

Development Plan Amendment

By the Council

Mitcham (City) Growth Precincts Development Plan Amendment



For Consultation

Table of Contents

HAVE YOUR SAY	1
EXPLANATORY STATEMENT	2
Introduction	2
Need for the Amendment	3
Statement of Intent.....	3
Affected Area.....	4
Summary of Proposed Policy Changes	9
Legal Requirements	11
Consultation	11
The Final Stage.....	17
ANALYSIS	18
1. Background.....	18
1.1 Spatial Vision for the City of Mitcham & Structure Plans	18
2. The Strategic Context and Policy Directions	19
2.1 Consistency with the Planning Strategy	19
2.2 Consistency with other key strategic policy documents	20
2.2.1 Council's Strategic Directions Report	20
2.2.2 Mitcham 2017 – 2027 Let us build for posterity	21
2.2.3 City of Mitcham Integrated Transport Plan Beyond 2020 'Short term actions. Long term vision' (Prepared by InfraPlan in 2017).....	21
2.3 Current Ministerial and Council DPAs	22
2.4 Existing Ministerial Policy.....	23
3. Investigations.....	24
3.1 Investigations undertaken prior to the SOI	24
3.2 Investigations undertaken to inform this DPA.....	24
3.3 Demographics / Growth	24
3.4 Review of Residential Strategy (2014)	26
3.4.1 Existing market and demographic influences	27
3.4.2 Projected future trends / demand	28
3.4.3 Potential for a supply / demand imbalance for higher-density housing in particular	28
3.4.4 Development potential & character	28

3.4.5 Impact on Heritage / Character	29
3.4.6 Site suitability (size of sites).....	29
3.4.7 Dwelling Yields	29
3.5 Site contamination where more sensitive uses proposed	30
3.6 Bushfire risk & emergency services review (where applicable)	30
3.7 Projected over-flow activity / demand from Tonsley Innovation Precinct	30
3.8 Review of Retail Activity Centres.....	30
3.9 Physical and Social Infrastructure.	31
3.9.1 Traffic / Movement / Road Network / Car Parking.....	31
3.9.2 Stormwater and Flooding	32
3.9.3 Utilities (i.e. gas, water, electricity, telecommunications)	33
3.9.4 Social Infrastructure	33
3.10 Structure Plans	33
3.11 Proposed Development Plan Zones	34
4. Recommended Policy Changes	35
5. Consistency with the Residential Code	37
6. Statement of Statutory Compliance.....	37
6.1 Accords with the Planning Strategy	38
6.2 Accords with the Statement of Intent	38
6.3 Accords with other parts of the Development Plan.....	38
6.4 Complements the Policies in the Development Plans for Adjoining Areas	38
6.5 Accords with Relevant Infrastructure Planning	38
6.6 Satisfies the requirements Prescribed by the Regulations	39

REFERENCES / BIBLIOGRAPHY

SCHEDULE 4A CERTIFICATE

APPENDICES

Appendix A: Spatial Vision for the City and Precinct Structure Plans.

Appendix B: Spatial Summary of Zone and Policy Area Amendments.

Appendix C: Assessment of Planning Strategy

THE AMENDMENT

HAVE YOUR SAY

This Development Plan Amendment (DPA) will be available for inspection by the public during normal business hours at:

- City of Mitcham Civic Centre, 131 Belair Road, Torrens Park;
- Mitcham Library, 154 Belair Road, Hawthorn;
- Blackwood Library, 215 Main Road, Blackwood; and
- electronically at www.mitchamcouncil.sa.gov.au.

from Thursday, 3 October 2019 until Thursday, 28 November 2019.

Printed copies are also available for purchase at a cost of \$20.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to PO Box 21, Mitcham Shopping Centre, Torrens Park, SA, 5062 or mitcham@mitchamcouncil.sa.gov.au. Alternatively, feedback forms can be completed at www.mitchamcouncil.sa.gov.au

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. A meeting is scheduled to be held on Tuesday, 3 December 2019 at 7pm at City of Mitcham Civic Centre, 131 Belair Road, Torrens Park. However, if there are no requests to be heard, the public meeting will not be held.

EXPLANATORY STATEMENT

INTRODUCTION

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

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- an Explanatory Statement (this section)
- analysis, which may include:
 - background information
 - investigations
 - recommended policy changes
 - statement of statutory compliance
- references/bibliography
- certification by Council's Chief Executive Officer
- appendices
- the amendment.

Implications of the New Planning and Design Code

A new planning system is currently being introduced into South Australia. The new Planning, Development and Infrastructure Act 2016 (PDI Act) is being introduced in stages. The Planning and Design Code is the cornerstone of the new planning system, it consolidates the planning rules contained in South Australia's 72 Development Plans into one rulebook. In this regard the Mitcham City Development Plan will be superseded by the new Planning and Design Code in the middle of 2020.

Council is in the transition between the two pieces of legislation. This DPA, being undertaken by Council, is being prepared and consulted on under the *Development Act 1993* to amend Council's current Development Plan.

Existing zones in the current Development Plan will be transitioned to the equivalent zone in the Planning and Design Code (i.e. the nearest equivalent zone in the Planning and Design Code may have a different name and slightly different content to the existing zone in the Development Plan, but should maintain policy intent). In regard to the policy changes proposed in this DPA, all changes utilise existing zones within the current Development Plan with some local policy adaptation. If the DPA is approved by the Minister for Planning, the intent of the policy changes will be transitioned across into the new Planning and Design Code, utilising the

nearest equivalent zone compared to those in the current plan. Potentially local policy additions attaching to a current zone may be transitioned into a subzone.

It should be noted that Phase 2 and 3 in the development of the new Planning and Design Code is also currently undergoing consultation pursuant to the PDI Act. At this stage the changes proposed in this DPA are not incorporated into the draft Code. As indicated above, if the DPA is approved, these will later be transitioned into the Code.

Refer to the SA Planning Portal at saplanningportal.sa.gov.au for more information.

NEED FOR THE AMENDMENT

Council submitted a Strategic Investigations and Development Plan Amendments (DPAs) programme in its 2013-2018 Section 30 Review / Strategic Directions Report (SDR) Agreement.

The SDR sought to promote the Planning Strategy for South Australia by:

- progressing Heritage DPA (completed) and Watercourse DPA (withdrawn) as priorities, and
- focussing further investigations on opportunities in key activity centres, corridors and regeneration areas, in tandem with a Council-wide Residential DPA.

Investigations commenced with a review of Council's Residential Strategy (2014); publication of a Retail Activity Centres Strategic Directions Review (2014); and a baseline study for the Residential Yield Analysis (2015).

During this time, Council also provided input into the Draft Southern Adelaide Corridor Directions Paper (2015) and the Ministerial Existing Activity Centres Policy Review DPA (2016).

The assent of the *Planning, Development and Infrastructure Act 2016* (PDI Act) and an update to the 30-Year Plan for Greater Adelaide (2017) has since prompted Council to review the spatial application of Council's Strategic Management Plan (SMP). This work will aid the effective and orderly transition of Council's Development Plan to the new Planning and Design Code by 1 July 2020.

Council's Spatial Vision identifies (refer to **Appendix A**):

- areas where opportunities for significant change should be investigated (i.e. growth precincts);
- the strategic outcomes for these precincts;
- key strategic connections and movement corridors;
- areas where small-scale, incremental change is anticipated; and
- areas where no change is anticipated.

STATEMENT OF INTENT

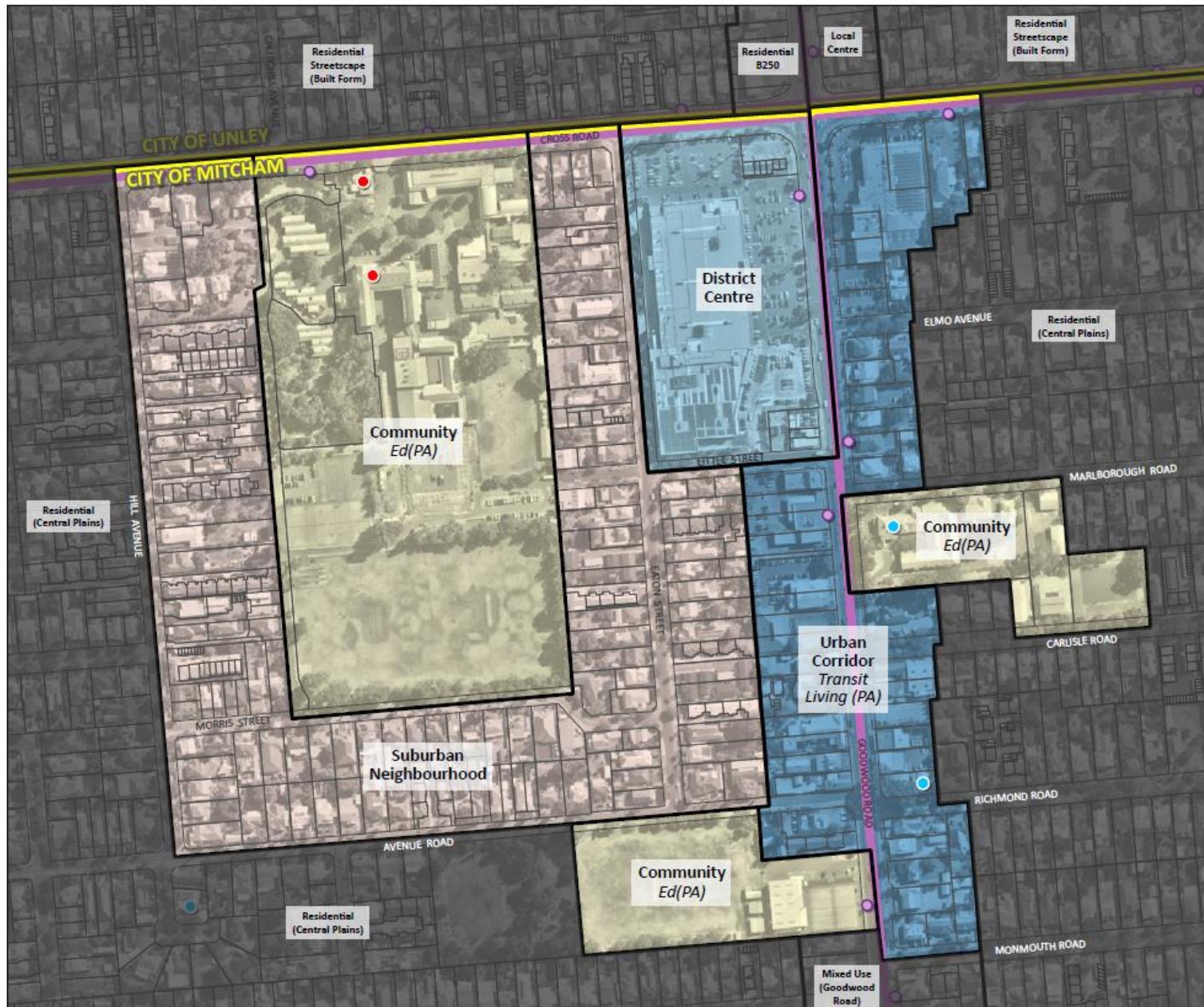
The Statement of Intent associated with this DPA was endorsed by the City of Mitcham in February 2019. The Minister for Planning subsequently endorsed a modified version of the Statement of Intent in May 2019. The modified version excludes the South Road Corridor and Flinders and St Marys Precinct from the DPA investigations.

AFFECTED AREA

The DPA affects following Precincts:

- Goodwood and Cross Roads Precinct at Cumberland Park / Westbourne Park;
- Belair Road Centre Precinct at Hawthorn / Kingswood / Torrens Park / Lower Mitcham;
- Goodwood and Daws Roads Precinct at Melrose Park / Daw Park / Pasadena / Panorama; and
- Blackwood Centre Precinct at Blackwood.

Additional summary maps are contained in **Appendix B**.



LEGEND

- Proposed Zone Boundary
- State Heritage Item
- Local Heritage Item
- Development Plan Boundary
- Cadastre
- Bus Stop
- Bus Route

1:4,000 @ A4
0 50 100m

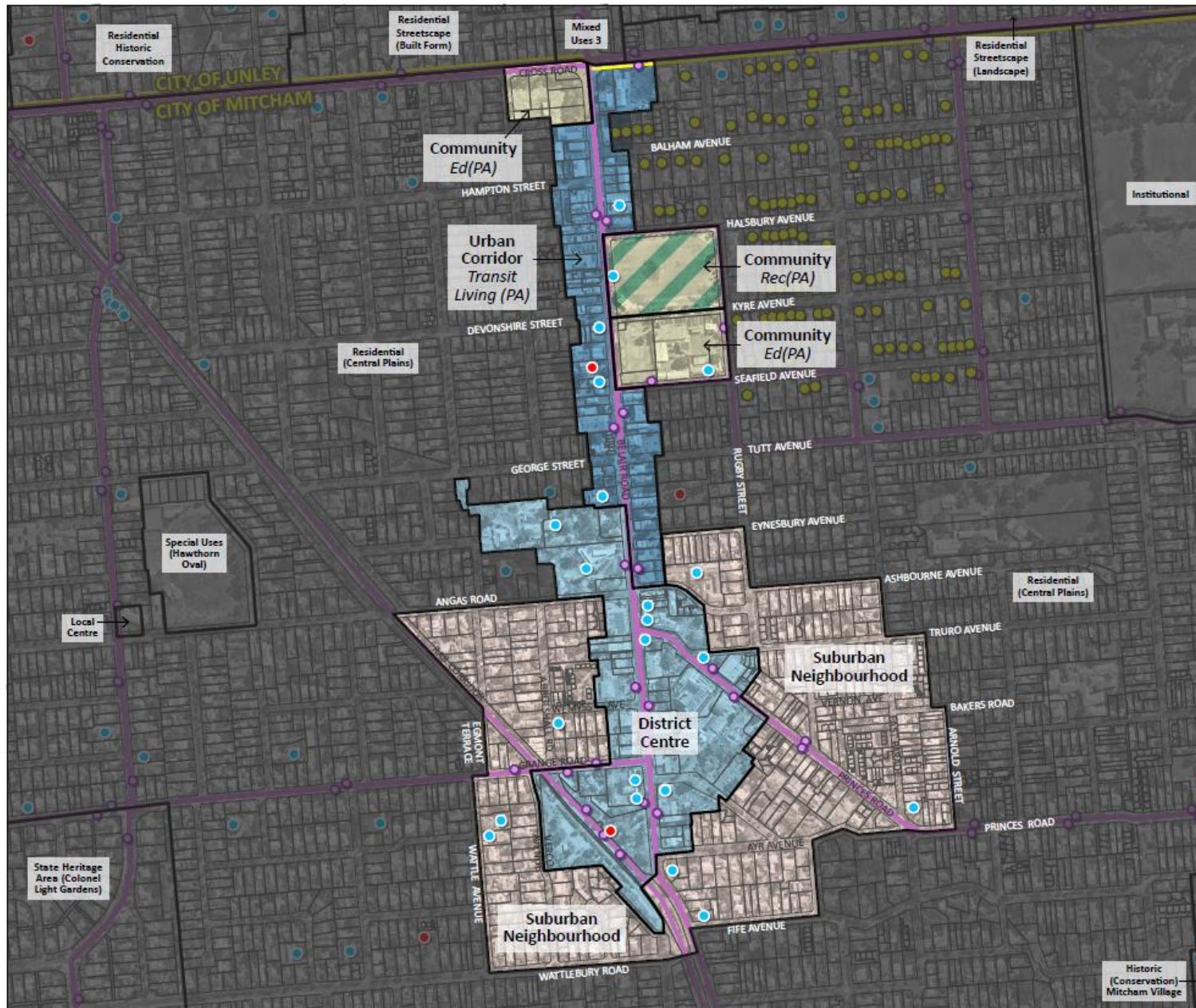
Goodwood and Cross Roads Growth Precinct

PROPOSED ZONING

Mitcham Growth Precincts DPA

JOB REF. 19ADL-0032
PREPARED BY. MP
DATE. 24.08.19
REVISION. 2
DATA SOURCE. City Development Plan nearmap (28.03.19)





LEGEND

- Proposed Zone Boundary
- State Heritage Item
- Local Heritage Item
- Contributory Heritage Item
- Development Plan Boundary
- Cadastral
- Bus / Train Stop
- Bus / Train Route

1:9,000 @ A4
0 150 300m

Belair Road Centre Growth Precinct

PROPOSED ZONING

Mitcham Growth Precincts DPA

JOB REF. 19ADL-0032
PREPARED BY. MP
DATE. 26.08.19
REVISION. 3
DATA SOURCE. City Development Plan nearmap (28.03.19)





LEGEND

- Proposed Zone Boundary
- State Heritage Item
- Local Heritage Item
- Cadastre
- Bus Stop
- Bus Route

1:9,000 @ A4
0 125 250m

*Goodwood and
Daws Roads
Growth Precinct*

PROPOSED ZONING

Mitcham Growth Precincts DPA

JOB REF.	19ADL-0032
PREPARED BY.	MP
DATE.	26.08.19
REVISION.	4

DATA SOURCE. City Development Plan
nearmap (28.03.19)





LEGEND

- Proposed Zone Boundary
- State Heritage Item
- Local Heritage Item
- Cadastre
- Bus / Train Stop
- Bus / Train Route

1:8,000 @ A4
0 125 250m

Blackwood Centre Growth Precinct

PROPOSED ZONING

Mitcham Growth Precincts DPA

JOB REF. 19ADL-0032

PREPARED BY. MP

DATE. 04.09.19

REVISION. 4

DATA SOURCE. City Development Plan
nearmap (28.03.19)



SUMMARY OF PROPOSED POLICY CHANGES

The spatial changes to the Development Plan Zones are illustrated by the maps under the heading “Affected Area”, as well as the supplementary maps in **Appendix B**.

At a Zone, level, the following Zones are proposed to be introduced and/or amended:

- Suburban Neighbourhood Zone;
- Urban Corridor Zone;
- Mixed Use Zone;
- Community Zone; and
- District Centre Zone.

The DPA proposes the following changes in particular:

- Within the General / Council Wide section:
 - update explanatory statement associated with Objective 18 to include refer to Suburban Neighbourhood Zone and the Urban Corridor Zone.
 - introduce a new Objective and Principle of Development Control that refers to required stormwater detention and retention outcomes.
 - update Community Facility PDC 111 and 115 to ensure consistency with zone provisions.
 - update Commercial Development PDC 120 to ensure consistency with zone provisions.
- Within the Goodwood and Cross Road Precinct:
 - rezoning a portion of Residential (Central Plains) Zone (Policy Areas 8 and 11) to Suburban Neighbourhood Zone;
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 8) at Cabra Dominican College to Community Zone (Education Policy Area); and
 - rezoning a portion of the Mixed Use (Goodwood Road) Zone to Urban Corridor Zone (Transit Living Policy Area).
 - rezoning Westbourne Park Primary School and associated recreation facilities – Residential (Central Plains) Zone (Policy Areas 8 and 9) to Community (Education Policy Area) Zone.
- Within the Belair Road Centre Precinct:
 - rezoning portion of the Residential (Central Plains) Zone (Policy Area 8) to extend the District Centre Zone;

- rezoning a portion of Residential (Central Plains) Zone (Policy Areas 8, 9, 11) to Suburban Neighbourhood Zone;
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 9) at Mitcham Girls High School to Community Zone (Education Policy Area);
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 9) at Walford Parks Playing Fields to Community Zone (Education Policy Area);
 - rezoning the Special Uses Zone at Kingswood Oval to Community Zone (Recreation Policy Area); and
 - rezoning the Mixed Use (Belair Road) Zone and a Local Centre to Urban Corridor Zone (Transit Living Policy Area).
- Within the Goodwood and Daws Road Precinct:
 - adaptation of the Mixed Use Zone that currently applies to the site of the Repatriation General Hospital to place the site within a policy area, giving rise to the Mixed Use Zone (Repatriation General Hospital Policy Area). The new policy area will accommodate existing provisions unique to this site, whereas policies operating at zone level are to become more standardised by aligning them with the South Australian Planning Policy Library (SAPPL);
 - rezoning the Institutional Zones at Springbank College and Centennial Park Cemetery to Community Zone (with the Education Policy Area in respect to the College);
 - rezoning the remainder of the Institutional Zone in the Precinct to Mixed Use Zone;
 - rezoning Light Industry Zone to Mixed Use Zone and Suburban Neighbourhood Zone;
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 8) to Suburban Neighbourhood Zone and Mixed Use Zone;
 - extending and rezoning the Neighbourhood Centre Zone to a District Centre Zone; and
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 10) to Suburban Neighbourhood Zone.
 - Within the Blackwood Centre Precinct:
 - rezoning the Commercial (Main Road) Zone to Mixed Use Zone;
 - rezoning a portion of the Commercial (Coromandel Parade) Zone to Mixed Use Zone, and extending the Mixed Use Zone into the Residential (Hills) Zone;
 - rezoning a portion of the Commercial (Coromandel Parade) Zone to District Centre;
 - rezoning the Residential (Blackwood Urban) Zone to Suburban Neighbourhood Zone, Mixed Use Zone and District Centre Zone;
 - rezoning portions of the Residential (Hills) Zone to Suburban Neighbourhood Zone;
 - introducing minor expansions to the Mixed Use Zone and District Centre Zone.

- making “local additions” to a number of the policies within the proposed zones to reflect the circumstances of the precincts and specific requirements for guiding appropriate development.
- development Plan Maps
 - Consequential amendments to a number of maps in the Development Plan to reflect the new zoning.

LEGAL REQUIREMENTS

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

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

- accords with the Planning Strategy;
- accords with the Statement of Intent;
- accords with other parts of council’s Development Plan;
- complements the policies in Development Plans for adjoining areas;
- accords with relevant infrastructure planning; and
- satisfies the requirements prescribed by the *Development Regulations 2008*.

