at intersections** where there is already perceived bottlenecks.
- People would like to see **new open space**, preservation of existing trees and inclusion of native landscaping/vegetation.
- People are interested in **medium-to-long term future plans** for the Gilles Plains TAFE Campus and Janes Nash House.





## 1.6 Policy Drivers

The *30 Year Plan for Greater Adelaide Update 2017 (The 30 Year Plan)* outlines how Adelaide should grow to become more **liveable, competitive and sustainable**. The *30 Year Plan* supports a new urban form with an emphasis on revitalisation of existing urban areas and creating neighbourhoods that are: enjoyable places to live; improve access to public transport, community services, open space and employment; demonstrate good design; and are more compact, walkable communities.

This focus on creating great places to live is reinforced in the City of Port Adelaide Enfield, *City Plan 2030*, which seeks **‘Place Making: A City where people love to be’** as one of five key outcomes. To test community perception and satisfaction with aspects of its City Plan, the City of Port Adelaide Enfield undertakes an annual community survey. In response to the 2018 survey, Council has identified as a priority, *‘building a strong connection to place and equitable access and participation across the City,’* including **‘connection to local places and neighbourhoods.’**

South Australia’s **new planning system** under the *Planning, Development and Infrastructure Act 2016* (PDI Act) provides the statutory planning instruments to support delivery of key planning outcomes. At the highest order, **State Planning Policies** are now in place and will be given effect through the Planning and Design Code (which will ultimately replace Development Plans). The Oakden and Gilles Plains Structure Plan is informed by the **Principles of Good Planning** under the PDI Act (and the principles of good design by the Office for Design and Architecture South Australia (ODASA)) and seeks to apply State Planning Policies spatially to the Structure Plan area as the most contemporary policy available.

The influence of policy drivers is discussed in Part 2.

## 1.7 Existing and Parallel Investigations

Together with community engagement and comprehensive review of existing studies, a series of parallel investigations were undertaken to help analyse and understand the Oakden and Gilles Plains Structure Plan area. This involved targeted engagement with relevant agencies as detailed in each background investigation to source background data and information.

The following documentation and investigations have informed the preparation of the Structure Plan:

- *AdaptWest Western Adelaide Region Climate Change Adaptation Plan*, 11 October 2016, prepared by URPS in association with Seed Consulting Services, and AECOM for AdaptWest.
- *Animal Management Plan 2018-2023*, City of Port Adelaide Enfield.
- *Annual Community Survey*, 2017 and 2018, City of Port Adelaide Enfield.
- *Arborist Report*, Department of Families and Communities Property, Strathmont Centre Site, Grand Junction Road, Oakden, September 2010, (tas-1259-10) prepared by Tree Assessment Services for the Land Management Corporation.
- *Arborist Report*, Department of Families and Communities Property, Strathmont Stage 2, Grand Junction Road, Oakden, June 2011, (tas-1339-11) prepared by Tree Assessment Services for the Land Management Corporation.
- *Australian Bureau of Statistics, Census data*, 2006 to 2016.
- *Biodiversity Management Plan 2016 – 2020*, City of Port Adelaide Enfield.
- *Biodiversity Survey – Corner of Sudholz and Grand Junction Roads, Oakden*, September 2010 (report no. DD002-1-B), prepared by Ecological Associates for Land Management Corporation.
- *City Plan 2030*, City of Port Adelaide Enfield.
- *Economic Development Strategy 2020*, City of Port Adelaide Enfield.
- *Inclusive Communities Plan 2019-2024*, City of Port Adelaide Enfield.
- *Intrusive Environmental Investigation at the Strathmont Centre, Grand Junction Road*, Northfield, SA, June 2011, prepared by Environmental Resources Management (ERM) Australia Pty Ltd for Land Management Corporation.
- *Limited Environmental Site Assessment*, Portion of Former Hillcrest Hospital Site, Hilltop Drive, Hillcrest, June 2010, prepared by Parsons Brinckerhoff for Land Management Corporation.
- *Living Environment Strategy 2017-2022*, City of Port Adelaide Enfield.
- *Local Area Bicycle Plan 2015 – 2020*, City of Port Adelaide Enfield.
- *Northern Economic Plan ‘Look North’*, January 2016, Government of South Australia.
- *Oakden and Gilles Plains Structure Plan*, Engineering Site Survey, March 2019, prepared by Alexander Symonds.
- *Oakden and Gilles Plains Structure Plan*, Social Impact Assessment, April 2019, prepared by Holmes Dyer Pty Ltd.
- *Oakden and Gilles Plains Structure Plan*, Housing Assessment, April 2019, prepared by Holmes Dyer Pty Ltd.
- *Oakden and Gilles Plains Structure Plan*, Technical Studies, May 2019, prepared by Arup.
- *Oakden and Gilles Plains Structure Plan*, Employment Lands Assessment, April 2019, prepared by Holmes Dyer Pty Ltd.
- *Open Space Plan 2013*, City of Port Adelaide Enfield.
- *Open Space Guidelines 2013*, City of Port Adelaide Enfield.
- *Port Adelaide Enfield Council Development Plan*, Government of South Australia, consolidated 6 February 2018.
- *Public Health and Community Wellbeing Plan 2015 - 2020*, City of Port Adelaide Enfield.
- *RP Data, Core Logic*.
- *State Planning Policies for South Australia*, 31 January 2019, prepared by the State Planning Commission on behalf of the Minister for Planning, Government of South Australia 2019.
- *Sports Development Plan 2017-2020*, City of Port Adelaide Enfield.
- *The 30 Year Plan for Greater Adelaide 2017 Update*, Department of Transport, Planning and Infrastructure, Government of South Australia.
- *Tree Assessment and Development Report*, Site located on the corner of Fosters Road and Grand Junction Road, Oakden, July 2010, prepared by Project Green.
- *Tourism Strategy and Action Plan 2020*, City of Port Adelaide Enfield.



2. About the Structure Plan Area

2.1 Overview

This section provides available information on the role and function of the Oakden and Gilles Plains Structure Plan area based on policy drivers, population characteristics and projected growth, current zoning, and land use analysis; and draws on existing and parallel investigations being undertaken to inform the Structure Plan.

2.2 Population and Economy

The City of Port Adelaide Enfield is growing and diversifying, it is characterised by a high proportion of young and mature families, an increasing proportion of population reaching retirement, a higher proportion of Indigenous population, a young working population and rapid growth in the migration of skilled populations from Asia.

Couple households with children outgrew all others as a proportion of total household types since 2011. This is reflected in the growth of three and four-person households occupying an increasing proportion of three and four-bedroom dwellings.

Infill development has been a significant feature of the City’s transitioning built form and economy. Over the last five years the City has consistently achieved over 1,000 building approvals per annum; delivering a greater proportion of medium density housing and two-bedroom dwellings as a proportion of its housing stock, and through construction delivering a greater economic output, value add and local supply of products to the City compared with Greater Adelaide.

Over that same period there has been a proportional shift from fully owned homes toward homes under mortgage or under rent.

With increased delivery of new housing stock and diverse household compositions there is also the potential for varying degrees of affordability across the Council area. The City of Port Adelaide has a lower median weekly household income and higher median monthly mortgage repayment than Greater Adelaide, and the potential for households to be experiencing mortgage stress.

The suburbs in and around the Structure Plan area however, recorded a higher median weekly household income and a greater capacity to pay a higher median monthly mortgage.

Capacity for households to pay could reflect the changing education attainment and occupations of the Council’s residents attracted to new or regenerating areas close to the CBD and a range of other services and facilities.

While manufacturing remains the highest employer by industry, since 2006 there has been significant growth in the proportion of population professionally employed and holding a Bachelor or Higher Degree in fields such as management, commerce and community and personal services. Over the same period there has been a proportional reduction in trade or labour based employment.

The Oakden and Gilles Plains Structure Plan presents an opportunity to plan for social, employment and housing outcomes cognisant of the social and economic impact and opportunities influenced by infill growth within the study area.

2.2.1 Population Growth

City of Port Adelaide Enfield Growth Scenario

The City of Port Adelaide Enfield is experiencing a period of growth which is projected to continue. Average annual growth rate for the five-year period to 2016 was 1.2%. This represents a moderate to high growth rate in the context of metropolitan Adelaide. Based on population projections over a longer period the average annual growth rate for the City of Port Adelaide Enfield is expected to be 1.1% (based on DPTI projections 2011-31).

Northgate-Oakden-Gilles Plains Growth Scenario

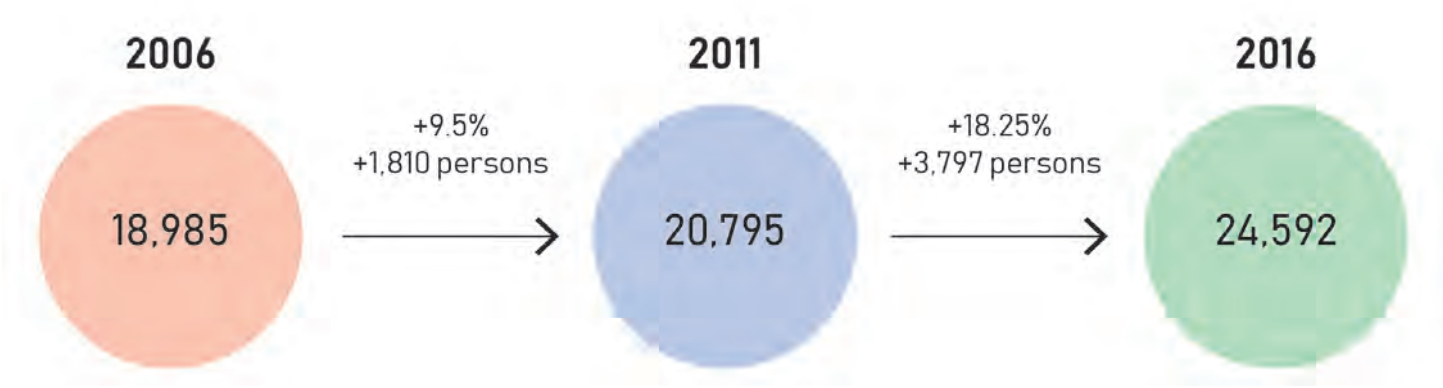
In 2016, the Northgate-Oakden-Gilles Plains SA2 had a combined population of 24,592 persons representing approximately 20.3% of the local government area of Port Adelaide Enfield. The population for Northgate-Oakden-Gilles Plains SA2 increased from 18,985 persons in 2006 to 24,592 persons in 2016 which is an increase of 5,607 persons. Much of the population increase between 2011 and 2016 was a result of the development of Lightsvue which had an estimated residential population of 3,475 people in 2016.

New Resident Population for Structure Plan Area

The Structure Plan area could support an estimated new community of up to approximately 5,000 people. This estimate is based on average household size in the City of Port Adelaide Enfield of 2.4 people in 2016 and potential residential allotment production of just under 2,000 homes across the Structure Plan area at full development.

Just over 75% of the projected new population is expected to be under 55 years of age.<sup>1</sup> The Structure Plan area is likely to see proportionate population growth estimated as 1,500 persons (31.4%) under 24 years; 2,086 persons (43.7%) between 25 to 54 years; 1,190 persons (24.9%) over the age of 55 years; and 546 (11.4%) persons over the age of 70 years.

Figure 3 Total Population (Usual Residence), 2006 – 2016, Northgate-Oakden-Gilles Plains SA2



Source: ABS Census, 2006 to 2016

<sup>1</sup> Based on DPTI Population Projections for South Australia Statistical Local Areas (SLA) 2011-2031, Port AdelaideEnfield East SLA (February 2016 release)



## 2.2.2 Employment Preferences

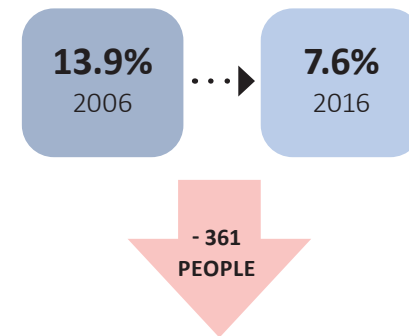
### Transition in Employment

Employment is changing, as new economic drivers such as information and communications technology; health sciences; and emerging knowledge industries (and retail and commercial sectors) replace traditional manufacturing (*State Planning Policy 9: Employment Lands*). This has seen employment in manufacturing decline from 13.9% in 2006 to 7.6% in 2016 (-361 people). Planning for employment lands therefore needs to be more flexible, underpinned by appropriate residential densities, and better utilisation of public transport (walking and cycling) to link people with jobs (*The 30 Year Plan*). This approach is consistent with the City of Port Adelaide Enfield's *Economic Development Strategy 2020*, which seeks to create an environment for emerging industries to establish in the Council area; and build on its profile as an affordable place to live, work and invest.

### Jobs Growth

Jobs growth within the Council area and northern region are clear objectives of both the City of Port Adelaide Enfield and the Government of South Australia through various policy and strategy documents. This is largely in response to the regional economy being driven by traditional sectors of employment; rising unemployment levels; and to meet future population growth. The greatest proportion of people in the Structure Plan area and surrounds work in hospitals and aged care residential services, followed by supermarkets (and grocery stores), government administration, and cafes and restaurants. These top industries of employment reflect in part the existing institutional land uses in the Structure Plan area and future likely employment uses; and reflect industries identified in Council's *Economic Development Plan 2020* for targeted growth (education and training, creative industries, tourism, retail and services, aged care and disability support and professional services). The *Economic Development Plan 2020* recognises the importance of new younger residents and its growing migrant population as part of the future workforce. It seeks to attract higher value employment and businesses but also includes a focus on small business and entrepreneurship to create job opportunities.

#### NUMBER OF PEOPLE EMPLOYED IN MANUFACTURING



#### TOP 5 INDUSTRIES OF EMPLOYMENT

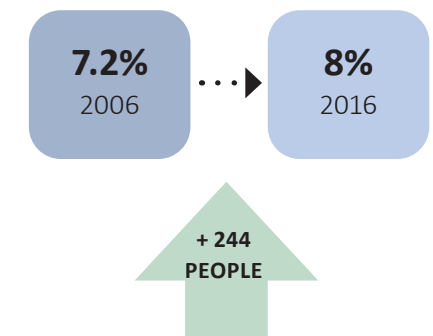
- ① HOSPITALS (EXCEPT PSYCHIATRIC HOSPITALS)
- ② AGED CARE RESIDENTIAL SERVICES
- ③ SUPERMARKET AND GROCERY STORES
- ④ STATE GOVERNMENT ADMINISTRATION
- ⑤ CAFES AND RESTAURANTS

### Education and Training

The Structure Plan area includes the Gilles Plains TAFE SA site and the SAHMRI site. In and around the Structure Plan area<sup>2</sup> approximately 8% of the population is employed in education and training (up from 7.2% in 2006 or +244 people). The City of Port Adelaide Enfield *Economic Development Strategy 2020* seeks to retain and support TAFE SA and other existing and potential education and learning providers in the City. This includes ensuring supporting infrastructure such as technology, telecommunications, transport and learning hubs is available to support access to education and development of learning specialisation to attract domestic and international students.

Abutting or in near proximity of the Structure Plan area is Heritage College, Cedar College and St Paul's College. At a preschool and primary school level, *The 30 Year Plan* calls for facilities (primary school, child care centre, or kindergarten) within 1 kilometre (or a 15-minute walk).

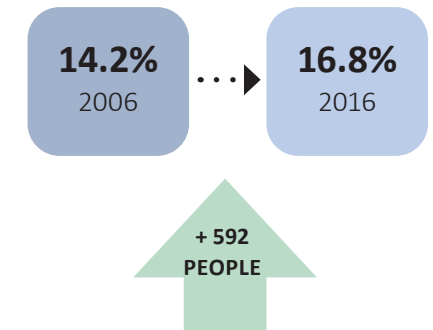
#### NUMBER OF PEOPLE EMPLOYED IN EDUCATION AND TRAINING



### Health Care, Ageing and Disability Services

The health care and community services sector is one of the fastest growing sectors in Australia.<sup>3</sup> The City of Port Adelaide Enfield *Economic Development Strategy 2020* notes demand for health services will rise as the population ages and lives longer and as the rate and degree of chronic health conditions increases as the population lives longer. In and around the Structure Plan area<sup>3</sup> more people are employed in health care and social assistance than any other industry and the proportion has increased over-time (14.2% in 2006 to 16.8% in 2016 (+592 people)). The need for employment lands for health and service providers is identified at a regional<sup>4</sup> and local<sup>5</sup> level and within residential growth areas subject to service need and land use demand planning. As is emerging economic opportunities within aged care, specialist services (including disability), social assistance and for local health facilities.

#### NUMBER OF PEOPLE EMPLOYED IN HEALTHCARE AND SOCIAL ASSISTANCE



<sup>2</sup>ABS Census data Northgate-Oakden-Gilles Plains, 2006 to 2016.

<sup>3</sup>ABS Census data Northgate-Oakden-Gilles Plains, 2006 to 2016.

<sup>4</sup>Northern Economic Plan 'Look North', January 2016, Government of South Australia.

<sup>5</sup>City of Port Adelaide Enfield, Economic Development Plan 2020.



2.3 History and Local Heritage

Development in the Structure Plan area dates from approximately the late 1920’s with the establishment of the Northfield Mental Hospital proclaimed in April 1929 (and renamed Hillcrest Hospital in 1964). The facility was originally built to accommodate people with a mental illness and was renamed to reflect changing attitudes and approaches to people in need of psychiatric assessment, rehabilitation and care. Three buildings associated with the Hillcrest Hospital are identified as places of State Heritage value (refer Table 1). Two of the buildings are in the Mixed Use Oakden Zone and the Former Mortuary is in Comprehensive Development Policy Area 55. The Structure Plan does not propose changes to the heritage places.

Table 1 State Heritage Places (Extract Table PAde/9 State Heritage Places of the Development Plan)

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
Fosters Road OAKDEN	Hillcrest Hospital (former Northfield Mental Hospital) - former Superintendent's House	A300	D45084	CR 5547/146	a g	25913
18 Heritage Court OAKDEN	Hillcrest Hospital (former Northfield Mental Hospital) - former Administration Building ['Stanley House']	A111	D55895	CT 5834/820	a g	14447
Hilltop Drive OAKDEN	Hillcrest Hospital (former Northfield Mental Hospital) - former Mortuary	A361	D48652	CT 5821/613	a g	25912

A description of each place based on records held by Heritage SA and which supported subsequent heritage listing is provided below.



Former Superintendents House (Czechowicz House)

Czechowicz House was built in 1938 as the former Medical Officer or Superintendent’s house and is a large red brick dwelling of solid construction. Dr. William Fulton Salter was the last Superintendent to reside in the house and lived there from 1962 until his retirement in 1977. The house is named after Dr. Andrew S Czechowicz who was Deputy Superintendent in 1976 and was appointed Superintendent on the retirement of Sr. Salter after his 31 years as head of the hospital. Original elements of both the exterior and interior are of heritage value.



Former Administration Building

The Former Administration Building is a three-storey building constructed in 1934 with the top floor accommodation originally for nursing staff. The heritage significance relates to the external form of the building and front entrance. The exterior front with verandah and upper balconies, twelve-pane windows, roofing tiles and stucco finish should be retained as original fabric. The existing (or replacement) row of cypress pines should be retained at the front of the building to complement its Mediterranean style.



Former Mortuary

The red brick mortuary or morgue was one of the earliest buildings on the site (Former Hillcrest Hospital Site). With its high-pitched gable roof, small gabled porch with pointed arch entrance and side openings, and the pointed arch head on windows and doorway, the former mortuary had a gothic appearance not found in any other buildings on the site. The ‘Gothic-Revival’ style is continued inside with its stained timber ceiling beams. Both the exterior and interior are of heritage value.





The Strathmont Centre was a Government built facility that commenced operations in 1971 to assist people with disabilities including access to recreational facilities for those residents. As successive State Governments supported integrating people with disability into the broader community, resident numbers at Strathmont Centre declined and at the current day the site is no longer used for residential purposes. Much of the residential accommodation on the site has been demolished and other buildings have been decommissioned. As resident numbers declined over time, other groups were provided access to facilities at Strathmont Centre including gymnasium and swimming pool (in the same building), and hall (Covington Hall). As infrastructure assets approached the end of their asset life and the safety of those assets could no longer be guaranteed, decisions were taken to first close the gymnasium and subsequently the pool was closed on 31 January 2019. The four organisations using the pool secured alternative arrangements in early 2019 including at The Parks Recreation and Sports Centre and Modbury Hospital. The hall is not reliant on complex plant and equipment (such as the other facilities) and continues to be used by one group (local sports club).

Site history investigations for both the Former Hillcrest Hospital site and Strathmont Centre site identified potentially historical contaminating activities associated with imported fill, bulk fuel, boiler operation, anti-termite treatments, incinerator, vehicle washing and servicing, and asbestos. Some contaminants will require management during any redevelopment of affected portions of those sites for residential purposes but in any case, should not preclude future residential, recreational, open space, commercial or industrial land use.

Other development of the Structure Plan area occurred during the 1980s (such as James Nash House), 1990's (such as the South Australian Metropolitan Adelaide Fire Service) and later.



2.4 Planning Themes

Seven broad planning themes have been identified guided by policy drivers and existing and parallel studies (Part 1). They are:

- 1 Planning and Land Use
- 2 Housing
- 3 Building Heights and Intensity
- 4 Movement and Access
- 5 Open Space and Public Realm
- 6 Health, Social, and Community Facilities
- 7 Infrastructure

Cutting across these themes is the ability for urban environments to adapt to climate change and urban heat effects.

Adapting to climate change is a key theme of *The 30 Year Plan, State Planning Policy 5: Climate Change, Council’s Living Environment Strategy 2017-2022*, and underpins recent work through the Adapt West project. Those documents seek to create urban environments that are green (through urban green cover and infrastructure) with cooling benefits (such as retaining water in the landscape through water sensitive urban design), as well as using a more compact urban form, good design of public places, green industries and technologies, and active travel to build climate resilience.

Urban heat mapping for Western Adelaide compares low, medium and high-density residential developments and recommends mitigation strategies for heat island effects as infill development and density across Greater Adelaide increases.

The Objectives and Actions in this Structure Plan have been informed by climate adaptation and mitigation strategies.



1 / Planning and Land Use



2 / Housing



3 / Building Heights and Intensity



4 / Movement and Access



5 / Open Space and Public Realm



6 / Health, Social, and Community Facilities



7 / Infrastructure





2.4.1 Planning and Land Use

The Structure Plan area has been the location for a range of Government affiliated Institutions over many years including James Nash House (SA Health secure facility providing for state-wide forensic mental health services), Former Hillcrest Hospital, Strathmont Centre, Former Oakden Older Persons Mental Health Facility. Some of these uses have already vacated their sites or are intending to vacate in the immediate to near future. Under the care and control of government agencies is also the SAHMRI Preclinical Imaging and Research Laboratories (PIRL), TAFE SA Gilles Plains Campus, Oakden Fire Station, Adelaide City Soccer Club Facility and SA Ambulance Service.

Other land uses include commercial, private and non-private residential, vacant retail and utilities associated with existing uses such as Oakden Central (Hotel), Community Centre, Disability Enterprise (Mobo), Student Accommodation and Retirement Living.

Proportion of land uses within the Structure Plan area

Zone	Proportion of Land Uses
1.58 ha	Commercial
8.39 ha	Educational
0.52 ha	Residential
1.96 ha	Non-private residential
64.52 ha	Institutional
4.65 ha	Recreation
0.94 ha	Utilities / Industry
20.67 ha	Vacant

Comprehensive Development Policy Area 55 of the Residential Zone represents a large portion of the Structure Plan area. While Residential Zone provisions support greater housing mix and densities, the emphasis for Comprehensive Development Policy Area 55 is predominantly single-storey detached dwellings at low densities, with medium density development near shops, public open space or public transport.

Gilles Plains Policy Area 6 of the District Centre Zone applies over the south eastern portion of the Structure Plan. The District Centre Zone contemplates a broad range of land uses including retail, offices, consulting rooms, cultural, community, public administration, entertainment, educational, religious and residential development. However, Gilles Plains Policy Area 6 spatially applies land uses via *Concept Plan Map PAde/3 Gilles Plains District Centre* such that use of the land within the affected area is for educational activities.

The Mixed Use (Oakden) Zone contains three Policy Areas and represents a tailored policy suite with a focus in the Zone provisions on specialised health care services; and for each Policy Area a specific land use outcome. This includes: small scale commercial/short-term residential accommodation (Commercial Policy Area 19); secure hospital (Institutions Policy Area 20); or community/recreation/sport (Recreation and Sporting Policy Area 21). Development in the Mixed Use (Oakden) Zone should be set back from Fosters Road, compatible with the role of the Neighbourhood Centre Zone at the corner of Fosters Road and Folland Avenue and not exceed two storeys in height.

Figure 4 Existing Land Uses

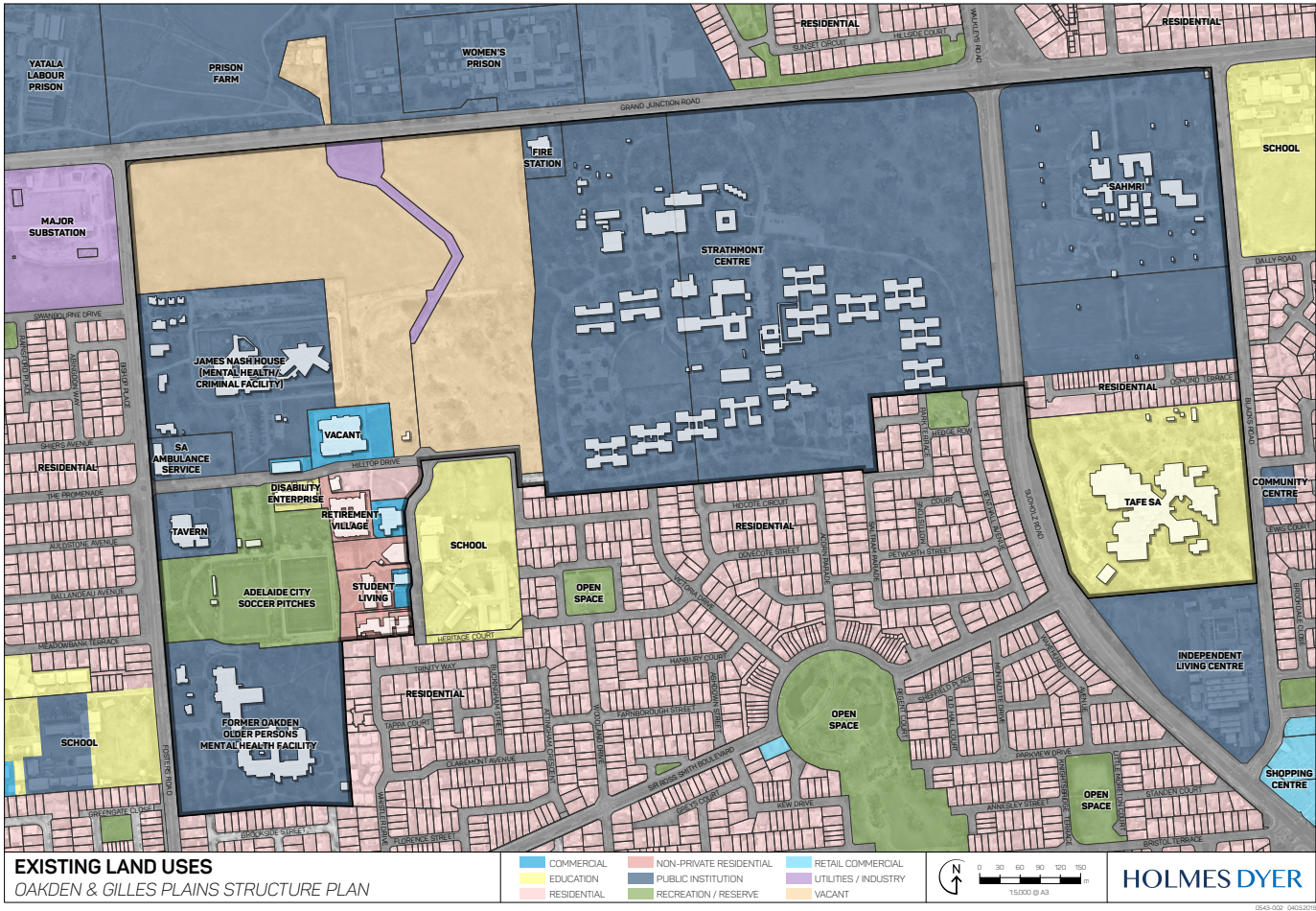
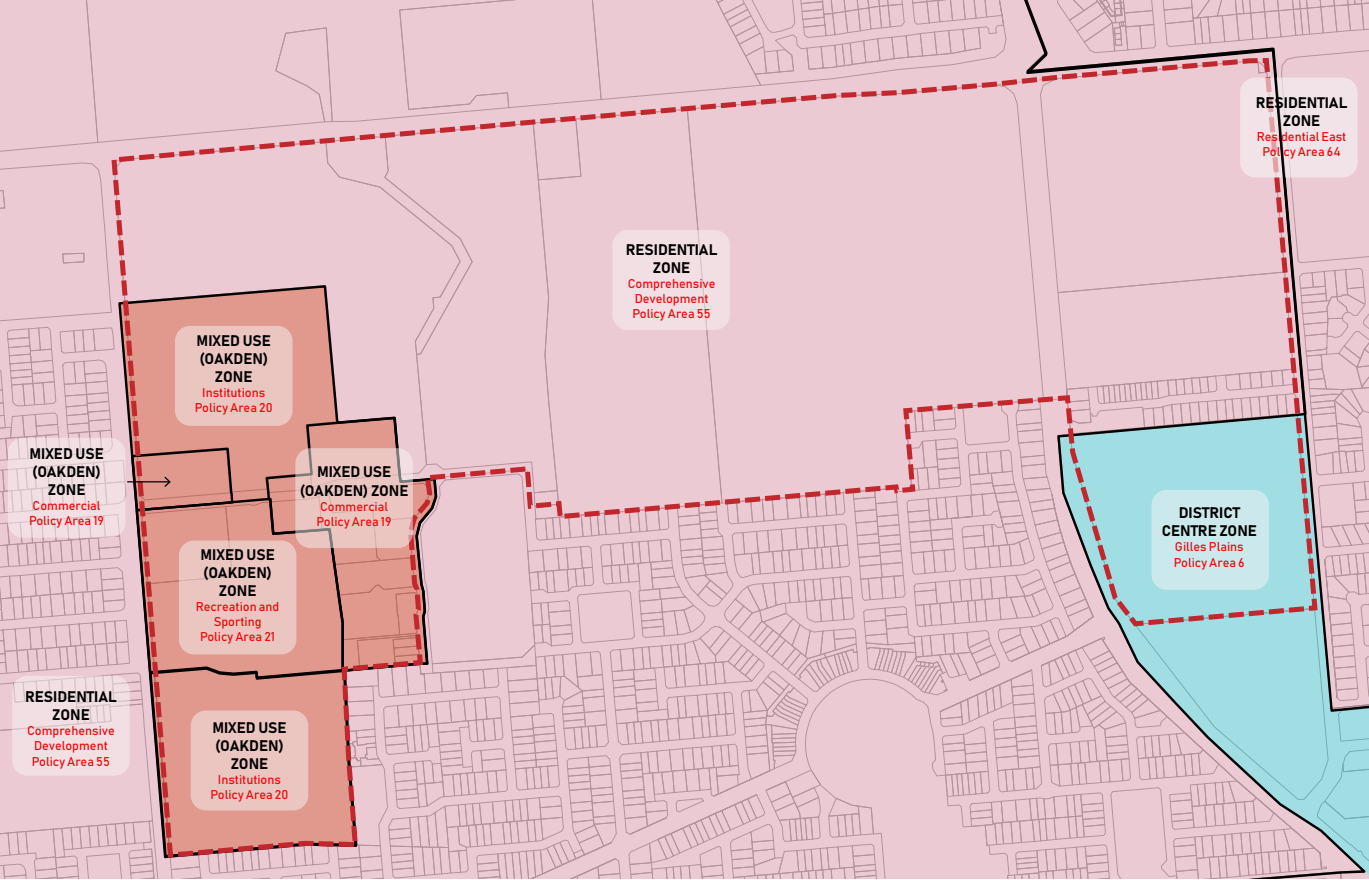


Figure 5 Current Zoning and Policy Areas





*The 30 Year Plan* seeks to ensure there is adequate land supply available to accommodate housing and employment growth over the longer term (at least a 15-year supply). Other than the expansion land identified for James Nash House, and existing facilities: Oakden Fire Station, SA Ambulance Service; all Government land holdings in the Structure Plan area between Fosters Road and Sudholz Road are theoretically available for employment or residential use. Land east of Sudholz Road could also be available in the future if the SAHMRI and Gilles Plains TAFE facilities were no longer required in this location. This amounts to approximately 56 hectares west of Sudholz Road and approximately 22 hectares east of Sudholz Road.

The Structure Plan area is well serviced by road, with existing infrastructure and telecommunications facilities, important precursors for employment. Most of the existing employment zones in the locality are along North East Road, with the District Centre Zone (Gilles Plains Shopping Centre) extending along Sudholz Road into the Structure Plan area, and the Mixed Use Zone located within the Structure Plan area around Fosters Road and Hilltop Drive at Oakden. Most of the sites within these zones are already developed, albeit that key sites, especially along North East Road have been redeveloped over-time and continue to contribute to the supply of employment lands.

Demand for employment lands is typically being supplied via small scale existing commercial properties along main road frontages. There are relatively low levels of escalation evident in pricing of properties over-time. It is therefore reasonable to infer no shortfall in the supply of commercial land and floorspace opportunities to serve local market needs.<sup>6</sup>

The Structure Plan area sits within a largely established residential area where residential land supply is almost exhausted. Current and future growth is heavily influenced by Lightsview with some regeneration occurring in Gilles Plains.<sup>7</sup> Much of the land within the Structure Plan area is already zoned for residential use and while the existing zoning has some merit, it is not considered to facilitate the opportunity for a broad range of housing (including affordable options) or adequately respond to the call by *The 30 Year Plan* for walkable neighbourhoods. The development of housing over the Structure Plan area will generate demand for retailing and a range of support services and a new activity centre is warranted for a new population.

Beyond the likely requirement for a new activity centre, the exposure and accessibility provided by Grand Junction Road, Sudholz Road and, to a lesser extent, Fosters Road, may provide some potential for commercial development activities serving a regional customer base but would probably rely on a single major development or a slow process of uptake by multiple smaller players. To the north of Grand Junction Road, the area interfaces with the Adelaide Women's prison and to the north west is the Yatala Men's Labour prison. A major SAPN Electricity Substation exists on the corner of Fosters Road and Grand Junction Road (west of Fosters Road). Given topography and landform, the key views from within the Structure Plan area are generally toward these interfaces. These locations may be less desirable for residential land uses and may present opportunities for mixed-use or commercial-style development. Such uses should be complementary to various shopping, health, medical and community services within ease of access of the Structure Plan area. The current Development Plan identifies this land for future institutional uses which is also a logical use of the land.

The current TAFE SA site is in Gilles Plains Policy Area 6 of the District Centre Zone of the Development Plan. A range of land uses are envisaged in that Policy Area and are spatially located by *Concept Plan Map PAdE/3 - Gilles Plains District Centre* which shows use of the land for community and educational activities. However, residential use is not currently envisaged on this land.

A range of generally low-intensity land uses are envisaged in the Mixed Use (Oakden) Zone to the west of the Structure Plan. Envisaged land-uses are spatially located by *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement* which allocates Commercial Area, Institutions Area and Recreation / Sporting Area. This is reinforced by Policy Areas in the Zone creating a fine-grain policy approach. There is opportunity for the Structure Plan to facilitate opportunities for greater intensity and diversity of land uses, particularly to the Fosters Road frontage.

Figure 6 Photographs of key views



TAFE SA looking west from Blacks Road



Looking north along Blacks Road with TAFE SA on LHA



Looking north-west to SAHMRI site



Looking west along Grand Junction Road with subject land on LHS



Adelaide Women's Prison Grand Junction Road



SAPN substation corner of Grand Junction and Fosters Road



Looking across north-west corner of subject land to Walkley Heights



North-west corner of Structure Plan area

<sup>6</sup>Oakden and Gilles Plains Structure Plan, Employment Lands Assessment, April 2019, prepared by Holmes Dyer Pty Ltd.

<sup>7</sup>Oakden and Gilles Plains Structure Plan, Housing Assessment, April 2019, prepared by Holmes Dyer Pty Ltd.



Key Issues and Considerations

Key planning and land use considerations for the Structure Plan area include:

Existing Facilities

- Much government owned land has been identified as surplus to requirements or is planned for expansion.
  - » James Nash House sits on approximately 26 hectares of land and with planned expansion to the east over a portion of the Former Hillcrest Hospital site. Expansion plans will need to consider stormwater and services running in a generally north-south direction, existing titles-easements and appropriate buffer at the northern and eastern interfaces.
  - » Much of the Strathmont Centre site is surplus to government requirements (approximately 35 hectares). The site is currently used as a base for a small number of government staff providing mobile services within the community.
  - » The Former Oakden Older Persons Mental Health Facility has closed and no longer used to accommodate clients but is still occupied by staff from SA Health. The site is expected to be surplus to government requirements in the future (approximately 6.5 hectares of land).
  - » Land potentially surplus to SA Ambulance Service requirements of approximately 0.5 hectares.
- There are no plans to relocate the SAHMRI Preclinical Imaging and Research Laboratories (PIRL) and TAFE SA Gilles Plains Campus; and no plans to relocate the Oakden Fire Station. Future residential development of SAHMRI (submersible pump) and in near proximity Oakden Fire Station (sirens, water pumps etc) should consider potential noise impacts.
- The current Adelaide City Soccer Club Facility is operated by Adelaide Juventus (and available for community use except during training or match days) under long-term license agreement with the State Government. The Club owns the Oakden Hotel site and may be seeking opportunities to expand the range of potential uses (such as retail, residential, gymnasium, child care and petrol station) for the land on the corner of Fosters and Hilltop Drive. Future residential use should consider potential noise sources such as patron and music noise.
- Excluding government owned land there is possibly 3 hectares of privately-owned land available for immediate future (re)development as follows:
  - » Five contiguous land parcels comprising approximately 2 hectares along Heritage Court.
  - » An approximate 1-hectare parcel of land recently sold at 102-132 on Hilltop Drive.
- Three places associated with the Former Hillcrest Hospital site are identified in the Development Plan (refer Table 1) as being places of State Heritage value. Future provisions could seek the adaptive reuse of these buildings and for these historic buildings (and the Strathmont Centre entry statement) to continue to provide a sense of identity and place.

Land Supply

- The Structure Plan area includes land that may be available for development in the short term as well as land that is unlikely to be redeveloped (or change in use) for the medium to foreseeable future.
- The Structure Plan area is in an established urban area with residential land uses contiguous with existing residential neighbourhoods.
- Residential land supply in the surrounding established suburbs of Oakden, Walkley Heights, Gilles Plains, and Northgate is almost exhausted.<sup>8</sup>
- There is opportunity for new convenience, daily and weekly shopping facilities to service a new resident population.
- Demand for additional commercial and employment uses is likely to be low under the current policy framework.
- Community and stakeholder engagement identified potential for non-residential land use at the corner of Grand Junction and Fosters Roads and Grand Junction and Sudholz Roads.
- Community and stakeholder engagement identified surrounding educational facilities may have some interest in expanding existing facilities into the Structure Plan area.

Current Policy

- The existing policy framework appears to be based on a traditional pattern of low-density and low-rise residential development and existing (and now in some cases historical) non-residential land uses.
- Without greater policy flexibility, the existing framework may limit future development potential and result in the land remaining underutilised.
- The Residential Zone could be amended to bring the zoning in line with contemporary standards for inner suburban neighbourhoods.
- The Mixed Use and District Centre Zones could be amended to create greater policy flexibility and opportunities for further land uses and intensity of development currently not readily permitted in those zones.

<sup>8</sup>Oakden and Gilles Plains Structure Plan, Housing Assessment, April 2019, prepared by Holmes Dyer Pty Ltd.





## 2.4.2 Housing

The suburbs comprising and surrounding the Structure Plan area are predominantly comprised of traditional separate houses with low proportions of flats and apartments, and in some areas Housing Trust development.

The uptake of semi-detached, row, terrace and townhouses has increased over-time (7% in 2006 to 19% in 2016) and corresponds with a decline in traditional housing stock (89% in 2006 to 77% in 2016) indicating demand for a range of housing products. More than half of existing housing stock is 3 bedrooms (62.4%), followed by 4-bedrooms or more (20.2%) with a relatively small proportion of housing catering to smaller and lone person households. Over-time the proportion of 2-bedroom dwellings has increased (1.6%) with an equivalent decrease in the proportion of 3-bedroom dwellings. The City of Port Adelaide Enfield *Economic Development Strategy 2020* reported the Council was seeing increased development applications in areas like Lightsview and other infill developments where dwelling size is smaller.

In addition to a trend toward smaller housing products, a twenty-year development trend in lot and housing size focussing on master planned communities (Golden Grove, Mawson Lakes and Lightsview) shows median land size has progressively decreased overtime while median house size has remained relatively constant.<sup>9</sup> This suggests development (across selected middle-metropolitan projects) has consistently delivered 'traditional family' homes on smaller lot sizes.

The Structure Plan area and surrounds is characterised by a high proportion of homes under mortgage (40.9%) while about a third of households are renting.<sup>10</sup> There are indications that households under mortgage have greater capacity to manage higher levels of mortgage debt within household income levels. Of the households renting, almost 40% are either public or community housing stock and about 30% are private rentals (Nearly 60% of Housing SA customers in private rental received financial assistance from the Government via the 'private rental assistance' scheme).

There is potential for the Structure Plan area to achieve a greater rate of sales at a greater price per square metre rate than traditional developments through delivery of more diverse housing products suited to young and mature families with capacity to pay, and lower income households having difficulty transitioning from rental to home ownership.

### Key Issues and Considerations

Key housing considerations for the Structure Plan area include:

#### Demographic

- The Structure Plan area could be an attractive option for couples and families seeking home ownership.
  - » The young families' segment of the population is likely to be seeking entry into the housing market, is likely to be price sensitive and could be seeking a family home or unit.
  - » The mature family segment of the population may be looking for housing to cater for a growing family and is likely to be attracted to locations providing ease of access to diverse employment, education, retail and recreation options.
  - » In addition to family dwelling types, the Structure Plan area could consider the provision of dwelling types suitable for smaller or downsizing households.
- There may be increasing demand matched to the supply of smaller dwelling types for a range of household sizes.
- There may be increasing demand for more diverse dwelling types catering for family households and a possible niche market for couple households.
- The area is likely to contain a population that may require support to access home ownership, including the provision of affordable housing within the Structure Plan area.
- The Structure Plan area may attract households with a greater capacity to manage higher levels of mortgage debt within household income levels.
- The Structure Plan area may present as an attractive housing option for recent overseas arrivals.
  - » Migrant families are often larger and may be seeking dwellings that provide up to 4-bedroom homes to cater for families of up to five children.
  - » The number of bedrooms in a dwelling does not necessarily correlate with total dwelling size expectations; migrant families could be seeking four small bedrooms rather than two large bedrooms; the primary purpose being the separation of gender among the children.
  - » Migrant communities may live in group households and through pooling of resources can enter home ownership at an accelerated rate.
  - » Access to schools, shops, transport and services for health and employment is viewed as essential to the success of accommodating new arrivals into established communities.

#### Housing

- Demand for a new compact urban form is increasing pressure on infill development to accommodate a substantial number of dwellings.
- The timing is ideal for the release of surplus Government landholdings to meet housing market demand as Lightsview winds down.
- Established suburbs in and around the Structure Plan area are dominated by traditional single storey dwellings on allotments that typically range between 500m<sup>2</sup> and 800m<sup>2</sup>.
- Whilst established suburbs contain some older housing, it appears that there has been some regeneration of existing housing stock and evidence of 'one into two' development. These allotments typically range between 250m<sup>2</sup> to 400m<sup>2</sup>.
- Smaller housing products such as townhouses and row dwellings (community titled) can be found attached and detached within some parts of the Oakden area. These dwellings are typically located fronting reserves comprising of 6 or 7 dwellings, and a range of site areas down to c. 180m<sup>2</sup> and a frontage of c. 6m.
- New medium density developments are increasing within the area, as demonstrated by examples within the Lightsview development.
  - » Many of these allotments involve boundary to boundary constructions of detached and attached housing forms.
  - » The typical detached dwelling allotment within the area can range from 170m<sup>2</sup> to 500m<sup>2</sup>.
  - » Typical row or 3-storey detached terrace house allotments can range from 55m<sup>2</sup> to 240m<sup>2</sup>.
  - » 4-storey apartment buildings are now being developed in Lightsview.
- New residential development may need to mitigate any impacts from noise and air emissions, particularly as it relates to Grand Junction Road, North East Road, and Sudholz Road (identified as major traffic and/or freight routes in *The 30 Year Plan*).

<sup>9</sup> Oakden and Gilles Plains Structure Plan, Housing Assessment, May 2019, prepared by Holmes Dyer.

<sup>10</sup> SA2 (40.9%) compared with PAE LGA (33.8%) and Greater Adelaide (36.5%).