CONSULTATION

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be consulted:

Government Agencies

- Country Fire Service
- Department of the Premier and Cabinet
- Department for Communities & Social Inclusion
- Department for Education
- Department for Planning Transport & Infrastructure
- Department for Environment and Water
- Department for Health and Wellbeing
- Department for Trade, Tourism and Investment
- Disability SA
- Environmental Protection Agency

- Metropolitan Fire Service
- Multicultural SA
- NRM Adelaide & Mt Lofty Ranges
- Office for Design & Architecture
- Ranger in Charge Adelaide & Central Hills, NRM Adelaide & Mt Lofty Ranges
- Renewal SA
- SA Police Department
- State Emergency Service SA - Metro South
- State Heritage Unit (DEW)

Preliminary consultation has also occurred with the following key stakeholders:

Community / Business Groups

- Apex Blackwood
- Bedford Park Residents Association
- Birksgate Residents Association Inc
- Blackwood & Belair District Community Association
- Blackwood Action Group
- Blackwood Business Network
- Blackwood Community Buzz
- Brownhill Creek Association
- CLG Residents Association
- Colonel Light Gardens Historical Society
- Colonel Light Gardens Residents Association
- Coromandel Valley Community Association
- Friends of Belair National Park
- Friends of Belair Station
- Friends of Blackwood Forest Recreation Park
- Friends of Blackwood Hill Reserve
- Friends of Brownhill Creek
- Friends of Carrick Hill Inc
- Friends of Gamble Garden
- Friends of Old Government House
- Friends of Shepherds Hill Recreation Park
- Friends of Sturt Gorge Recreation Park
- Friends of Urrbrae House
- Friends of Urrbrae Wetland
- Friends of Waite Arboretum
- Friends of Waite Conservation Reserve
- Friends of Warriparinga / Laffers Triangle
- Green Army

- Kaurna Aboriginal Community & Heritage Association Inc
- Kiwanis Club of Mitcham
- Lions Club of Blackwood
- Lions Club of Mitcham
- Melrose Daw Park Community Association Inc
- Mitcham Historical Society
- Panorama Clapham Community Group
- Rotary Club - Blackwood
- Rotary Club - Brownhill Creek
- Rotary Club - Coromandel Valley
- Rotary Club - Mitcham
- Southern Business Connections
- Springfield Estate Residents Association
- Totally Locally Blackwood
- Waite Neighbourhood Residents Association Inc

Schools / Universities

- Adelaide University
- Adelaide University, Adjunct Professor of Natural Resources Science
- Australian Science & Mathematics School
- Belair Jean Bonython Kindergarten
- Belair Primary School
- Bellevue Heights Primary School
- Blackwood High School
- Blackwood Kindergarten
- Blackwood Primary School
- Cabra Dominican College
- Catholic Education Office
- Clapham Primary School
- Clarence Gardens Kindergarten
- Colonel Light Gardens Primary School
- Coromandel Valley Kindergarten
- Coromandel Valley Primary School
- Cumberland Preschool Kindergarten
- Eden Hills Kindergarten
- Eden Hills Primary School
- Edwardstown Primary School
- Flinders University
- Hawthorndene Kindergarten
- Hawthorndene Primary School
- Margaret Lohmeyer Kindergarten
- Mercedes College
- Mitcham Girls High School
- Mitcham Preschool Centre

- Mitcham Primary School
- Mitcham Village Kindergarten
- Netherby Kindergarten
- Pasadena High School
- Pasadena Kindergarten
- Scotch College
- St Bernadette's School
- St James' Park Kindergarten
- St John's Grammar School - Junior
- St John's Grammar School - Secondary
- St Joseph's School Kingswood
- St Peters Lutheran School
- St Therese School
- University of Adelaide Waite Campus
- Unley High School
- Urrbrae Agricultural High School
- Westbourne Park Primary School

Church Groups

- All Hallows Church Blackwood
- All Saints Anglican Church, Colonel Light Gardens
- Belair Uniting Church
- Blackwood Catholic Parish
- Blackwood Hills Baptist Church Inc.
- Blackwood Uniting Church
- Church of Christ - Blackwood
- Church of Christ - Colonel Light Gardens
- Church of Christ - Hawthorn
- ClearVision Church
- Colonel Light Gardens Uniting Church
- Cumberland Christadelphian Ecclesia Inc.
- Eden Hills Uniting Church
- Edwardstown Baptist Church
- Edwardstown Catholic Church
- Hawthorn Uniting Church
- Holy Innocents Anglican Church
- Jehovah's Witnesses - Edwardstown
- Maronite Church
- Melrose Park Seventh Day Adventist Church
- Mitcham Baptist Church
- Mitcham Village Uniting Church
- Our Lady of Dolours Catholic Church
- Southland Vineyard Church
- St Anthony's Catholic Parish
- St Bernadette's Catholic Church

- St Columba's Anglican Church Inc
- St Francis of Assisi Church
- St Marys Anglican Church
- St Michaels Anglican Church Mitcham
- St Peters Lutheran Church
- St Therese Church
- The Church in Adelaide
- The Hills Christian Family Centre
- The Monastery
- Trinity Baptist Church, CLG
- Trinity Lutheran Church, Pasadena
- Westbourne Park Uniting Church

Other

- ACH Group
- Active Ageing Australia
- Adrian Brien Automotive
- Aged Care Alternatives (Resthaven)
- Aldi Stores
- Australian Institute of Architects (SA)
- Australian Institute of Landscape Architects (SA)
- BEACON Emergency Relief Service
- Bedford Group
- Bendigo Bank
- Blackwood Hills Circle of Friends
- Blackwood Hills VIEW Club
- Blackwood Reconciliation Group
- Brown Hill Keswick Creek Stormwater Project
- Bunnings
- Centennial Park
- Chapley Group – Foodland Pasadena
- Colebrook Tji Tji Tjuta
- Comace
- Cornes Toyota
- Coromandel Social Links
- Coromandel Valley & Districts National Trust
- Daw House Hospice Foundation
- ECH Home Services South
- Ekistics
- Flinders Medical Centre
- Flinders Private Hospital
- Future Urban Group
- GIC
- Greening Australia (SA)
- Harcourts VennMillar

- Intro
- Kaufland
- Lourdes Valley (Southern Cross Care)
- Meals on Wheels
- National Trust - Coromandel Valley Branch
- National Trust - Head Office
- Natural Heritage Officer, National Trust SA
- Picket Fence
- Planning Institute of Australia (SA)
- Project Manager Service Development, ECH
- Property & Consulting
- Property Council of Australia (SA)
- Returned and Services League (RSL)
- Smallacombe Real Estate
- Solitaire Automotive Group
- Sturt Upper Reaches Landcare Group
- Taplin Group
- Trees for Life
- Trinity Place
- Urban Development Institute of Australia (UDIA)
- Urrbrae House Historic Precinct
- Urrbrae Wetlands
- Watiparinga Reserve Management Committee
- Zonta Club of Adelaide Hills

Additional Consultation Processes

This DPA is now released for formal agency and public consultation. This will involve:

- a notice in the Government Gazette;
- a notice in the Advertiser Newspaper;
- a notice in Messenger Press publication;
- community information briefings;
- The scheduling of a public meeting at which any interested person may appear to make representations on the proposed amendment; and
- notices to the owners or occupiers of any land that is subject to or adjacent to the affected area of the proposed amendment.

All written submissions made during the consultation phase will be considered and summarised. Submissions will be made available for public view at Council's offices from the close of the public consultation process until the public meeting. Subsequent changes to the DPA may occur as a result of this consultation process.

THE FINAL STAGE

When the council has considered the comments received and made any appropriate changes, a report on this (the *Summary of Consultations and Proposed Amendments* report) will be sent to the Minister.

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

ANALYSIS

1. BACKGROUND

Council submitted an ambitious Strategic Investigations and Development Plan Amendments (DPAs) programme in its 2013-2018 Section 30 Review / Strategic Directions Report (SDR) Agreement.

The SDR sought to promote the Planning Strategy for South Australia by:

- progressing the Heritage DPA (completed) and the Watercourse DPA (withdrawn) as priorities; and
- focussing further investigations on opportunities in key activity centres, corridors and regeneration areas, in tandem with a Council-wide Residential DPA.

Investigations commenced with a review of Council's Residential Strategy (2014); publication of a Retail Activity Centres Strategic Directions Review (2014); and a baseline study for the Residential Yield Analysis (2015).

During this time, Council also provided input into the Draft Southern Adelaide Corridor Directions Paper (2015) and the Ministerial Existing Activity Centres Policy Review DPA (2016).

The assent of the *Planning, Development and Infrastructure Act 2016* (The Act) and an update to the 30-Year Plan for Greater Adelaide (2017) has since prompted Council to review the spatial application of Council's Strategic Management Plan (SMP). This work will aid the effective and orderly transition of Council's Development Plan into the new Planning and Design Code by 1 July 2020.

1.1 SPATIAL VISION FOR THE CITY OF MITCHAM & STRUCTURE PLANS

Council has been working with the State Government and its community to understand and address the impacts of the new planning system on the City of Mitcham. This work has culminated in the Spatial Vision for the City and Precinct Structure Plans, which have been Council's focus for the past two years.

The Spatial Vision and Precinct Structure Plans (refer to **Appendix A**) help Council articulate its aspiration for the future look and feel of the City. They provide guidance for the City's future development – carefully balancing the need for investment, development and progress, alongside the lifestyle and character that local residents value.

The Spatial Vision for the City was developed using existing research and the knowledge and experience of Elected Members and Council staff. It identifies:

- five key precincts which have opportunity for significant investment, growth and change, being:
 - Flinders & St Marys Key Growth Precinct;
 - Goodwood & Daws Roads Key Growth Precinct;
 - Blackwood Centre Key Growth Precinct;
 - Belair Road Centre Key Growth Precinct; and
 - Goodwood & Cross Roads Key Growth Precinct.
- a set of desired outcomes to support and guide the development of each key precinct;

- key connections to, from and within the City;
- areas for small-scale development and gradual change within the City;
- areas of the City that should be restricted from further development; and
- residential areas with identified special character.

Following the development of the Spatial Vision for the City, key precinct structure plans were developed through a collaborative process between the community and Council. The structure plans provide a high-level overview of how the key precincts might change over the long term, including:

- which areas might support land uses that are different to those that currently exist;
- where further growth or intensification of existing land uses might be appropriate;
- locations where improvements to public spaces and places might best be focused;
- where change is required to better manage transport, traffic and parking; and
- where cycling and pedestrian networks could be improved or established.

The precinct structure plans were developed at a highly conceptual level and do not specify zones or firm boundaries, rather they indicate anticipated land uses for different areas. One critical role of the structure plans is that they form the basis for proposed changes to planning zones within the key growth precincts.

In February 2019, Council endorsed the Spatial Vision for the City and structure plans for the five key growth precincts.

In recognition of ongoing Department of Planning, Transport and Infrastructure investigations, the South Road Corridor and Flinders and St Marys Precinct were excluded from the Statement of Intent by the Minister for Planning and Development.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 CONSISTENCY WITH THE PLANNING STRATEGY

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

The *30-Year Plan for Greater Adelaide 2017 Update* is the relevant volume of the Planning Strategy for this DPA.

The DPA, which seeks to facilitate significant growth in residential and non-residential development in close proximity to public transport options, is considered to support the targets of the Planning Strategy as contained within **Appendix C**.

2.2 CONSISTENCY WITH OTHER KEY STRATEGIC POLICY DOCUMENTS

2.2.1 Council's Strategic Directions Report

While this DPA was not contemplated by Council's Strategic Directions Report in 2014, it is not inconsistent with the intent of the report. This Statement of Intent was agreed to by the Minister for Planning 14 May 2019.

Council's 2013-2018 Section 30 Review / Strategic Directions Report (SDR) was approved by the delegate for the Minister for Planning in February 2014.

The SDR included the following work program:

Focus	DPA Status / Comment
Watercourse DPA	2015 - Lapsed whilst awaiting flood plain mapping data from Brownhill Keswick Creek Stormwater Management Plan. This project is scheduled for review in 2019.
Heritage DPA	2015 - DPA Consolidated (19 February)
Activity Centres and Corridors – Mixed Use Development DPA	2014 - Review of Council's Residential Strategy 2014 - Retail Activity Centres Strategic Directions Review Now incorporated into the local area planning project.
Residential	2014 - Review of Council's Residential Strategy
1. Regeneration Areas 2. Council wide	2015 - Baseline Study for the Residential Yield Analysis Now incorporated into the local area planning project.
Open Space and Urban Design	This project is scheduled for review in 2019.
SA Planning Policy Library Conversion	Some SAPPL modules have been incorporated through Council and Ministerial DPA's. It is expected a full conversion will not be undertaken until the transition to the Planning and Design Code in July 2020.
Waite Research / Education Precinct	This project is scheduled for review in 2019.

The assent of the *Planning, Development and Infrastructure Act 2016* (The Act) and an update to the 30-Year Plan for Greater Adelaide (2017) has prompted Council to undertake other projects (including this DPA) as a priority over some of the listed projects.

This work will aid the effective and orderly transition of Council's Development Plan to the new Planning and Design Code by 1 July 2020.

2.2.2 City of Mitcham Strategic Management Plan 2017 – 2027 Let us build for posterity

Council's Strategic Management Plan 2017-2027 is a long term plan for what the City of Mitcham will look like. It is a high-level document which sets a clear vision and desired objectives for the City and outlines how Council and the community will work towards achieving these outcomes.

The Strategic Management Plan comprises four goal areas:

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

Sitting beneath each goal is a set of objectives which describe what the City wants to achieve. Objectives considered particularly relevant to this DPA include:

- Objective 1.5: Our community has a choice of housing and lifestyle options in locations with easy access to public transport, parks, local shops, service and educational institutes.
- Objective 3.1: We have attractive and vibrant precincts, places and spaces, supported by a variety of quality community facilities and retail, commercial and residential development.
- Objective 3.5: We foster and support emerging and established businesses, entrepreneurs and innovators to grow and prosper.
- Objective 4.4: We have neighbourhoods that are well designed, sustainable, liveable and complement their local character.

The Strategic Management Plan is currently being reviewed and will be on community consultation during October and November 2019.

2.2.3 City of Mitcham Draft Integrated Transport Plan Beyond 2020 'Short term actions. Long term vision' (Prepared by InfraPlan in 2017)

The aim of this plan is to guide future investment in the transport network for all modes, and to address existing and emerging transport challenges.

Even with good access to public transport throughout Mitcham (88.9% of residents live within 400m of a bus stop, and 43.3% of residents live within 800 metres of a train station), responses to the Infraplans survey on transport use revealed that 42% of daily trips are still done by car. A further 38% of those surveyed use their car several times a week. This dwarfs the numbers relating to public transport use whereby daily use accounts for only 6% of respondents, while 20% use public transport several times a week, and 19% once a week. With non-motorised transport, 25% reported cycling or walking several times a week and 29% once a week. However, it is not known how many of these trips involve connecting to public transport or whether they comprise the entire trip.

A conclusion that can be drawn from these surveys is that the population of Mitcham does not display a heavy reliance on the use of public transport, notwithstanding the close proximity of these services.

However, the citizens surveyed by Infraplan did respond with a clear desire to see significant change in the quality and nature of transport infrastructure. These changes include a desire for improvement in parking capacity and road development, but are contradicted by the desire to 'reduce the community's reliance on cars'. In addition, the community has expressed significant concern with the State Government's management of public transport in respect to reliability, lack of patronage and consequential impact on the environment. In contrast there was little criticism of Council's role in the provision of cycling and pedestrian networks. In terms of transport connectivity, those surveyed sought better access to the CBD first, followed by access to district centres, followed by access to leisure and recreation destinations. This demonstrates that ease of access to work and shopping are of particularly high value to citizens, whereas leisure and recreation relate more to discretionary activity and variable transport preferences.

Infraplan expect growth to take place in clusters in Mitcham, centred around public transport systems and major arterial roads. Areas such as Blackwood, Goodwood Road and Belair Road will see the introduction of mixed-use developments, as well as activity centre development. Infill development can also be expected to occur in areas such as St Marys, Pasadena, Daw Park, Melrose Park, Cumberland Park, Clarence Gardens, Lower Mitcham, Clapham and Netherby.

This report also highlights that even with good access to public transport, Mitcham ranks 3rd to last on Metro councils' public transport usage (in front of Burnside and just ahead of Charles Sturt). Whilst there is resistance to the use of existing public transport services, proximity to these services will always improve patronage rates, as aging demographics become further entrenched, private transport costs increase, convenient access and parking tighten with urban densification, and environmental / public health concerns are more acutely understood. Accordingly, growth opportunities should continue to focus on convenient public transport access, while the management of those services obviously needs improvement to make their normal use more attractive.

2.3 CURRENT MINISTERIAL AND COUNCIL DPAS

This DPA has taken into account the following Ministerial and Council DPAs which are currently being processed:

Council DPAs	Response/Comment
Character Areas DPA (Although the Statement of Intent associated with this DPA has been endorsed by Council and submitted to the Minister for Planning, it is acknowledged that the Minister has not yet approved the Statement of Intent)	The Growth Areas DPA has no direct impact on sites affected by the Character Areas DPA. Nevertheless, the Growth Areas DPA does introduce policy that seeks to manage the transition of building heights at zone boundary interfaces where required.

Ministerial DPAs	Response/Comment
None	None

2.4 EXISTING MINISTERIAL POLICY

This DPA proposed changes to the following existing Ministerial policy (including subsequent updates to Ministerial policy adopted by DPTI / Minister via other approved DPAs, such as the City of Prospect Urban Corridor and Interface Policy Review DPA). Key South Australian Planning Policy Library Zones to be introduced into the Growth Areas DPA include:

- Urban Corridor Zone;
- Mixed Use Zone;
- Suburban Neighbourhood Zone;
- District Centre Zone; and
- Community Zone (including education and recreation policy areas).

3. INVESTIGATIONS

3.1 INVESTIGATIONS UNDERTAKEN PRIOR TO THE SOI

Investigations previously undertaken (prior to the preparation of a Statement of Intent) that will inform this DPA include the following:

- Local Area Planning Project, including:
 - Spatial Vision
 - Structure Plans for Growth Precincts
 - Community & Stakeholder Engagement Findings;
- Residential Strategy (2014);
- Retail Activity Centres Strategic Directions Review (2014);
- Baseline Study for the Residential Yield Analysis (2015); and
- Draft Integrated Transport Plan (2018).

3.2 ADDITIONAL INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

The Statement of Intent committed further investigations to fully inform this DPA. These investigations exist as standalone reports that are publicly available and comprise the following:

- Tonkin Stormwater and Flooding Investigation;
- Tonkin Transport Review;
- Tonkin Infrastructure Services Review;
- Property and Advisory Review Mitcham Retail Activity Centres Strategic Directions Update;
- URPS Document Review;
- URPS Demographic Review; and
- URPS Social Infrastructure Review.

3.3 DEMOGRAPHICS / GROWTH

A report prepared by URPS analysing the demographic and population projections for The City of Mitcham has focused on trends relating to three key subject areas, these being:

- population and age groups;
- change in household size; and
- allotment analysis.

Related trends help provide an understanding of what is needed in the way of growth to best serve the interests of the existing population as well as attract new people into the community. As part of the SOI, potential issues were identified pointing to the need to design for Mitcham's specific context, by:

- balancing the needs of current and future residents, businesses, public institutions and industry;
- understanding the future land use needs and demands of the health, education, retail and technology employment sectors; and
- preserving and enhancing the City of Mitcham's distinctive character, including its heritage content and environmental qualities.

Mitcham has a large cross section of social groups, with enclaves of wealthy households in the east and a majority of middle and low-income earning households in the west. Even so, these suburbs in the west can be regarded as relatively advantaged in the context of Greater Adelaide, with no median house price being below the affordable housing limit.

Mitcham's age demographic is slowly changing, as it witnesses among other things a decline in the number of younger working people and stagnant overall population growth.

Between the 2011 and 2016 census, an increasing mix of younger families among older households has occurred in certain areas throughout the council. Higher education rates can also be observed in these older population areas. Families residing in these areas characteristically have relatively high household income levels and a slightly older age profile compared to other suburbs.

Mitcham has also seen a council-wide decrease in residents aged between 15 and 65, with only two suburbs along the western portion of the council seeing relative stability in this population group where housing is more affordable. Of concern though is the flow-on effect of fewer working age residents on local economic activity and business growth.

This decline of working age residents nevertheless sits alongside a large level of growth in the population age groups of under 15 and over 65 across the council. Those ceasing work and electing to age in situ also explains the increase in the over-65 cohort. Notably, it is the more established, wealthier parts of Mitcham that have seen an increase in the over 65 population.

The population id economic profile for Mitcham states that 33.2% of jobs in the Mitcham council are in the Health Care and Social Assistance field. The next largest employment area in Mitcham is Education and Training which is only 18.3% of the council's employment rate. Increases in the over 65 and under 15 cohorts would help drive these areas of service demand.

The distribution of household sizes across Mitcham Council has highlighted growth in 4 and 5 person households. These larger households are mainly attracted to existing housing stock on larger blocks of land especially where environmental amenity levels are considered high. These "growth areas" for family households (albeit within existing housing stock) are significant in helping to maintain the economy and vitality of the council area.

Overall though, the two most prevalent household groups remain those of single persons and couples, which combined account for 57% of Mitcham's housing stock. With consideration to the loss of working age people,

these two groups could be represented as either single parents or older people deciding to age in place. However, this trend to smaller household size is not unique to Mitcham and features in neighbouring areas. When compared to Greater Adelaide, Mitcham has:

- a *larger* percentage of persons aged 85 and over (3.4% compared to 2.6%);
- a *larger* percentage of persons aged 70 to 74 (4.6% compared to 4.0%);
- a *smaller* percentage of persons aged 25 to 29 (5.1% compared to 6.8%); and
- a *smaller* percentage of persons aged 30 to 34 (5.6% compared to 7.0%)

The most viable areas for population regeneration and growth are likely to be those with relatively low pre-existing mortgage repayment costs, and a lower median housing cost. Choice in locations and dwelling types with greater affordability will be an attractor for younger working people as part of trying to re-balance Mitcham's demographic profile. The relatively more static wealthy established locations help to maintain a degree of diversity but offer less in terms of stimulating growth and community regeneration. The balance of old and new, traditional and innovative can add to the resilience of the area, and is important in developing an approach to growth in Mitcham that is sustainable and socially palatable.

In summary Mitcham's diversity is a strong asset, but can still be enhanced by adding opportunities for under-represented cohorts to find their way into suitable housing options as a product of carefully selected and managed redevelopment, recognising that:

- Mitcham's working age population is on the decline, as many working age people move into retirement;
- median age is being kept low by larger families settling, but usually in limited locations where house prices are relatively high;
- single and two person homes make up over 50% of the housing stock's ownership; and
- Mitcham has a large supply of larger allotments, but could offer more with other types and styles of housing in suitable locations.

3.4 REVIEW OF RESIDENTIAL STRATEGY (2014)

More than 80% of the existing housing stock in the City of Mitcham is made up of single detached homes. Since 2001 there has been a large growth in more modern semi-detached, row, terrace and town houses within the area, but this has been counteracted by a proportionate decrease in the percentage of higher density dwellings like residential flat buildings.

Mitcham has seen a significant growth in housing prices, amounting to a 26% increase over 8 years between 2006 and 2014. However, it is noted that this was not consistent for the whole council area, with Bedford Park and St Marys having the lowest median housing prices in the council (but still much higher than the affordable housing price limit set by the State Government). This difference in house prices indicates a different market view of this area and potential to reshape image according to market preference. The challenge is to achieve an improved level of lifestyle and amenity but not undermine the affordability or access to housing for new residents who can assist to provide balance to the demographic profile of the Mitcham council area.

Access to suitable housing and attractive environments is enhanced all the more when access to attractive and convenient modes of transport are part of that package. Locations such as Bedford Park offer major

opportunities in that regard and can serve as prime examples for the application of the concept of Transport Oriented Development (TOD).

There is natural community hesitance when it comes to these development zones. Maintenance of character is at the forefront of concerns. Redevelopment and densification if not attended by quality design, attention to open space and the improvement of the public realm, can lead to less-than-impressive outcomes.

However, if a successful integrated package can be brought together, the revitalisation of living environments and the community itself can be achieved. With these challenges in mind, candidate sites were identified within the city of Mitcham. These sites were generally located along main transport routes and were considered appropriate for increased residential density and commercial activity. Some of these sites were further considered in Council's Spatial Vision for the City and Precinct Structure Plans

3.5 BUILT FORM

Within Council's residential area, there is a high proportion of detached dwellings on relatively large allotments. This DPA is seeking to promote a greater level of choice in terms of housing type, site size and lifestyle preference in limited locations, most notably near activity centres and transport nodes.

Built form changes in the proposed Suburban Neighbourhood Zone are envisaged to include a range of detached dwellings (on smaller sites), group dwellings, semi-detached dwellings, row dwellings and residential flat buildings (i.e townhouses and apartments). The dwellings are likely to incorporate heights of 1 to 2 storeys, however, 3 storey development may be appropriate subject to meeting a range of suitably crafted Development Plan policy requirements.

Built form changes within the Urban Corridor Zone are anticipated to be more intense and incorporate retail/commercial/medical uses at the ground level (with basement or ground level parking) and residential apartments at first floor and above, resulting in a potential total building height of 4 storeys above natural ground level where appropriate.

Built forms within the proposed District Centre Zone, Community Zone and Mixed Use Zone will relate to the envisaged land use and locality characteristics. For instance, development of high school buildings is envisaged in the Community Zone / Education Policy area, subject to meeting appropriate residential interface policies that address scale and setbacks of buildings.

3.5.1 Existing market and demographic influences

The City of Mitcham has not experienced a large wave of redevelopment compared to other parts of Metropolitan Adelaide where urban regeneration has clearly taken hold. As seen in URPS' demographic and growth analysis much of Mitcham's population is ageing in place, and thus much of the housing stock within Mitcham has remained unchanged. In addition, quite high property values are maintained throughout much of the area, based around the character and amenity of traditional housing stock, making the baseline site value more of a challenge for financially-viable redevelopment. Zoning and planning restrictions have also inhibited opportunities to some degree. In a contemporary setting of a changing demographic profile and evolving housing preferences, it is important to make sure planning restrictions serve the City of Mitcham's community needs in the most useful forward-looking way.

3.5.2 Projected future trends / demand

Higher density housing along major transport routes has been a key priority for the State Government when addressing the future housing supply needs for South Australia. Areas such Lightsview and Bowden, have demonstrated the benefits of moving away from suburban sprawl and the ubiquitous detached dwellings on large allotments which have traditionally dominated suburbia. For reasons of affordability, changing household composition, lifestyle and convenience, good quality urban redevelopment taps into solid demand, and can bring renewed life to communities which might otherwise seem static or trending into decline.

The design of higher density housing around amenity centres also leads to less reliance on private motor vehicles. This can be a major benefit for the community in terms of time demand, lifestyle and well-being, financial burden and protection of the environment. Walking and bike riding can help prevent chronic disease rates within a community, and more time spent experiencing face to face interactions outside people's homes can create a more sociable and safe community. An ageing population, which is already in evidence in Mitcham, also derives benefit from finding other housing options when downsizing, which doesn't dislocate them from their local suburb. The ability to walk to nearby services, facilities or hubs for social interaction greatly assists in abating the problems of isolation, loneliness, and sedentary decline.

3.5.3 Potential for a supply / demand imbalance for higher-density housing in particular

There is currently a large imbalance between the demand for higher density housing (most notably around amenity centres and higher education hubs) and the current housing supply. As revealed in the Residential Strategy (2014), more than 80% of the existing housing stock in the City of Mitcham is made up of single detached homes. This high representation of detached dwellings is reflective of past trends and contributes to an attractive open and leafy character that is valued by the community. However, such homogeneity is very limiting in terms of bringing new residents into the area, which is a priority in terms of balancing out demographic profile and maintaining a community that is resilient, engaged and resourceful. Developing more diverse housing for people of varied circumstance, whether they be singles or couples without children, university students, young families, or re-accommodated existing Mitcham residents will not only help the underlying stagnation of Mitcham's population growth, but also help to diversify the population profile of the council. Suburban infill developments are slowly becoming the dominant development type in Greater Adelaide, and Mitcham is a prime location to respond to this demand by developing and / or maintaining a high-quality living environment with broader housing choice.

3.5.4 Development potential & character

The areas affected by the DPA are not those identified as historic or special character areas. Even so, there are some State and Local Heritage listed places within the affected area. Development within and around these places needs to address a range of heritage specific Development Plan policies which maintains the contextual setting of these places. Furthermore, any development that is considered to materially affect a State Heritage Place must be referred to the State Heritage Branch for their advice, and can modify the way adjoining sites are developed.

As previously discussed, a theoretical potential development dwelling yield analysis has been undertaken – refer to section 3.5.7 of this analysis.

In respect to commercial developments, it is anticipated that the proposed policies will promote a range of retail, offices and medical services to serve the local community, attract investment and contribute to a vibrant community.

The policies relating to schools within the affected area are anticipated to provide greater development certainty to schools and nearby residents. The Educational Policy Area seeks to ensure schools can expand subject to meeting a range of appropriate interface policies.

3.5.5 Impact on Heritage / Character

The location of State and Local Heritage Places, the Colonel Light Gardens State Heritage Place, in addition to Contributory Items and areas of Special Character has been carefully considered. In areas where planning policies are proposed to increase the intensity of development (e.g. Urban Corridor and Mixed Use Zones – maximum of 4 storeys), additional policies are proposed that will seek to appropriately manage the character impacts present at the interface of developments. In other words, emphasis will be placed on guiding the mass, bulk and setbacks of buildings in the Urban Corridor Zone as they relate to typical lower density residential development in neighbouring zones.

Furthermore, there are a range of existing Development Plan policies that remain unchanged by this DPA that guide development in and around heritage places.

3.5.6 Site suitability (size of sites)

All affected areas have allotment sizes that can accommodate the envisaged land uses, or redevelopment that requires land parcel reconfiguration, including the majority of sites proposed to be rezoned to Urban Corridor. Nevertheless, policies will be incorporated within the DPA that encourages amalgamation of land where site consolidation is a necessary precursor which in turn provides opportunity for better designed development outcomes.

3.5.7 Dwelling Yields

Having regard to the DPTI Residential Development Capacity Handbook, investigations have sought to identify proposed dwelling yields and how this will add to the overall housing stock of the City of Mitcham. It is emphasised that these yields are theoretical only and have no direct bearing on a range of issues, including:

- the current land owners' desire or financial ability to redevelop their land;
- local building constraints such as the location of Significant and Regulated Trees and flooding restrictions; and / or
- market conditions.

Theoretical yield analysis undertaken by URPS expects that over the long term, Council may anticipate a maximum of approximately 2,580 additional dwelling sites in its proposed Suburban Neighbourhood Zone, approximately 1,890 dwellings (i.e. apartments) in its Urban Corridor Zone and approximately 4,380 dwellings in its Mixed Use Zone.

It is emphasised that these are maximum theoretical yields based on desk top analysis. Actual development yields will occur over considerable time and be highly subject to a range of issues including site constraints, land owner intentions, development demand and feasibility.

These figures are in the context that the area affected by this DPA, including District Centre and Community Zoned land that covers less than 4% of the entire Council area.

3.6 SITE CONTAMINATION WHERE MORE SENSITIVE USES PROPOSED

The DPA is generally not proposing any significant rezoning of commercial to residential use that might trigger contamination concerns. However, the proposed Mixed Use Zone may contain a range of existing commercial or industrial land uses that have the potential to contaminate sites. Conversely, the Mixed Use Zone also envisages a range of new light industry and commercial land uses. Council has existing Development Plan policy in place that can require further investigations of possible land contamination when a change in land use development is proposed. For instance, Council's existing Principle of Development Control 16 states:

In order to prevent harm to human health or the environment, development involving a change of use to a more sensitive land use must not be undertaken on contaminated land unless a site assessment and audit confirms that:

(a) the land will be maintained in a condition: or

(b) the development will be undertaken in a manner,

that will not pose a threat to the health and safety of the environment or occupiers of the land or land in the locality."

3.7 BUSHFIRE RISK & EMERGENCY SERVICES REVIEW (WHERE APPLICABLE)

Bushfire plans have been reviewed and considered for Blackwood Centre Precinct which is considered an area of particular risk. Suitable design requirements that ensure adequate protection are envisaged for this area. The creation of higher density housing near the Main Road of Blackwood ensures ease of access to major roads during a time when evacuations are needed.

New development applications will be required to address a number of existing bushfire related policy contained in Council's existing Development Plan. The new Planning and Design Code being progressed under the Planning, Development and Infrastructure Act is expected to maintain these requirements.

3.8 PROJECTED OVER-FLOW ACTIVITY / DEMAND FROM TONSLEY INNOVATION PRECINCT

The growth of Flinders University is a major opportunity for development within the City of Mitcham. At its Bedford Park Campus, an estimated 1.5-billion-dollar investment is expected to take place, alongside the Tonsley Innovation District which has seen approximately 1.25 billion dollars invested by Renewal SA and the private sector. The positioning of Mitcham between the CBD and these campuses puts it in a prime position for higher density student accommodation options. Enabling students to live near amenity centres and minimise reliance of cars, will help to ease land and housing supply issues currently associated with the Flinders University and the Tonsley Innovation District. Pursuit of these opportunities will help the overall development of both the Council and the universities in the future.

3.9 REVIEW OF RETAIL ACTIVITY CENTRES

The Retail Activity Centres Strategic Directions Report prepared by Property & Advisory Pty Ltd in 2014 highlighted potential growth for the City of Mitcham. With relatively low readily available land stock, unlike

growth councils such as Onkaparinga, Mitcham's population has little room to develop without it occurring in the form of redevelopment or urban regeneration. This tempers the capacity to introduce new retail development at a pace with population increase. In addition, retail trends are in a phase of change, challenging the viability of many bricks and mortar retail outlets in the face of online retail activity, putting pressure on traditional "High Street" investment environments. Because of this inertia, the possibility of transformative development for shopping precincts is low. Blackwood does experience a certain level of undersupply of shopping but not at a level that indicates significant difficulties for locals. Impetus for further investment can however be improved by a long-term plan that will increase housing density and local population levels together with a demand for improved local retail amenity.

The greatest way to support development according to Property and Advisory is through a densification of housing and business around these district centres. It is also identified within this report that Council, as a significant landowner in each precinct, has a unique opportunity to promote and sponsor favourable development outcomes for the Mitcham and Blackwood district centres.

Proprietary and Advisory Pty Ltd updated their report in 2019. The report concluded that overall, that the changes foreshadowed to the Development Plan for the Mitcham Growth Precincts DPA are considered to be appropriate from a retail investment standpoint.

The introduction of 'Suburban Neighbourhood' zones around the District Centres in particular provides for an increase in local residential density which, over time, should generate positive outcomes for the viability of the District Centres. These favourable policy initiatives can help counterbalance some of the market conditions that create uncertainty about the future viability of suburban shopping centres.

However, immediate change is not expected. The past five years have seen some new high-density residential development outside the CBD, but often in locations along arterial roads that are not adjacent to Centres. Furthermore, the innermost ring of Local Government Areas nearest the CBD has been the main beneficiaries of redevelopment along arterial roads. Such redevelopment south of Cross Road is, as yet, largely unproven.

In an environment of low population growth overall, the extension of new higher density residential development is likely to be a 'slow burn'. Of the precincts investigated herein, Mitcham Centre is the most prospective – because it has a rail link to the CBD, the largest retail centre alongside an array of other services, with an entertainment component, and is situated within highly regarded residential suburbs in terms of amenity and liveability.

3.10 PHYSICAL AND SOCIAL INFRASTRUCTURE.

3.10.1 Traffic / Movement / Road Network / Car Parking

Tonkin prepared a preliminary Transport Review (2019), which considered matters such as proposed rezoning, existing conditions and current Development Plan Policy. The review identified existing delays along some key road intersections and provided recommendations that have been incorporated within the DPA, such as updating car parking standards and promotion of site amalgamation which helps rationalise access points and overall traffic flow. Council is also recommended to consider local area traffic management plans to deal with existing and envisaged future traffic-related issues.

3.10.2 Stormwater and Flooding

Tonkin also prepared a preliminary Stormwater and Flooding Review (2019). The review noted that development is likely to impact on stormwater runoff in the following ways:

- an increase in impervious surface area leading to increase in runoff volume and peak flow within drainage systems; and
- stormwater quality impacts.

Tonkin has assumed that redevelopment within each precinct will occur on a piecemeal basis, which will then preclude the provision of precinct scale stormwater management strategies to manage the impacts of increased runoff such as detention and retention systems in reserves, major outfall upgrades and so on.

Having regard to this assumption, the stormwater management strategy is therefore likely to require on-site detention / retention systems to manage the stormwater output effects of development, for instance where the development results in an increase in the effective impervious area on the allotment. It is noted that Council already adopts such an approach where stormwater output discharging from the property is mitigated.

Tonkin indicates that current Development Plan provisions for water quality treatment are appropriate. Tonkin further notes:

- where existing residential allotments are converted to commercial / mixed use / higher density residential the Development Plan should require the provision of on-site detention to limit flows to pre-development (for both 5 and 100 year Average Recurrence Interval events).
- with respect to the Blackwood Centre Precinct, the western portion of this area (west of Waite Street) has very limited underground drainage. Regardless of the provision of on-site systems, it is likely that Council will need to extend the existing underground drainage network into this area to provide a reasonable standard of drainage for minor flows.

Tonkin noted that the existing Development Plan contains a number of Principles relating to the management of stormwater runoff. The general principles relating to the management of water quality, retention of runoff on-site and promotion of water sensitive urban design is appropriate to development within the proposed precincts. However, principles relating to detention of stormwater to achieve reductions in peak flow from residential development are not viewed as being adequate for the development being envisaged for the Precincts as part of this DPA. Specifically, Council Wide Principle 78(b) relating to the management of runoff from residential development require some modification in respect to the proposed Precincts.

This change aims to maintain peak flows at their current levels for minor rainfall / flood events (5 year average recurrence interval) and major rainfall / flood events (100 year average recurrence interval). In other words, the volumes discharging from redeveloped sites should not be allowed to increase in a way that overwhelms piped drainage systems or the flood carrying capacity of roads or other stormwater infrastructure.

Within each of the Precincts there are more highly impervious surface areas (for example within commercial and mixed use zones) than there are areas of greater ground surface permeability (for example within areas of detached housing with lawns and large gardens). The redevelopment of areas to higher densities where there is currently good ground surface permeability creates the highest likelihood of needing to implement new stormwater solutions.

The existing underground drainage systems within the various precincts should cater for the 2 to 5 year average recurrence interval peak flows from existing development. The standard of this underground system should not be further overloaded by the proposed development within the various precincts and as a result, limits on peak discharge for a 5 year average recurrence interval event are proposed.

Similarly, the standard or protection offered in a 100 year average recurrence interval event should not be reduced by the proposed development so that flooding of downstream properties is not exacerbated. Limits on peak discharges from proposed development in a 100 year average recurrence interval event are therefore also proposed.

Provision of detention and/or retention within new development will be required to achieve these outcomes. The detention and/or retention systems will need to be sized to ensure that both the 5 and 100 year average recurrence interval peak flows from a site post development are limited to the pre-development peak flows.

The following Principle of Development Control is proposed:

- peak flows from a site post development are not to exceed the pre-development peak flows from the same site in the critical 5 year average recurrence interval event and the critical 100 year average recurrence interval event.
- this provision should override the existing requirements for peak flow management in the Development Plan.

3.10.3 Utilities (i.e. gas, water, electricity, telecommunications)

Information provided to date by service providers have indicated that developments can be serviced, but upgrades will be based on a user pay principles. That is, applicants will need to fund infrastructure upgrades where required by service authorities.

3.10.4 Social Infrastructure

Preliminary social infrastructure investigations reviewed population, transport, open space and local community assets. These included health, education community, recreation and religious assets.

Considering that all the study areas lie in a region that is expected to experience only mild overall population growth in the next two decades (between 0.5% to 0.8% projected average annual population change between 2016 and 2041) and the current state of social infrastructure supporting those areas, the localities should be equipped to support population growth.

Nevertheless, the review noted that having regard to increased population, Council needs to continually be reviewing provision of public open space, formal and informal recreation areas and potentially advocating to ensure the area is appropriately serviced by health, educational and community facilities.

3.11 STRUCTURE PLANS

The Statement of Intent noted that the further development of Structure Plans in the form of Concept Plans / Master Plans is proposed to detail suggested building heights; land use arrangements; pedestrian cycling links; and the landmark buildings that should be considered in respect to character protection. The formation of these plans is subject to feedback from the Department of Planning, Transport and Infrastructure regarding the format of the proposed Planning and Development Code. At the time of drafting this DPA, it is Council's understanding

that these structure / concept plans will generally not be supported within the new Planning, Design and Development Code. Therefore, at this juncture, no new plans of this type are proposed.

3.12 PROPOSED DEVELOPMENT PLAN ZONES

Based on the South Australian Planning Policy Library and associated updates adopted by the Planning Minister in other approved DPAs, this DPA has adopted the following zones as being suitable to respond to the discussed investigations. These zones are spatially represented in the plans contained under the heading "Affected Area" of this DPA.

Urban Corridor Zone - The Urban Corridor Zone is proposed to take place along selected arterial roads. Within this context a higher level of density is already expected to exist, most notably near district centres. The proposed height of buildings will be between 2 to 4 storeys, maintaining the human scale of the area while also ensuring greater flexibility in the use of land along these select arterials. The zone will aim to encourage shops and offices at ground level to activate the streetscape, and have residential above. There will be specific design criteria and policies which will manage the transition and interface with the existing built form to ensure the protection of neighbouring properties.

Mixed Use Zone - The Mixed Use Zone is proposed to consolidate the multiple Mixed Use Zones in the City of Mitcham as well as rezone selected areas. The key aim of this zone is to introduce a mix of shops, offices, commercial, light industry and less intense residential along major roads as compared to development within the Urban Corridor Zone. This will help create greater resilience and diversity in housing stock as well as encourage greater accessibility to goods and services to residents. The proposed height of buildings will be 2 to 4 storeys to produce housing stock that achieves densities of at least one dwelling per 250m² of site area. There will also be interface policies for differing land uses with the aim of protecting neighbours from unacceptable levels of overshadowing and overlooking.

Suburban Neighbourhood Zone - The Suburban Neighbourhood zone is proposed to exist adjacent Mixed Use, Urban Corridor and District and Neighbourhood Centre Zones. The aim of the zone is to support the variety of uses in other nearby zones, by encouraging a higher density which is supported by the high amenity surrounding it. This zone will therefore exist as a predominately residential setting but with a greater diversity of dwelling types. Small scale non-residential facilities the service the local community are also envisaged within the zone. A focus on achieving good character and amenity will be pursued through high quality design. Typically, it is envisaged that the zone will be 1 to 2 storeys, but will allow 3 storey options for building development subject to meeting a range of locational and design criteria. Design criteria common to all residential zoning will be maintained for front and rear building to boundary setback distances as well as limiting the visual dominance of garages within streetscapes. Lot frontages dimensions will also be controlled.

District Zone - The District Zones already pre-exist and cover the core of major retail precincts such as those seen in Cumberland Park, Mitcham and Blackwood. However, the Pasadena Neighbourhood Centre and the surrounding residential land is proposed to be rezoned to District Centre Zone to better reflect the existing function of the centre. The precincts are traditional shopping/activity centres which service large parts of the community with generalised shopping needs. Though there are no density or height limits, there are specific design criteria aimed to encourage better public frontages and interface policies to activate the streetscape at pedestrian level and encourage greater use from the community. Furthermore, the focus on shopping activities will be to conserve a more linear approach to the shopping district and help contain larger stores in selected

areas that lessen the disruption of this pedestrian streetscape pattern. This will promote mixed use within an urban corridor that contain smaller specialty shops and generates more of a High Street look and feel.

Community Zone -. The Community Zone is associated with a Recreation and Educational Policy Areas. The aim of the zone is to support community, educational, recreational and health care facilities. The Community Zone is proposed to encompass Centennial Park Cemetery. The Educational Policy Area affects schools within the DPA affected area. The policies seek to provide greater clarity of policy intend to schools and neighbouring landowners and occupiers. The DPA seeks to rezone Kingswood Oval from Special Uses to Community Zone (Recreation Policy Area) to better reflect its existing land use.

4. RECOMMENDED POLICY CHANGES

The spatial changes to the Development Plan Zones are illustrated by the maps under the heading “Affected Area”, as well as the supplementary maps in **Appendix B**.

At a Zone, level, the following Zones are proposed to be introduced and/or amended:

- Suburban Neighbourhood Zone;
- Urban Corridor Zone;
- Mixed Use Zone;
- Community Zone; and
- District Centre Zone.

The DPA proposes the following changes in particular:

- Within the General / Council Wide section:
 - update explanatory statement associated with Objective 18 to include refer to Suburban Neighbourhood Zone and the Urban Corridor Zone.
 - introduce a new Objective and Principle of Development Control that refers to required stormwater detention and retention outcomes.
 - update Community Facility PDC 111 and 115 to ensure consistency with zone provisions.
 - update Commercial Development PDC 120 to ensure consistency with zone provisions.
- Within the Goodwood and Cross Road Precinct:
 - rezoning a portion of Residential (Central Plains) Zone (Policy Areas 8 and 11) to Suburban Neighbourhood Zone;
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 8) at Cabra Dominican College to Community Zone (Education Policy Area); and

- rezoning a portion of the Mixed Use (Goodwood Road) Zone to Urban Corridor Zone (Transit Living Policy Area).
- rezoning Westbourne Park Primary School and associated recreation facilities – Residential (Central Plains) Zone (Policy Areas 8 and 9) to Community (Education Policy Area) Zone.
- Within the Belair Road Centre Precinct:
 - rezoning portion of the Residential (Central Plains) Zone (Policy Area 8) to extend the District Centre Zone;
 - rezoning a portion of Residential (Central Plains) Zone (Policy Areas 8, 9, 11) to Suburban Neighbourhood Zone;
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 9) at Mitcham Girls High School to Community Zone (Education Policy Area);
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 9) at Walford Parks Playing Fields to Community Zone (Education Policy Area);
 - rezoning the Special Uses Zone at Kingswood Oval to Community Zone (Recreation Policy Area); and
 - rezoning the Mixed Use (Belair Road) Zone and a Local Centre to Urban Corridor Zone (Transit Living Policy Area).
- Within the Goodwood and Daws Road Precinct:
 - adaptation of the Mixed Use Zone that currently applies to the site of the Repatriation General Hospital to place the site within a policy area, giving rise to the Mixed Use Zone (Repatriation General Hospital Policy Area). The new policy area will accommodate existing provisions unique to this site, whereas policies operating at zone level are to become more standardised by aligning them with the South Australian Planning Policy Library (SAPPL);
 - rezoning the Institutional Zones at Springbank College and Centennial Park Cemetery to Community Zone (with the Education Policy Area in respect to the College);
 - rezoning the remainder of the Institutional Zone in the Precinct to Mixed Use Zone;
 - rezoning Light Industry Zone to Mixed Use Zone and Suburban Neighbourhood Zone;
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 8) to Suburban Neighbourhood Zone and Mixed Use Zone;
 - extending and rezoning the Neighbourhood Centre Zone to a District Centre Zone; and
 - rezoning a portion of Residential (Central Plains) Zone (Policy Area 10) to Suburban Neighbourhood Zone.
- Within the Blackwood Centre Precinct:
 - rezoning the Commercial (Main Road) Zone to Mixed Use Zone;

- rezoning a portion of the Commercial (Coromandel Parade) Zone to Mixed Use Zone, and extending the Mixed Use Zone into the Residential (Hills) Zone;
 - rezoning a portion of the Commercial (Coromandel Parade) Zone to District Centre;
 - rezoning the Residential (Blackwood Urban) Zone to Suburban Neighbourhood Zone, Mixed Use Zone and District Centre Zone;
 - rezoning portions of the Residential (Hills) Zone to Suburban Neighbourhood Zone
 - introducing minor expansions to the Mixed Use Zone and District Centre Zone.
- making “local additions” to a number of the policies within the proposed zones to reflect the circumstances of the precincts and specific requirements for guiding appropriate development.
 - Development Plan Maps
 - consequential amendments to a number of maps in the Development Plan to reflect the new zoning.

5. CONSISTENCY WITH THE RESIDENTIAL CODE

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

Review of the current (2009) Residential Code Maps for the Council area indicates that, if the Suburban Neighbourhood Zone proposed in this DPA is implemented, consideration should be given to extending the Determined Area for the Purposes of Schedule 4 – Complying development, Clause 2B – New Dwellings to cover the extent of the new Zone.

This would require amendment to Residential Code Maps Mit/3, 4, 5, 8 and 9.

It is understood this matter will be further considered by the Department of Planning, Transport and Infrastructure as part of the transition arrangements associated with the introduction of the new Planning and Design Code.

6. STATEMENT OF STATUTORY COMPLIANCE

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council’s Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

6.1 ACCORDS WITH THE PLANNING STRATEGY

Relevant strategies from the Planning Strategy are summarised in **Appendix C** of this document. This DPA is consistent with the direction of the Planning Strategy.

6.2 ACCORDS WITH THE STATEMENT OF INTENT

The DPA has been prepared in accordance with the Statement of Intent agreed to on 14 May 2019. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.0 of this document.

6.3 ACCORDS WITH OTHER PARTS OF THE DEVELOPMENT PLAN

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

As discussed in the Background Section of this document, we note that the introduction of the Planning and Design Code in July 2020 will significantly change the format and presentation of planning policies.

6.4 COMPLEMENTS THE POLICIES IN THE DEVELOPMENT PLANS FOR ADJOINING AREAS

The Mitcham (City) Development Plan adjoins the areas of the following Development Plans:

- Unley (City) – hybrid version with some South Australian Planning Policy Library (SAPPL) policies, but not all
- Burnside (City) – hybrid version with some SAPPL policies, but not all
- Adelaide Hills Council – SAPPL based
- Onkaparinga Council – SAPPL based
- Marion Council – SAPPL based.

The policy amendments proposed in this DPA are based on SAPPL policies which have been approved by the State Government.

The proposed zoning of areas adjacent to Cross Road (which forms the boundary between the City of Mitcham and the City of Unley) and Goodwood Road at Cumberland Park / Westbourne Park and Belair Road at Hawthorn / Kingswood, is considered to be complementary to the existing adjacent zones in the City of Unley. The other areas proposed for rezoning are internal to the Council area and also will not affect the policies in the adjoining Development Plan areas.

In this context, the policies proposed in this DPA will not affect and will complement the policies of the Development Plans over adjoining areas.

6.5 ACCORDS WITH RELEVANT INFRASTRUCTURE PLANNING

As identified in the Statement of Intent, this DPA supports the following infrastructure projects:

- Darlington Interchange Upgrade;

- Extension of the Tonsley Railway Line (i.e. ‘Flinders Link Project’);
- Potential tram extension along Unley Road or Goodwood Road (i.e. ‘UnleyLINK Project’);
- Goodwood, Springbank and Daws Road intersection upgrade;
- Tonsley Innovation Precinct;
- Improvements to the Rugby Street cycling route;
- Brown Hill Keswick Creek Stormwater Project; and
- Redevelopment of the Mitcham Memorial Library

Furthermore, a number of associated infrastructure investigations have been undertaken concurrently with the preparation of this DPA (refer to previously mentioned Tonkin reports).