### 2.4.3 Building Heights and Intensity

The Mixed Use (Oakden) Zone currently contemplates development of a scale, height and design that integrates with the surrounding character of the Residential Zone. Development in the Mixed Use (Oakden) Zone and Residential Zone should not exceed two storeys in height.

In Comprehensive Development Policy Area 55 of the Residential Zone the emphasis is single-storey detached dwellings on a range of allotment sizes at low to medium densities, with medium density development in locations which are in close proximity to shops, public open space or public transport. Minimum allotment sizes vary, but for the predominant dwelling type (detached dwelling) is 300m<sup>2</sup> (or 270m<sup>2</sup> if certain conditions are met). Dwellings should have a maximum total building height (measured from natural ground level to the highest point of the building) of 9 metres. Additional height should generally not be developed unless the land has direct frontage to a public reserve (2000m<sup>2</sup>) or public road adjacent a reserve.

Height is not specifically contemplated in the District Centre Zone (medium to high residential development is contemplated if it does not prejudice retail development in the Zone).

Height across the Structure Plan area is otherwise limited for all structures exceeding 15 metres above existing ground level in the Structure Plan area (Zone C - Airport Building Heights).

Fosters Road and Sudholz Road are identified in *The 30 Year Plan* as transit corridors, providing an opportunity to deliver a more compact urban form (while mitigating any impacts from noise and air emissions).

#### Dwelling density guidelines contained in *The 30 Year Plan* for transit corridors are:

- Walking catchments to fixed line transit stations should generally be within 800m, and within 400m to high frequency bus stops. N.B. catchments of individual centres may vary depending on specific local context such as the geography and the diversity of services available.
- Gross densities within these catchments should look to increase in these locations to an average of 25 to 35 dwellings per hectare, with net densities in the medium to high density range.
- Individual catchments may vary in their scope and density and their spatial application will be informed by local area planning.

### Key Issues and Considerations

Key building heights and intensity considerations for the Structure Plan area include:

- The general limit on building heights of one to two storeys discourages a wide-range of housing products with subsequent impacts on housing choice and affordability.
- Community engagement identified concern about increased building heights and density at the interface with existing low-density residential development.
- Population density for the City of Port Adelaide Enfield is generally low at approximately 13.4 persons per hectare.
- Population density is higher surrounding the Structure Plan area, estimated at 24.7 persons per hectare in Oakden-Hillcrest and 25.3 persons per hectare in Northfield-Northgate.<sup>11</sup>
- In comparison, Lightsview (a developing suburb of approximately 134 hectares), had an estimated resident population of 3,705 persons in 2018, at a population density of 27.6 persons per hectare.<sup>12</sup> At full development, Lightsview is expected to have a resident population in the order of 7,050 persons or approximately 53 persons per hectare.
- Increased population density in the Structure Plan area will support transit and increases in walking, cycling and public transport.



<sup>11</sup>Profile ID, City of Port Adelaide Enfield

<sup>12</sup>Profile ID, City of Port Adelaide Enfield





#### 2.4.4 Movement and Access

The Structure Plan area is surrounded by a highly accessible road network with access to and from the Structure Plan area via Grand Junction Road, Fosters Road, Sudholz Road, Blacks Road, Sir Ross Smith Boulevard and North East Road. North East Road is one of the busiest in Adelaide and by far the busiest in the immediate area (approximately 45,000 vehicles per day). Grand Junction Road and Sudholz Road both carry approximately 25,000 vehicles per day while Fosters Road carries up to approximately 15,000 vehicle per day.

Existing access to the Structure Plan area is via Blacks Road (for the SAHMRI site and TAFE SA Gilles Plains site); Grand Junction Road (for the SAHMRI site, Strathmont Centre site and Oakden Fire Station); with various individual site access from Fosters Road to the Structure Plan area. Hilltop Drive points a key access to the western portion of the Structure Plan area that does not have direct frontage to Fosters Road. Planning of Oakden and 'The Walk' residential developments included provision for future access and connection to the Structure Plan area. The Port Adelaide Enfield Council Development Plan (*Concept Plan Map PAde/3 Gilles Plains District Centre*) shows a major access point via Blacks Road to the TAFE SA Gilles Plains site.<sup>13</sup> No access point is shown via Sudholz Road to the land east of Sudholz Road. *Concept Plan Map PAde/13 Oakden Mixed Land Use Arrangement* identifies an access point to the Former Oakden Older Persons Mental Health Facility. Hilltop Drive is shown as providing access to individual land uses within the Mixed Use Zone.

The Structure Plan area is serviced by public transport; the 361 to the north along Grand Junction Road, 500/501/502 to the east along Sudholz Road and 208/528 to the east and south. However, much of the Structure Plan area does not have access to a bus stop within a 5-minute walk as called for by *The 30 Year Plan* (400 metres). This is largely a function of the area being largely vacant or under-utilised and the subsequent lack of walkability.

Dedicated cycling infrastructure exists surrounding the Structure Plan area with on-road bike lanes provided for all key roads surrounding the site. Fosters Road represents the most broadly accessible route connecting the site to local retail and commercial destinations.

*The 30 Year Plan* seeks to create viable alternatives to the private vehicle which has seen a discount on minimum parking requirements for increased residential density development. Rates of car ownership in the Structure Plan area are expected to be like surrounding areas and as such setting off-street parking requirements for the Structure Plan area is a decision around what level of on-street parking is acceptable. On street parking is a legitimate use of an expensive public asset which otherwise does not see much use in low density residential areas. If correctly managed, on-street parking can have benefits to walkability and road safety by narrowing the road way and lowering average vehicle speeds. Conversely, excessive demand for on-street parking can significantly impact residential access, create unnecessary congestion and increase traffic volumes through circulation in search of a space.



<sup>13</sup>As well as other access points for the District Centre outside of the Structure Plan area.



Key Issues and Considerations

Key movement and access considerations for the Structure Plan area include:

Transport Impact

- The intersection of North East Road and Sudholz Road currently experiences peak period congestion that extends upstream along both roads from the junction and has reached the maximum reasonable footprint and capacity for an at grade intersection.
- Traffic incidents (crashes) are most likely to occur at the intersection of Sir Ross Smith Boulevard and Sudholz Road.
- Community engagement identified existing concerns about traffic volumes on Sir Ross Smith Boulevard and Fosters Road.
- There are planned works to upgrade Fosters Road including painted median (and right turn storage lanes), pedestrian refuges, pavement rehabilitation, changes to the operation of bicycle lanes, lighting, modifications on the approaches to roundabouts, and indentation of bus stops where possible. These works will significantly enhance the amenity of Fosters road, providing walking and cycling benefits to the Structure Plan area.
- The Structure Plan area will likely generate approximately 18,000 daily trips and approximately 1,700 peak-hour trips resulting in moderate capacity impacts that may need to be mitigated at the intersection of Grand Junction and Fosters Roads and the intersection of Fosters Road and Folland Avenue.
- The State Government has identified intersection widening requirements for Grand Junction Road and Sudholz Road and Grand Junction Road and Fosters Road as well as the creation of a new bike link across Sudholz Road, adjacent Osmond Terrace (this is currently under construction) and upgrades of the shared path along Suholz Road (this project is currently in the planning).

Transport Access

- Existing access points to the Structure Plan area are generally very limited and new access points will likely be required.
- Access points from Grand Junction Road should generally be limited to reflect the function of this road and heavy vehicle movements.
- Planned access points to the Structure Plan area identified in the current Port Adelaide Enfield Council Development Plan are likely to be inadequate for future development of the Structure Plan area.
- Stakeholder and community engagement identified additional traffic volumes through Acorn Parade and Victoria Drive should be managed.

Vehicle Speed

- Consultation with the City of Port Adelaide Enfield indicated a preference for the vehicle speed limit on Grand Junction Road (70kph) to be reviewed in the context of a future residential population.
- Council’s Local Area Bicycle Plan 2015-2020 recommends a 40kph speed limit for local streets through Oakden and Hillcrest (bounded by North East Road, Sudholz Road, Fosters Road and Grand Junction Road) to encourage cycling connectivity.

Productive Bus Routes

- Much of the Structure Plan area does not have access to a bus stop within a 5-minute walk (however, this is largely a function of the current lack of walking connectivity).<sup>14</sup>
- The bus network surrounding the Structure Plan area is largely low frequency and due to the existing lack of development, routes to the east and west of the site do not currently stop adjacent the site.<sup>15</sup>
- The existing bus routes are largely ineffective in connecting residents with areas of employment within a convenient travel time.
- The exception is the Sudholz Road corridor which provides a high frequency of service connecting directly to the O-Bahn via Paradise Interchange and is highly effective at connecting to locations of employment.

Commuter Walking and Cycling Routes

- The Structure Plan area is currently not walkable (noting the surrounding areas of Walkley Heights, Northgate and Oakden are also not particularly walkable) indicating a strong need for non-residential land uses accessible on foot in the Structure Plan area.<sup>16</sup>
- Dedicated cycling facilities surrounding the Structure Plan area represent absolute minimum cycling infrastructure and would generally attract only the most confident of cyclists, particularly along higher volume roads.
- The City of Port Adelaide Enfield suggested the southern pocket of Walkley Heights could be provided access to a new activity centre in the Structure Plan area.

Car Parking

- The City of Port Adelaide Enfield has raised some concerns relating to car parking requirements and on-street car parking in Lightsview relative to the standard Residential Zone.

Air and Noise Quality

- The primary air and noise impacts in and around the Structure Plan area relate to transportation emissions from Grand Junction, Sudholz and Fosters Roads.
- Vehicle movements on arterial roads are not expected to significantly impact on air quality at the Structure Plan area.<sup>17</sup>
- Some mitigation of road traffic noise associated with Grand Junction, Sudholz and Fosters Roads may be required subject to further assessment (at a later stage of planning and development).

<sup>14</sup> Oakden and Gilles Plains Structure Plan, Technical Studies, May 2019, prepared by Arup.

<sup>15</sup> Oakden and Gilles Plains Structure Plan, Technical Studies, May 2019, prepared by Arup.

<sup>16</sup> Oakden and Gilles Plains Structure Plan, Technical Studies, May 2019, prepared by Arup.

<sup>17</sup> Oakden and Gilles Plains Structure Plan, Technical Studies, May 2019, prepared by Arup.





## 2.4.5 Open Space and Public Realm

Vegetation cover is substantial across the Structure Plan area (refer to Figure 8) and particularly through the Strathmont Centre site, Former Oakden Older Persons Mental Health Facility, and the TAFE SA Gilles Plains site. Much of the vegetation is planted rather than remnant. The style of planting generally reflects a disparate arrangement of native (non-indigenous and non-local) tree species, sizes and juxtapositions. Much of the vegetation has been assessed as poorly structured, senesced, in decline or unsuitable for urban development (due to potential for tree limbs to drop).<sup>18</sup> Various assessments of the contribution, classification and retention status of trees in the Structure Plan area have been undertaken to identify trees warranting further consideration for retention.<sup>19</sup>

A biodiversity survey (2010) of the eastern side of the Strathmont Centre site (approximately 18 hectares) considered known biodiversity within 2km of the site and did not identify a relationship with vegetation on the site. Council's Biodiversity Management Plan 2016 – 2020, also has not identified any areas of biodiversity significance within the Structure Plan area. Groundcover and understorey across most of the site was dominated by introduced grasses and weeds and planted non-local native tree species. A small area of regionally rare plant species (five species) was identified in the north-east corner of the site and the importance of tree hollows for some native bird species, and possibly mammals and reptiles, was noted (although large populations of noisy miners reduced other bird numbers).

The City of Port Adelaide Enfield is reported to have relatively good open space provision of approximately 6 hectares per 1,000 people with much of this space used for wetland, drainage and aesthetic purposes.<sup>20</sup> The proportion of 'usable' open space across the City is reported as approximately 3.6 hectares per 1,000 people with provision in the order of 4.4 hectares per 1,000 people in and around the Structure Plan area.<sup>21</sup> Council uses a guide of 3.5 hectares per 1,000 people for provision of recreation and sporting open space (excluding natural areas and drainage) which is higher than historically accepted levels of open space provisions (2.83 ha per 1,000 people). While City-wide provision is adequate, Council considers some suburbs are lacking in open space and that such a gap exists in the Structure Plan area.

In 2016, the Northgate – Oakden – Gilles Plains SA2 had a combined population of 24,592 persons and based on Council's benchmark, approximately 86 hectares of recreation and sporting open space should be currently provided. That area currently provides 160.7 hectares comprising open space (127.8ha) and school ovals (32.9ha) indicating that the area is being well served by existing recreation and sporting open space. Open space in near proximity of the Structure Plan area include Roy Amer Reserve, Bristol Terrace Reserve, Harry Wierda Reserve, Hedge Row Reserve, Vickers Vimy Reserve, LJ Lewis Reserve, Stockade Park and the Dry Creek Linear Trail.

At a City-wide level, the Open Space Plan 2013 notes demand for play spaces, open areas for casual sport, walking and bike tracks, places to walk dogs and spaces to gather and celebrate cultural heritage. This is supported by the Public Health and Community Wellbeing Plan 2015-2020 which seeks open space that caters for young children, families and the older population. Council's Animal Management Plan 2018-2023 indicates Council may also be seeking spaces to walk and exercise dogs.

Figure 8 Trees and Biodiversity



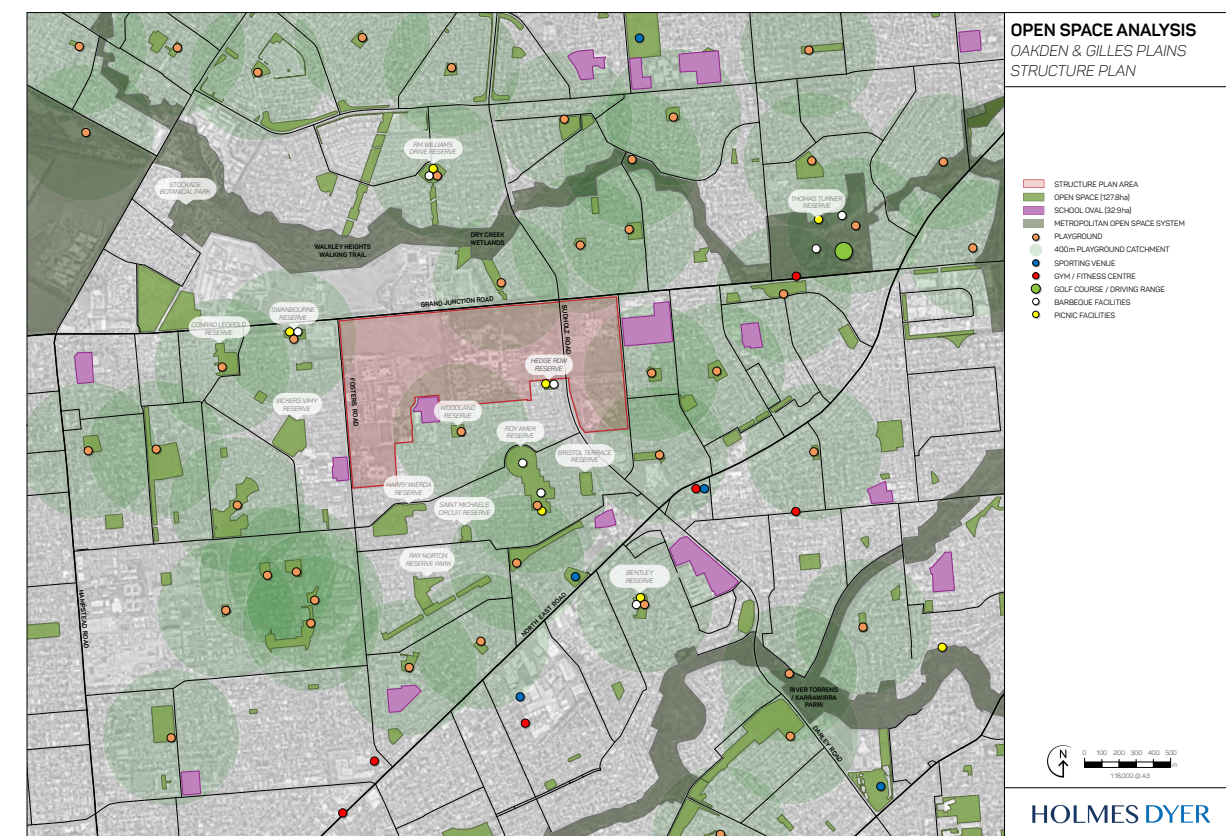
<sup>18</sup> A fire through the site on 17 April 2019, will have affected this assessment.

<sup>19</sup> This includes identification of Significant and Regulated trees on the Strathmont Centre Site (2010), Former Hillcrest Hospital site (2019), Former Oakden Older Persons Mental Health Facility Site (2019), and TAFE SA Gilles Plains site (2019).

<sup>20</sup> City of Port Adelaide Enfield Open Space Plan 2013.

<sup>21</sup> Based on assessment of Statistical Local Area Port Adelaide Enfield East

Figure 9 Existing Open Space





## Key Issues and Considerations

Key open space and public realm considerations for the Structure Plan area include:

### Vegetated Buffers

- Views in and out of large parts of the Structure Plan area are generally restricted by the existing arrangement of trees toward the boundary and topography.
- Key views to the surrounding area (north-west corner and main road environments) can be softened through the mix of land uses, vegetation and design practices.

### Regulated Trees and Biodiversity

- Existing vegetation on the subject land provides an opportunity to frame the future open space, greenways and landscape buffers in the Structure Plan area.
- Retention of some trees species towards Grand Junction, Sudholz and Fosters Road frontages, along the former internal circulation road of the Strathmont Centre site and individual specimens across the Structure Plan area could be warranted.
- Any subsequent development of the Structure Plan area will be required to demonstrate that Regulated and Significant trees are appropriately managed. The City of Port Adelaide Enfield as the local authority will ultimately determine the retention of trees.
- Access should be provided to natural places for health, well-being and recreation and the possible re-introduction of components of biodiversity.
- The City of Port Adelaide Enfield suggested retention of clumps of trees could be retained and maintained in association with stormwater drainage areas and as landscape screening to Grand Junction Road.

### Open Space

- Approximately 13 hectares of open space will be required if current legislative open space standard is applied (refer to Section 50 in the *Development Act 1993*).
- High levels of existing open space provision could support a lower level of provision in the Structure Plan area.
- Demand for a multifunctional open space network that accommodates families, pets, events and physical activity and provides opportunities for a multi-cultural community.
- Opportunities exist to improve the quality of open space (rather than quantum).
- Dwelling sizes and lot sizes across the inner and middle metropolitan area have generally become smaller over time with a corresponding decrease in private open space.
- As residential density increases there may need be a greater emphasis on accessible public open space and quality public realm to satisfy household recreation needs.
- The delivery of increased residential density in the Structure Plan area will have direct implications for the quality of public realm and open space (public and private).



### Existing Policy

- The Port Adelaide Enfield Council Development Plan shows landscape buffers along Sudholz Road (east) (*Concept Plan Map PAdE/3 Gilles Plains District Centre*).
- The Port Adelaide Enfield Council Development Plan shows landscape buffers for land uses south of James Nash House and to buffer the Former Oakden Older Persons Mental Health Facility (*Concept Plan Map PAdE/13 Oakden Mixed Land Use Arrangement*).





## 2.4.6 Health, Social, and Community Facilities

Most respondents to the City of Port Adelaide Enfield<sup>22</sup> community survey indicated they feel a part of their local community (although this was among the lower satisfaction ratings across the City) and identified as feeling healthy. The community is generally satisfied with access to places and services across the City, and access to information and organisations.<sup>23</sup> However, there was a perceived under-servicing of the north-eastern part of the City for opportunities to participate in and experience local arts and cultural activities.

Most residents living around the Structure Plan area were born in Australia although this proportion has declined from 2006 to 2016 (69% to 61%). Of residents born overseas there are increasing proportions of the population from India (159 persons (1%) in 2006 and 1,317 (5%) in 2016) and China (163 persons (1%) in 2006 and 907 persons (4%) in 2016). The City of Port Adelaide Enfield *Economic Development Strategy 2020* seeks expansion of community assets and meeting places for a culturally diverse community.

The Structure Plan area is in an established urban area and is generally well supplied for social infrastructures including near proximity of existing aged care accommodation; child care, preschool (early learning) and educational (primary and secondary) facilities; community centres and halls, library, shops, health and medical facilities, and emergency services. A new population will increase demand for existing social infrastructures and will likely require new infrastructures such as retailing, cafe, community and recreation facilities, minor commercial spaces (such as GP), child care centre and early learning-preschool facility(ies).<sup>24</sup>

Interfacing with the Structure Plan area are three schools: St Pauls College (private school providing for boys' education for R-12), Heritage College (independent school founded in 1996 providing for R-12) and Cedar College (independent school providing co-education for R-12) that may be seeking expansion into the Structure Plan area. Access to government schools can be provided via expansion capacity of existing schools in the near vicinity.

The Structure Plan area includes the Adelaide City Football Club and Soccer Pitches which are categorised as a regional level sports facility. This facility is operated under license but is otherwise available for community use (outside of match days). Supporting the viability of existing clubs is a key theme of the City of Port Adelaide Enfield Open Space Plan 2013 which also identified formal sports and recreation, including soccer (while popular), as being adequately catered for. The exception to this was for indoor recreation. A new indoor recreation centre at Lightsview (to replace the former Hillcrest stadium) and shared use arrangements with the Hillcrest Primary School indoor sports court are expected to meet demand. There is an opportunity for a future residential community in the Structure Plan area to support investment in these facilities further underpinning their viability.

Community engagement identified specific interest in a gymnasium and swimming pool (for recreation, fitness, sports and injury rehabilitation, hydrotherapy and learn-to-swim) to replace the former facilities at the Strathmont Centre.

Council's Sports Development Plan 2017-2022 notes with strong population growth new developments will require access to high-quality sporting facilities to enable new residents to participate in sport. The land at Oakden and Gilles Plains is identified as an area potentially appropriate for sporting facilities provision matched to the new population subject to demand. Other sporting locations identified in the Sports Development Plan 2017-2022 in near proximity of the Structure Plan area include Harry Wierda Reserve, Oakden (netball, basketball and tennis courts), and Vickers Vimy Reserve, Northgate (cricket and soccer), as well facilities across various school sites including Cedar College, Heritage College, St Paul's College and Wandana Primary School.

Less than half a kilometre north of the Structure Plan area is the Dry Creek (off-road) Linear Trail, the City to Levels bikeway runs approximately 2.5km to the west of the site through Clearview, and within 2km south is the River Torrens Linear Trail.



<sup>22</sup>Annual Community Survey, 2017 and 2018, City of Port Adelaide Enfield.

<sup>23</sup>Annual Community Survey, 2017 and 2018, City of Port Adelaide Enfield.