6.6 SATISFIES THE REQUIREMENTS PRESCRIBED BY THE REGULATIONS

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

REFERENCES/BIBLIOGRAPHY

- City of Mitcham, *City of Mitcham Strategic Management Plan* - 2017
- City of Mitcham, *City of Mitcham Strategic Management Report* – 2012
- City of Mitcham, Growth Precincts Statement of Intent – March 2019
- City of Mitcham, *Shape Your Place, Spatial Vision for the City & Draft Key Precinct Structure Plans – Project & Engagement Summary Report* – October 2018
- Department of Planning Transport and Infrastructure, *City of Mitcham Development Plan* - Consolidated 20/02/2018
- Department of Planning, Transport and Infrastructure, *The 30-Year Plan for Greater Adelaide 2017 Update* – 2017
- Department of Planning, Transport and Infrastructure, South Australian Planning Policy Library (Version 6) - 2011
- Department of Planning, Transport and Infrastructure, *Residential Development Capacity Handbook South Australia* - 2013
- Flinders University, *Flinders Village ‘Our Bold Vision for Growth and Future Success’* - 2019
- Infraplan, *City of Mitcham Integrated Transport Plan Beyond 2020 ‘Short term actions. Long Term vision’* - 2017
- Property & Advisory, *Mitcham Retail Activity Centres Strategic Directions Review* - 2014
- Property & Advisory, *Mitcham Retail Activity Centres Strategic Directions Update Report* - August 2019
- Tonkin Consulting and Jensen Planning and Design. *City of Mitcham 2010 Residential Strategy* – 2007 (Reviewed by URPS – 2013)
- Tonkin Consulting, *Mitcham DPA Assessment, Stormwater and Flooding* – August 2019
- Tonkin Consulting, *Mitcham DPA’s Transport Review* - August 2019
- Tonkin Consulting, *Mitcham DPA’s Infrastructure Review* - 2019

SCHEDULE 4A CERTIFICATE

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A

DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I, Matthew Pears, as Chief Executive Officer of the City of Mitcham, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

Grazio Maiorano, RPIA (Fellow)

Director

URPS

Suite 12 / 154 Fullarton Road

Rose Park SA 5073

DATED:

.....
Chief Executive Officer

APPENDICES

Appendix A – Spatial Vision for the City and Precinct Structure Plans

Appendix B – Spatial Summary of Zone and Policy Area Amendments

Appendix C – Assessment of the Planning Strategy

Appendix A – Spatial Vision for the City & Precinct Structure Plans

Opportunities for Significant Change

Precinct 1: Flinders and St Mary's

- A driver of the state's economy with health and education facilities that are competitive in a global market.
- A renewed vibrancy in and around a world renowned innovative precinct with strong regional links and a large daily influx of visitors
- A variety of housing, services and leisure offerings for a diverse demographic
- A distinctively leafy and green environment for our community, students and visitors to live, recreate, stay, study and work
- A regional hub that benefits from and supports alternative modes of transport

Precinct 2: Goodwood and Daws Roads

- A region focussed on the physical and mental wellbeing of its community based on supporting the ability for residents to 'age in place'
- A recognised destination that is sensitively integrated into the existing community, with small-scale commercial ventures that support the community
- An area driven by innovation and diverse solutions where accommodation, allied health and medical and other services support a mix of generations
- A strategically located opportunity area in close proximity to the Southern Innovation District and a direct route between it and the City of Adelaide.

Precinct 3: Blackwood Centre

- A strong identity as a unique hills destination supported by clear physical and cultural focal points and a broad range of services, leisure and lifestyle offerings
- A walkable main street made vibrant both day and night by attracting visitors and offering a diversity of housing choices nearby
- A range of transport options and improved amenity for pedestrians

Precinct 4: Belair Road Centre

- Expanded opportunities for new and existing commercial development
- A vibrant commercial centre with diverse housing options
- A walkable strip with access to places that support economic, cultural and civic amenities

Precinct 5: Goodwood and Cross Roads

- A flexible, activated space with a mix of housing choices and fine grain mixed use developments providing employment opportunities
- A recognisable pedestrian friendly node enlivening a key movement/transport approach to the Flinders and St Mary's precinct

South Road

- Opportunities unknown at this stage

Major employment, education, research and innovation precinct

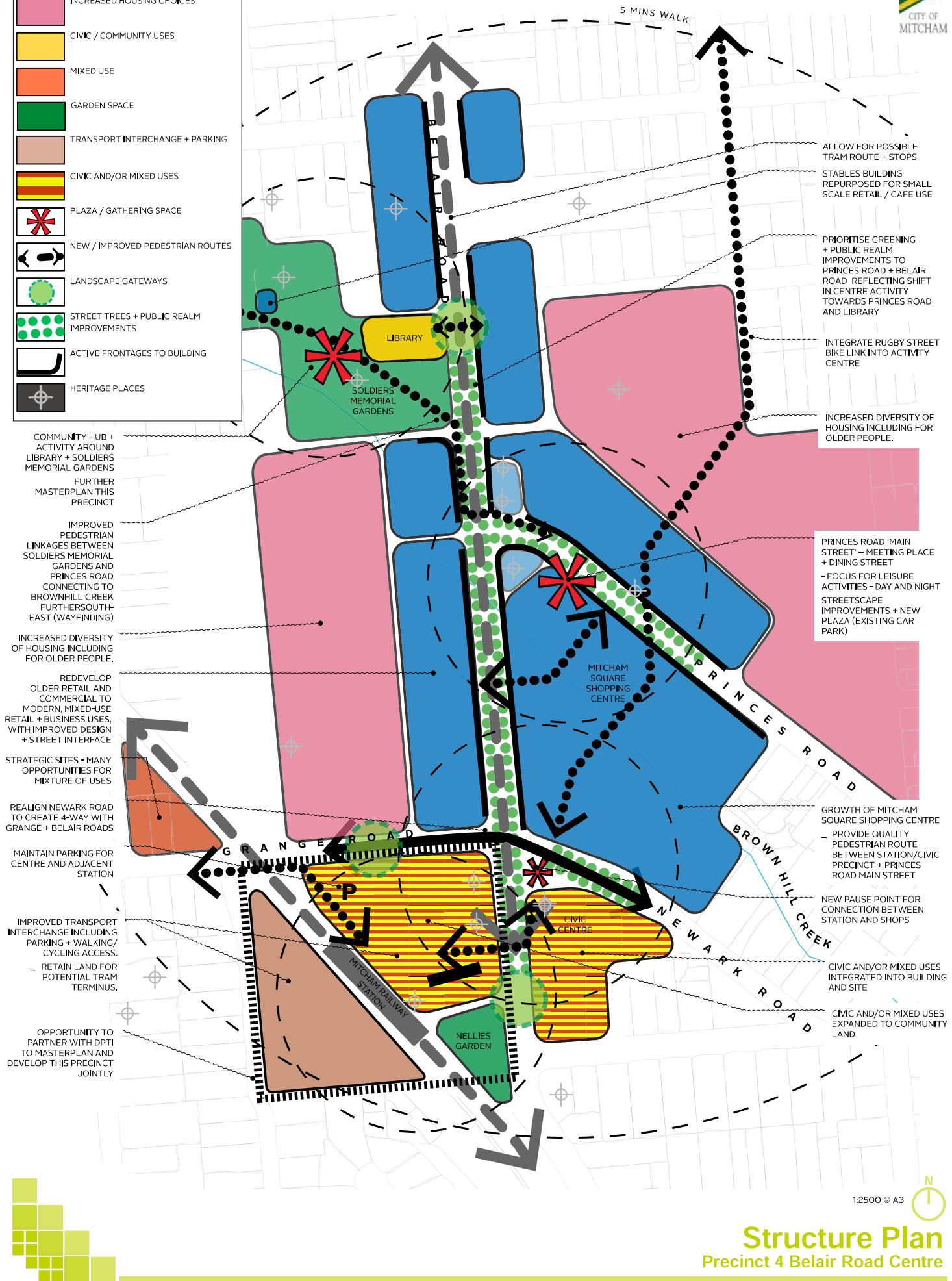
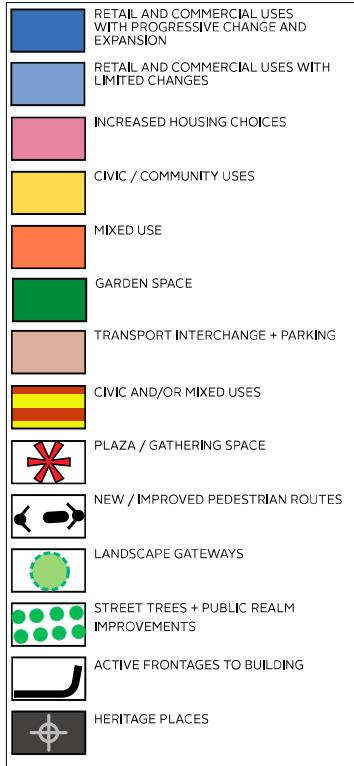
- ←→ A Possible tram routes
 ←→ B Possible removal of rail freight
 ←→ C Possible Southern link road
 ←→ D Improved links to Marion and Blackwood
 ←→ E Extension to Tonsley Line rail link

Limited Change

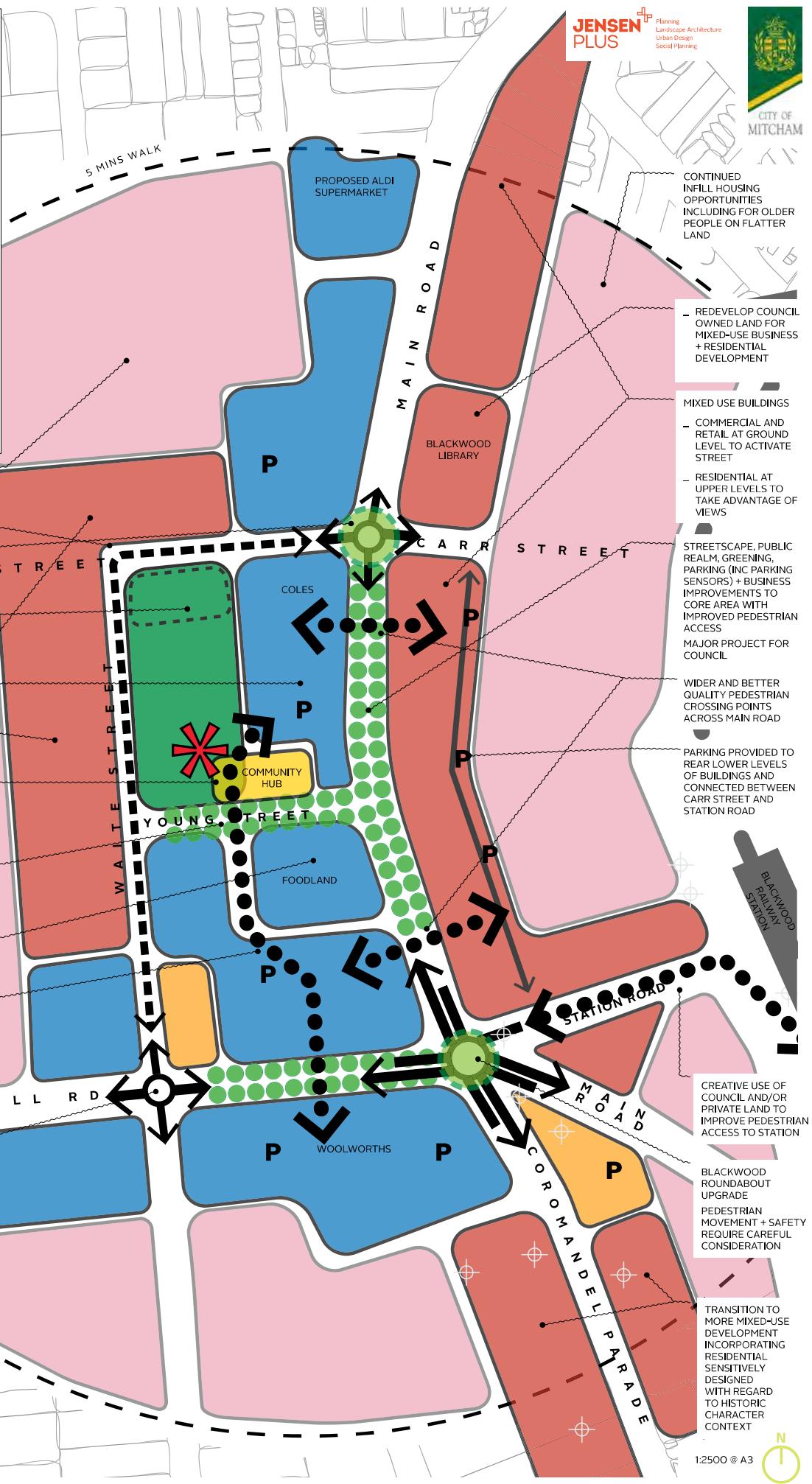
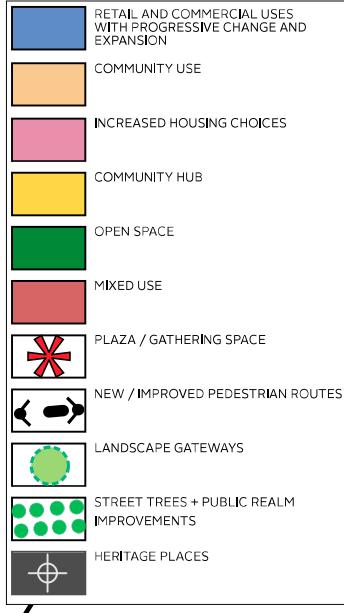
	Small scale, incremental change		Special character area - Springfield
	Special character area - Cumberland Park		Special character area - Hills 1
	Special character area - Westbourne Park		Special character area - Hills 2
	Special character area - Hawthorn		Special character area - Hills 3
	Special character area - Brownhill Creek		Historic conservation areas (no change)
	Special character area - Mitcham		



LEGEND



LEGEND

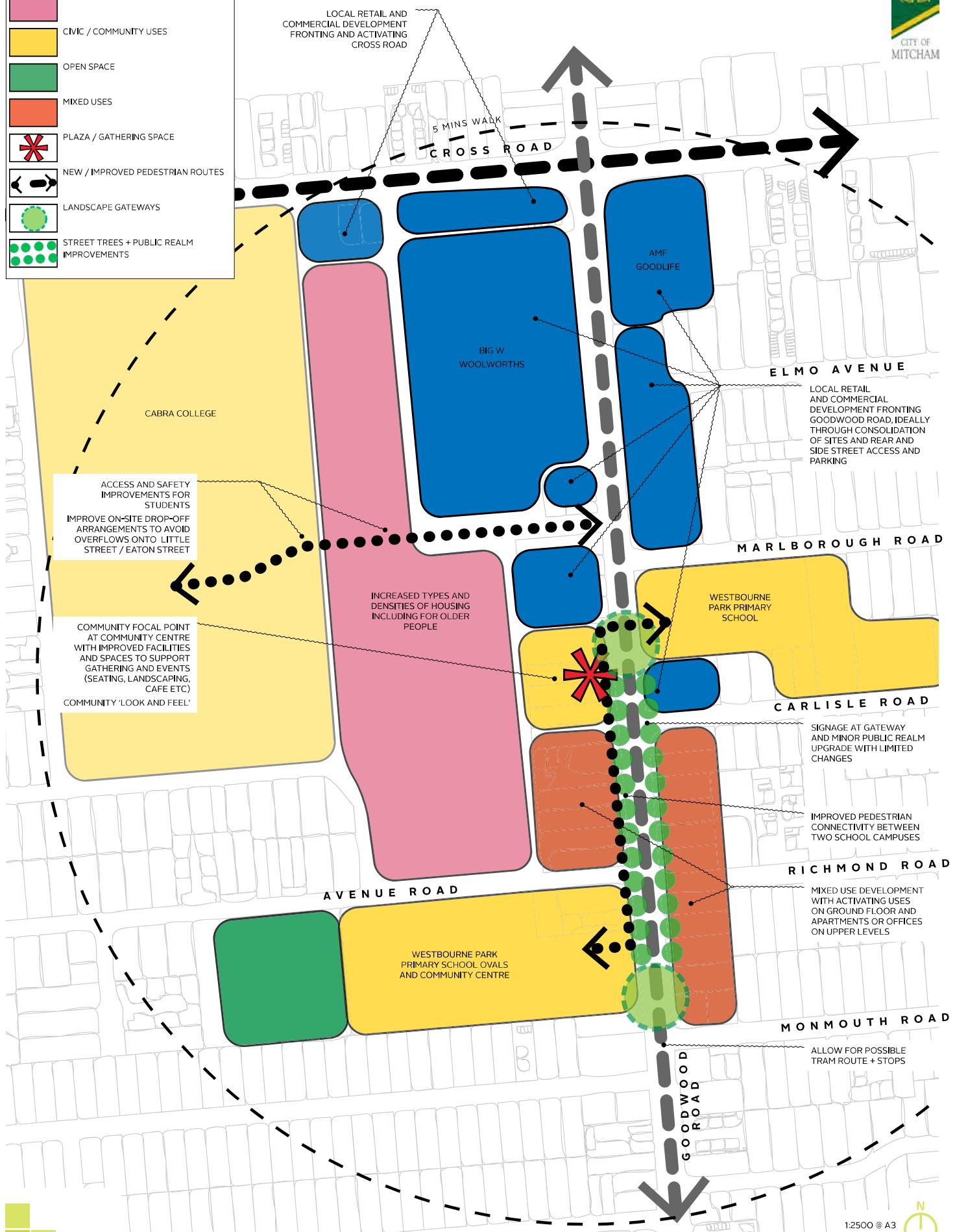


Structure Plan
Precinct 3 Blackwood Centre

Plan endorsed by Council 26 February 2019

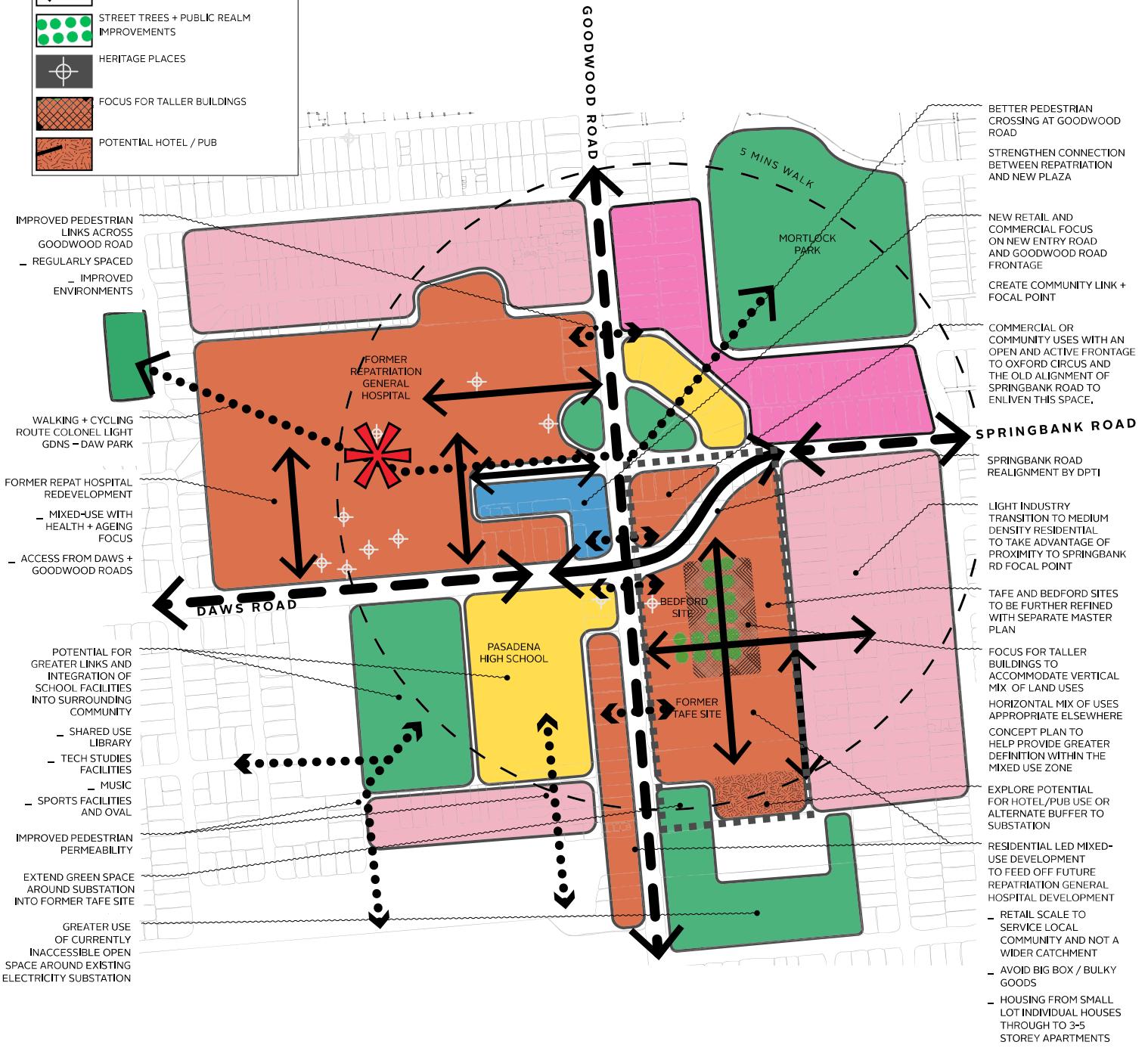
LEGEND

	RETAIL AND COMMERCIAL USES WITH PROGRESSIVE CHANGE AND EXPANSION
	INCREASED HOUSING CHOICES
	CIVIC / COMMUNITY USES
	OPEN SPACE
	MIXED USES
	PLAZA / GATHERING SPACE
	NEW / IMPROVED PEDESTRIAN ROUTES
	LANDSCAPE GATEWAYS
	STREET TREES + PUBLIC REALM IMPROVEMENTS



Structure Plan
Precinct 5 Goodwood and Cross Roads

LEGEND

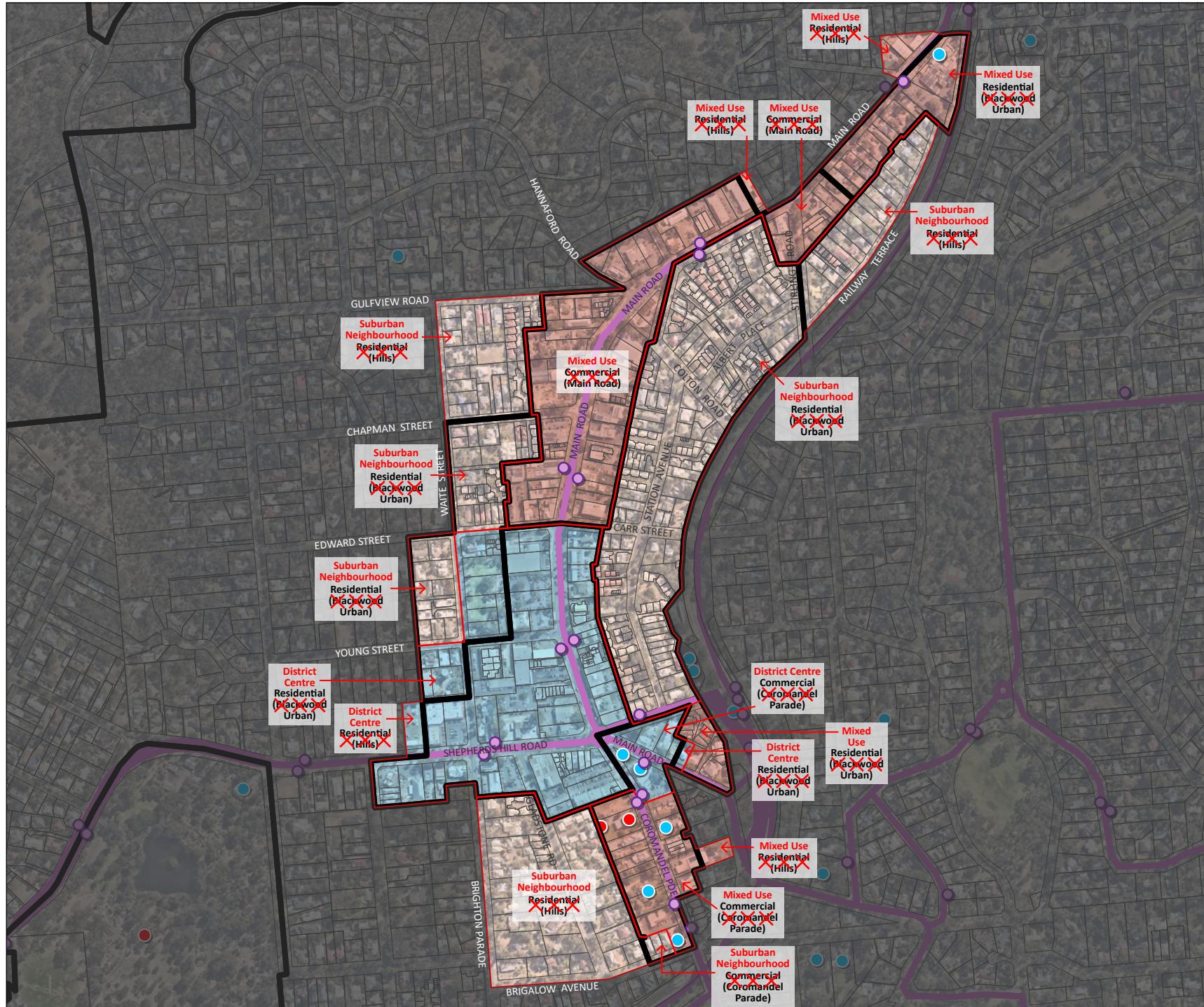


N
1:5000 @ A3

Structure Plan Precinct 2 (East) Goodwood and Daws Road

Appendix B – Spatial Summary of Zone and Policy Area Amendments





Blackwood Centre Growth Precinct

ZONE CHANGES

Mitcham Growth
Precincts DPA

JOB REF. 19ADL-0032
PREPARED BY. MP
DATE. 04.09.19
REVISION. 4
DATA SOURCE. City Development Plan
nearmap (28.03.19)





LEGEND

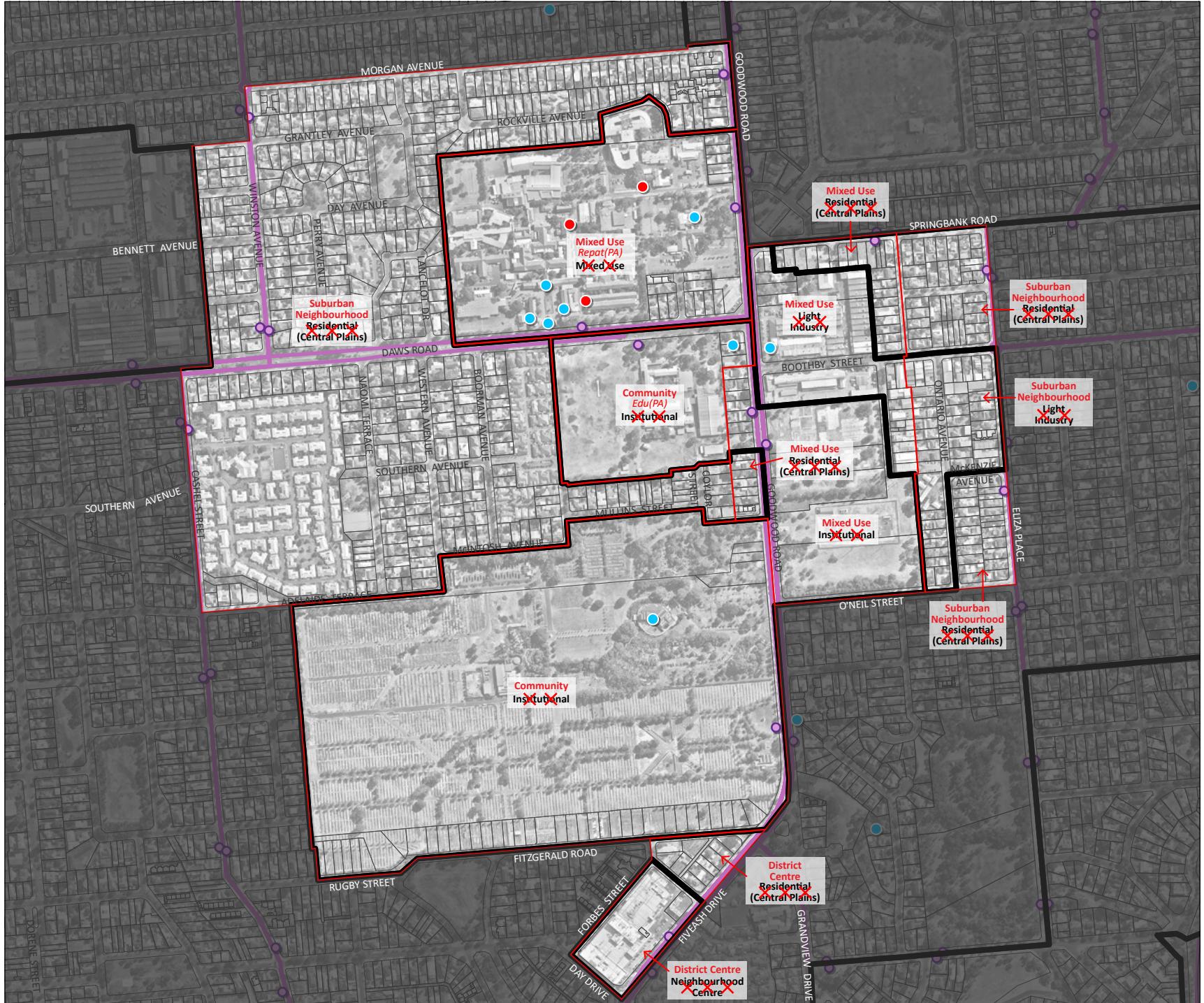
- Existing Zone Boundary
- Zone Boundary changes
- State Heritage Item
- Local Heritage Item
- Development Plan Boundary
- Cadastre
- Bus Stop
- Bus Route

1:4,000 @ A4
0 50 100m

Goodwood and Cross Roads Growth Precinct ZONE CHANGES

Mitcham Growth Precincts DPA

JOB REF. 19ADL-0032
PREPARED BY. MP
DATE. 24.08.19
REVISION. 2
DATA SOURCE. City Development Plan nearmap (28.03.19)



Goodwood and Daws Roads Growth Precinct **ZONE CHANGES**

Mitcham Growth Precincts DPA

JOB REF. 19ADL-0032
 PREPARED BY. MP
 DATE. 26.08.19
 REVISION. 4
 DATA SOURCE. City Development Plan
nearmap (28.03.19)



Appendix C – Assessment of the Planning Strategy

Targets

The DPA will support the relevant volume of the Planning Strategy (or draft Strategy) by implementing the following targets:

Target	How the target will be implemented:
The 30-Year Plan for Greater Adelaide (2017 Update)	
Goal 1 Containing our urban footprint and protecting our resources <i>1.1 – 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045</i>	The DPA will seek to translate Council's Spatial Vision and Structure Planning work for key growth precincts into tangible planning policy, to enable significant growth in residential and non-residential development in suitable urban areas.
Goal 2 More ways to get around <i>60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram O-Bahn and bus) and high frequency bus routes by 2045</i>	The key growth precincts in this DPA are all located within close proximity to fixed line rail and/or high frequency bus routes.
Goal 4 Walkable neighbourhoods <i>Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045</i>	This DPA seeks to significantly increase housing and employment density in suitable locations within the growth precincts, which are all located in middle Metropolitan Adelaide and within close proximity to fixed line rail and/or high frequency bus routes.
Goal 6 Greater housing choice <i>Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045</i>	This DPA seeks to significantly increase housing density in suitable locations within the growth precincts, with an emphasis on facilitating an increase in housing choice across the City of Mitcham.

Policies

The DPA will support the relevant volume of the Planning Strategy (or draft Strategy) by implementing the following policies:

Policy	How the policy will be implemented:
The 30-Year Plan for Greater Adelaide (2017 Update)	
Transit corridors, growth areas and activity centres P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	A local area planning project has been underway for the last 2 years. The resultant Spatial Vision identifies five key precincts with opportunities for significant residential and non-residential growth, and structure plans illustrate how this growth might develop in all precincts with the exception of the South Road Corridor.

Policy	How the policy will be implemented:
	All of these growth precincts are located in middle Metropolitan Adelaide and within close proximity to fixed line rail and/or high frequency bus routes.
Transit corridors, growth areas and activity centres P9. Develop activity centres as vibrant places by focusing on mixed-use activity, main streets and public realm improvements.	The local area planning project identifies precincts with opportunities for significant residential and non-residential growth. Three of these precincts are located in identified activity centres and all are located on fixed line or transit corridors. Mixed-use activity, main streets and/or public realm improvements will be a focus of all growth precincts through both policy-development and in future investment.
Design quality P27. Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts	The DPA will investigate appropriate policies and/or zones to address these transitions where they occur.
Design quality P30. Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.	The DPA is predicated on opportunities for significant change, however context, location and place feature as key considerations both in terms of respecting the positive attributes of existing character and pursuing the attainment of desired character where redevelopment is appropriate.
Heritage P33. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.	The Spatial Vision identifies a number of existing heritage areas around the City that are to be preserved. At least three of the five growth precincts contain and/or sit adjacent to items or areas of heritage significance. The DPA will respond to the potential impacts on heritage in order to preserve their essential heritage character.
Housing mix, affordability and competitiveness P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	This DPA seeks to significantly increase housing and employment density in suitable locations within the growth precincts, which are all located in middle Metropolitan Adelaide and within close proximity to fixed line rail and/or high frequency bus routes.
The economy and jobs P56. Ensure that there are suitable land supplies for the retail, commercial and industrial sectors.	This DPA seeks to ensure that a suitable supply of employment land exists across the City of Mitcham, including future retail and commercial land supply in and around the identified growth precincts including the South Road corridor. To support continued economic growth, the DPA will consider the state strategic targets identified in the 30-Year Plan for Greater Adelaide and ensure policy alignment to provide appropriate employment opportunities.

Development Plan Amendment

By the Council

Mitcham (City) Growth Precincts Development Plan Amendment



The Amendment

Amendment Instructions Table					
Name of Local Government Area: City of Mitcham					
Name of Development Plan Mitcham (City) Development Plan					
Name of DPA: Growth Precincts Development Plan Amendment					
<i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 20 February 2018.</i> <i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i>					
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. <ul style="list-style-type: none"> • Amend • Replace • Delete • Insert 	If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
General Section					
1.	Replace	Replace 5 th paragraph of the explanatory statement associated with Residential Development Objective 18 that states "The majority of residential development within the council area will occur in any one of six residential zones designated throughout the area, each of which prescribes a different set of objectives and policies for residential development"	"The majority of residential development within the council area will occur in various residential zones (including the Suburban Neighbourhood Zone and Urban Corridor Zone)".	N	N
2.	Replace	Replace 6 th paragraph of the explanatory statement associated with Residential Development Objective 18 that	"Medium density residential development is allowed for in proximity to district centres at Mitcham, Cumberland Park and	N	N

		<p>states: "Medium density residential development is allowed for in proximity to district centres at Mitcham, Cumberland Park and Blackwood. Elsewhere throughout the city, some specific forms of residential development are encouraged in some non-residential zones. For example, higher density forms of housing including boarding houses and multiple dwellings are encouraged to locate in close proximity to the main public transport and arterial road network running through the council area. Hence these forms of residential development are directed to appropriate parts of the Mixed Use, Commercial and District Centre Zones."</p>	<p>Blackwood. Elsewhere throughout the city, some specific forms of residential development are encouraged in some non-residential zones. For example, higher density forms of housing including boarding houses and multiple dwellings are encouraged to locate in close proximity to the main public transport and arterial road network running through the council area. Hence these forms of residential development are directed to appropriate parts of the Urban Corridor Zone, Mixed Use, Commercial and District Centre Zones."</p>		
3.	Insert	New Stormwater Management Objective 33	"The detention and/or retention systems will need to be sized to ensure that both the 5 and 100 year average recurrence interval peak flows from a site post development are limited to the pre-development peak flows"	N	N
4.	Insert	Before Stormwater Management PDC 78	"Peak flows from a site post development are not to exceed the pre-development peak flows from the same site in the critical 5 year average recurrence interval event and the critical 100 year average recurrence interval event."	Y	N
5.	Replace	Replace Community Facilities PDC 111 "Community facilities should provide car parking in accordance with the following standards:"	Community facilities should provide car parking in accordance with the following standards (except where otherwise specified in a zone or policy area)....."	N	N
6.	Replace	Replace Community Facilities PDC 115 that states "Buildings in Primary Schools and Educational Establishments should be set back generally at least 20 metres from residential development, and in the case of two or more storey buildings, at least 30 metres"	"Buildings in Primary Schools and Educational Establishments should be set back generally at least 20 metres from residential development, and in the case of two or more storey buildings, at least 30 metres, except where otherwise specified in a zone or policy area)."	N	N

7.	Replace	Replace Commercial Development PDC 120 “Wholesaling, storage, transport and service industries or mixed uses of that kind together with administrative, showroom and workshop components should be located in the Commercial (South Road) or the General or Light Industry Zones”	Wholesaling, storage, transport and service industries or mixed uses of that kind together with administrative, showroom and workshop components should be located in the Commercial (South Road), the General, Light Industry Zones or the Mixed Use Zone.”	N	N
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**ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS
(including figures and illustrations contained in the text)**

Institutional Zone

8.	Replace	Introduction text that states: The objectives and principles of development control that follow apply in the Institutional Zone shown on Maps Mit/5, 6, 8, 9, 11 to 13 and 18 to 21. They are additional to those expressed for the whole of the council area.”	The objectives and principles of development control that follow apply in the Institutional Zone shown on Maps Mit/5, 6, 11 to 13 and 18 to 21. They are additional to those expressed for the whole of the council area.	N	N
9.	Delete	Objective 3 that states: The Centennial Park area accommodating a diverse range of extensive public and institutional activities set within open grassed areas and landscaped gardens. Centennial Park Cemetery itself providing state wide facilities, services and developments associated with the disposal of the dead. The ETSA Sub-station site at 623 to 627 Goodwood Road being developed in such way as to retain a dense plantation of shrubs and trees along the Goodwood Road frontage”.		Y	N

Mixed Use Zone

10.	Replace	Replace the total zone	Attachment A	N	N
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Mixed Use (Belair Road) Zone

11.	Delete	Delete entire zone	n/a	N	N
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Neighbourhood Centre Zone

12.	Replace	Introduction text that states: "The objectives and principles of development control that follow, apply in the Neighbourhood Centre Zone, shown on Maps Mit/4, 9, 10 and 14. They are additional to those expressed for the whole of the council area."	The objectives and principles of development control that follow, apply in the Neighbourhood Centre Zone, shown on Maps Mit/4 and 10. They are additional to those expressed for the whole of the council area.	N	N
13.	Delete	Delete Objective 5	n/a	N	N
Commercial (Main Road) Zone					
14.	Delete	Delete entire Zone	n/a	N	N
Light Industry Zone					
15.	Delete	Delete entire Zone	n/a	N	N
Community Zone (Education Policy Area and Recreation Policy Area)					
16.	Insert	After the contents of the "Institutional Zone"	Attachment B	N	N
Suburban Neighbourhood Zone					
17.	Insert	After the contents of the "Suburban Activity Node Zone"	Attachment C	N	N
Urban Corridor Zone (Transit Living Policy Area)					
18.	Insert	After the contents of the "District Centre Zone"	Attachment D	N	N
District Centre Zone					
19.	Replace	Contents of the "District Centre Zone"	Attachment E	N	N
TABLES					
Amendments required (Yes/No): YES					
Table Mit/9 Off-street Vehicle Parking Requirements for Designated Areas					
20.	Insert	Clause 2 under the heading of "Designated Area"	Insert "Suburban Neighbourhood Zone, Urban Corridor Zone and Mixed Use Zone", following the existing "Regional Activity Zone and Suburban Activity Node Zone".	N	N
21.	Replace	Table 3 within Table Mit/9 that states: "Table 3: Residential development in the form of residential flat buildings and residential development in multi-storey buildings"	Table 3: Residential development (excluding detached and semi-detached dwellings) or residential component of a mixed use development.	N	N

22.	Insert	New row within Table 3 within Table Mit/9	Additional row in table 3 that introduces the following, in 1 st column: “Suburban Neighbourhood Zone”; in 2 nd column: “0.5 per studio (no separate bedroom). 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3+ bedroom dwelling”; and in 3 rd column: 0.50 per dwelling.	N	N
23.	Insert	New row within Table 3 within Table Mit/9	Additional row in table 3 that introduces the following, in 1 st column: “Urban Corridor Zone”; in 2 nd column: “0.5 per studio (no separate bedroom). 1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3+ bedroom dwelling”; and in 3 rd column: 0.50 per dwelling.	N	N

Table Mit/10 Bicycle Parking Requirements for Designated Areas

24.	Insert	Within clause 2 “Designated Areas”, after the text “Suburban Activity Node Zone”	Insert “Urban Corridor Zone and Mixed Use Zone”	N	N
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MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

Amendments required (Yes/No): Yes

Map(s)

25.	Replace	Structure Plan Map Mit/1 (Overlay) and Zone and Policy Area Maps Mit/3, 4, 5, 8, 9, 14, 15, 20, 27, 28, 29, 30 and 31 with Attachment F.	N	N
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Attachment A: Mixed Use Zone

Mixed Use Zone

The objectives and principles of development control that follow apply in the Mixed Use Zone shown on Maps Mit/ 8, 9, 15 and 16. They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A functional and diverse zone accommodating a mix of commercial, community, light industrial, medium density residential, office, and small-scale shop land uses.
- 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 3 Integrated, mixed use, medium rise buildings with ground floor uses that create active and vibrant streets with residential development above.
- 4 A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.
- 5 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone comprises land around Daws Road (the Repatriation General Hospital site), Goodwood Road, and in Blackwood along Main Road and Coromandel Parade.

At Daws and Goodwood Roads, there will be an opportunity for existing non-residential uses to expand in scale and intensity. New shops (including bulky goods outlets) should be limited to a small scale and footprint and service a local catchment only. Medium density residential land uses will be developed in a variety of dwelling types and sizes to support businesses and public transport in the area. Large allotments fronting Goodwood Road present an opportunity for integrated, high-quality mixed use developments up to four storeys in height (residential is envisaged above ground level), or five storeys in height within the Repatriation General Policy Area. The scale and intensity of development will transition downward at the edges of the zone where it has an interface with residential zones, including the Suburban Neighbourhood Zone.

At Blackwood, there will be a strong emphasis on providing a variety of medium density residential land uses as part of any mixed use development. The scale and nature of non-residential development within this part of the zone should not threaten the role and function of the adjoining District Centre Zone. Buildings of up to 4 storeys high are envisaged, however this will require careful siting and design in order to accommodate sloping land and to minimise impact on adjoining sites in adjoining residential zones, including the Suburban Neighbourhood Zone. In particular, careful attention will be given to minimising earthworks/filling at the zone boundaries given adjacent residential land uses are often located at a lower ground level.

Throughout the zone generally, and where possible, vehicle access will be shared/consolidated and provided from rear or side streets to minimise the number and width of access points onto main roads. Active street frontages will be provided. Amalgamation of properties is desirable, particularly for development exceeding a height of two storeys. Parking areas will be screened and located away from public spaces or underneath buildings. Each new development will be responsible for appropriately managing its interface with surrounding land uses. Development will be interspersed with suitable on-site landscaping to reduce heat load in summer and to soften the appearance of buildings as viewed from the street and adjoining land outside the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- community facility
- consulting room
- group dwelling
- institutional facility
- light industry
- motor repair station
- multiple dwelling
- office
- residential flat building
- row dwelling
- service trade premises
- shop or group of shops where the gross leasable area is 500 square metres or less
- warehouse

2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Outside of the Repatriation General Hospital Policy Area, residential or mixed use development should achieve net residential site densities in accordance with the following:

Site Area	Minimum net residential site density	Maximum net residential site density
Sites of less than 2000m ²	45 dwellings per hectare net	70 dwellings per hectare net
Sites of 2000m ² or more	45 dwellings per hectare net	80 dwellings per hectare net

- 5 Amalgamation of sites, including adjacent sites that may or may not have a main road frontage, should provide opportunity for comprehensively planned development and better design outcomes in accordance with the desired character of the zone/ policy area and the interface with any adjoining zone.
- 6 The bulk and scale of development should be compatible with adjoining land uses.
- 7 Vehicle parking areas should be established in accordance with one or any combination of the following:
- at the rear of premises;
 - at the side of premises;
 - undercroft/semi-basement;
 - within the podium of a multi-storey building.
- 8 Development involving multi-level vehicle parking should be designed to:
- provide active street frontages and land uses such as commercial, retail or other non-car park uses, along ground floor street frontages to maintain pedestrian interest and activity at street level;
 - be of a high-quality design;

- (c) provide surveillance, lighting and direct sightlines along clearly defined and direct walkways, through and within car parking areas and to lift and toilet areas;
 - (d) on a corner site with two major street frontages, be set back from the major street frontages, with commercial or other non-car park floor space in front of and screening the car parking building;
 - (e) on a site with only one major street frontage, include screening so that any car parking is not visible from the public realm either day or night, and detailed to complement neighbouring buildings in a manner consistent with desired character in the relevant Zone and Policy Area;
 - (f) incorporate treatments to manage the interface with adjacent housing, such as careful use of siting and use of materials and landscaping.
- 9 Development involving the parking of vehicles where vehicles are visible from public areas, should incorporate adequate screening and landscaping.
- 10 Advertisements and advertising hoardings should not include any of the following:
- (a) flashing or animated signs
 - (b) bunting, streamers, flags, or wind vanes
 - (c) roof-mounted advertisements projected above the roofline
 - (d) parapet-mounted advertisements projecting above the top of the parapet.

Design and Appearance

- 11 Buildings should maintain a pedestrian scale at street level and should:
- (a) include a clearly defined podium or street wall with a maximum building height of 2 storeys or 8 metres in height.
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 12 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 13 Buildings should be designed to:
- (a) enable suitable sunlight access to public open space
 - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes.
- 14 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 15 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
- (a) from side streets or rear access ways
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 16 Vehicle access points on side streets and rear access ways should be located and designed to:
- (a) minimise the impacts of headlight glare and noise on nearby residents
 - (b) avoid excessive traffic flows into residential streets.

17 Undercroft, semi-basement and above ground parking of vehicles should ensure:

- (a) the overall height, bulk and appearance of the undercroft or above-ground structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties;
- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles;
- (c) driveway gradients provide for safe and functional entry and exit;
- (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath;
- (e) openings are integrated with the main building so as to minimise visual impact;
- (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties;
- (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development).

Building Envelope

Building Height

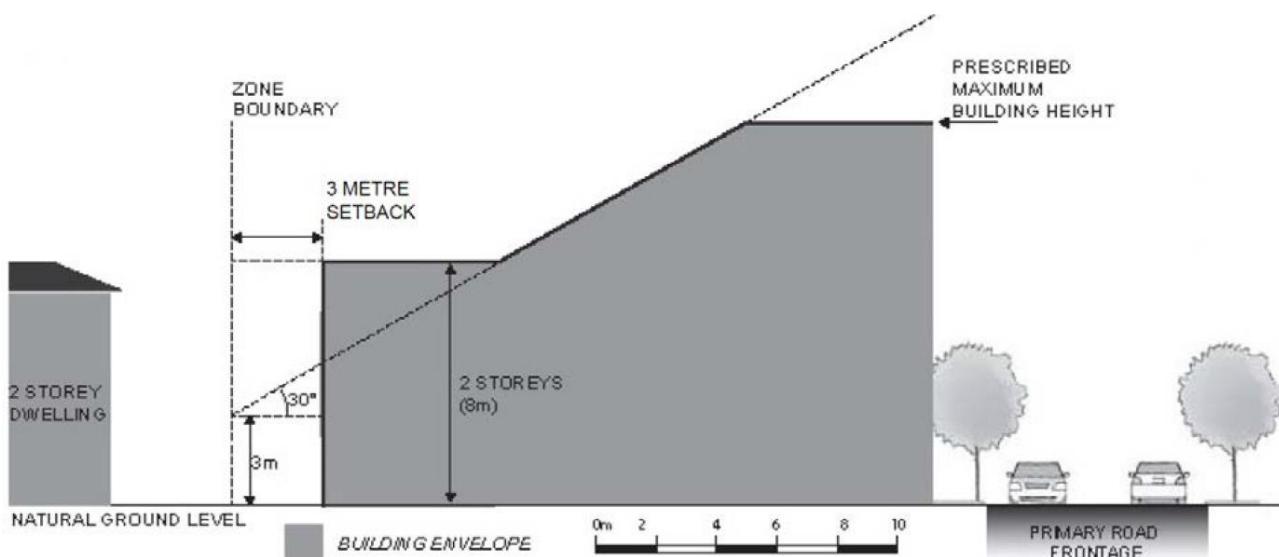
18 Except where airport building height restrictions prevail or the ‘Interface Height Provisions’ require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Not within a Policy Area	No minimum	4 storeys and up to 16.5 metres
Repatriation General Hospital Policy Area	No minimum	5 storeys and up to 18.5 metres

Interface Height Provisions

19 Any portion of a development above two storeys (or 8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the policy area boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:

Figure 1



- 20 Development should be set back 3 metres from the boundary of an adjacent zone.
- 21 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
- north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - half of the existing ground level open space
 - 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
 - sunlight to solar panels should be maintained for a minimum of 2 consecutive hours between 9.00 am and 3.00 pm on 22 June

Setbacks from Road Frontages

- 22 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Minimum setback from the primary road frontage where it is the Primary Road Corridor	Minimum setback from the primary road frontage in all other cases
--	---

0 metres from the Goodwood Road Primary Road Corridor, while incorporating

- a 3m setback from the Primary Road Corridor for 50 per cent of the building; or
- a 4 metre x 4 metre deep soil zone area in front of the building;

for the purpose of establishing mature trees and landscaping

0 metres from the Main Road/Coromandel Parade Primary Road Corridor, while incorporating

Minimum setback from the primary road frontage where it is the Primary Road Corridor	Minimum setback from the primary road frontage in all other cases
<ul style="list-style-type: none"> (a) a 3m setback from the Primary Road Corridor for 50 per cent of the building; or (b) a 4 metre x 4 metre deep soil zone area in front of the building; <p>for the purpose of establishing mature trees and landscaping.</p>	

- 23 Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Minimum setback from secondary road	Minimum setback from a rear access way
2m where the secondary street boundary has an interface with an adjoining residential zone (including the Suburban Neighbourhood Zone)	<ul style="list-style-type: none"> (a) No minimum where the access way is 6.5 metres or more; <p>OR</p> <ul style="list-style-type: none"> (b) Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
0m in all other circumstances	

Other Setbacks

- 24 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary or adjoining an allotment of a different zone)
3 metres where the subject land directly abuts an allotment of a different zone	Irrespective of height, no minimum within 18 metres from the front property boundary.
3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	<p>No minimum for remaining length for the ground level only.</p> <p>More than 18 metres from the front property boundary, 1st level and above (ie above ground level) should be setback 2 metres.</p>

Private Open Space

- 25 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)

250 or more	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	4	24
Less than 250	24, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	3	10

- 26 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

Vehicle Parking

- 27 Vehicle parking should be provided in accordance with the rates set out in [Table Mit/9: Off-street Vehicle Parking Requirements for Designated Areas.](#)

Land Division

- 28 Land division should create allotments that vary in size and are suitable for a variety of commercial and residential activities.