<sup>24</sup>Oakden and Gilles Plains Structure Plan, Social Infrastructure Assessment, May 2019, prepared by Holmes Dyer.



## Key Issues and Considerations

Key health, social and community facility considerations for the Structure Plan area include:

### Demographic

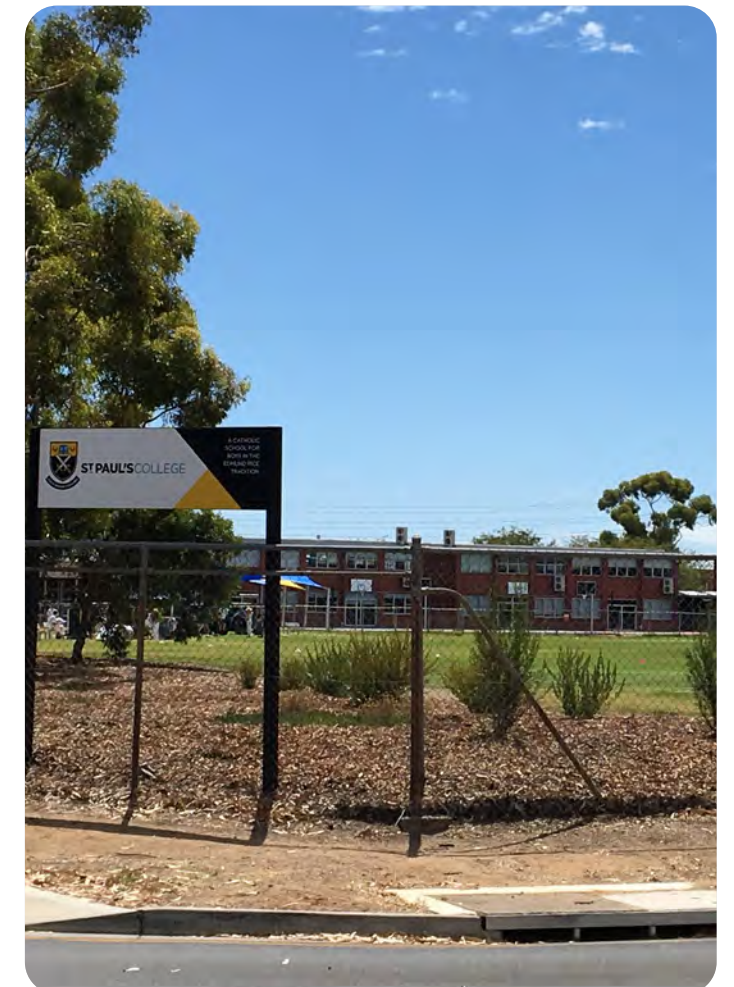
- The young and mature families' segment of the population is likely to be seeking services such as education, health and medical, convenience and daily needs retail and recreation and open space.
- In addition to family services and facilities, the Structure Plan area could consider the provision of allied health and community services that facilitate lifelong participation in community life.
- The Structure Plan area is likely to support a multi-cultural community that may be seeking opportunities for community integration.
- A small proportion of the population identified as Aboriginal and Torres Strait Islander. Existing primary school, early learning and community centre near the Structure Plan area are expected to meet demand for services and facilities for the Aboriginal and Torres Strait Islander community.
- A good proportion of households within the Structure Plan area may have available income for discretionary spending that could support 'fee for service' recreation and entertainment services.
- There is a high proportion of the population that may benefit from access to more affordable (and no-cost) forms of recreation such as high-quality (family open) space, community recreational programs and initiatives such as community gardens.

### Social Infrastructure

- Based on demand the Structure Plan area is expected to require for approximately 68 aged care beds.
- There is a potential need for additional early years infrastructure to accommodate projected growth in demand by development of the Structure Plan area. While a number of existing facilities are reporting vacancies demand for these services will increase as the development of the Structure Plan area proceed.
- Projected population growth for the Structure Plan area will underpin the provision of new retail floorspace including opportunities for restaurants, cafes and daily/weekly shopping needs.
- Projected population growth for the Structure Plan area is expected to generate demand for additional health and medical facilities, such as dentists, physiotherapy, chiropody etc.
- The City of Port Adelaide Enfield identified an opportunity to retain and possibly relocate as public art the existing entry statement (brutalist structure) of the Strathmont Centre site.
- The City of Port Adelaide Enfield has indicated that it may wish to consider opportunities for a community centre within the Structure Plan area.

### Sport and Recreation

- The Structure Plan area is generally well catered for formal sports.
- Community engagement identified that some spaces used for casual sport (such as Vickers Vimy Reserve) are in high-demand. Development of future spaces are suggested to include change rooms and toilet facilities.
- Community and stakeholder engagement identified potential for an informal cricket space in the Structure Plan area.
- Community engagement identified interest in an indoor recreation centre (gymnasium and swimming pool) potentially located near the corner of Grand Junction and Fosters Roads.
- There is opportunity to improve access to existing significant recreational (off-road) walking and cycling trails surrounding the Structure Plan area.
  - » Grand Junction Road presents as a pedestrian barrier to accessing the Dry Creek Linear Trail.
  - » Relatively low stress cycling access to the City to Levels bikeway exists via Foster Road and Folland Avenue.
  - » Direct cycling access between the Structure Plan area and the Rivers Torrens Linear Trail does not currently exist. However, an indirect route through Oakden, Hillcrest and Windsor Gardens is available.







## 2.4.7 Infrastructure

The Structure Plan area is in an established urban area with good access to existing civil infrastructure and services. All essential services: electricity, potable water, sewer, gas and telecommunications, are available on or around the site to service the area.<sup>25</sup>

Existing high voltage overhead power lines are present along Fosters, Grand Junction and Blacks Road with high voltage underground power lines servicing the residential area of the suburb of Oakden to the south of the Structure Plan area (Figure 10). There is an existing 500kVA padmount transformer located on each of the SAHMRI site and Former Oakden Older Persons Mental Health Facility. The TAFE SA site has an existing 750kVA padmount transformer on the western side and a 1MVA padmount transformer on the eastern side.

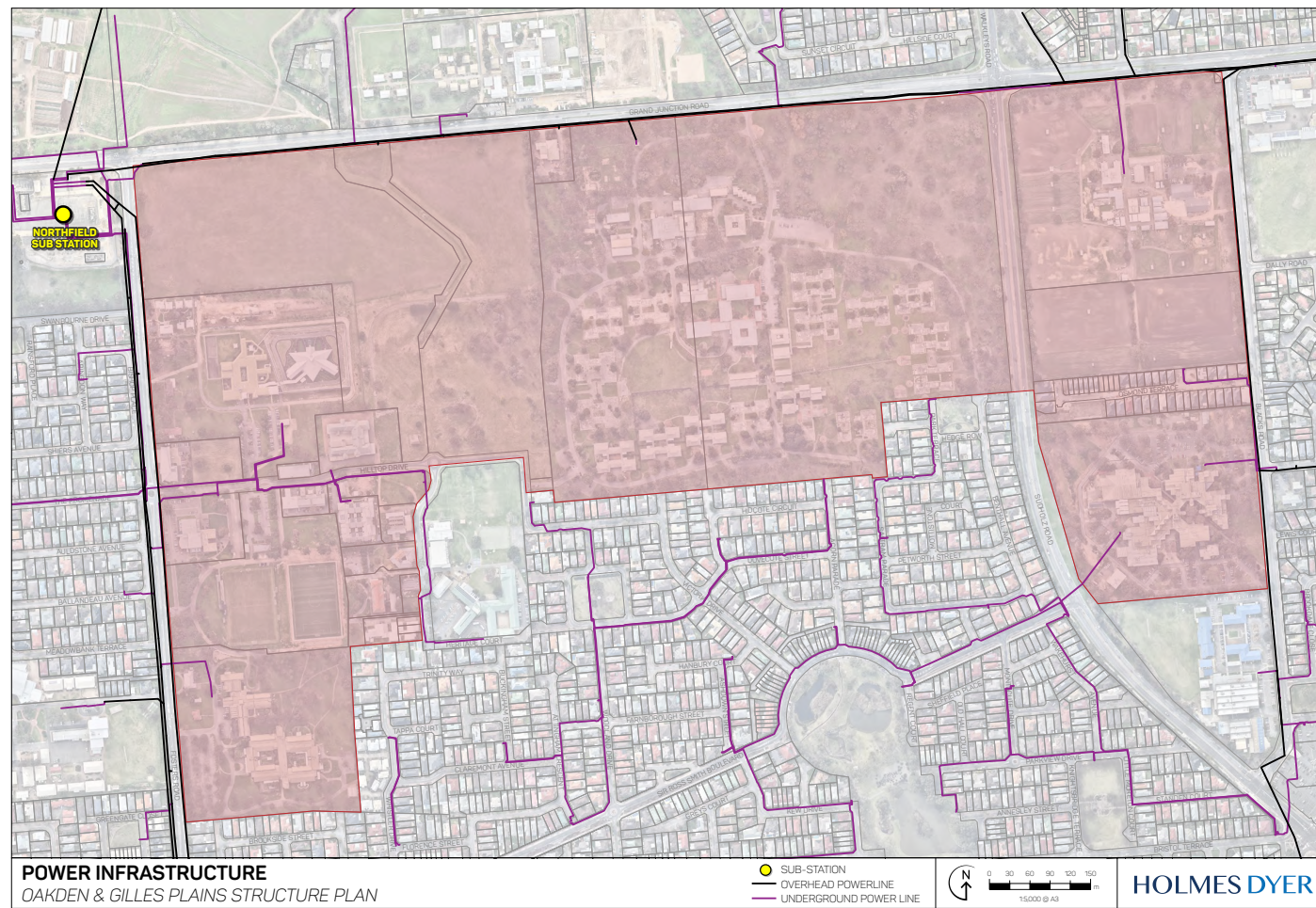
The Structure Plan area is relatively flat with much of the area having slope of less than 2.5% and much of the land with slope less than 5% (refer to Figure 11). The area generally slopes both to the north/north west and to the south/south west with some existing stormwater detention basins:

- A significant portion of the land enclosed by Grand Junction Road, Fosters Road, Hilltop Drive and Sudholz Road falls towards Grand Junction Road to the north, except for the pocket of land, which is separated by a ridge from the north, on the south-east corner near Hidcote Circuit, Park Terrace and Hedge Row which falls towards the south.

- Half of the land surrounded by Sudholz Road, Black Road, Grand Junction Road and Osmond Terrace (which is the SAHMRI site) grades north towards the Grand Junction Road / Sudholz Road corner and the rest slopes towards the corner of Osmond Terrace and Sudholz Road. The TAFE SA site naturally falls south. There is no survey available for these areas.
- The existing James Nash House land west of the drainage easement falls towards Fosters Road.
- The parcel of land occupied by the Former Oakden Older Persons Mental Health Facility grades towards Fosters Road.

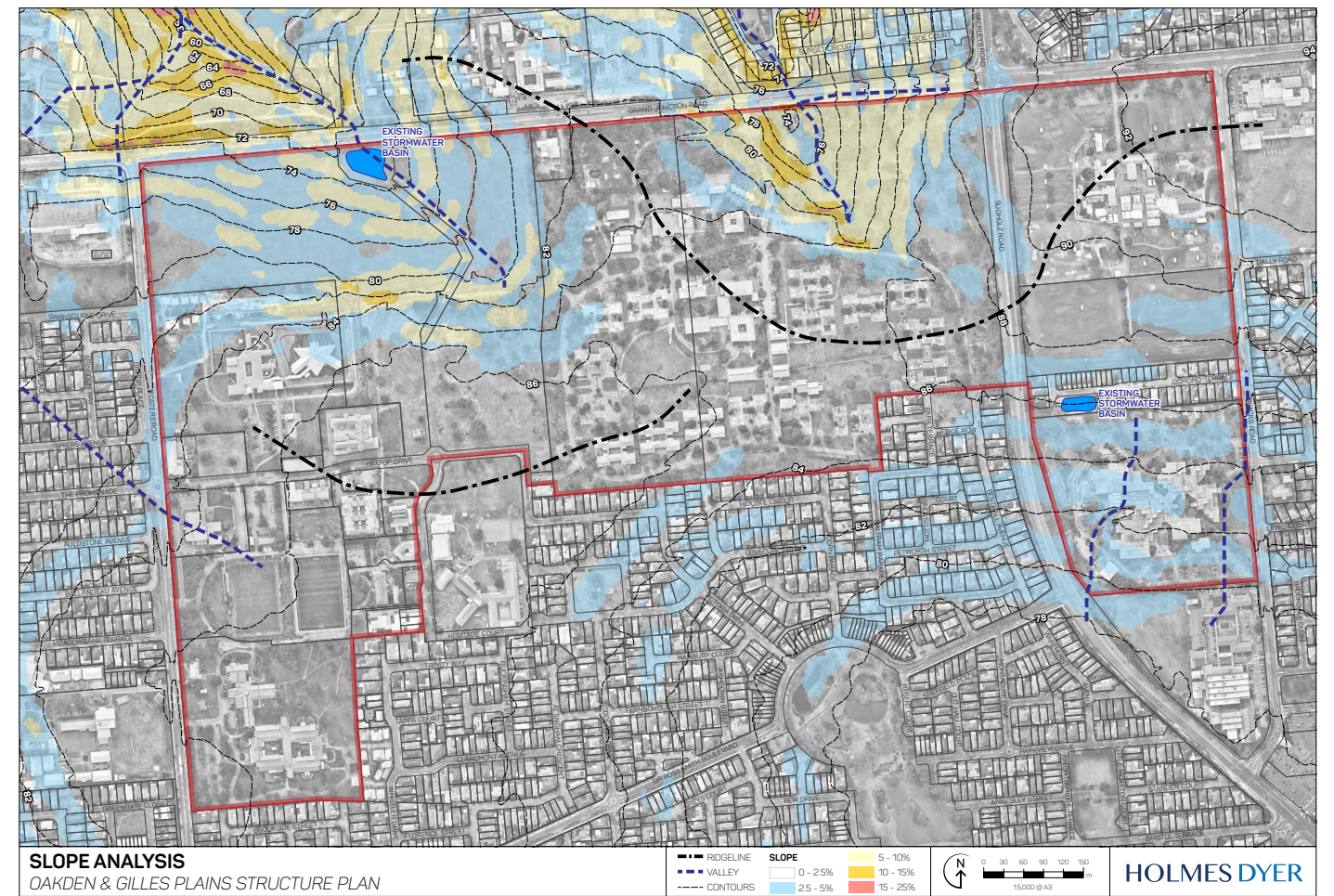
The nearest major stormwater catchments are North Arm East, which is to the west of Fosters Road, and the site is partially in the Dry Creek catchment (in the City of Salisbury). The management of stormwater will be influenced by the requirements of both the Cities of Port Adelaide Enfield and Salisbury. Both Councils seek to manage stormwater in natural drainage systems that contribute to amenity, promote water quality and provide opportunities for Water Sensitive Urban design (WSUD) in the urban landscape.

Figure 10 Existing high voltage overhead and underground power lines



<sup>25</sup>Oakden and Gilles Plains Structure Plan, Technical Studies, May 2019, prepared by Arup.

Figure 11 Slope, Drainage and Existing Stormwater Detention





## Key Issues and Considerations

Key infrastructure considerations for the Structure Plan area include:

### Civil Infrastructure

- Existing civil infrastructure, including power, gas, sewer and water exists in and surrounding the area and is available for servicing of the Structure Plan area.
- No plans to expand overhead power lines has been identified.
- There may be opportunities to connect to recycled water networks owned by the City of Salisbury and Australian

Water Utilities to irrigate reserves.

### Stormwater

- The landform is relatively flat with drainage to natural low points.
- The City of Port Adelaide Enfield requires stormwater detention such that peak post-development discharge rates do not exceed pre-development, or the capacity of downstream infrastructure, for all storm events up to and including a 100-year ARI (1% AEP).
- Stormwater runoff from the Structure Plan area at full-site development will increase significantly for both major and minor events and detention of flows will be required to limit the flows back to predevelopment levels.
- The City of Port Adelaide Enfield requires detention storage to be provided within the public realm (therefore, on-site detention such as rainwater tanks with dedicated flood storage within individual allotments is not being considered).
- Stormwater quality improvement systems should be incorporated which ensure that water quality reduction targets are achieved.
- The City of Port Adelaide Enfield indicated demand on existing water storage - stormwater infrastructure in

local parks currently exceeds supply and is interested in

opportunities for aquifer recharge to be investigated.

### Flooding

- Flood flow paths within the Structure Plan area are not currently mapped. Given the presence of a ridge that divides the Structure Plan area, there are not likely to be existing flood flows generated from external catchments that are likely to be impacted by development of the Structure Plan area.
- The only major flow path obstruction likely to occur is at Sudholz Road which sits slightly higher than the land to the



<sup>26</sup>Oakden and Gilles Plains Structure Plan, Technical Studies, May 2019, prepared by Arup.



east and overland flows will need to be safely conveyed to

the south. The design of Sudholz Road will need to be to

the satisfaction of the City of Port Adelaide Enfield.<sup>26</sup>

### 3. Vision for Oakden and Gilles Plains

#### 3.1 Overview

This section sets the vision for the Structure Plan area and principles to achieve this vision. The vision and principles have been informed by community and stakeholder engagement and investigations. The vision reflects the desire to create a new walkable urban form that is more liveable, desirable and sustainable (as per *The 30 Year Plan* for Greater Adelaide) and is consistent with the vision for the City of Port Adelaide Enfield: 'A City that values its diverse community and embraces change through innovation, resilience and community leadership' (*City Plan 2030*).

#### 3.2 Vision

The Oakden and Gilles Plains Structure Plan is intended to prepare the land for future urban infill development and represents an opportunity for renewal of existing suburbs in north-eastern Adelaide. As such the Vision for the Structure Plan area is that:

*Oakden and Gilles Plains will emerge as a modern suburban neighbourhood with a mix of housing, employment, community facilities and parks with a cosmopolitan village atmosphere that brings new and established communities together.*

#### 3.3 Principles

The Principles to achieve this Vision begin to provide the spatial framework for development of Oakden and Gilles Plains Structure Plan area, they are:

- 1 A **walkable urban form** will provide a compact neighbourhood with high-quality public realm, casual open space and access to productive public transport.
- 2 **Mix of land uses, employment and local services** to serve the daily/weekly needs of the local population.
- 3 A **green east-west boulevard** framed by tree canopy and wide footpaths will provide a **central spine** connecting to an **activity space** providing new services, facilities and employment.
- 4 A **range of housing types** including affordable housing.
- 5 New residential development will bring **distinctive buildings** of various heights and intensity and green streets that provide **amenity, cooling** and **pedestrian and cycling connectivity**.
- 6 The area's history and past will be remembered with **public places** for quiet reflection, contemplation and restfulness.
- 7 A network of open space will provide opportunities for **social interaction, leisure and casual sport**.
- 8 Parks with mature stands of trees will provide **shade** and frame stormwater channels retaining **water in the landscape**.
- 9 **Infrastructure** will be provided as part of planning and design.

The Vision and Principles have guided the preparation of the Structure Plan, with a focus on community connectivity and a sense of 'place' through creation of a neighbourhood that recognises past, current and future users of the land. Part 5 of the Structure Plan translates the Vision and Principles into objectives and actions.







## 4. Planning Framework

### 4.1 Overview

This section provides the Planning Framework, objectives and actions, and design guidance for future development. Objectives draw on the principles of good planning established under the *Planning, Development and Infrastructure Act 2016*.

### 4.2 Planning Framework

The Planning Framework has been prepared taking into consideration: community and stakeholder engagement, policy drivers, and existing and parallel studies, (Part 1); analysis of the role and function of the Structure Plan area (Part 2); and the Vision and principles for Oakden and Gilles Plains (Part 3).

The Planning Framework is organised around the seven planning themes (Part 2):

- 1 Planning and Land Use
- 2 Housing
- 3 Building Heights and Intensity
- 4 Movement and Access
- 5 Open Space and Public Realm
- 6 Health, Social, and Community Facilities
- 7 Infrastructure

### 4.3 Key Features of the Structure Plan

The Oakden Gilles Plains Structure Plan is a spatial representation of the location of different land uses such as residential, retail, commercial and community, key linkages, open space and the infrastructure needed to support future urban development of the area.

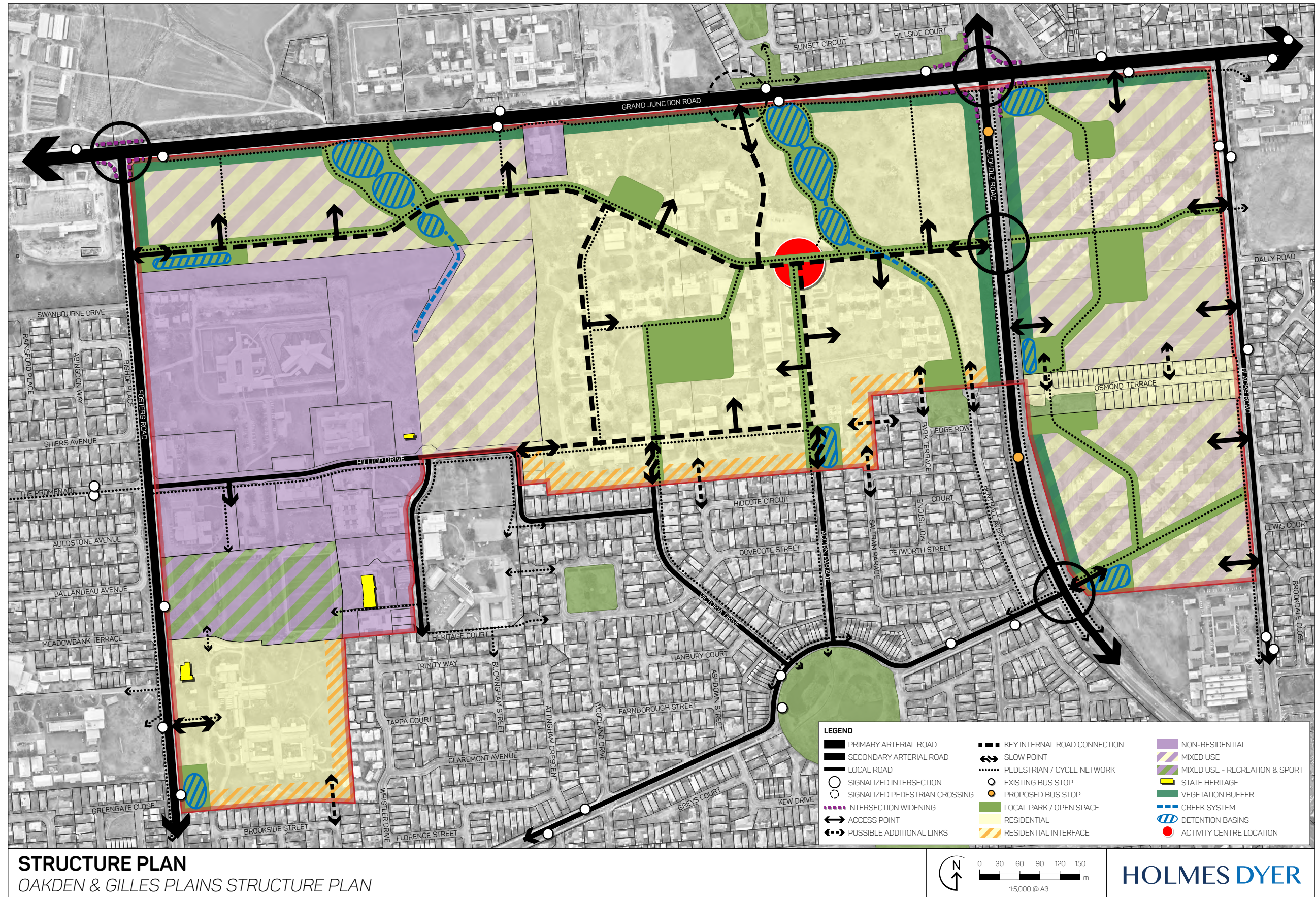
The key features of the Structure Plan are:

- 1 **Mix of land uses** including opportunities for residential, services, facilities, commercial and community uses.
- 2 A **new centrally located activity centre** providing a focal point neighbourhood services and shops.
- 3 Expansion capacity for **James Nash House**.
- 4 A **new east-west collector road** roughly parallel to Grand Junction Road linking between Fosters Road and Sudholz Road providing a **central green boulevard and possible potential future bus link**.
- 5 **Extension of Hilltop Drive** with direct connection to the new east-west collector road and connection to Heritage Court and new vehicle access from Fosters Road.
- 6 **Limited vehicle access from Grand Junction Road** to the Structure Plan area.
- 7 **Pedestrian links** to bus stops, open space, schools, shops including **new bus stop locations on Sudholz Road** providing connection to Paradise bus interchange.
- 8 Integration and **linkages with the existing community of Oakden** with limited additional vehicle access via slow points.
- 9 **Intersection widening** at Sudholz Road-Grand Junction Road intersection and Fosters Road-Grand Junction Road intersection.
- 10 A **new four-way intersection** at Sudholz Road and Sir Ross Smith Boulevard.