Repatriation General Hospital Policy Area 7

The objectives and principles of development control that follow apply in the Policy Area shown on Maps Mit/30 and 31. They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A policy area accommodating a mix of primary land uses including facilities for health and aged care, rehabilitation, education, research, community, and retirement and Veterans housing
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

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

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

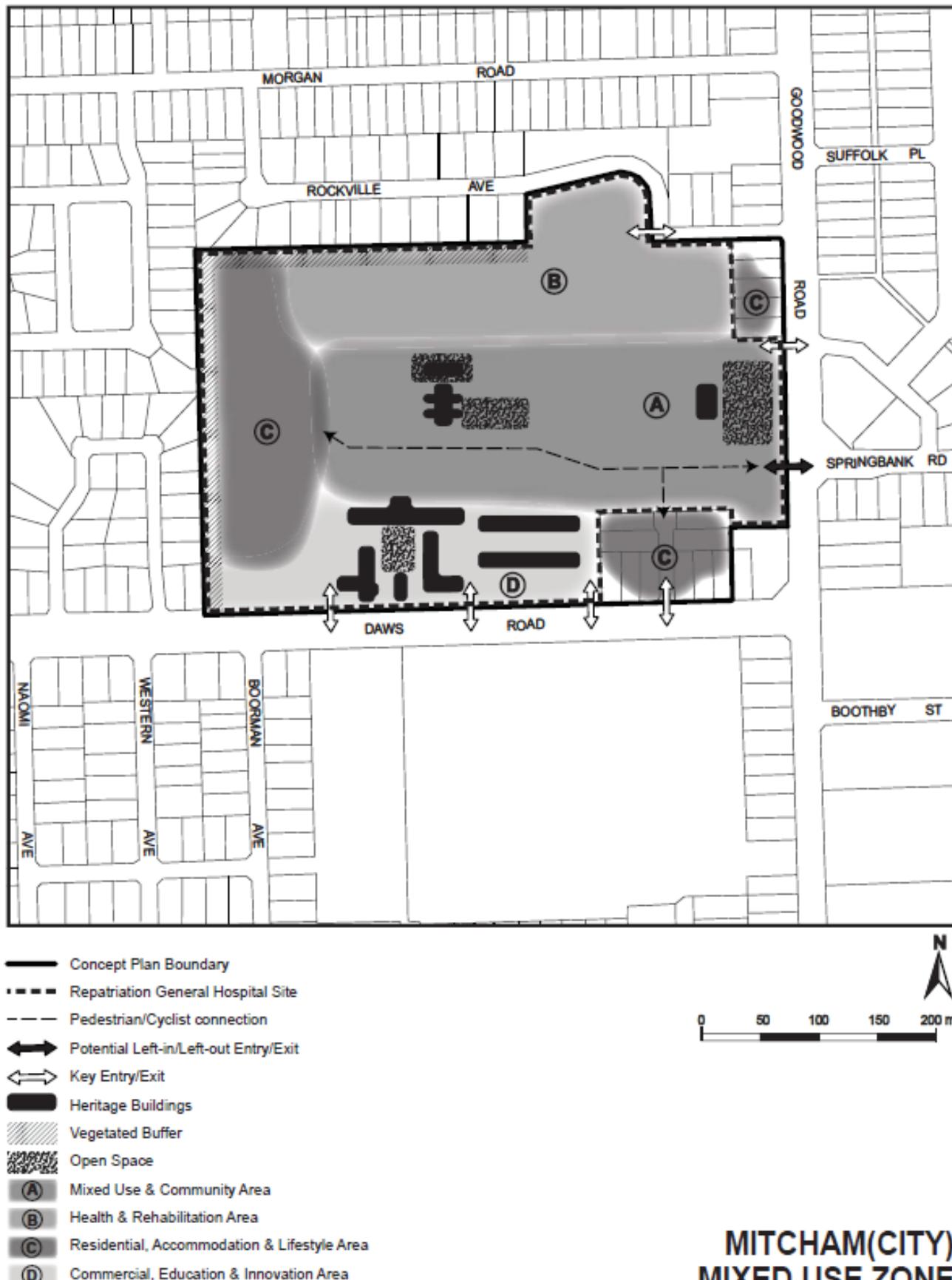
The land shown in Concept Plan [Fig MU/1](#) will be developed as a walkable neighbourhood that is characterised by:

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

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

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

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

**NOTE:**

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

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

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

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

- (a) support their adaptive re-use to promote ongoing use and conservation;
- (b) maintain the setting of the Central Administration Buildings as prominent and iconic features to the main Daws Road entrance;
- (c) retain the external presentation of the former Gatehouse adjacent Daws Road, although consideration will be given to improving connectivity between the interior and exterior of the building;
- (d) retain Daw House as a prominent feature to Goodwood Road behind an open garden setting.

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

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

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

1 The following forms of development are envisaged in the policy area:

- affordable housing
- advertisements
- aged persons accommodation
- community facility
- consulting room
- dependent accommodation
- dwelling
- educational establishment
- hospital
- institutional facility
- nursing home
- office
- place of worship

- pre-school
 - recreation area
 - residential flat building
 - restaurant
 - retirement village
 - small scale shop or group of shops
 - supported accommodation
 - visitor and short-term accommodation
- 2 Development listed as non-complying is generally inappropriate.
- ### **Form and Character**
- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Development should be undertaken in accordance with Concept Plan [Fig MU/1](#).
- 5 The ‘Potential Left-in/Left-out Entry/Exit’ shown on Concept Plan [Fig MU/1](#) should not be provided in a location generally opposite the Springbank Road alignment until such time as the existing intersection of Springbank Road and Goodwood Road is altered to limit vehicle movements to a left-in/left-out arrangement into/out of Springbank Road. In all cases, the new access should:
- (a) maintain traffic flows along Goodwood Road;
 - (b) not interfere with road upgrades associated with the realignment of Springbank Road to Daws Road.
- 6 A lesser number of off-street parking spaces may be provided, where it can be justified and is unlikely to cause adverse traffic and parking conditions in the wider locality, based on (but not limited to) the following:
- (a) convenient on-street parking is readily available;
 - (b) the development is located within 400 metres of a high frequency public transport service, defined as a route serviced every 15 minutes between 7.30 am and 6.30 pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10.00 pm;
 - (c) the development is a mixed-use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times;
 - (d) the development is sited in a locality where the respective peak demands for parking across the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas;
 - (e) the development supports the reuse of a heritage place where the provision of additional parking is unable to be accommodated on site.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table Mit/9 – Off-street Vehicle Parking Requirements for Designated Areas](#) and provided the development not involve a Contributory, Local Heritage or State Heritage Place and does not include any external alteration or additions:

- (a) change in the use of land, from residential to office on the ground or first floor of a building

- (b) change in the use of land, from residential to a shop, where the shop has a gross leasable area of less than 250 square metres and is located on the ground floor of a building.
- (c) change in the use of land, from office to a shop, where the shop has a gross leasable area of less than 250 square metres and is located on the ground floor of a building.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Any development, or portion thereof (excluding rooftop plant and equipment), greater than 5 storeys or 18.5 metres in height	Except where located outside the Repatriation General Hospital Policy Area.
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Intensive animal keeping	Except where located within the Repatriation General Hospital Policy Area.
Prescribed mining operations	
Road transport terminal	
Shop or group of shops	Except where one of the following applies: (a) the gross leasable area is 500 square metres or less (b) where located within the Repatriation General Hospital Policy Area.
Special industry	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is classified as non-complying) are designated:

Category 1	Category 2
Where the development is located outside the Repatriation General Hospital Policy Area:	Where the development is located outside the Repatriation General Hospital Policy Area: <ul style="list-style-type: none"> ▪ Advertisement

Category 1	Category 2
<ul style="list-style-type: none"> ▪ Aged persons accommodation ▪ All forms of development that are ancillary and in association with residential development ▪ Consulting room ▪ Dwelling ▪ Educational establishment ▪ Office ▪ Pre-school ▪ Primary school ▪ Residential flat building ▪ Retirement village ▪ Supported accommodation ▪ Shop or group of shops with a gross leasable area of 500 square metres or less ▪ Tourist accommodation <p>Where the development is located within the Repatriation General Hospital Policy Area; except where the development is adjacent land to land in a residential zone and is greater than 2 storeys (8 metres) in height and exceeds the Building Envelope requirements as shown in Figure 1:</p> <ul style="list-style-type: none"> ▪ Advertisement ▪ Aged persons accommodation ▪ Affordable housing ▪ Community facility ▪ Conference centre (not adjacent land to land in a residential zone) ▪ Consulting room ▪ Dependent accommodation ▪ Dwelling ▪ Educational establishment ▪ Hospital ▪ Indoor recreation centre (not adjacent land to land in a residential zone) ▪ Light industry (involving alterations and additions to an existing light industry that is no closer to a residential zone) ▪ Motel (not adjacent land to land in a residential zone) ▪ Nursing home 	<ul style="list-style-type: none"> ▪ Any development listed as Category 1 and located directly adjacent to a different zone that: <ul style="list-style-type: none"> (a) exceeds maximum height in the Zone (excluding any rooftop mechanical plant or equipment) (b) exceeds the Building Envelope and Interface Height Provisions. <p>Where the development is located within the Repatriation Policy Area, all forms of development not listed as Category 1, other than:</p> <ul style="list-style-type: none"> ▪ Hotel (located adjacent land to land in a residential zone, including the Suburban Neighborhood Zone) ▪ Light industry (located adjacent land to land in a residential zone, including the Suburban Neighborhood Zone) ▪ Indoor recreation centre (located adjacent land to land in a residential zone, including the Suburban Neighborhood Zone) ▪ Parking facility (adjacent to a site used for residential purposes in a residential zone, including the Suburban Neighborhood Zone) ▪ Restaurant (adjacent to a site used for residential purposes in a residential zone, including the Suburban Neighborhood Zone) ▪ Warehouse (adjacent to a site used for residential purposes in a residential zone, including the Suburban Neighborhood Zone)

Attachment B: Community Zone

Community Zone

The objectives and principles of development control that follow apply in the Community Zone shown on Maps Mit/ 3, 4, 5, 8 and 9. They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A zone accommodating community, educational, recreational and health care facilities for the general public's benefit.
- 2 Development that is integrated in function and provides a coordinated base to promote efficient service delivery.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone accommodates a range of land uses that fulfil a community need including schools, public open space reserves and Centennial Park Cemetery. Uses within the zone will be of a scale and function that is appropriate within the locality and will not unreasonably impact adjacent zones through, for example, noise or traffic generation.

Buildings will have a maximum height of up to three storeys provided they are carefully sited and designed to minimise impact on adjacent land.

Development will maintain a high level of presentation to public roads through incorporation of landscaping, high quality structures and fencing, and screening of waste, service and storage areas.

Community facilities will utilise crime-prevention design techniques and incorporate building materials that deter and minimise the occurrence of vandalism and anti-social behaviour.

Centennial Park Cemetery provides an important facility for South Australia. In addition to burial plots, cemetery structures and a crematorium, the cemetery accommodates a diverse range of public and community activities which are set within open grassed areas and extensively landscaped gardens. Special events held within the cemetery will have minimal impact on adjacent land, will assist with the interpretation of the site and will support the continuation of the cemetery.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- cemetery
- community centre
- consulting room
- educational establishment
- emergency services facility
- hall
- health facility
- hospital
- library
- office associated with community service
- place of worship
- public administration office

- recreation centre
 - theatre
 - welfare institution.
- 2 The following forms of development are envisaged at Centennial Park Cemetery:
- cemetery
 - cemetery structures (eg headstones, monuments, mausoleums)
 - crematorium
 - funeral parlour
 - special events
- 3 Development listed as non-complying is generally inappropriate.
- 4 Development should not be undertaken if it would inhibit or prejudice the integrated development of land within the zone for further community and institutional uses.

Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Development should not exceed three storeys in height.

Education Policy Area 5

The objectives and principles of development control that follow apply in the Policy Area shown on [Maps Mit/27, 28, 29 and 31](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A policy area accommodating educational facilities and associated administrative and recreational facilities.
- 2 Development of a scale compatible with existing buildings and surrounding residential areas.
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area accommodates Cabra Dominican College, Mitcham Girls High School, Springbank Secondary College, Walford Parks Playing Fields and Westbourne Park Primary School. Activities that are generally associated with education facilities such as recreational facilities, playing fields, multi-purpose halls, ancillary shops and offices, and vocational education will also occur in the policy area.

The scale and character of education facilities within the policy area varies considerably. These range from small sites set close to dwellings within suburban streetscapes, to large sites containing imposing buildings set within expansive landscaped grounds.

New buildings up to three storeys high may be appropriate where it is demonstrated that the development is of a high design standard, adequately set back from boundaries and results in minimal impact on adjacent land in terms of visual bulk, overshadowing and overlooking.

The use of contemporary architectural styles and materials is acceptable provided the design is high quality, visually cohesive with surrounding development, and incorporates sufficient physical articulation, architectural interest and detailing.

On-site vehicle parking should be determined having regard to the size and nature of a proposed development. Where a proposed development is likely to result in an increase in student or employee numbers, or where it has the potential to be used outside of school hours by the broader community, advice from a suitably qualified traffic engineer should assess the likely impact of that development on vehicle parking and traffic movements within the locality of the school. The assessment should establish if additional on-site vehicle parking should be provided or whether other measures are required to reduce on-street vehicle parking demand and to improve the flow of traffic in the streets around school sites. This might include but not be limited to, road widening, vehicle passing bays or a dedicated student pick-up and drop-off lane and programs to encourage walking and cycling to school. In any case, development should minimise the use of residential streets for vehicle parking and vehicle parking areas should be located and designed so as not to impair the residential amenity of adjoining areas

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

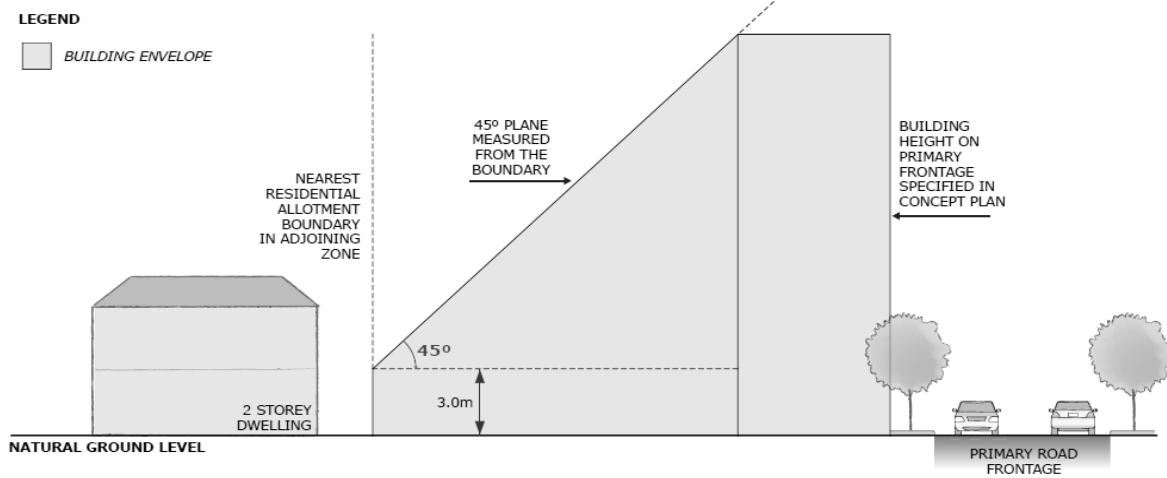
- 1 The following forms of development are envisaged in the policy area:

- child care centre
- community centre
- educational establishment and associated facilities such as stadiums and theatres
- lighting for night use of facilities
- open space in association with an educational facility
- pre-school
- primary school

Form and Character

- 2 Development should be consistent with the desired character for the policy area.
- 3 Buildings, except for fences, should have a setback from a public road not less than 4 metres except where there is an existing school building closer to the street boundary.
- 4 Development should not exceed three storeys in height, unless it is demonstrated that the proposed building results in minimal impact on adjacent land and streetscapes in terms of visual bulk, overshadowing and overlooking.
- 5 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone (except where the zone boundary is along a street), as illustrated in **Figure 1**:

Figure 1



- 6 Development should include landscaped buffers, as well as carefully designed fencing and boundary walls, that minimise noise and visual impact to adjoining residents.
- 7 Development within schools should minimise on-street vehicle parking and maximise vehicle drop-off/pick-up areas within and immediately adjacent to the land so as to minimise nuisance to neighbours.
- 8 Activities which are likely to generate substantial noise should be located well away from adjoining residential areas or include measures to reduce the transmission of noise.

Recreation Policy Area 6

The objectives and principles of development control that follow apply in the Policy Area shown on [Maps Mit/29](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A policy area accommodating sporting, entertainment, cultural and recreational activities and associated spectator and administrative facilities.
- 2 Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.
- 3 Buildings, facilities and car parks located and designed to blend in with existing or additional trees, vegetation and landscaping.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area provides an important source of public open space for the local community, including sporting groups. A variety of sporting, recreational, cultural and entertainment activities will be accommodated in the policy area, as well as associated spectator and administrative facilities.

Development will preserve the predominantly open character of the policy area and, where relevant, will complement the suburban character of surrounding land. Buildings and activities will be sensitively sited and designed to minimise impact on adjacent dwellings.

Development in the policy area will improve traffic management and reduce the associated impacts on adjoining residential areas. Wherever possible, parking facilities will be located on site. Where this is not possible, careful attention will be given to the management of traffic during peak operating times. Car parking areas will be landscaped, set back from adjacent residential land, and will be sited to have minimal impact upon streetscape character and amenity.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - car parking
 - clubroom associated with a sports facility
 - community centre
 - community hall
 - entertainment, cultural and exhibition facility
 - indoor and outdoor recreation facility
 - library
 - lighting for night use of facilities
 - office associated with community or recreation facility
 - playground
 - shops or groups of shops ancillary to recreation development
 - showground
 - sports ground and associated facility
 - special event
 - spectator and administrative facilities ancillary to recreation development
 - swimming pool.
- 2 A shop or group of shops should only be developed where:

- (a) it is ancillary to recreation and sport development
- (b) the total gross leasable area is 100 square metres or less.

Form and Character

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

Land Division

4 No additional allotments should be created wholly or partly within the policy area.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Consulting room where located within the Recreation Policy Area 20	
Crematorium where located within the Education Policy Area 19 or Recreation Policy Area 20	
Dwelling where located in the Recreation Policy Area 20 .	
Fuel depot	
Hospital where located within the Recreation Policy Area 20 .	
Horticulture	
Industry	
Intensive animal keeping	
Land division where located within the Recreation Policy Area 20	Except where no additional allotments are created partly or wholly within the policy area.
Motel	
Major public service depot	
Motor repair station	
Nursing home where located in the Recreation Policy Area 20	
Office where located within the Recreation Policy Area 20	Except where associated with community or recreation facilities.
Petrol filling station	

Form of development	Exceptions
Residential flat building where located within the Recreation Policy Area 20	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where one of the following applies: (a) the gross leasable area is 250 square metres or less and outside the Recreation Policy Area 20 (b) the gross leasable area is 100 square metres or less and where located within the Recreation Policy Area 20
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
Development not exceeding two storey in height	Development exceeding two storeys in height.

Attachment C: Suburban Neighbourhood Zone

Suburban Neighbourhood Zone

The objectives and principles of development control that follow apply in the Suburban Neighbourhood Zone shown on [Maps Mit/ 3, 4, 5, 8, 9, 15 and 16](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A predominantly low and medium density residential area that comprises a range of dwelling types located around activity centres, mixed use zones and transit corridors within a walkable distance of most residents.
- 2 Provision of medium density residential development adjacent to activity centres, public transport stops and public open space.
- 3 The orderly expansion or intensification of urban areas to support the effective and economic provision of public infrastructure and community services.
- 4 Sustainable development outcomes through innovation in stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will be developed as low and medium density residential neighbourhoods established around Mixed Use, District Centre and Urban Corridor Zones. The layout of the area will create active public spaces and provide equitable access to public open space, shops, education facilities and a range of community services.

Housing diversity is a priority for the zone and will be delivered through innovative land division layout, housing design, access and parking arrangements. Housing form will be diverse and cater for different household sizes, different stages of life and housing preferences.

The dominant character of the zone is expected to be low and medium density residential buildings up to two storeys in height, with an average net residential density of around 30-40 dwellings per hectare. The height, scale and density of development will transition downward at the interface with established lower density residential development outside the zone.

Medium density development up to three storeys in height will be appropriate in limited circumstances where the development is in proximity to activity centres, public open space or public transport stops or on large sites exceeding 2000m² in area. Three storey buildings will be carefully sited and designed to minimise impacts on adjacent land. Amalgamation of properties is desirable, particularly for three storey development.

A pedestrian friendly environment will be provided through wide footpaths and tree lined streets while low or no fencing on road frontages will promote casual surveillance. Public and communal spaces will encourage community interaction. Parking areas will be sited behind buildings, where possible, to reinforce the pedestrian feel.

The public realm of residential areas will include unique and interesting themes achieved through landscaping, surface treatments, street furniture, building design and other elements. In most cases setbacks to local streets will be used to provide opportunities for landscaping to soften the built form.

Development will promote cohesive streetscapes by accommodating contemporary built form with design features that complement surrounding built form. In particular, design features may include interesting roof profiles, eaves, front verandahs/porches, traditional building materials, recessed vehicle garaging and landscaped spaces around buildings. Buildings that present limited detailing are generally inappropriate.

Buildings will include windows and doors that overlook the street to promote community interaction and safer streets.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of storm water, will be integrated throughout the area at the neighbourhood, street, site and building level. Harvested storm water will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

Where possible, development should retain existing mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development, or any combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- domestic outbuilding
- dwelling
- educational establishment
- primary school
- residential flat building
- small scale non-residential uses that serve the local community, for example:
 - child care facilities
 - shops
 - offices
 - consulting rooms
- supported accommodation.

2 Non-residential development should be of nature and scale that:

- (a) serves the local community
- (b) is consistent with the character of the locality
- (c) does not compromise the capacity to achieve coordinated development within activity centres.
- (d) does not detrimentally impact on the amenity of nearby residents.

3 Development should not be in the form of entertainment venues and/or licensed premises that provide live music.

4 Development listed as non-complying is generally inappropriate.

Form and Character

5 Development should be consistent with the desired character for the zone.

6 Development should be two storeys or less, except for development with a maximum height of three storeys which is located in proximity to retail/commercial facilities or public open space or a public transport stop or on a large site exceeding 2000m² in area.

7 Development of two or more storeys in height should ensure that:

- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
- (e) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

- (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 8 The visual massing and height of buildings should be progressively reduced at the interface with lower density residential development, particularly in relation to established lower density residential development outside the zone.
- 9 Garage top apartments that share the allotment and services of the main dwelling should:
- (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
 - (b) front a secondary street or a street that provides rear access for vehicles
 - (c) complement the existing building.

Dwellings and Residential Flat Buildings

Building to the Side Boundary

- 10 Walls of dwellings and residential flat buildings sited on side boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
 - (b) constructed in accordance with any approved building envelope plan
 - (c) the exposed section of the wall is less than 8 metres in length and 3.5 metres in height.
- 11 Dwellings developed to both side boundaries, except where there is less than 25 square metres of private open space, should provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.

Setbacks from the Side Boundary

- 12 Walls of dwellings set back from the side boundary should be designed in accordance with the following:

Wall height (measured from natural ground level)	Minimum setback from side boundaries (metres)
For any portion of the wall less than or equal to 7 metres (ie one storey walls not situated on the boundary and two storey walls)	0.9
For any portion of the wall greater than 7 metres (ie three storey walls)	1.9

Front Setbacks

- 13 Dwellings and residential flat buildings (excluding verandahs, porticos and the like) should be set back from road frontages in accordance with the following parameters:

Minimum setback	Value (metres)
From the primary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)

Minimum setback	Value (metres)
From the primary road frontage of all other roads	4 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage that is an arterial road	3 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
Minimum setback to a secondary road frontage that is not an arterial road	0.9

Setbacks from Rear Boundaries

- 14 The walls of detached, semi-detached and row dwellings should be set back from rear boundaries, except where the rear boundary adjoins an access way, in accordance with the following parameters:

Allotment size (square metres)	Ground floor minimum setback (metres)	Second storey minimum setback (metres)	Third storey or more minimum setback (metres)
≤300	4	5	6 plus any increase in wall height over 6 metres
>300	4	6	6 plus any increase in wall height over 6 metres

- 15 Walls of dwellings and residential flat buildings sited on rear boundaries should be in accordance with at least one of the following:

- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
- (b) constructed in accordance with any approved building envelope plan.

Site Area

- 16 A dwelling should have a minimum site area (and in the case of residential flat buildings or group dwellings, an average site area per dwelling (**including the area of the common driveway**) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Minimum area (square metres)	Minimum frontage (metres)
Detached (except where constructed boundary to boundary)	250 minimum allotment area	9
Semi-detached	250 minimum allotment area	8
Row dwelling and detached dwelling constructed boundary to boundary	250 minimum allotment area	7
Group dwellings and/residential flat building	250 average site area per dwelling	15 (total development site frontage)

- 17 The minimum site area requirements specified can be reduced where the division is accompanied by a building envelope plan detailing building footprints and wall heights that demonstrates that the development contributes to the desired character of the zone and where one of the following applies:

- (a) the allotment(s) is located within 200 metres of an Urban Corridor, Mixed Use or Centre Zones.
- (b) the development includes 15 per cent affordable housing
- (c) the allotment(s) is directly adjacent public open space greater than 2000 square metres.

Private Open Space

18 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
250 or more	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	4	24
Less than 250	24, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	3	10

19 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

20 Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.

Vehicle Parking

- 21 Vehicle parking should be provided in accordance with the rates set out in [Table Mit/9: Off-street Vehicle Parking Requirements for Designated Areas](#).
- 22 On-site visitor parking spaces for group dwellings, multiple dwellings and residential flat buildings should be located and designed to:
 - (a) not dominate the streetscape appearance;

- (b) not prevent or restrict access to designated dwelling spaces;
 - (c) ensure visitor spaces are not sited behind garage doors, gates or fences and are independently accessible at all times; and
 - (d) not rely on on-street car parking spaces to address any shortfall in provision required in accordance with Table Mit/9: Off-street Vehicle Parking Requirements for Designated Areas.
- 23 Driveway crossovers serving residential development:
- (a) should be single width (except where serving group dwellings or residential flat buildings which may require common driveways for simultaneous two-way vehicle movements with entry and egress in a forward direction);
 - (b) minimised in number to reinforce or contribute to streetscape character and preserve landscaped verges; and
 - (c) located and designed to optimise the provision of on-street parking, avoid street trees and avoid infrastructure.

Land Division

- 2 Land division resulting in residential allotments should be designed to maximise the provision of on-street parking space through the consolidation and adequate separation of vehicle access points.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Bulky goods outlet	
Crematorium	
Dairy	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Industry	
Intensive animal keeping	
Public service depot	
Road transport terminal	
Service trade premises	

Form of development	Exceptions
Stock slaughter works	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is classified as non-complying) are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Dwelling	
Nursing home	
Office that is ancillary and in association with a dwelling	
Residential flat building	
Retirement village	
Supported accommodation	

Attachment D: Urban Corridor Zone

Urban Corridor Zone

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on Maps Mit/ 4 and 5. They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- 2 Integrated, mixed use, medium rise buildings with ground floor uses that create active and vibrant streets with residential development above.
- 3 A mix of land uses that enable people to work, shop and access a range of services close to home.
- 4 Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- 5 Amalgamation of adjacent sites within this zone, that may or may not have a main road frontage, is encouraged to provide better design outcomes in relation to increased design flexibility, diverse building types, increased landscaped open space and consolidation of vehicle access points.
- 6 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- 7 A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- 8 Noise and air quality impacts mitigated through appropriate building design and orientation.
- 9 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The Zone will enable the development of a mixed use urban environment that contributes to the economic and community vitality of the City by increasing the density and diversity of housing, businesses and other services offered to residents and the wider community.

Residential land uses within the Zone will be developed with a diversity of housing (eg row dwellings, residential flat buildings and multi-storey buildings) and sizes (eg studios and one to three or more bedroom dwellings) that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Issues of paramount importance to the City of Mitcham community are:

- (a) design and appearance;
- (b) bulk, height and scale;
- (c) material quality and durability;
- (d) overlooking and preservation of adjacent privacy/amenity;
- (e) landscaping.

As one of the key Zones in the City where there will be transformation in built form, new buildings and associated landscaping and open space areas will be recognised for their design excellence by demonstrating good design principles, including:

- (a) Contextual and Desired Character – development that responds to its place, recognises and carefully considers surrounding built form, linkages and landscaping, and positively contributes to the Desired Character.
- (b) Responsive and Durable – development that is fit for purpose, adaptable and incorporates long lasting materials.
- (c) Inclusive – development that integrates the public and private realms through street activation, enhancing quality views and passive surveillance into and out of sites.

The balanced consideration of qualitative and quantitative Development Plan provisions is fundamental to achieving design excellence.

Future development in the Zone will comprise an evolving transformation of land uses, built form and scale to accommodate urban growth along transit corridors and accord with the following key elements/attributes:

- (a) The use of a predominant 2 to 4 storey building scale that will create a linear corridor that frames the main roads.
- (b) The establishment of greatest height, mass and intensity of development at the main road frontages (behind setbacks / landscaping if envisaged in the Policy Area), and will reduce in scale to transition down where there is interface with low rise residential development in the adjacent zone.
- (c) The use of designs that consider the local topography that slopes from east to west, such as raised ground floor levels on the east side of roads, lowered ground floor levels and/or car parking underneath buildings on the west side of roads, and stepping the building form across the site on properties facing north and south.
- (d) The use of building articulation and fenestration to all visible sides of buildings and supported by integrated landscaping to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.
- (e) The use of active frontages at ground level to contribute to the liveliness, vitality and security of the public realm.
- (f) The use and combination of natural and durable materials and finishes (self-finished or pre-finished) that respond to the predominant attributes of the area, such as brick, stone and rendered finishes and architectural elements addressing entrances, windows and eaves. Contemporary buildings and expressions are envisaged that complement the solid and lasting styles of the traditional built form of the area.
- (g) Appropriate site design, building separation, orientation and transition of building heights to address the potential for overlooking, overshadowing and noise impacts.
- (h) The use of consolidated parking areas (where possible), screened and located away from public spaces or underneath buildings and minimise access ways (number and frontage widths) and sited to retain public realm benefits.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
 - affordable housing

- aged persons accommodation
- community centre
- consulting room
- dwelling
- educational establishment
- entertainment venue
- licensed premises
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should be consistent with the desired character for the zone.
- 4 Residential or mixed use development should achieve net residential site densities in accordance with the following:

Site Area	Minimum net residential site density	Maximum net residential site density
Sites of less than 2000m ²	45 dwellings per hectare net	70 dwellings per hectare net
Sites of 2000m ² or more	45 dwellings per hectare net	80 dwellings per hectare net

- 5 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.
- 6 Amalgamation of sites, including adjacent sites that may or may not have a main road frontage, should provide opportunity for comprehensively planned development and better design outcomes in accordance with the desired character of the zone/ policy area and the interface with any adjoining zone.

Design and Appearance

- 4 Buildings should maintain a pedestrian scale at street level and should:
- include a clearly defined podium or street wall with a maximum building height of 2 storeys or 8 metres in height.
 - have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 5 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 6 Buildings should be designed to:
- enable suitable sunlight access to public open space
 - overlook or orientate towards public open space and defined pedestrian and cycle routes.

- 7 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 8 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
 - (a) from side streets or rear access ways
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 9 Vehicle access points on side streets and rear access ways should be located and designed to:
 - (a) minimise the impacts of headlight glare and noise on nearby residents
 - (b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

- 10 Except where airport building height restrictions prevail or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

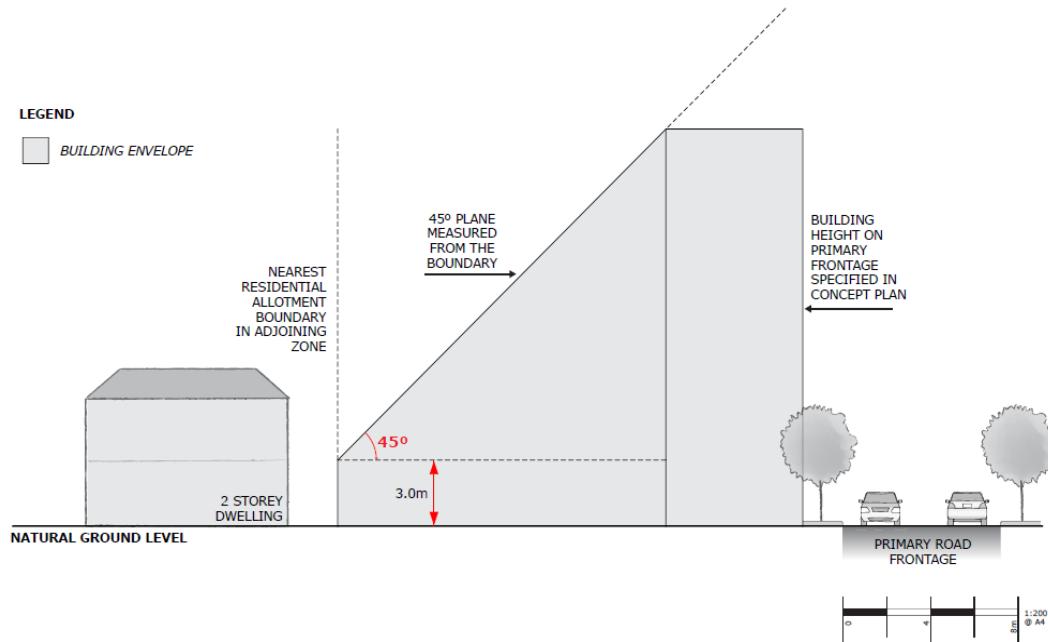
Policy area	Minimum building height	Maximum building height
Transit Living Policy Area 18	2 storeys	4 storeys and up to 16.5 metres

Interface Height Provisions

- 11 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment

within a residential zone, including the Suburban Neighbourhood Zone (except where this boundary is the Primary Road Corridor), as illustrated in **Figure 1**:

Figure 1



15 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:

- (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
- (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level pen space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

12 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Policy area	Minimum setback from the primary road frontage where it is the Primary Road Corridor	Minimum setback from the primary road frontage in all other cases
Transit Living Policy Area 18	0 metres from the Goodwood Road Primary Road Corridor, while incorporating <ul style="list-style-type: none"> (a) a 3m setback from the Primary Road Corridor for 50 per cent of the building; or 	3 metres

Policy area	Minimum setback from the primary road frontage where it is the Primary Road Corridor	Minimum setback from the primary road frontage in all other cases
	(b) a 4 metre x 4 metre deep soil zone area in front of the building;	for the purpose of establishing mature trees and landscaping

0 metres from the Belair Road Primary Road Corridor, while incorporating

- (a) a 3m setback from the Primary Road Corridor for 50 per cent of the building; or
- (b) a 4 metre x 4 metre deep soil zone area in front of the building;

for the purpose of establishing mature trees and landscaping

- 13 Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Policy area	Minimum setback from secondary road	Minimum setback from a rear access way
Transit Living Policy Area 18	2m where the secondary street boundary has an interface with an adjoining residential zone (including the Suburban Neighbourhood Zone)	(a) No minimum where the access way is 6.5 metres or more;

OR

0m in all other circumstances	(b) Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
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Other Setbacks

- 14 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Policy area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary or adjoining an allotment of a different zone)
Transit Living Policy Area 18	3 metres where the subject land directly abuts an allotment of a different zone	Irrespective of height, no minimum within 18 metres from the front property boundary.
	3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum for remaining length for the ground level only. More than 18 metres from the front property boundary, 1st level and above (ie above ground level) should be setback 2 metres.

Private Open Space

15 Dwellings at ground level should provide private open space in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible form a habitable room (square metres)
250 or more	40, of which 16 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	4	24
Less than 250	24, of which 5 may comprise roof patios and the like, provided they have a minimum dimension of 2 metres	3	10

16 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

Student accommodation	2 square metres per bedroom per dwelling
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Vehicle Parking

- 17 Vehicle parking should be provided in accordance with the rates set out in [Table Mit/9: Off-street Vehicle Parking Requirements for Designated Areas.](#)

Land Division

- 18 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

Transit Living Policy Area 4

The objectives and principles of development control that follow apply in the Policy Area shown on [Maps Mit/28 and 29](#). They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A medium density residential area supported by local shops, offices and community land uses.
- 2 A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area will serve a primarily medium density residential function with local shops, offices and community land uses provided as part of mixed use development to support the daily living and working needs of residents. Residential development will take place at medium densities, requiring the replacement of existing detached dwellings and lower scale building stock with apartments, terrace style dwellings and mixed use buildings

The form of buildings, setbacks and street pattern will vary, making use of site opportunities, providing space for landscaping and providing good design outcomes.

Buildings 2 to 4 storeys are anticipated, where 2 storey street walls/podiums will provide a strong presence to the main road. Behind the main road a variety of building forms will be developed, creating housing opportunity for people of various life stages and accommodating a variety of small businesses. Development will be interspersed with suitable on-site landscaping to reduce heat load in summer and to soften the appearance of buildings as viewed from the street and adjoining land outside the zone.

Where possible, vehicle access will be from the side and rear of sites and will be shared/consolidated across sites. The development of laneways is encouraged.

Parking and garages will be located behind the front façade of buildings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

- 1 Shops or groups of shops contained in a single building should have a gross leasable area of less than 800 square metres.

Form and Character

- 2 Development should be consistent with the desired character for the policy area.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table Mit/9 – Off-street Vehicle Parking Requirements for Designated Areas](#) and provided the development not involve a Contributory, Local Heritage or State Heritage Place and does not include any external alteration or additions:

- (a) change in the use of land, from residential to office on the ground or first floor of a building
- (b) change in the use of land, from residential to a shop, where the shop has a gross leasable area of less than 250 square metres and is located on the ground floor of a building.
- (c) change in the use of land, from office to a shop, where the shop has a gross leasable area of less than 250 square metres and is located on the ground floor of a building.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Industry	
Fuel depot	
Public service depot	
Road transport terminal	
Service trade premises	
Transport depot	
Warehouse	
Waste reception storage treatment and disposal	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that:
All forms of development that are ancillary and in association with residential development	<ul style="list-style-type: none"> (a) exceeds maximum height in the Zone (excluding any rooftop mechanical plant or equipment)
Consulting room	
Dwelling	
Educational establishment	

Category 1	Category 2
Office	(b) exceeds the Building Envelope and Interface Height Provisions.
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Supported accommodation	
Shop or group of shops with a gross leasable area of 800 square metres or less	
Tourist accommodation	

Attachment E: District Centre Zone

District Centre Zone

The objectives and principles of development control that follow apply in the District Centre Zone shown on Maps Mit/ 4, 5, 9, 14, 15 16 and 20. They are additional to those expressed for the whole of the council area.

OBJECTIVES

- 1 A centre that accommodates a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of a visually and functionally cohesive and integrated district centre.
- 3 A centre accommodating medium density residential development in conjunction with non-residential development.
- 4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

There are four District Centre Zones within the City of Mitcham, comprising land at Blackwood, Cumberland Park, Lower Mitcham/Torrens Park, and Pasadena. These are the dominant centres within Council Area, and will provide an integrated and diverse mix of non-residential land uses with some opportunity for above-ground medium density residential development that does not compromise the core function of the zone.

The Lower Mitcham/Torrens Park area will be developed in such a way that:

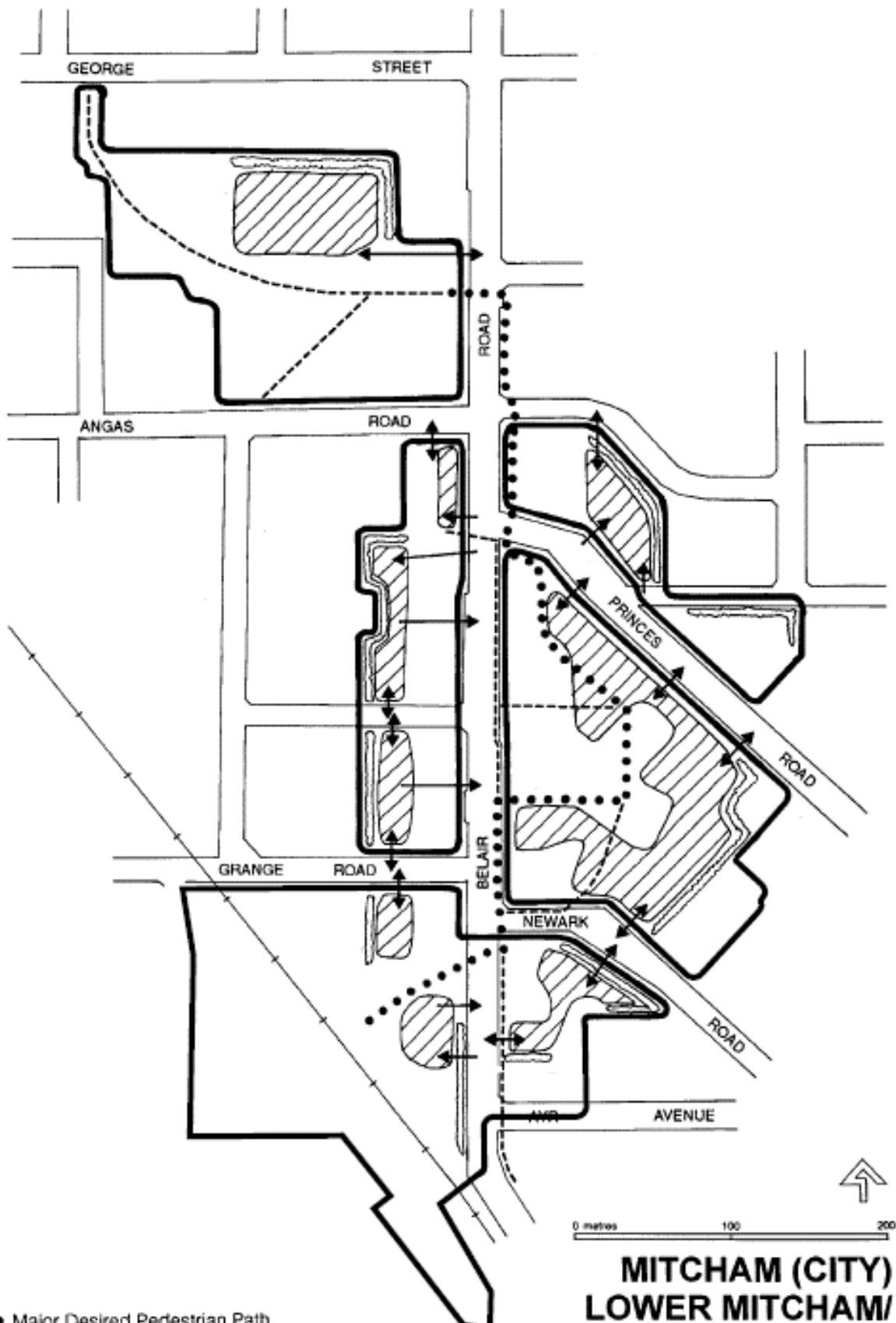
- (a) The area contains facilities which satisfy the major weekly needs of the residents generally within the area bounded by Cross Road, Goodwood Road and the Hills Face Zone, such that the residents look to the area as the focal point of their district;
- (b) The area is characterised by isolated large trees within the area, and along Belair Road and which dominate the built-form;
- (c) Brownhill Creek is not further enclosed and its still open banks are highlighted and enhanced;
- (d) The Torrens Arms Hotel, former Waverley Brewery Building, Mitcham Community Centre Building, Mitcham Railway Station and the Council Chambers remain the dominant buildings in the area and the scale, location and style of new development relates appropriately to those buildings and preserves and enhances their dominance in the streetscape;
- (e) Development of the centre will be in accordance with the concepts indicated in the District Centre Lower Mitcham/Torrens Park Area Concept Plan shown in [Fig DCe/1](#).
- (f) Convenience shopping facilities are located only in the area notated "A" on the District Centre Lower Mitcham/Torrens Park Area Concept Plan in [Fig DCe/1](#);
- (g) community facilities and recreation areas only are located in the area notated "B" on the District Centre Lower Mitcham/Torrens Park Area Concept Plan in [Fig DCe/1](#);
- (h) convenience shopping facilities are orientated around a pedestrian mall;
- (i) direct, safe and easy pedestrian access is provided between the major convenience shops, banks, community facilities, council offices, and Mitcham Railway Station; and

- (j) advertisements are designed and located to identify and reinforce the district centre status and functions of the area whilst maintaining the visual integrity of individual building and sites.

The Blackwood area developed will be developed in such a way that:

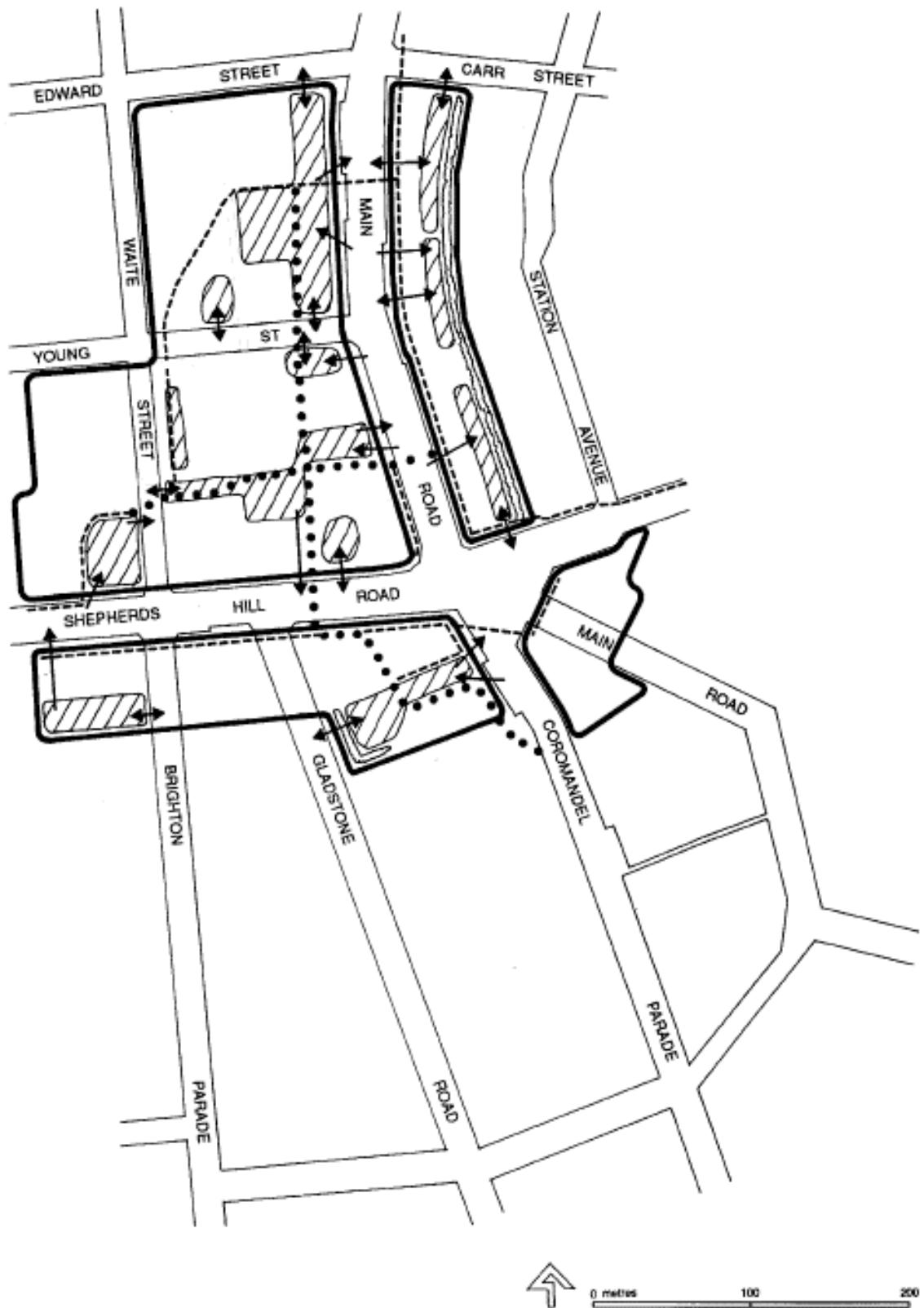
- (a) the area contains facilities satisfying the major weekly needs of the hills residents so that the residents look on the area as the focal point of the district;
- (b) the eastern side of Main Road/Coromandel Parade will continue to provide a 'main street' character through the presence of low-scale non-residential uses built to the street and side boundaries, continuous facades with minimal interruption caused by vehicle crossovers, active street frontages, and verandahs built over footpaths all contributing to a high quality pedestrian environment. These important attributes will be preserved while also encouraging residential development at medium densities, constructed behind or above non-residential uses.
- (c) the area is dominated by landscaping and tree planting to create and/or reinforce the area's bushland setting (such planting should include tall clean trunked trees which canopy above roof height of buildings);
- (d) the design, size, mass and colour of buildings and advertisements harmonizes with a dominant visual theme based on trees, shrubs and landscaped areas;
- (e) the design, scale and density of buildings and the design of facades, streetscapes, and site landscaping, create a rustic character;
- (f) a variety of size and shape of spaces between individual buildings and between buildings, roadways, and parking areas, is created to provide spatial and visual interest in the streetscape, to provide opportunity for clustered planting of trees and shrubs, and to enable sheltered enclosures for seating and other street furniture;
- (g) direct, safe and easy pedestrian access is provided between major convenience shops, banks and community facilities;
- (h) new development will be carefully sited and designed in order to accommodate sloping land and to minimise impact on adjoining sites in adjoining residential zones, including the Suburban Neighbourhood Zone. In particular, careful attention will be given to minimising earthworks/filling at the zone boundaries given adjacent residential land uses are often located at a lower ground level.
- (i) the development of the centre accords with the concepts indicated in the District Centre Blackwood Area Concept Plan on [Fig DCe/2](#);
- (j) shopping facilities are concentrated in the area marked "A" in the District Centre Blackwood Area Concept Plan on [Fig DCe/2](#); and
- (k) advertisements are directed primarily towards a pedestrian audience and are compatible with the broader design and streetscape objectives for the area.