- 11 **Signalised pedestrian crossing** north to Walkley Heights.
- 12 Expanded **network of local and neighbourhood open space, parks and reserves** including **green movement links** via the path network and drainage channels
- 13 **Retention of stands of selected existing trees** as part of open space, parks, reserves and green movement links.
- 14 Substantial **landscaped buffer** to Grand Junction Road, the corner of Grand Junction and Fosters Roads and to Sudholz Road.
- 15 A **new large centrally located open space** on relatively flat land, **expansion of Hedge Row Reserve** and other open space areas ranging from 2,500m<sup>2</sup> to 5,000m<sup>2</sup>, supported by smaller public places.
- 16 Additional **basins for stormwater detention** at low points of catchments to manage outflows to pre-development levels.



Figure 12 Oakden and Gilles Plains Structure Plan







## 4.4 Planning and Land Use

The vision for the Structure Plan area is that “Oakden and Gilles Plains will emerge as a modern suburban neighbourhood with a mix of housing, employment, facilities and parks and a cosmopolitan village atmosphere that brings new and established communities together.”

Planning for growth and development seeks predominantly to reinforce the residential nature of the suburbs of Oakden and Gilles Plains. The focus is on creation of a new community that is walkable and has near access to a range of local shopping, services, and facilities. This includes provision for a new activity centre to service a new community and accessible by existing communities for convenience, daily and weekly shopping.

The location and scale (local to neighbourhood) of a new activity centre is guided by parameters contained in *The 30 Year Plan* (within 800 metres of the community it services); the reasonable accessibility of existing Shopping Centres at Gilles Plains, Valley View and Northgate (all within 800 metres); and a range of employment zoned land within 2 to 3 kilometres of the Structure Plan area.

To ensure the economic vibrancy of the Structure Plan area, the land use framework seeks intensification of mixed-use and non-residential uses along the Fosters Road frontage and toward the north-west corner of the Structure Plan which is less desirable for residential uses due to existing interfaces.

Within the overall land use framework, a primary land use is allocated as guidance to the overall zoning outcome. Secondary and supporting land uses are also identified as envisaged activities within the primary land use allocation. Existing land uses, future desired land use and potential expansion opportunities for surrounding uses have informed the framework.

### Planning Objective 1

To achieve residential land supply and capability for a significant number of new dwellings through redevelopment of under-utilised government-owned land

#### Action 1.1

- Provide residential capability for the Strathmont Centre site and Former Oakden Older Persons Mental Health Facility including opportunities for minor retail, minor commercial, community facilities and educational uses.

#### Action 1.2

- Provide residential capability for land east of Sudholz Road to create opportunity at a point in the future for residential infill development should SAHMRI and TAFE SA relocate.

### Planning Objective 2

To deliver opportunity for a broader mix and intensity of land uses including residential, commercial, retail, institutional, educational, recreation and community uses

#### Action 2.1

- Encourage a new centrally located activity centre within residential lands as a focal point for local and neighbourhood scale activity (approximately 2,000m<sup>2</sup> to 2,500m<sup>2</sup> of retail floorspace).<sup>27</sup>

#### Action 2.2

- Provide capability in residential lands for non-retail uses such as offices, medical, community services, child care, and the like (approximately 200m<sup>2</sup> to 800m<sup>2</sup>).

#### Action 2.3

- Provide opportunity for mixed-use development over the north-west portion of the Structure Plan area and the Fosters Road frontage to achieve intensification of activities along these road frontages.

#### Action 2.4

- Provide expansion capacity for James Nash House and support services and facilities appropriately buffered from other land uses.

#### Action 2.5

- Manage the interface between residential and non-residential land uses, especially larger scale non-residential uses, including James Nash House.

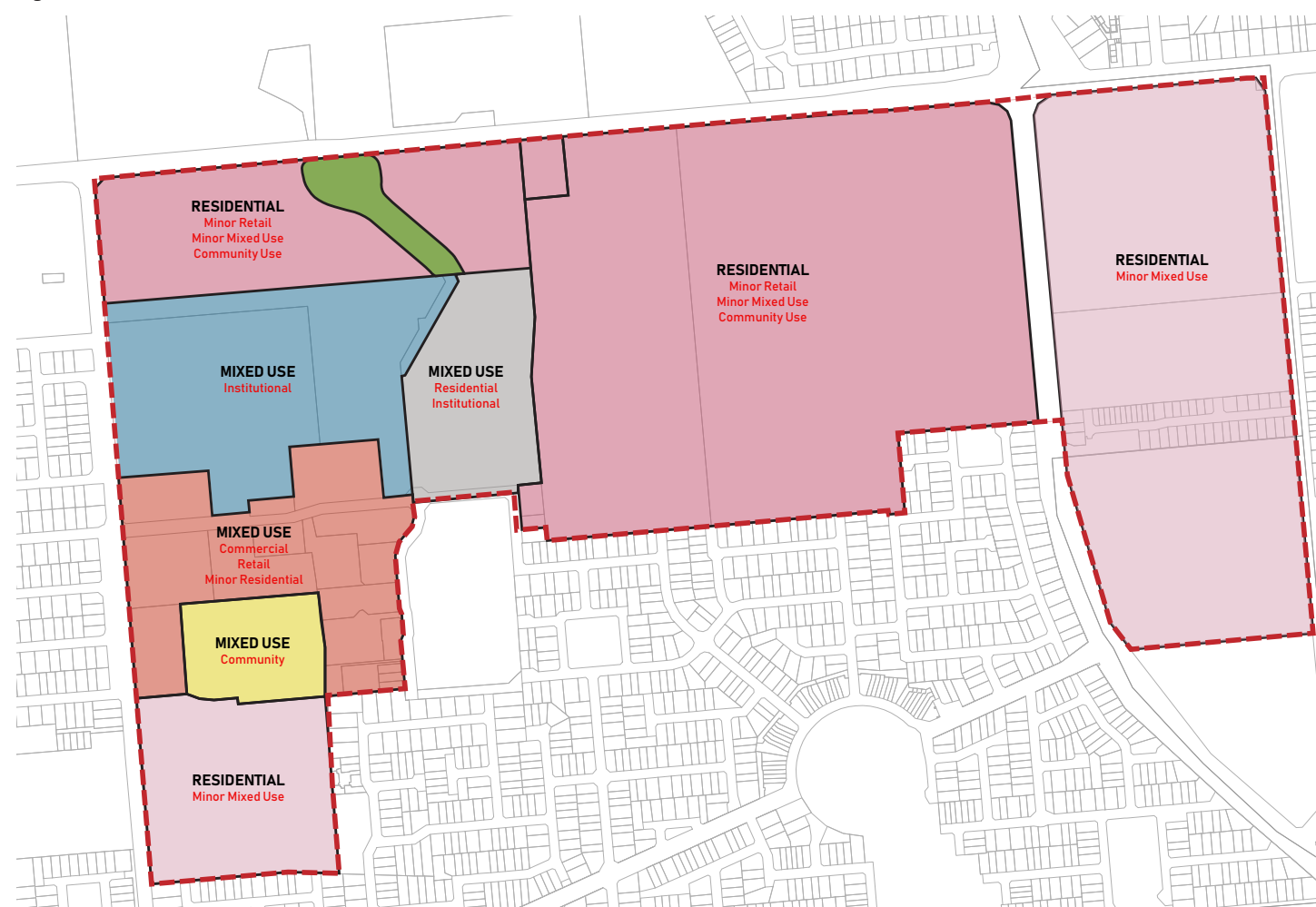
### Planning Objective 3

To ensure a contemporary planning policy framework

#### Action 3.1

- Prepare a zoning amendment to the Port Adelaide Enfield Council Development Plan (consolidated 6 February 2018) to implement the Oakden and Gilles Plains Structure Plan.

Figure 13 Land Use Framework



<sup>27</sup>Oakden and Gilles Plains Structure Plan, Employment Lands Assessment, May 2019, prepared by Holmes Dyer.





## 4.5 Housing

The Structure Plan area is one of the few remaining opportunities for substantial infill development in the eastern area of the City of Port Adelaide Enfield and is ideally placed to meet latent market demand, effectively compete with supply from existing housing stock and respond to demand for greater housing choice.

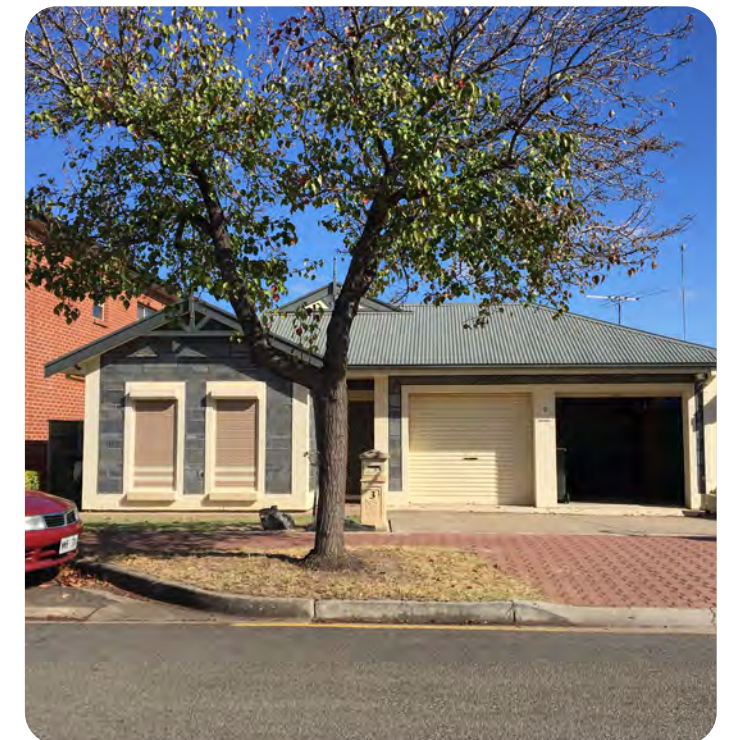
Housing types in and around the Structure Plan area are diversifying. This trend is expected to continue in response to *The 30 Year Plan* which identifies a ‘missing middle’ and calls for a broader range of affordable, universally designed homes to respond to changing housing needs.

This creates opportunity for new (high-quality, innovatively designed, distinctive and diverse) housing products and building typologies in the Structure Plan area, including products for young people, families with children, extended families from a range of culturally diverse backgrounds, and older persons.

New housing should seek to deliver diverse price points. This is consistent with *State Planning Policy 6: Housing Supply and Diversity* which calls for an affordable, well-designed, sustainable and diverse range of housing types and tenures (including affordable rental accommodation and home ownership) that responds to population characteristics and growth. That policy seeks a minimum of 15% of new housing in significant developments that meet the criteria for affordable housing.

The approach to housing aligns with the City of Port Adelaide Enfield’s *Economic Development Strategy 2020* which seeks infill development that provides enough affordable housing to meet the needs of new home purchasers, younger residents and the growing migrant population.

The delivery of housing at increased density within the Structure Plan area will be directly influenced by the amenity offer (such as shops and services), quality of public realm and open space, transport infrastructure and the quality of housing design. Most importantly, the Structure Plan area provides a significant opportunity to incorporate a diverse range of high-quality design outcomes to enable streetscape/open space activation and walkable neighbourhoods.





## Planning Objective 1

To create the opportunity for a wide-range of housing types, sizes, tenure and price points for people of all life stages and abilities.

### Action 1.1

- Encourage the provision of housing (allotments of 350m<sup>2</sup> to 600m<sup>2</sup>) and products for projected growth in families with children and larger multi-cultural families.

### Action 1.2

- Provide opportunities for homes of three to four bedrooms on smaller allotments to be delivered as an affordable alternative.

### Action 1.3

- Encourage the provision of a range of smaller dwelling types and higher density housing products such as apartments, row and terrace housing suitable for a range of household sizes.

### Action 1.4

- Encourage the provision of high-quality, affordable small lot housing (on allotments of between 55m<sup>2</sup> and 250m<sup>2</sup>) in locations with ease of access to services, open space, employment, education and public transport.

### Action 1.5

- Ensure planning policy provisions on housing supply and diversity facilitate increased housing options for age-specific accommodation, assisted living accommodation and dependent accommodation projected growth in the older population.



## Design Objectives (Housing)

- Where the subject land immediately abuts existing residences, regard should be had for a transition along those interfaces.
- Traditional housing, small lot housing, medium density housing forms, including apartments, all forms of retirement living and aged care, as well as affordable housing choices should be considered appropriate.
- Higher density housing should be encouraged in locations close to public realm, the open space network, key transport routes or activity nodes.
- Housing can be developed close to street frontages and include zero setbacks to side boundaries but should be complemented by high quality street environments.
- Dwellings and built form designed with a strong focus on quality, dwelling comfort and liveability.
- Guidelines could be developed for material selection for buildings such as use of light-coloured roofs, green walls/roofs (or similar).
- Housing of increased density should include deep root zones to establish tree canopy and spaces for other trees (including productive trees), vegetation and landscaping within allotments, streets and/or local parks.
- Green infrastructure can form part of increased density and mixed-use development such as green roofs, vertical gardens and water sensitive urban design.

## Design Objectives (Public Realm Interface)

- Encourage housing to the public realm and connect with the streetscape via:
  - » Windows, entrances and private open space (i.e. balconies) facing the street to facilitate passive surveillance;
  - » Landscaping and greenery to add to the character of the street and to promote active and lively pathways/streets; and
  - » Encouraging open or low front fencing/gardens to facilitate social interaction.
- Ensure the timely delivery of site landscaping to all publicly visible areas if an allotment as part of any dwelling approval.
- Seek consistency and management of fencing products as part of any dwelling approval.
- Encourage the incorporation of visual interest in the built form through a combination of:
  - » Layering of different colours, materials and textures;
  - » The use of interesting roof forms, including skillion, mono-pitched and curved metal deck roofs;
  - » The use of natural materials, including timber, natural stone, glass and steel; and
  - » Creation of light and shade through the use of over-hangs, articulation, recesses and canopies.
- Require panel doors or similar for prominent garages and generally require garages to be set back behind the main façade of a dwelling.
- Require careful siting of air conditioning units, antennas, satellite dishes, water tanks, garden sheds etc to avoid visibility from public spaces.





## 4.6 Building Heights and Intensity

Higher residential densities underpin economic viability and provide an opportunity to create neighbourhoods where there are enough people to support local shops, services, public transport and community facilities within walking distance.

The delivery of housing in the Structure Plan area has been estimated using an anticipated housing density of 25 to 30 dwellings per gross hectare (noting guidance provided in *The 30 Year Plan* is for average gross densities of development in transit corridor catchments of 25 to 35 dwellings per gross hectare). Residential density will vary across the Structure Plan area according to site characteristics including slope, tree cover and drainage requirements as well as likely market considerations impacting the ultimate yield.

The timing over which different land parcels in the Structure Plan area may be brought to market will be determined by factors such as land ownership, existing use arrangements (such as lease or license), and market demand. The Structure Plan area has an expected capacity for approximately 1,240 new homes over the short to medium term with the total number of new homes just under 2,000 at full residential development.

The bulk of new residential development envisaged is low rise to medium rise with increased heights in selected locations and greatest intensity of development in activity centres, and in areas that support public transport use and open space access.

### Planning Objective 1

To protect existing low-density residential interfaces from incompatible development

#### Action 1.1

- Locate increased density development having regard to the need to mitigate any impacts such as low residential density interfaces, overlooking, overshadowing, noise, light and air emissions.

### Planning Objective 2

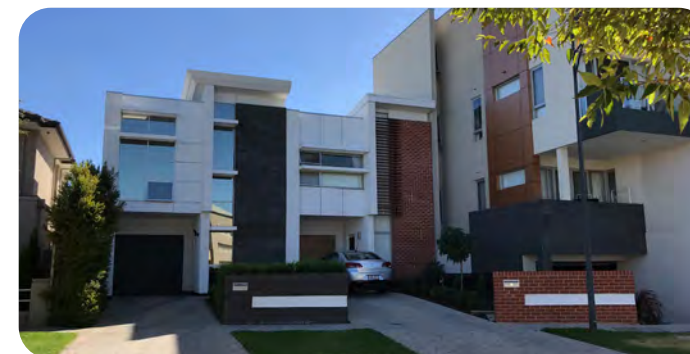
To focus medium and higher density development in strategic locations that create hubs of activity

#### Action 2.1

- Locate the greatest intensity of development having regard to walkable access to shopping, open space and public transport.

### Design Objectives (Building Heights and Setbacks)

- Building heights need not be constrained, other than in direct proximity of existing housing (outside the Structure Plan area), in which case building heights should be limited to two storeys.



- Other than in direct proximity of existing housing, siting, setback, site coverage and private open space should not be constrained provided the overall built form and design quality meet key qualitative standards. This can be addressed via the use of strict standards for permitted forms of development (future Deemed to Satisfy criteria) and the provision of outcome-based merit criteria (future Performance Outcomes).
- Where located immediately adjacent to existing housing (outside the Structure Plan area), a minimum setback of 5 metres from the shared boundary should be provided.
- Taller buildings (greater than 3 storeys) should demonstrate suitable management of interfaces with adjacent residential development (outside the Structure Plan area).





## 4.7 Movement and Access

The movement and access framework for the Structure Plan area responds to the call by *The 30 Year Plan* for healthy, walkable neighbourhoods where people can afford to live, learn, work and play, that offer a wide range of services that can easily be reached on foot or by bicycle, including schools, health care, shops, parks, sports facilities and public transport. Walkable communities are intended to be vibrant places with opportunities for physical activity, connection with nature, social interaction, options for active travel and public transport use, and diverse housing options.

To provide for better transport choice and pedestrian and cycling connectivity, the movement and access framework<sup>28</sup> for the Structure Plan identifies key access points and internal road connections, a green pedestrian and cycling network, new bus stop locations, and activity centre location, including:

- Limited direct access to Grand Junction Road with new street connections to be provided in appropriate locations.
- Additional access via Sudholz Road, Fosters Road and Blacks Road.
- Four-way movements to Grand Junction Road via Fosters Road, Sudholz Road and Blacks Road.
- Modification of intersection of Sudholz Road and Sir Ross Smith Boulevard.
- Future intersection widening at Grand Junction and Fosters Roads (already signalised) and Grand Junction and Blacks Roads (already signalised).
- A new central collector road connecting east-west between Fosters Road and Sudholz Road and providing the main transport spine through the Structure Plan area with provision for walking, cycling and future bus route.
- New central activity centre located accessible on foot and bicycle to substantially improve the functional walkability and cyclability of the Structure Plan area.
- Walking and cycling links to public open spaces, schools, shops, services and bus stops located in the Structure Plan area and connecting to Walkley Heights and Oakden and the surrounding area via main roads.
- An important east-west connection from Fosters Road to the broader Structure Plan area via Hilltop Drive and linkage with Heritage Court such that Hilltop Drive and Heritage Court continue to provide access to mixed use areas.
- A network of green movement links through the Structure Plan area.
- Public transport provided primarily by routes along Fosters Road and Sudholz Road.
- New bus stops on Sudholz Road to provide direct and high-quality walking access to public transport services along Sudholz Road.

### Planning Objective 1

To ensure safe access to and from the Structure Plan area to the surrounding road network.

#### Action 1.1

- Provide a new east-west collector road roughly parallel to Grand Junction Road linking between Fosters Road and Sudholz Road providing a central green boulevard and possible potential future bus link.

#### Action 1.2

- Create a new access (east) via Fosters Road to the new east-west collector road (such as unsignalised priority junction).

#### Action 1.3

- Create a new access (west) via Sudholz Road to the new east-west collector road (such as signalised junction with four-way movement).

#### Action 1.4

- Investigate modifications to the Sudholz Road and Sir Ross Smith Boulevard to facilitate access to the Structure Plan area (such as adding a western approach to the existing signalised junction with Sir Ross Smith Boulevard).

#### Action 1.5

- Modify the Grand Junction Road and Fosters Road intersection (such as new 100m left turn lane on the east approach).

#### Action 1.6

- Extend Hilltop Drive to create an east-west connection and link through to Heritage Court.

#### Action 1.7

- Investigate conversion of the Fosters Road and Folland Avenue roundabout to two lanes.

### Planning Objective 2

To improve linkages and integration with the existing community in Oakden to the south of the Structure Plan area and surrounding communities.

#### Action 2.1

- Provide at least two connections at Victoria Drive and Acorn Parade with appropriate treatments that slow traffic to minimise impacts on existing residents.

#### Action 2.2

- Improved pedestrian connectivity across Grand Junction Road between the southern portion of Walkley Heights and the Structure Plan area to extend the walkability benefits of a local activity centre to this area.

#### Action 2.3

- Encourage the posted speed limit on Grand Junction Road to be reduced from 70 kph to 60 kph and create pedestrian connectivity with Walkley Heights.

#### Action 2.4

- Encourage the posted speed limit on Sudholz Road to be reduced from 70 kph to 60 kph and create pedestrian connectivity and public transport connection on Sudholz Road.

### Planning Objective 3

To improve commuter (functional) walking and cycling in the Structure Plan area

#### Action 3.1

- Provide a centrally located activity centre that substantially improves functional walking and cycling in the Structure Plan area.

#### Action 3.2

- Provide a separated bikeway along the main collector street between Fosters Road and Sudholz Road.

#### Action 3.3

- Implement a 40kph speed limit on all internal streets to enhance safety and encourage cycling beyond just the fit and confident.

#### Action 3.4

- Provide a network of walking and cycling links through the Structure Plan area.

<sup>28</sup>Access arrangement and the road network is likely to evolve as overall design of the development progresses.



#### Planning Objective 4

To improve public transport access and connectivity.

##### Action 4.1

- Provide at least two new bus stop on Sudholz Road (routes 500, 501 and 502) that will be spaced 500 metres apart to provide better accessibility.

##### Action 4.2

- Provide direct and high-quality walking access to public transport services along Sudholz Road to improve commuter access to the O-Bahn which is highly effective at connecting to locations of employment.

##### Action 4.3

- Consider extension of the bus route (528) along Fosters Road to intersect with the main collector road. This may mean rationalising the existing indirect portion of the route through Northgate and providing facilities for bus turnaround and lay-by within the Structure Plan area.

##### Action 4.4

- Ensure the design of the main collector meets DPTIs minimum requirements for a bus route to not preclude a future lower frequency route through the Structure Plan area.<sup>29</sup>

#### Planning Objective 5

To ensure the amenity and functionality of development, streetscapes and the public realm.

##### Action 5.1

- Ensure adequate requirements for car parking.

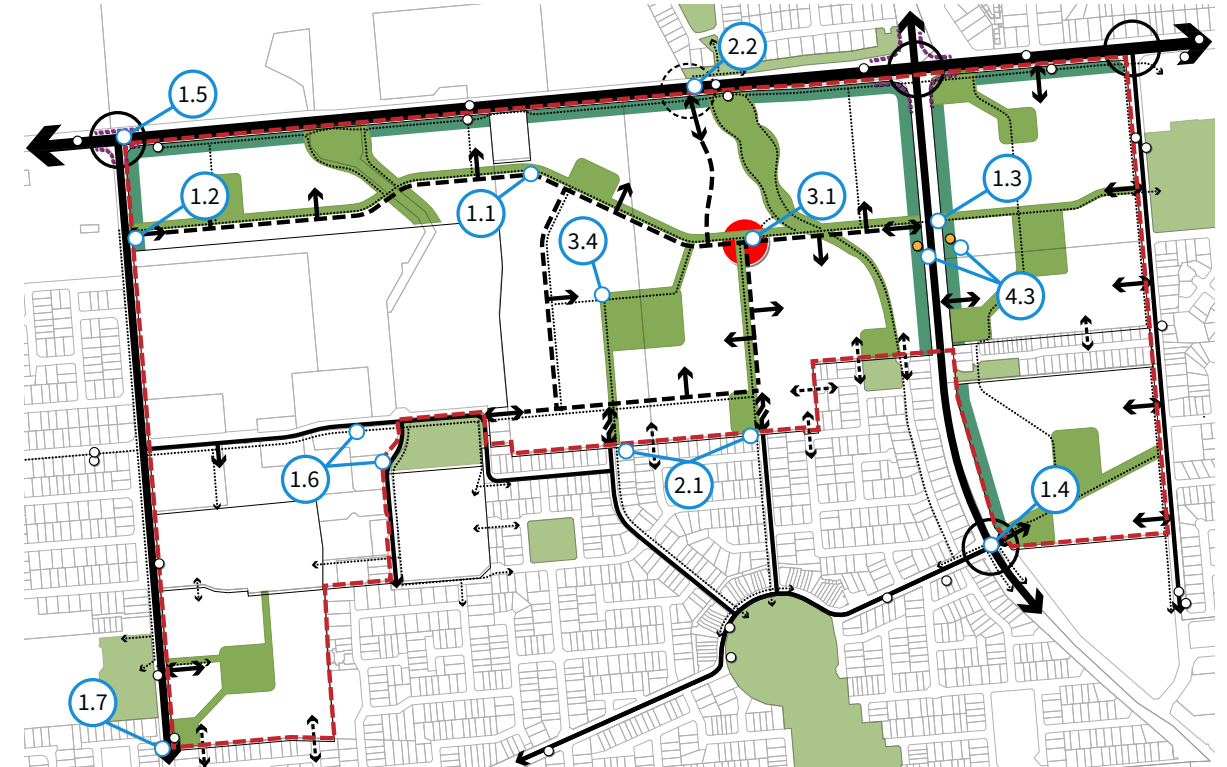
##### Action 5.2

- Provide regular on-street car parking that seeks to not exceed availability capacity.

##### Action 5.3

- Provide a vegetated buffer between residential development and Grand Junction, Sudholz and Fosters Roads.

Figure 14 Movement and Access Framework



#### Design Objectives (Movement and Access)

- Design of the main east-west collector street to provide 3.5m travel lanes, indented parking and a separated bikeway (which achieves the SPTI minimum requirement of 7m clear width for bus routes where indented parking is present).
- Design of the local access street could provide a roadway width of 7.2m to allow on-street parking in low traffic locations, encourage low traffic speeds, limit rat-running, and improve walkability.
- The internal road network should be as connective as possible to maximise walking catchments and accessibility to public transport and useful destinations.
- Cul-de-sacs and pedestrian dead-ends significantly reduce walkability and must be avoided.
- Avoid a road hierarchy resulting in collector streets which have no fronting property and uninteresting, repetitive streetscapes with little to no passive surveillance.
- All streets should provide adequate footpaths on both sides.
- Provide pedestrian connectivity between the local street network and external arterials as close as feasible to any location where a bus stop is provided.
- Along the main collector street, consider requiring side road junction designs which enhance pedestrian priority and safety. This may include kerb extensions to minimise crossing distance, distinct pavement treatments and/or a raised table (refer Figure 15).
- Car parking to serve residential development needs to be adequate to meet likely demands and may include the embedding of additional public or shared car parking within road reserves.

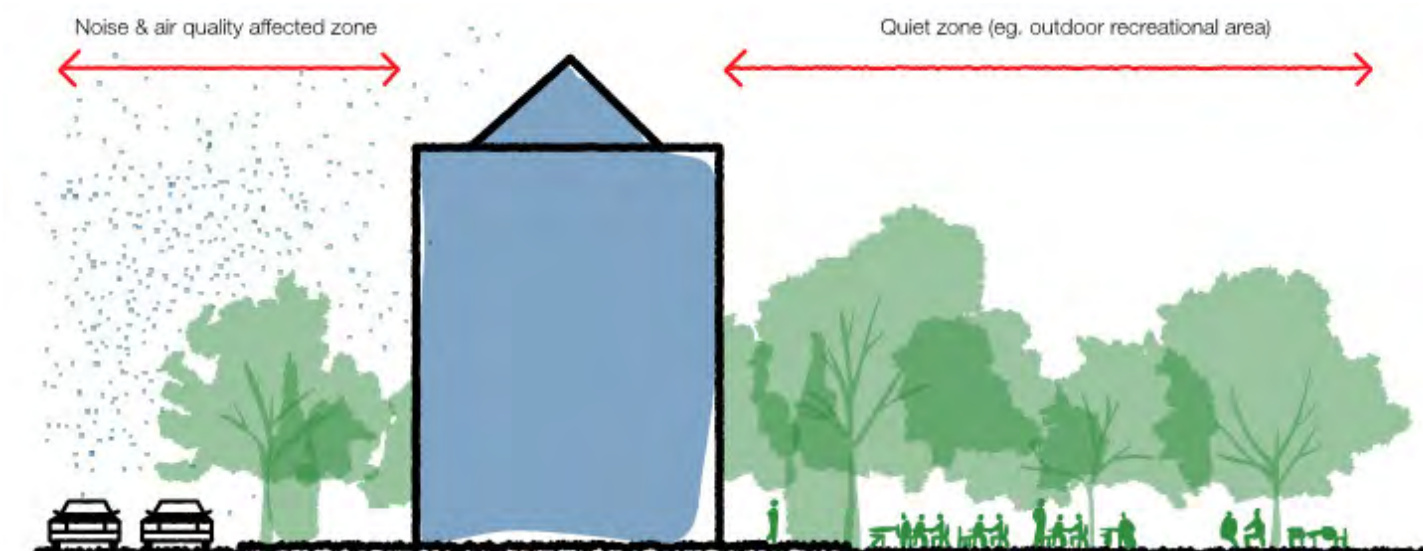
<sup>29</sup>The location of the Structure Plan area means this street is unlikely to ever host a high frequency, patronage focused route.



Figure 15 Example Side Road Junction Design - City of Darebin, Victoria



Figure 16 Example of open space located away from main roads

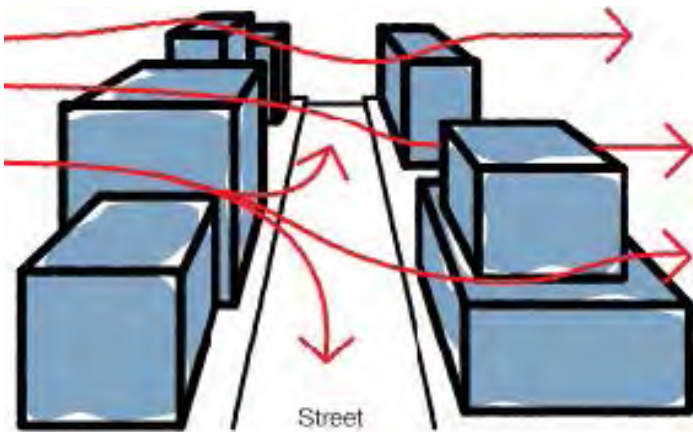


Source: NSW Department of Planning 2008

#### Design Objectives (Air and Noise)

- Encourage air dispersal for developments next to arterial roads:
  - » Consider locating ground level private, confined outdoor and communal open space away from road frontages (Figure 16).
  - » Consider variation in building facades such as stepping back upper storeys away from the street frontage (Figure 17).
  - » Consider locating air-conditioning air inlets away from high traffic roads (Figure 18).
- Encourage separation of sensitive development from noise-producing sources using land use controls, traffic calming, noise barriers or acoustic treatment of sensitive development.
- Consider noise controls such as:
  - » Setback distances for residential development along main roads.
  - » Designing open space (buffers) between residential development and main roads.
  - » Expanding pedestrian and cycle areas to promote active travel and reduce vehicle use in the Structure Plan area.
  - » Acoustic treatment on buildings as part of planning conditions for new residential developments.
  - » Building locations and height controls with higher buildings located toward main roads to shield residential development in the Structure Plan area.
  - » Noise barriers such as fences, walls or mounds.
  - » Building design such as locating noise sensitive rooms such as bedrooms away from main roads and less sensitive rooms such as bathrooms, laundries and corridors toward main roads, or double glazing to windows to habital rooms.
  - » Shielding of balcony spaces if necessary.

Figure 17 Example of variation in building facades for air dispersion



Source: NSW Department of Planning 2008

Figure 18 Example of air intake away from main roads



Source: DPTI 2012





4.8 Open Space and Public Realm

The Structure Plan area will deliver large, flat and useable areas for open space and provide for landscape buffers, greenways and connections across the site using the street and pedestrian network and drainage lines.

Council’s Open Space Guidelines state that new development areas (of between 7 and 10 hectares) should have at least one usable recreation park (at least 0.5 hectares in size) that provides a ‘heart’ or destination for the ‘community;’ and that other open space should generally be a minimum of 0.25 hectares in size and at least 20 metres in width. *The 30 Year Plan* indicates that all dwellings should have at least one option to access public open space within 400 metres (an approximate 5-minute walk).

Based on these guidelines, the open space network for the Structure Plan area is distributed across the residential precincts to create a network of connected spaces that are easy to access and maintain and that contribute to the amenity of the potential future built form. Two key areas of open space are identified as a large centrally located open space near the former oval on the Strathmont Centre site and through expansion of Hedge Row Reserve, Oakden into the Structure Plan area (refer to Figure 19). Central areas of open space can also be provided within any large parcel identified for development.

**Table 2      Application of Council’s Open Space Guidelines 2013 to Open Space Provision**

Structure Plan Area Precincts	Provision in accord with Open Space Hierarchy
Former Hillcrest Hospital (part of)	1 x 0.5 ha Neighbourhood Recreation Park
	1 x 0.5 ha Neighbourhood Recreation Park; and
Strathmont Centre	1 x 1.0 ha Neighbourhood Recreation Park or 1-2ha Neighbourhood Sports Park
	1 x 0.25 ha Local Reserve (extension to Hedge Row Reserve)
SAHMRI	1 x 0.5 ha Neighbourhood Recreation Park
TAFE SA	1 x 0.5 ha Neighbourhood Recreation Park

Due to natural low-lying areas and drainage networks, the open space network delivers some areas of open space with a dual function of providing aesthetics and stormwater management.

*The 30 Year Plan* speaks to creating ‘streets for people’ so that streets are green and leafy ‘places’ to spend time as well as providing cycling and walking friendly ‘links.’ The concept of ‘link’ (fast, efficient and minimise travel time) and ‘place’ (encourage people to linger, stay longer and extend time spent in an area) is used to describe the dual function of streets. This will be achieved by creating a movement network through the internal street network and existing drainage lines.

Figure 19      Photographs Hedge Row Reserve



Looking east across Hedge Row Reserve



Looking east across Hedge Row Reserve



Looking east across Hedge Row Reserve



Looking east across Hedge Row Reserve



### Planning Objective 1

To provide diverse and functional areas of quality open space within an easy five-minute walk from housing.

#### Action 1.1

- Provide opportunity to deliver large, flat and useable areas of open space suitable for informal sports activities.

#### Action 1.2

- Provide for greenways and connections across the Structure Plan area using the street network and drainage lines.

#### Action 1.3

- Integrate open space within the broader linear reserve and drainage networks to provide for easy maintenance, access and connectivity.

#### Action 1.4

- Provide a diverse range of open space such as local parks, playgrounds, casual sporting areas, greenways and community gardens.

#### Action 1.5

- Open space designed to be safe and inclusive for diverse communities and people of all abilities and ages.

#### Action 1.6

- Encourage multi-functional open space that can cater for multiple recreation uses at any one time through size, design and/or separation of activity spaces and facilities with potential to conflict.

#### Action 1.7

- Recognise the opportunity to provide intimate public places that serve localised functions, including squares and plazas.



### Planning Objective 2

To locate local parks and open space located to take advantage of environmental features and to soften views.

#### Action 2.1

- Retain stands of regulated or important trees in the open space network, as landscape buffers and ensure road designs create focal points for key individual trees.

#### Action 2.2

- Support urban biodiversity along drainage and linear parks and through a connected and diverse network of green infrastructure systems.

#### Action 2.3

- Retain or reintroduce local indigenous plant species and understorey vegetation, and trees that provide hollows in a park-like setting.





## Design Objectives (Streetscape and Public Realm)

- Encourage the planting of appropriate tree species not less than every 15 metres along a road frontage within a land division. In particular, ensuring the creation of deep root planting opportunities within road reserves.
- Species selection should acknowledge suitability for local conditions and should seek to deliver 'avenue' planting along streets, notably upright species that allow the establishment of a single clear trunk to at least 2 metres above ground level for safety, surveillance and aesthetics.
- Pedestrian paths should generally be provided on both sides of a roadway and provide linkages to key attractions or facilities.
- Creation of attractive and welcoming streetscapes via the use of materials and detailing to define walking and cycling routes and assist in way finding.
- Provide facilities for comfort and convenience to encourage social interaction through the locating of seats and shelters along footpaths and in well-connected areas.
- Acknowledge the role of enhanced streetscapes, plazas and walkways as important elements in the creation of urban environments.



## Design Objectives (Parks)

- Seek the creation of landscaped parks which provide a range of uses for residents, including active and passive recreation areas, seating and picnic areas, playgrounds, vegetation and habitat corridors and ornamental parks for visual interest.
- Seek the delivery of public parks in close proximity to residents, ideally within 300 metres of all residents.
- Acknowledge the role and value of smaller parks as the 'backyard alternative' for medium density residential development.
- Reserve planting may include parkland type settings and/or recreation of endemic habitat environments.
- Recognise the dual use capabilities of stormwater detention areas and design for their recreational use.
- Encourage direct access to and overlooking of reserves by residential development, ensuring such residences create a front aspect to those reserves, through orientation of entries, fenestration, balconies and verandahs, through the use of visually permeable fencing and through the creation of direct pedestrian access points between the reserves and the residences.
- Recognise the advantage of receiving highly developed, high quality landscaped spaces in lieu of large underdeveloped spaces.

## Design Objectives (Greening and Cooling) – Increase Urban Green Cover

- Seek to maintain and preferably increase the amount of green space and tree cover across the Structure Plan area to provide cooling benefits via landscaping.
- Green infrastructure such as trees, grass and raingardens should be used alongside or to shade bitumen covered surfaces such as major and minor roads, bikeways and footpaths.
- Consideration should be given to irrigation (including opportunities for stormwater and recycled water) of green infrastructure to maximise its cooling effect.
- Where feasible the carriage way for main roads could be narrowed, stormwater treatment devices installed, and road pavement changed to lighter coloured materials.
- Guidelines could be developed for material selection for public realm such as use of substrates such as artificial turf and rubber soft-fall offset through the use of shade sails (or similar).





## 4.9 Health, Social and Community Facilities

The quality and availability of social infrastructure such as aged care accommodation, childcare, schools, community facilities, sporting and recreation venues, health and medical facilities, retail, restaurants and general services are important to strengthen local communities, provide opportunity for social connection and support population growth.

To add to the vibrancy of the Structure Plan area and build a sense of identity and cohesion in the community, new social infrastructure opportunities that includes family-oriented and culturally-based facilities to benefit the multi-cultural community including opportunities for young people, children and families. The social infrastructure framework includes:

- Aged care accommodation and services
- Early years care and educational infrastructure
- Retail floorspace
- Health and medical facilities
- Informal recreational and causal sport
- Amenable environment for recreational walking and cycling







### Planning Objective 1

To ensure community and social infrastructure is conveniently located and accessible by pedestrians, cyclists and public transport.

#### Action 1.1

- Encourage aged care accommodation and services to locate in proximity of shops, public transport, medical services and allied health care.

#### Action 1.2

- Seek to add capacity for early years care and educational infrastructure within the Structure Plan area having regard to co-location with existing infrastructure.

#### Action 1.3

- Provide new activity centre with retail floorspace including opportunities for restaurants, cafes and daily/weekly shopping needs having regard to walking accessibility of the future population and access by public transport.

#### Action 1.4

- Deliver opportunity for health and medical facilities, such as dentists, physiotherapy etc. as part of mixed-use development of a new activity centre.

#### Action Measure 1.5

- Encourage recreational walking and cycling through attractive green streetscapes, comprehensive footpath provision and well distributed green space.

### Planning Objective 2

To provide connection and linkages with the broader network of open space and recreational facilities.

#### Implementation Measure 2.1

- Provide wayfinding and a signalised crossing point on Grand Junction Road to improve access to the Dry Creek linear trail at Walkley Heights.

#### Implementation Measure 2.2

- Implement a side road bicycle boulevard type connection between the Structure Plan area and the River Torrens Linear Trail through Oakden and Windsor Gardens (such as a route taking in Kew Drive, Fleet Ave and Pitman Road), avoiding the need to travel along Sudholz Road.

### Planning Objective 3

To optimise the use of open space for recreation, interaction, relaxation and leisure.

#### Implementation Measure 3.1

- Develop a central neighbourhood park with informal opportunities for recreation, casual sport and play including opportunities for a multi-cultural community such as casual cricket spaces, bbq, playground, and facilities.

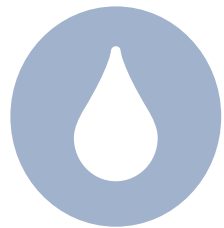
#### Implementation Measure 3.2

- Develop a network of neighbourhood and local parks located having regard to pedestrian access and creating a walkable community.

### Design Objectives (Social Infrastructure)

- Provide social infrastructures within mixed-use development such as a ground floor use of an apartment or retirement living development.
- Facilitate the co-location, integration and shared use of community infrastructure and services to maximise use and economic provision.
- Provide low-impact activities such as community facilities, child care centre, small-scale shops and cafes in residential areas where interface issues are appropriately managed.
- Design community facilities and infrastructure to be safe and inclusive for diverse communities and people of all abilities and ages.





#### 4.10 Infrastructure

The 30 Year Plan seeks a new urban form that maximises the efficient use of existing infrastructure, ensures new infrastructure is provided ahead of or with new development, and seeks more efficient use of natural resources such as water resources.

The Structure Plan area can be serviced for potable water, sewer, electricity, gas and telecommunications, as follows:

- Potable water supply is available from the existing network in surrounding areas with a cross connection of the water supply system throughout the Structure Plan area.
- Sewer connections can be made from existing infrastructure in surrounding areas. Augmentation works will likely be required on the northern side of the Structure Plan area.
- An approximate load of 10MVA will be required to service the Structure Plan area which will likely require augmentation of zone substation(s) and possible sub-transmission line augmentation.
- Gas supply is available through a number of existing low to medium pressure mains near the Structure Plan area which have the capacity to service the future development.
- Fibre to the Curb services (NBN) are forecast to be available from early 2020.

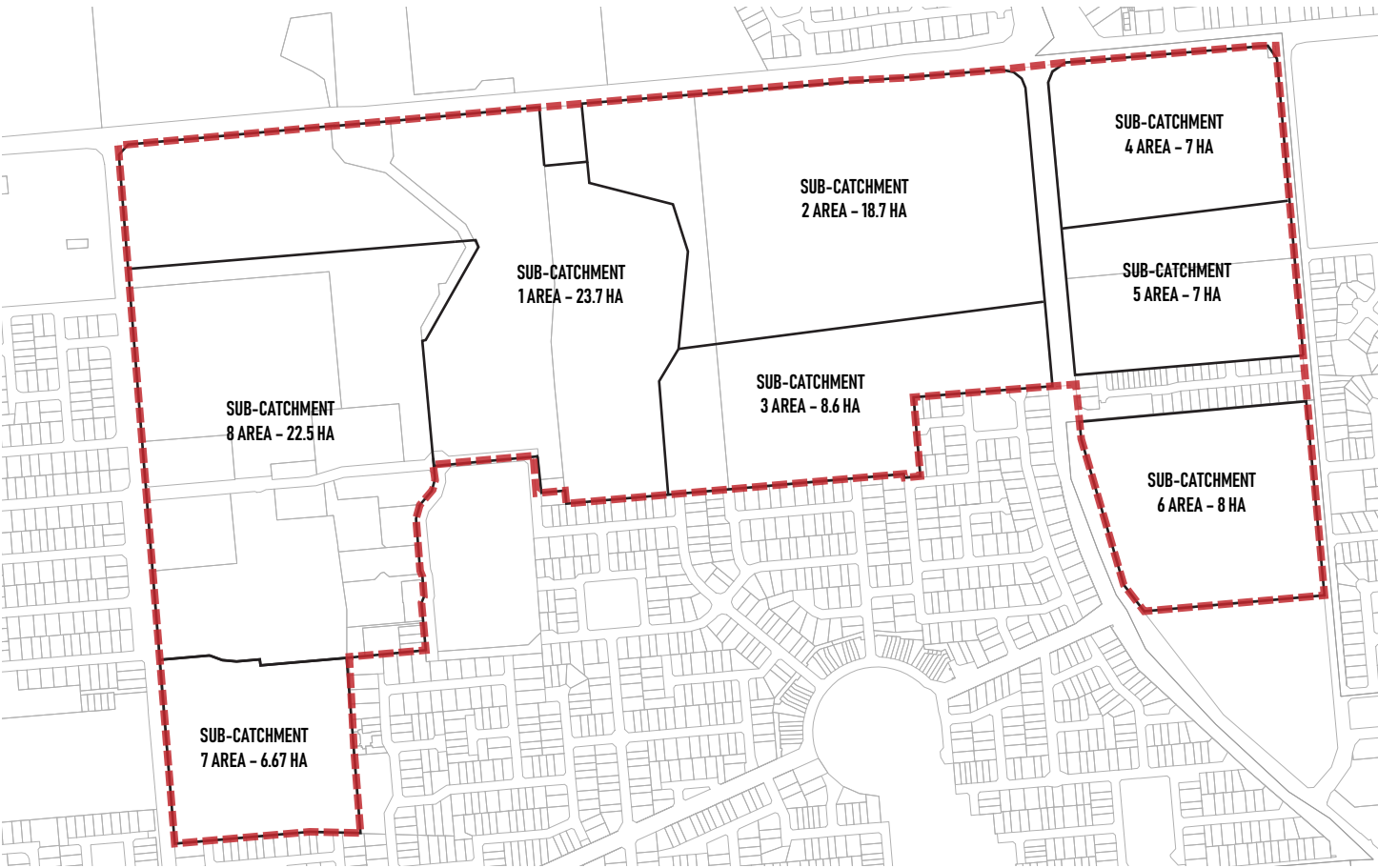
Table 3 Estimated Stormwater Detention Requirements

Basin ID	Indicative Total Depth (m)	Minimum Total Volume (m³)	Water Quality Treatment Train
1	2.0	14,000	Bioretention swale-GPT-sedimentation basin -wetland
2	1.5	10,000	Bioretention swale-GPT-sedimentation basin -wetland
3	1.5	2,500	Bioretention swale-GPT-sedimentation basin -detention basin
4	1.5	2,000	Bioretention swale-GPT-sedimentation basin -detention basin
5	1.5	2,500	Bioretention swale-GPT-sedimentation basin -detention basin
6	1.5	2,500	Bioretention swale-GPT-sedimentation basin -detention basin
7	1.5	2,300	Bioretention swale-GPT-sedimentation basin -detention basin
8	1.5	8,500	Bioretention swale-GPT-sedimentation basin -detention basin

Future stormwater management will be a combination of internal drainage systems and stormwater detention basins to capture storm events, mitigate peak flows and manage the rate and duration of stormwater discharges. The approach to stormwater management is by sub-catchment (refer Figure 20).

- Stormwater outflows will be managed to Council requirements including to pre-development discharge rates so as not to exceed the capacity of downstream infrastructure for all storm events up to and including a 100 year ARI (1% AEP).
- Sub-catchments 1, 2, 4 and 8 will outfall at Dry Creek; sub-catchments 3, 5 and 6 will discharge to the wetlands adjacent to Sit Ross Smith Boulevard; and sub-catchment 7 will discharge to Fosters Road which eventually outlets into the River Torrens.
- Stormwater detention basin will be located at low points of catchments and include augmentation of existing basins and new basins (refer Table 4).
- Water quality objectives will be met via a treatment train combination of bioretention swales, gross pollutant traps and sedimentation/detention basins for each sub-catchment.

Figure 20 Stormwater Sub-Catchments





### Planning Objective 1

To ensure servicing makes efficient use of infrastructure.

#### Action 1.1

- Further investigate the feasibility of reclaimed-recycled water for non-potable uses such as irrigation as part of future development proposals.

#### Action 1.2

- Develop a master plan of high voltage augmentation works to detail an effective electrical supply solution for the Structure Plan area in liaison with SA Power Networks.

#### Action 1.3

- Liaise with service providers for potable and wastewater; and design and installation of gas infrastructure; and communications technology as part of future development proposals.

### Planning Objective 2

To retain water in the landscape through a network of stormwater detention basins.

#### Action 2.1

- Provide an underground pit and pipe drainage system and suitable overland flow paths for each stage of development to convey runoff during both minor and major events to a detention basin(s).

#### Action 2.2

- Provide an outfall for each stormwater detention basin to the nearest road/street drainage system.

### Planning Objective 3

To ensure management of stormwater protects people and property.

#### Action 3.1

- If land to the east of Sudholz Road is developed, construct the verge along the eastern side of Sudholz Road as a swale to direct flows downstream (the capacity of the swale will be based on the throttled 1% AEP detention basin overflows from catchments 4, 5 and 6).

#### Action 3.2

- Manage major events flowing within the areas bounded by Grand Junction, Fosters and Sudholz Roads through the design of stormwater systems.

#### Action 3.3

- Development in sub-catchment 8 (which includes James Nash House) should protect existing buildings from flooding.

### Design Objectives (Stormwater)

- Stormwater detention basin depths should be designed based on site contours where augmentation of existing basins is proposed and to a maximum depth of 1.5 metres for new basins.
- The layout and design of roads and stormwater systems should have consideration for any upstream flows which may pass through the development and make allowance for fully developed upstream catchments.
- Encourage water capture and reuse on parks and streetscapes to improve landscape attractiveness and promote vegetation growth. Where water reuse is not possible, encourage appropriate species choice to deliver attractive but drought tolerant landscape outcomes.
- Stormwater detention basins which are proposed in reserves that form part of the 12.5% open space contribution should be designed to ensure that no greater than 20% of the reserve is inundated during a 10-year ARI storm event.
- Ensure stormwater quality reduction targets are achieved:
  - » 80% reduction in total suspended solids (TSS)
  - » 60% reduction in total nitrogen (TN)
  - » 45% reduction in total phosphorus (TP)
  - » 90% reduction in gross pollutants (>50mm) (GP)
- Future lot layout will be design to drain naturally towards internal roads and the use of rear allotment drains should be avoided.
- The major stormwater system will require roads to be designed with the capacity to contain the peak 1% AEP gap flows within the road reserves.
- Finished floor levels for individual dwellings are proposed to be located as a minimum 150mm freeboard above the predicted 1% AEP peak flood level generated by the proposed detention basin, overflow path, or 300mm above the top of kerb, whichever is greater.
- Bioretention can be incorporated in road medians or reserves as part of the minor network swale design.
- Bioretention swales could be replaced or complemented (whether fully or in part) by other water sensitive urban design measures such as raingardens, swales and passive irrigation.
- Detention basins (especially within the larger sub-catchments of 1 and 2) could be made into quasi wetlands with appropriate shaping and planting to further improve water quality treatment performance.

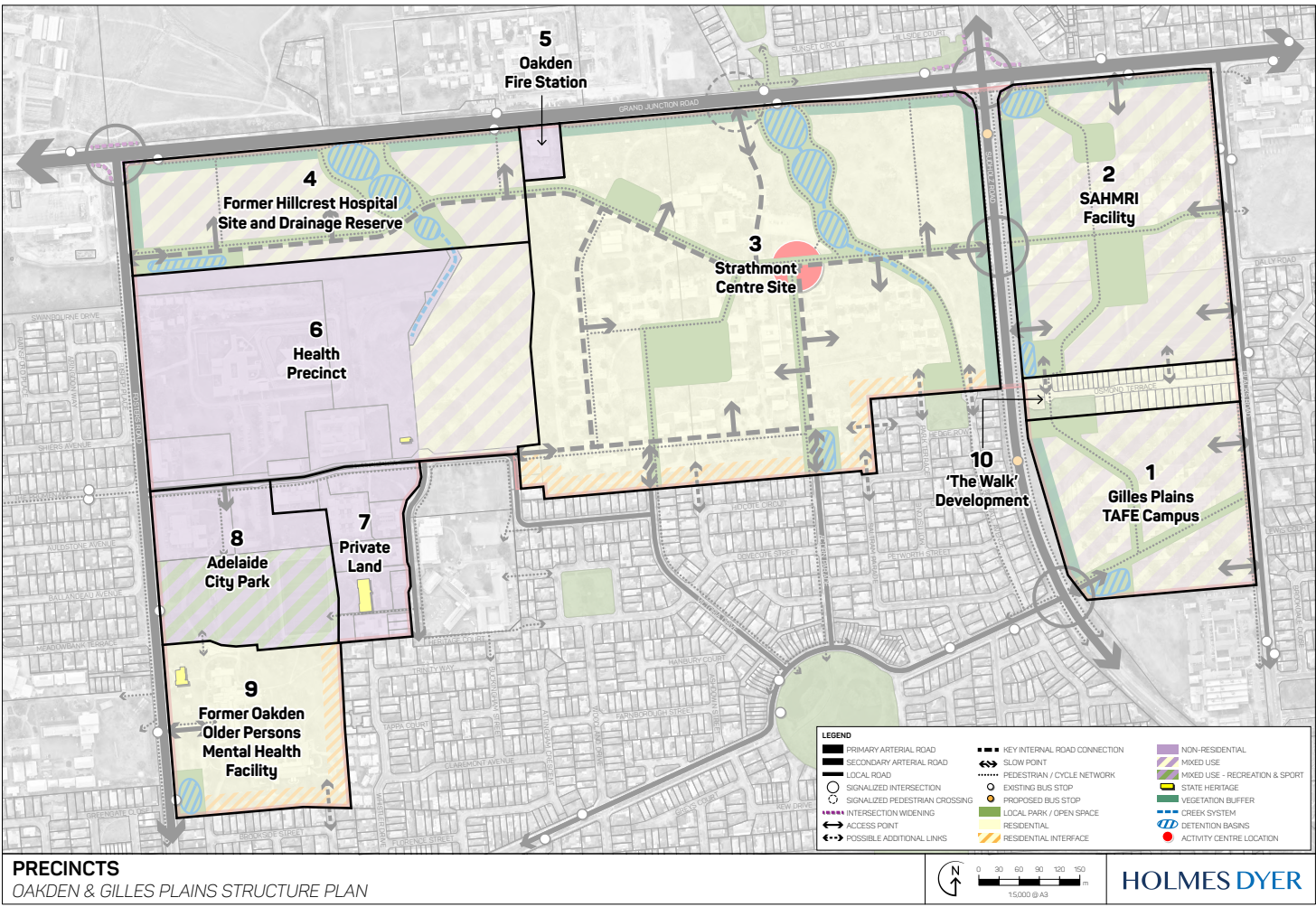


## 5. Precincts

### 5.1 Overview

This section considers individual precincts in the Structure Plan area including a summary description of the precinct and proposed land use, movement and access.

Figure 21 Precinct Plan



### 5.2 Gilles Plains TAFE SA Campus

The Gilles Plains TAFE SA Campus on Blacks Road is an 8.08 hectare site within the District Centre Zone - Policy Area 6 (Commercial). The campus includes specialist facilities including the Veterinary and Applied Science Centre, stockyards and aquaculture tanks. It is expected that the campus will be required for its current use for the foreseeable future.

#### 5.2.1 Precinct 1



#### 5.2.2 Proposed Land Use

The current zone does not support a change to commercially viable uses. As owner of the land, the state government is seeking to expand the potential future land uses. The site is proposed for residential use should the TAFE SA Campus not be required in the future.

An east-west and north-south pedestrian and cycle path is proposed to connect to a centrally located local park.

A vegetation buffer is proposed along the western boundary to provide an adequate separation between dwellings and traffic on Sudholz Road.

A stormwater detention basin may be required in the south western corner to restrict post-development flow rates to the same level as pre-development.

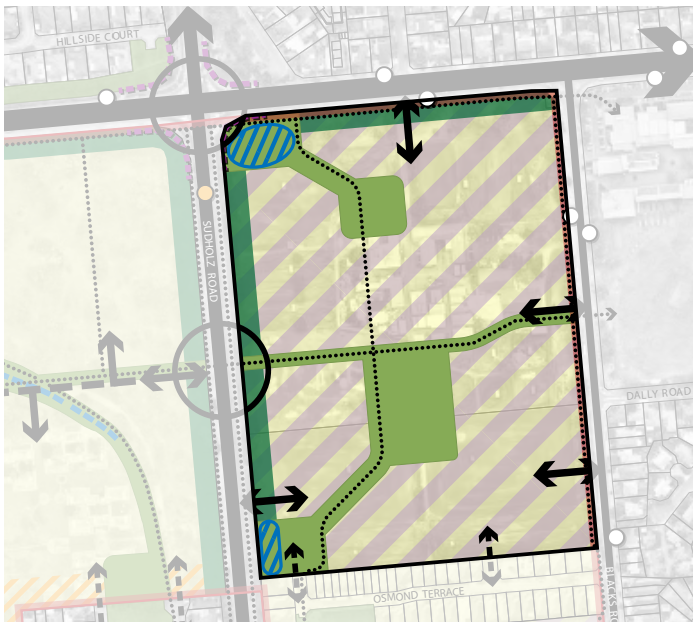
#### 5.2.3 Movement and Access

Vehicle movement is proposed through access points on Blacks Road and via Sudholz Road at the existing signalised intersection with Sir Ross Smith Boulevard.

### 5.3 SAHMRI Facility

The SAHMRI (South Australian Health and Medical Research) facility on Blacks Road is a 13.8 hectare site within the Residential Zone. The site has existed to support animal research since 1971 and is expected to be required for its current use for the foreseeable future.

#### 5.3.1 Precinct 2



#### 5.3.2 Proposed Land Use

The site is proposed for residential use should the SAHMRI facility not be required in the future.

An east-west and north-south pedestrian and cycle path is proposed to connect to two centrally located local parks.

A vegetation buffer is proposed along the western and northern boundary to provide an adequate separation between dwellings and traffic on Sudholz Road and Grand Junction Road.

A stormwater detention basin may be required in the south western and north western corners to restrict post-development flow rates to the same level as pre-development.

#### 5.3.3 Movement and Access

Vehicle movement is proposed through access points on Blacks Road, Grand Junction Road, Sudholz Road and a possible link through to Osmond Terrace.

A new bus stop is proposed on Sudholz Road.



## 5.4 Strathmont Centre Site

The Strathmont Centre site on Grand Junction Road is a 35.24 hectare site within a Residential Zone. The centre has existed to support people with intellectual disabilities since 1971.

In recent years the residents have transitioned to community based accommodation. Some of the buildings are still used by staff from the Department for Human Services.

### 5.4.1 Precinct 3



### 5.4.2 Proposed Land Use

The site is proposed primarily for residential use. A small activity centre to serve the day to day needs of the local community is proposed in the central portion of the site.

A number of local parks and larger neighbourhood park are proposed to be distributed across the site. A larger neighbourhood park could be suitable for organised or casual sport.

A vegetation buffer is proposed along the northern and eastern boundary to provide an adequate separation between dwellings and traffic on Grand Junction and Sudholz Road.

A stormwater detention basin may be required near the southern boundary near Acorn Parade and near Grand Junction Road to restrict post-development flow rates to the same level as predevelopment.

### 5.4.3 Movement and Access

A number of access points are proposed to adequately distribute vehicular traffic. Access to Grand Junction Road is proposed at the existing entrance to the Strathmont Centre. Access to Fosters Road is proposed via an eastwest collector road through the Former Hillcrest Hospital site and a connection to Hilltop Drive.

The existing residential area of Oakden was designed to extend into the Strathmont Centre site at several locations. At least two access points are proposed at Victoria Drive and Acorn Parade. These connections would require treatments to slow traffic to minimise impacts on existing residents but would also facilitate movement of existing Oakden residents to the proposed activity centre and facilities within the Strathmont Centre site.

Possible additional links could be provided at Park Terrace, Hinton Mews, Saltram Parade, Emmet Parade and Hidcote Circuit. The internal road network could accommodate bus movements and a new bus stop is proposed on Sudholz Road.

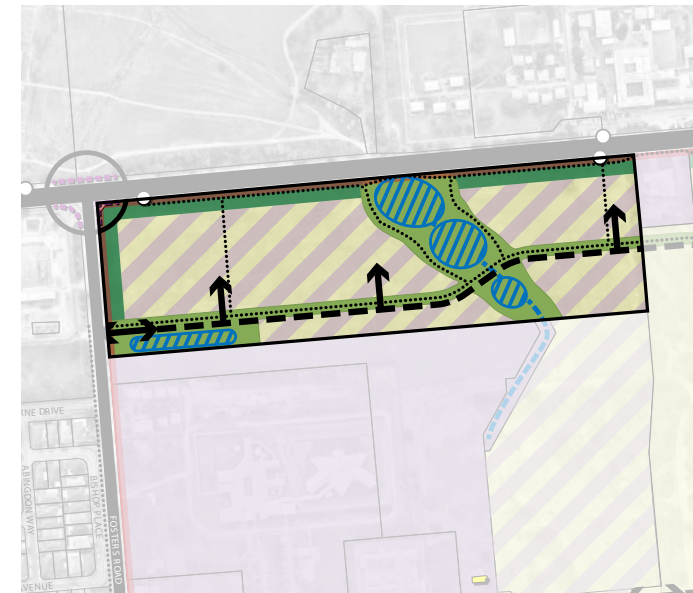
A pedestrian and cycle path network is proposed to facilitate east-west and north-south movements and connect to the activity centre, parks and bus stops and includes linkages to / from external areas.

## 5.5 Former Hillcrest Hospital Site and Drainage Reserve

The Former Hillcrest Hospital site and drainage reserve on Grand Junction Road is a 10.29 hectare area within the Residential Zone.

The Former Hillcrest Hospital site has been reserved for health related purposes but is no longer required.

### 5.5.1 Precinct 4



### 5.5.2 Proposed Land Use

The site is proposed for mixed or residential use. A range of commercial uses that take advantage of exposure to Grand Junction Road is appropriate but would not include uses that interfere with the operation of Grand Junction Road as part of Adelaide's arterial road network.

A local park and vegetation buffer to provide an adequate separation between dwellings and traffic on Grand Junction Road is proposed if the land is primarily used for residential purposes.

The existing drainage reserve on Grand Junction Road is proposed to be retained and may need to be enlarged to restrict post-development flow rates to the same level as pre-development. Additional detention basins are also proposed adjacent to Fosters Road.

### 5.5.3 Movement and Access

Access to Fosters Road is proposed via an east-west collector road that would connect to the Strathmont Centre site and Sudholz Road. This road could accommodate bus movements.

A pedestrian and cycle path is proposed along the east-west collector road.

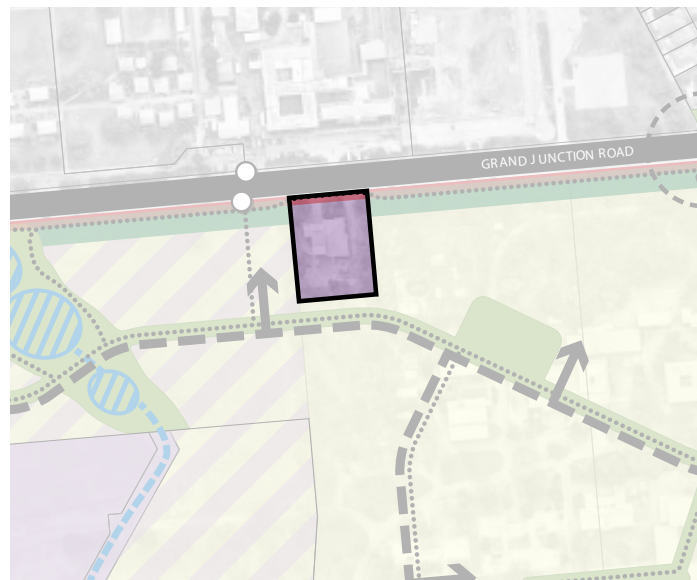


## 5.6 Oakden Fire Station

Oakden Fire Station is staffed by approximately 40 full-time firefighters providing services 24 hours per day, every day of the year.

No changes are proposed that would affect the operations of the Fire Station. Any zoning changes are proposed to allow for an expansion of the Fire Station should this be required in the future.

### 5.6.1 Precinct 5

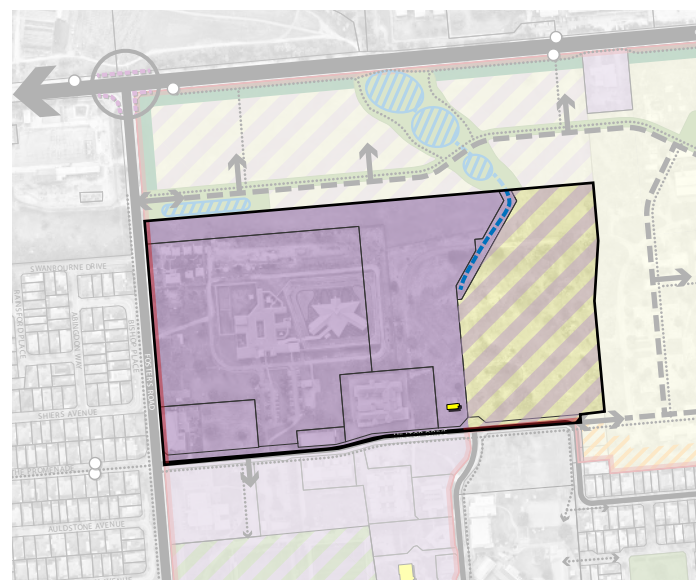


## 5.7 Health Precinct

The Health precinct is a 16.5 hectare area located within the Mixed Use Zone and Residential Zone. The precinct includes the Forensic Mental Health Service on Hilltop Drive that provides services to meet the needs of offenders with mental disorders.

The Oakden Ambulance Station is located on the corner of Fosters Road and Hilltop Road and includes vacant land for future health related purposes.

### 5.7.1 Precinct 6



### 5.7.2 Proposed Land Use

The site is proposed for mixed or residential use. Vacant land to the east of the Forensic Mental Health Service facility is proposed to be retained for future expansion of this facility. The State Heritage listed mortuary building would be retained as part of this facility.

Detention basins are proposed to the north of the Forensic Mental Health Service facility to restrict post-development flow rates to the same level as pre-development.

### 5.7.3 Movement and Access

A small portion of the land is proposed to be acquired to allow for Hilltop Drive to extend into the Strathmont Centre site.

A pedestrian and cycle path is proposed along the east-west collector road.



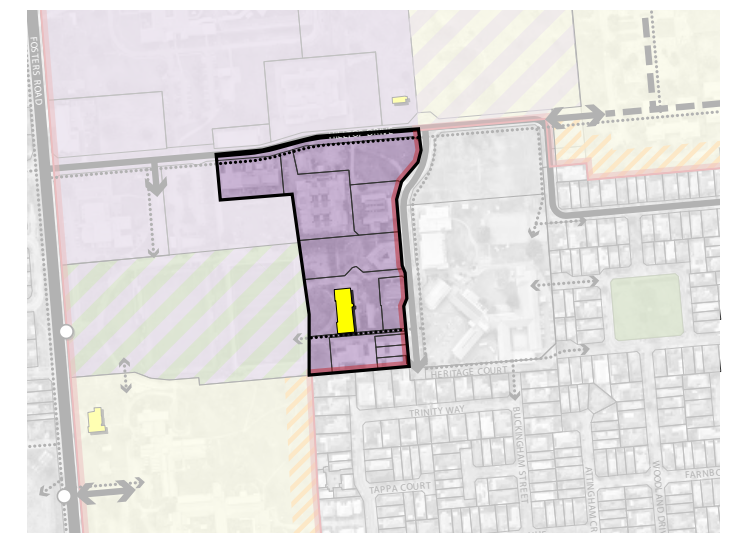
## 5.8 Private Land

There is over 4.3 hectares of privately owned land along Hilltop Drive and Heritage Court that are located in the Mixed Use (Oakden) Zone, Policy Area 19 Commercial.

Current uses of the land include:

- Aged Care
- Student accommodation
- Employment services for people with disabilities
- Community housing

### 5.8.1 Precinct 7



### 5.8.2 Proposed Land Use

The land is proposed primarily for non-residential uses. Further investigations and discussions with landowners are required to consider the potential for further residential use. The State Heritage listed former Hillcrest Hospital building that is now used for student accommodation would be retained.

### 5.8.3 Movement and Access

A potential pedestrian / cycling link from Heritage Court to the Adelaide City Park playing fields is proposed (subject to future land division). Vehicle access is via Hilltop Drive and Heritage Court.



## 5.9 Adelaide City Park

Adelaide City Park is a 5.79 hectare area located on the corner of Fosters Road and Hilltop Drive and comprises of two sites.

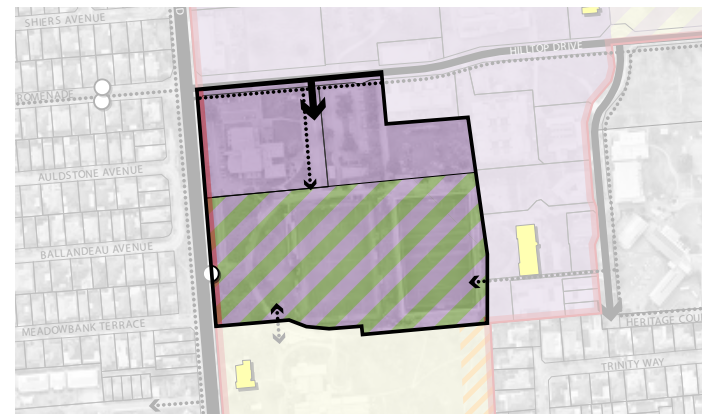
The land is located within the Mixed Use (Oakden) Zone - Recreation and Sporting Policy Area 21 that allows for recreation related land uses.

The site on the corner of Fosters Road is owned by the Adelaide Juventus Sports and Social Club Inc ('Adelaide Juventus'). This site is the Club's Senior Administration Centre and includes clubrooms, restaurant and gaming facilities.

The site to the south that includes car parking, a full sized grass soccer pitch and a synthetic pitch is owned by the Minister for Health and Ageing and is licensed to Adelaide Juventus.

Under the license Adelaide Juventus may use the land for soccer training, matches and training facilities. The land is also available to the general public for recreational purposes when not in use by Adelaide Juventus. With the consent of the Minister, Adelaide Juventus may hire the land to other sporting recreational and community associations.

### 5.9.1 Precinct 8



### 5.9.2 Proposed Land Use

The land owned by Adelaide Juventus, the northern car park and adjacent vacant land are proposed for a broader range of commercial uses than currently allowed for. No change is proposed to the southern portion of the land (including the soccer pitches) that are expected to remain available to the general public for recreational purposes when not in use by Adelaide Juventus.

### 5.9.3 Movement and Access

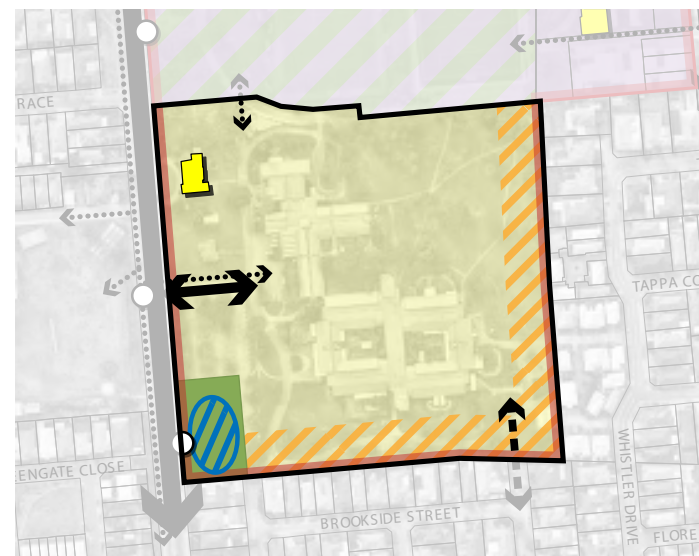
No change is proposed to the current access points from Fosters Road and Hilltop Drive. Pedestrian / cycling links are proposed to be provided from Hilltop Drive, private land to the east and the Former Oakden Older Persons Mental Health Service site.

## 5.10 Former Oakden Older Persons Mental Health Service

The Former Oakden Older Persons Mental Health Service site is a 6.4 hectare area located within the Mixed Use (Oakden) zone and in 20 Institutions Policy Area. The facilities on site were formerly used to provide care and accommodation to older people with complex mental health needs.

Following a review of the facility residents have transitioned to alternative accommodation. SA Health staff currently occupy part of the site.

### 5.10.1 Precinct 9



### 5.10.2 Proposed Land Use

The site is proposed for residential use. The State Heritage listed former Superintendent's House on Fosters Road would be retained by the future owner of the land for a use consistent with the proposed residential zone.

Stormwater detention basins may be required in the south western corner to restrict post-development flow rates to the same level as pre-development.

### 5.10.3 Movement and Access

An access point is proposed at the existing entrance of the former facility on Fosters Road and possible additional links could be provided at Thorngate Court. A pedestrian and cycling connection to Adelaide City Park is proposed.

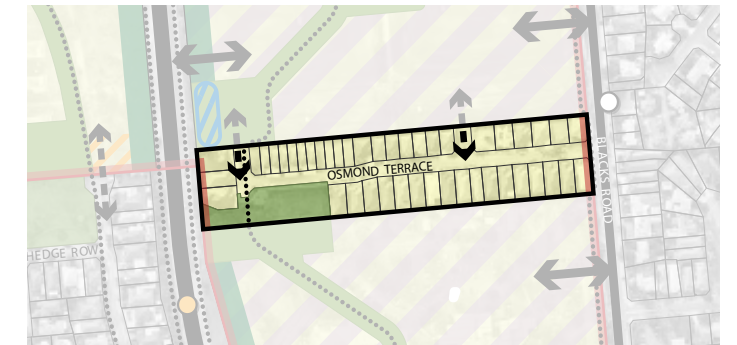


## 5.11 'The Walk' Development

The Walk is a recently completed 44 lot residential development along Osmond Terrace.

The development includes a local park with a detention basin.

### 5.11.1 Precinct 10



### 5.11.2 Proposed Land Use

No change of use is proposed.

### 5.11.3 Movement and Access

The development provides for two potential access points to the SAHMRI site to the north (if the SAHMRI site is developed in the future).

Pedestrian connectivity to the Gilles Plains TAFE SA site to the south is possible via the existing reserve.



## 6. Implementation

### 6.1 Overview

This section summarises the actions for coordinated delivery of the planning framework across the Structure Plan area and draws on the principles of good planning (under the *Planning, Development and Infrastructure Act 2016*) as it relates to investment facilitation and integrated delivery.

### 6.2 Staging and Coordination

#### 6.2.1 Key Staging Issues

Staging and the co-ordination of release of surplus Government lands within the Structure Plan area is a product of a number of factors, including:

- Ownership of the land;
- Titling of the land;
- Land being surplus to requirements;
- Nature of existing uses;
- Existence and timeframe of leases;
- Need for demolition;
- Need for contamination remediation;
- Access to and capacity of services;
- Linkages to surrounding areas;
- Logical development sequencing; and
- Market preferences.

These factors are discussed in the context of five key sites, namely:

- The Crown’s Former Oakden Older Persons Mental Health Facility off Fosters Road (Fosters Road site);
- Minister for Health’s surplus land around James Nash House at the corner of Fosters Road and Grand Junction Road (Former Hillcrest Hospital site);
- The Crown’s former Strathmont Centre off Grand Junction Road (Strathmont Centre site);
- The Crown’s SAHMRI Preclinical Imaging and Research Laboratories at the corners of Grand Junction Road, Sudholz Road and Blacks Road (SAHMRI site); and
- TAFE SA Gilles Plains Campus off Blacks Road (TAFE SA site).

The key to the release of the land is its availability in the short to long term. The immediate availability of the Former Oakden Older Persons Mental Health Facility site and the Former Hillcrest Hospital site suggests their early release, while the long term utilisation of the SAHMRI and TAFE SA sites suggests their later release. The Strathmont Centre site, which has a few remaining activities conducted on site, would sit between the two.

#### 6.2.2 Merits of Individual Sites

In terms of land ownership and titling, each of the five sites is owned by a single entity and comprise whole allotments and therefore do not require either consolidation or subdivision before they are put to the market. The Strathmont Centre site comprises two allotments and could therefore be delivered in two separate parcels. (Indeed, any of the sites could be divided into smaller stages for release, although that is not recommended).

The Former Hillcrest Hospital site is devoid of structures and could be available for development quickly. All other sites have structures upon them which are most likely to require demolition and may involve site remediation. These tasks could occur at the time of the sales process and approvals process and not delay the timing of their marketing. Indeed, some structures may have some value to prospective purchasers, hence, a decision will need to be made as to whether sites are provided in an “as is” format or cleared and remediated. Of note, the Former Hillcrest Hospital site could be held over to Stage 2 to line with the Strathmont Centre site however, the key is that the two sites ensures infrastructure integration.

Service infrastructure advice suggests that all sites can be adequately serviced. The positioning of the Former Oakden Older Personal Mental Health Facility site is probably ideal in terms of connectivity to services. All sites will require augmentation of stormwater infrastructure. Part of the Strathmont Centre site will rely upon stormwater discharge to the surplus Hillcrest Hospital site.

The Former Oakden Older Personal Mental Health Facility site delivers optimum connectivity into the existing urban fabric, however, all sites are reasonably well located in terms of their relationship to surrounding development. The surplus Hillcrest Hospital site has the poorest linkages, if developed for residential purposes, being surrounded by non-residential land uses. Its connectivity to the Strathmont Centre site will be important to the performance of that site if developed for residential purposes.

There is expected to be market interest in all sites as they are made available. The Former Oakden Older Personal Mental

Health Facility site has particular immediate appeal because of its moderate size, contained nature and linkages to surrounding community.

The value of the surplus Hillcrest Hospital site is likely to be enhanced as a residential site if linked to the Strathmont Centre site because of the interlinking of a range of services and the avoidance of any sense of isolation of the surplus Hillcrest Hospital site that might occur if developed alone. That said, a larger consolidated site will appeal to a fewer number of larger developers who have the resources to commit to a larger project, unless the terms of any sale provide for a defrayment of developer risk through some form of deferred payment scheme or partnership approach.

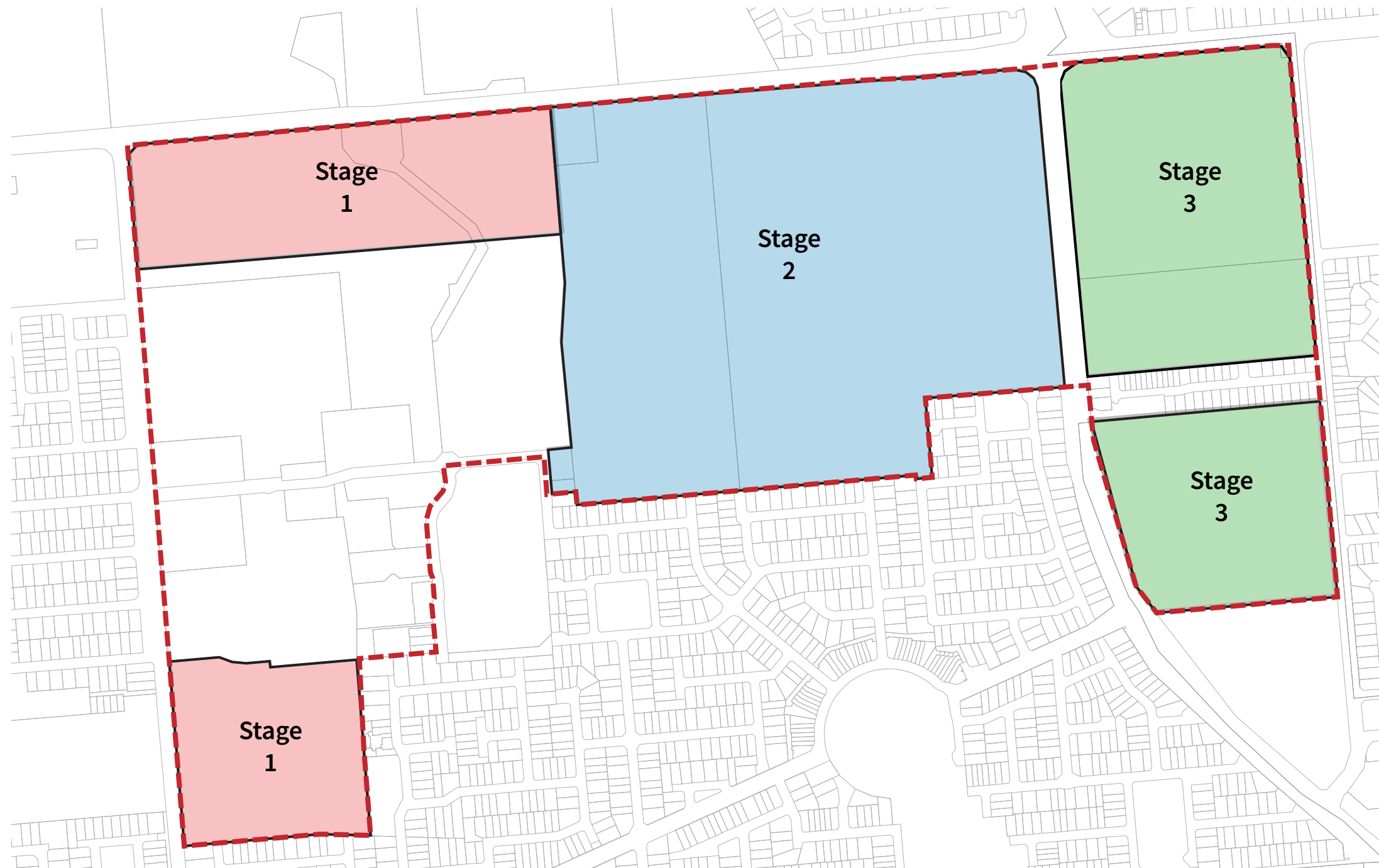
The division created by Sudholz Road and ‘The Walk’ development mean that the SAHMRI site and the TAFE SA site can be developed separately, should they ever become available for development.

In summary, our suggested release staging (refer to Figure 22) is as follows:

- **Stage 1:** Former Oakden Older Personal Mental Health Facility site
- **Stage 1:** Former Hillcrest Hospital site
- **Stage 2:** Strathmont Centre site
- **Stage 3:** SAMHRI site
- **Stage 3:** TAFE SA site



Figure 22 Possible Sequencing of Land Release



### 6.2.3 Timing of Release

The major land and housing development project in the locality, Lightsview, is expected to be completed in the next 2 to 3 years. Accordingly, the release of the first land parcel within Oakden and Gilles Plains Structure Plan area is likely to be welcomed by the market in the next 12 months. This would provide time for sales negotiations, concept formulation, planning processes, engineering design and approval, and civil construction works to occur over the following 12 to 24 months and provides a timely replacement to the Lightsview land and housing supply.

The timing of any subsequent release(s) is likely to be driven by the requirements of individual landowners. However, assuming the two smallest parcels (Former Oakden Older Personal Mental Health Facility site and Former Hillcrest Hospital site) are released in the near term, the larger Strathmont Centre site could be expected to be required by the market in about 3 to 4 years time, while the SAMHRI and TAFE SA sites could be withheld for a decade or more.

### 6.2.4 Coordinated Delivery of Infrastructure

There are merits to the coordinated delivery of land and infrastructure across the Structure Plan area to make best use of the underlying or latent potential associated with land, buildings and infrastructure. This may require additional controls to be put in place and a central coordinated delivery of infrastructure are discussed below.

Infrastructure schemes are prescribed in the Planning, Development and Infrastructure Act 2016 and may take the form of a basic infrastructure scheme or general infrastructure scheme. Basic infrastructure schemes are used for the provision of basic infrastructure that will support, service or promote significant development within a designated growth area. General infrastructure schemes are used for the provision of essential infrastructure to facilitate significant development or urban renewal. Infrastructure schemes are appropriate where there are multiple land owners to ensure that infrastructure is fully costed and fairly distributed to landowners and staged with development. The process provides certainty for governments, developers, landowners and the community about the costs, timing and delivery of infrastructure. Such an approach attracts costs in governance and coordination that should be balanced with the overall benefits of the scheme.

Precinct Planning is prescribed in the Urban Renewal Act 1995 and enables an area to be declared as a precinct and a precinct authority to be appointed. The precinct authority acts with some of the responsibilities of the council and state government. This approach relies upon a partnership between a range of stakeholders for the coordinated delivery of



infrastructure and attracts complex governance requirements and can involve a long timeframe for establishment.

Where a smaller number of landowners are involved, other less complex mechanisms may be appropriate such as off-set schemes, development approvals and conditions, land management agreements, infrastructure agreements and separate rates that could be employed in delivery of infrastructure.

### 6.3 Statutory Framework

#### 6.3.1 Policy Considerations

The Structure Plan for Oakden and Gillies Plains envisages the delivery of a number of land uses across the site, but most particularly is seeking the following:

- Residential development across the majority of the Structure Plan area, incorporating a diversity of housing forms and including affordable housing;
- Activity Centre as a focus for convenience/daily/weekly shopping, commercial and community services;
- Capacity to deliver recreation, open space and education facilities as may be required by the incoming population;
- Retention and expansion of the institutional function of James Nash House as required by the State Government;
- Retention of the commercial and mixed use capabilities of land around Hilltop Drive but also providing for greater land use flexibility and increased residential development capability;
- Protection of the continuation of lawful non-residential uses across the Structure Plan area; and
- Provision for residential, commercial or mixed use capability on the surplus Hillcrest Hospital site north of James Nash House, reflecting the fact this land could be successfully developed for residential purposes but might also be used for non-residential purposes.

In terms of scale and density, there is an opportunity to seek increased heights and densities for both residential and commercial development to make the most of increasingly scarce land availability within 10km of the CBD. That said, sensitive interfaces with existing residential communities should be managed through appropriate policy refinements.

Other policy considerations will include noise and air emission mitigation, buffers, tree protections, movement linkages, and open space provision, location and function.

#### 6.3.2 Rezoning Recommendations

The State Planning Commission has released Phase Two and Phase Three of the Planning and Design Code for public consultation on 01 October 2019.

Consultation on the proposed zones closes on 28 February 2020 and the Code will become operational in 2021.

The Planning and Design Code will replace all 72 Development Plans to become the single source of planning policy for assessing development applications across the state.

The Oakden and Gilles Plains Structure Plan area is proposed to be converted to the [Suburban Greenfield Neighbourhood Zone](#) and the [Suburban Activity Centre Zone](#).

These zones are considered to be consistent with the outcomes proposed by the Structure Plan.

For those areas proposed to be zoned the Greenfield Suburban Neighbourhood Zone, the following comments are made about the proposed zoning approach:

- It is simpler, requiring only one zone to cover the areas

currently zoned for residential development and mixed-use;

- It captures both low and medium density residential development in its primary intent (keeping in mind that discussions in relation to the numeric metrics with the Department of Planning, Transport and Infrastructure (DPTI) is required ensure that appropriate size and scaled developments can be achieved in this location; and
- It provides for flexibility in the siting and design of any activity centre by avoiding the inflexibility created by a zone boundary between a residential zone and a separate activity centre zone.

The existing Oakden mixed use zones provide for a range of community facilities including recreation facilities, hotel and other businesses, and supported accommodation. These uses are contemplated by the Greenfield Suburban Neighbourhood Zone and supports a range of residential, recreational, community services and other land uses that provide for a growing community and create a convenient place to live.

The existing Gilles Plains TAFE SA site which is currently in a District Centre Zone will transition into a Suburban Activity Centre Zone which allows for non-residential activities such as shops, offices, community facilities and tourist accommodation. This zone also permits housing in conjunction with non-residential uses.

The transition of existing Development Plan policy into the Planning and Design Code will provide a variety of residential development options at low and medium densities. Other benefits include:

- Provide residential development opportunities in areas previously not zoned for housing.

- Encourage new land uses including community facilities and recreational areas.
- Support small-scale complementary non-residential activities such as shops or offices.
- Enable a performance and merit based assessment in relation to proposals to expand established institutional activities.
- Transition existing educational facilities to an appropriately flexible zone.

Overall, the proposed zoning will be reviewed in the context of the land sale program.



Figure 23 Oakden and Gilles Plains Structure Plan

## TOOLS FOR DELIVERING INFRASTRUCTURE



Figure 24 Proposed Zoning