The Cumberland Park and Pasadena areas will accommodate a range of retail, community, office, service and recreational activities and will provide landscaped pedestrian areas and conveniently located landscaped car parking areas. Both of these centres adjoin established residential areas and new development will ensure that there is an appropriate transition in scale and intensity at the edges of the zone.



**MITCHAM (CITY)
LOWER MITCHAM/
TORRENS PARK AREA
DISTRICT CENTRE
CONCEPT PLAN**
Fig DCE/1

- Major Desired Pedestrian Path
- Minor Desired Pedestrian Path
- / \ Car Parking Areas
- Vehicular Access (one way)
- ↔ Vehicular Access (two way)
- Landscape Buffer
- Generalised District Centre Boundary



- Major Desired Pedestrian Path
- Minor Desired Pedestrian Path
- ▨ Car Parking Areas
- Vehicular Access (one way)
- ↔ Vehicular Access (two way)
- ▨ Landscape Buffer
- Generalised District Centre Boundary

**MITCHAM (CITY)
BLACKWOOD AREA
DISTRICT CENTRE
CONCEPT PLAN**
Fig DCe/2

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- bank
- child care centre
- civic centre
- consulting room
- discount department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- health facility
- hospital
- hotel
- indoor games centre
- library
- motor repair station
- office
- place of worship
- playing field
- pre-school
- primary school
- public transport terminal
- residential flat building in conjunction with non-residential development
- restaurant
- shop
- supermarket
- **supported accommodation**
- swimming pool
- **tourist accommodation.**

2 Development listed as non-complying is generally inappropriate.

3 Development comprising a variety of medium density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.
- 7 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than **0.75** metres.
- 8 Dwellings should be located only behind or above non-residential uses on the same allotment.
- 9 Development should occur in accordance with [Fig DCe/1](#) and [Fig DCe/2](#).

Land Division

- 10 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

Vehicle Parking

- 11 Vehicle parking should be provided in accordance with the rates set out in [Table Mit/9: Off-street Vehicle Parking Requirements for Designated Areas.](#)

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table Mit/9 – Off-street Vehicle Parking Requirements for Designated Areas.](#), and provided the development not involve a Contributory, Local Heritage or State Heritage Place and does not include any external alteration or additions:

- (a) change in the use of land, from residential to office on the ground or first floor of a building.
- (b) change in the use of land, from residential to a shop, where the shop has a gross leasable area of less than 250 square metres and is located on the ground floor of a building.
- (c) change in the use of land, from office to a shop, where the shop has a gross leasable area of less than 250 square metres and is located on the ground floor of a building.

Non-complying Development

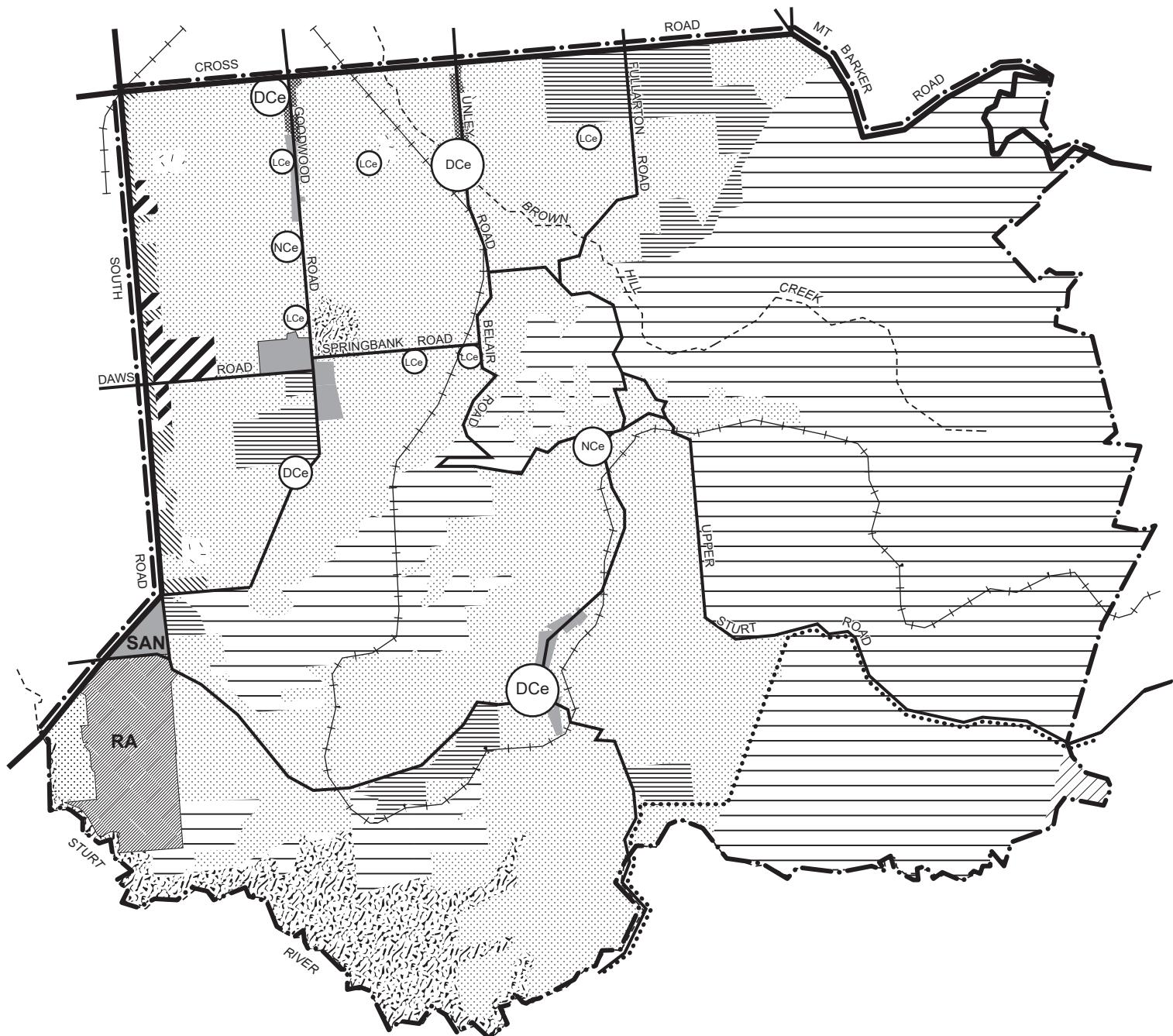
Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Dwelling	Except where in conjunction with a non-residential development.
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Residential flat building	Except where at least one of the following applies: <ul style="list-style-type: none"> (a) where in conjunction with a non-residential development (b) where located east of Main Road in Blackwood
Road transport terminal	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

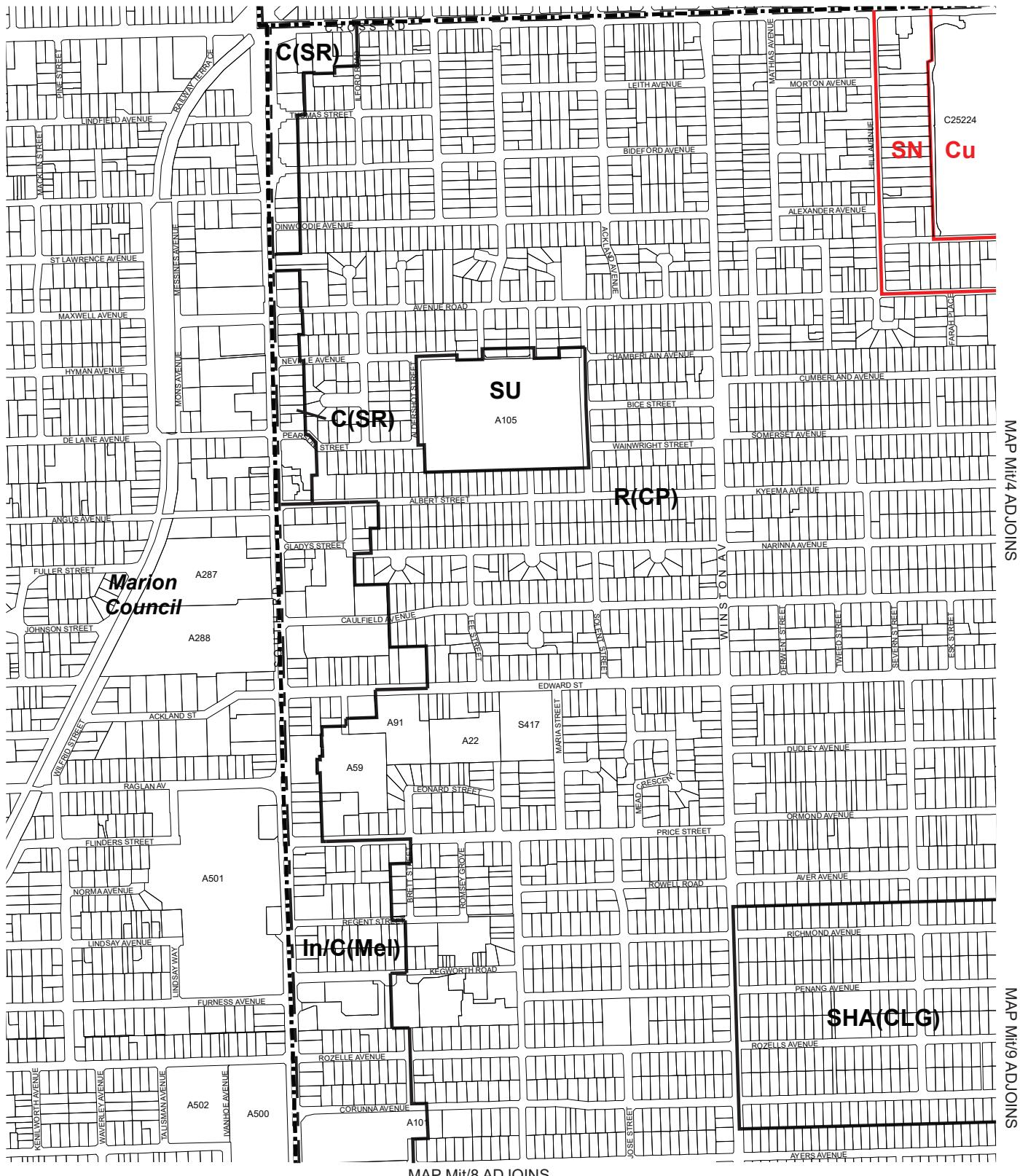
Attachment F: Maps



- [Dotted Pattern] Living
- [Circle with DCe] District Centre
- [Circle with NCe] Neighbourhood Centre
- [Circle with LCe] Local Centre
- [Horizontal Lines] Commercial
- [Diagonal Lines] Regional Activity
- [Vertical Lines] Suburban Activity Node
- [Diagonal Lines] Industrial
- [Horizontal Lines] Rural
- [Vertical Lines] Hills Face
- [Vertical Lines] Institutional and Community
- [Dashed Lines] Special Uses
- [Grid Pattern] Open Space
- [Dots] Mixed Uses
- [Dots] Urban Corridor
- - - Creek Alignment
- + + + Existing Guided Transportation Route
- Scenic Road
- Secondary Arterial Road
- Primary Arterial Road
- · - Development Plan Boundary



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



NOTE : For Policy Areas see MAP Mit/27

C(SR)	Commercial (South Road)
Cu	Community
In/C(Mel)	Industry/Commerce (Melrose Park)
R(CP)	Residential (Central Plains)
SHA(CLG)	State Heritage Area (Colonel Light Gardens)
SN	Suburban Neighbourhood
SU	Special Uses

Scale 1:10000



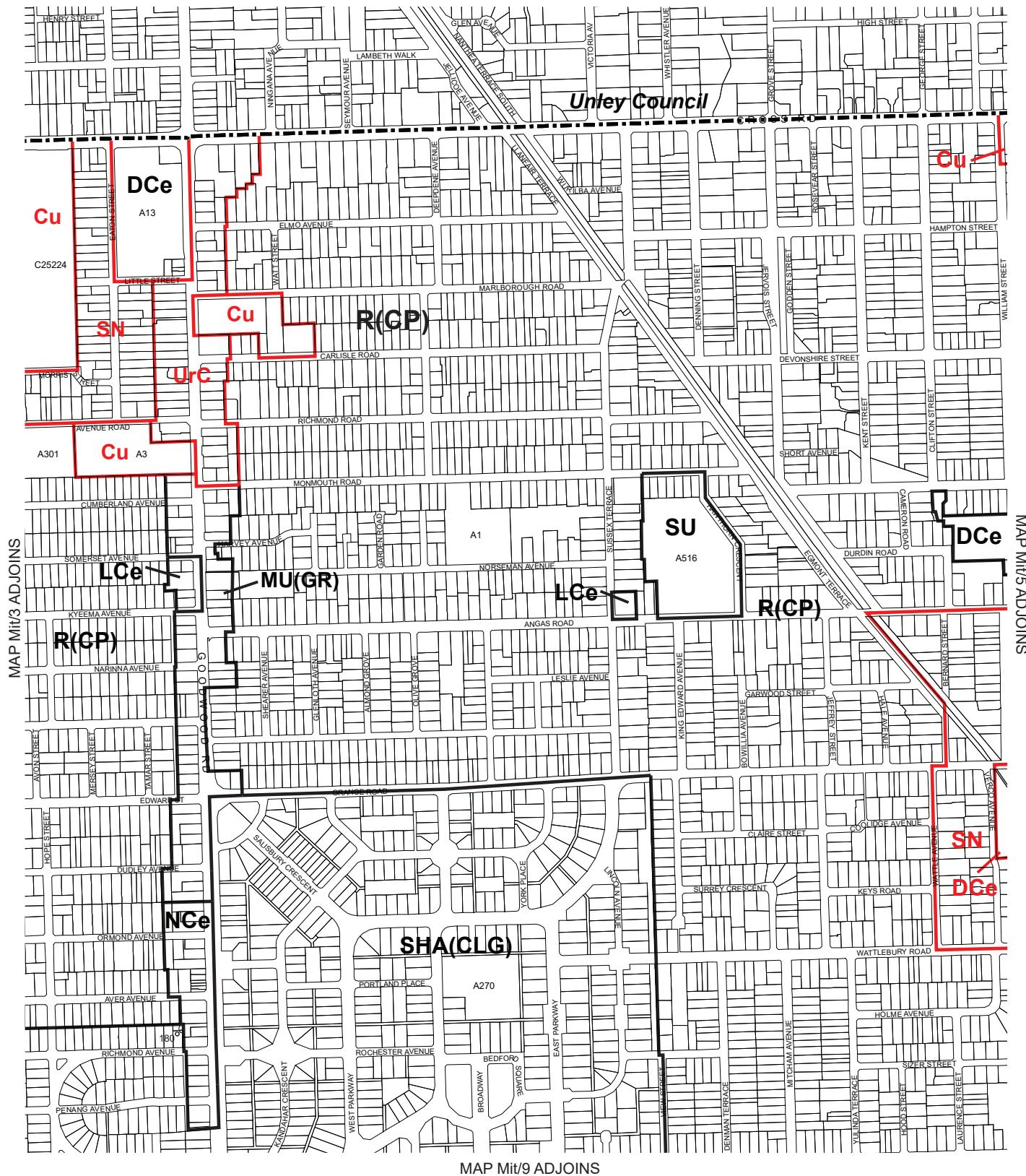
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MITCHAM (CITY) ZONES MAP Mit/3

Zone Boundary

Development Plan Boundary



NOTE : For Policy Areas see MAP Mit/28

Cu	Community
DCe	District Centre
LCe	Local Centre
MU(GR)	Mixed Use (Goodwood Road)
Nce	Neighbourhood Centre
R(CP)	Residential (Central Plains)
SHA(CLG)	State Heritage Area (Colonel Light Gardens)
SN	Suburban Neighbourhood
SU	Special Uses (Hawthorn Oval)
UrC	Urban Corridor

Scale 1:10000

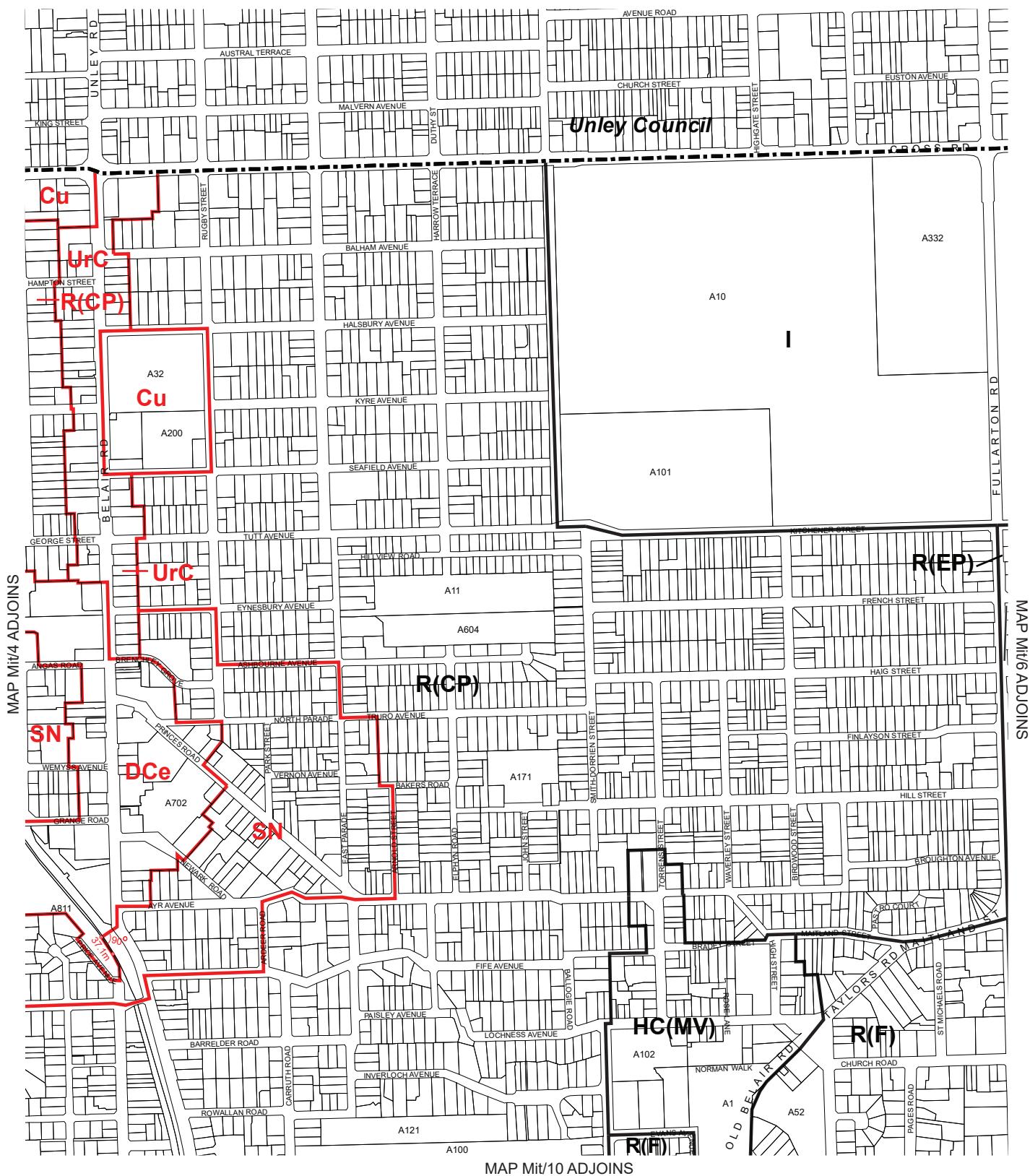


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500metres

**MITCHAM (CITY)
ZONES
MAP Mit/4**

Zone Boundary
Development Plan Boundary



NOTE : For Policy Areas see MAP Mit/29

Cu	Community
DCe	District Centre
HC(MV)	Historic (Conservation) - Mitcham Village
I	Institutional
LCe	Local Centre
R(CP)	Residential (Central Plains)
R(EP)	Residential (East Plains)
R(F)	Residential (Foothills)
SN	Suburban Neighbourhood
UrC	Urban Corridor

Scale 1:10000

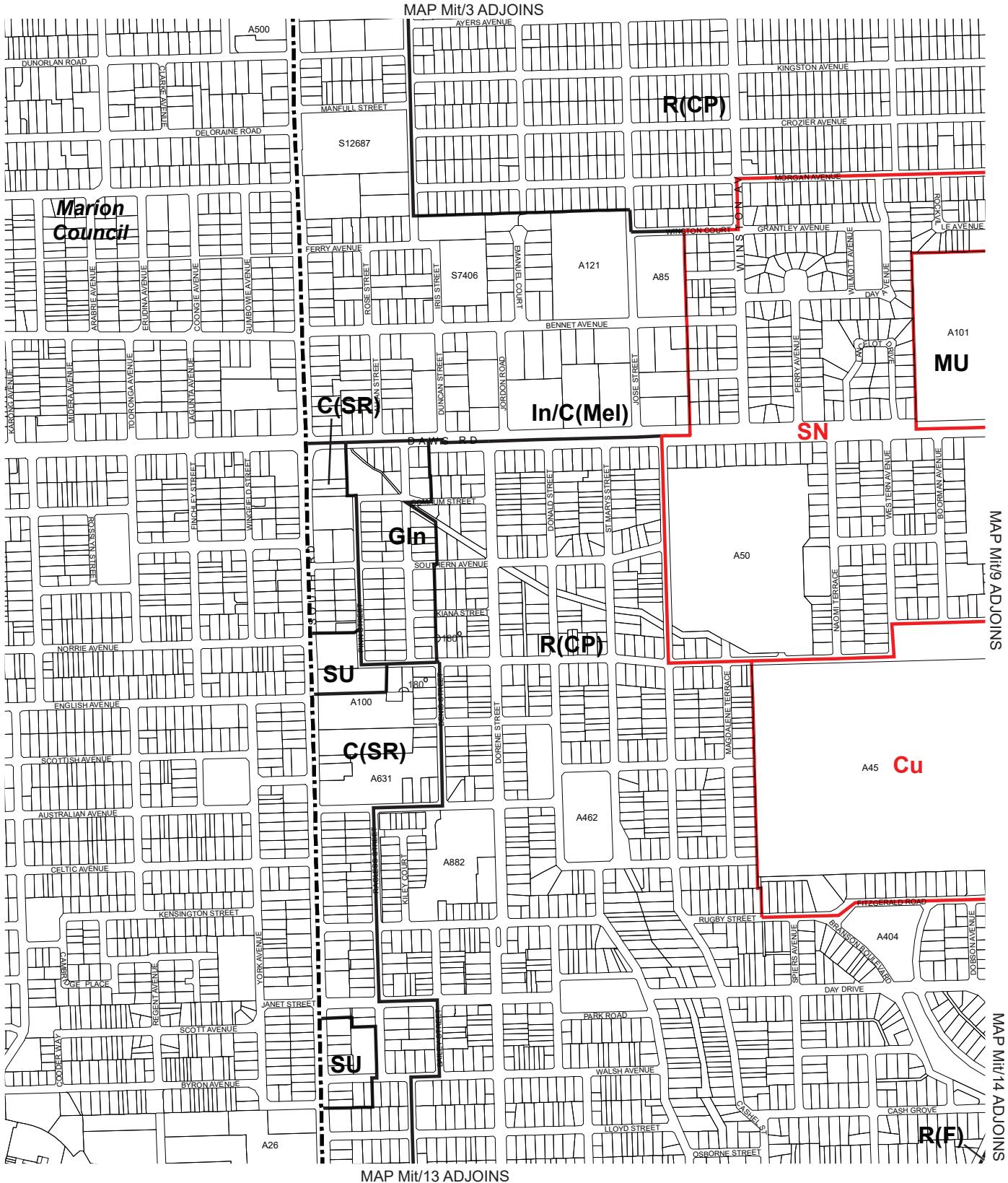


500metres

Zone Boundary

Development Plan Boundary

MITCHAM (CITY) ZONES MAP Mit/5



NOTE : For Policy Areas see MAP Mit/30

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

Scale 1:10000



500metres

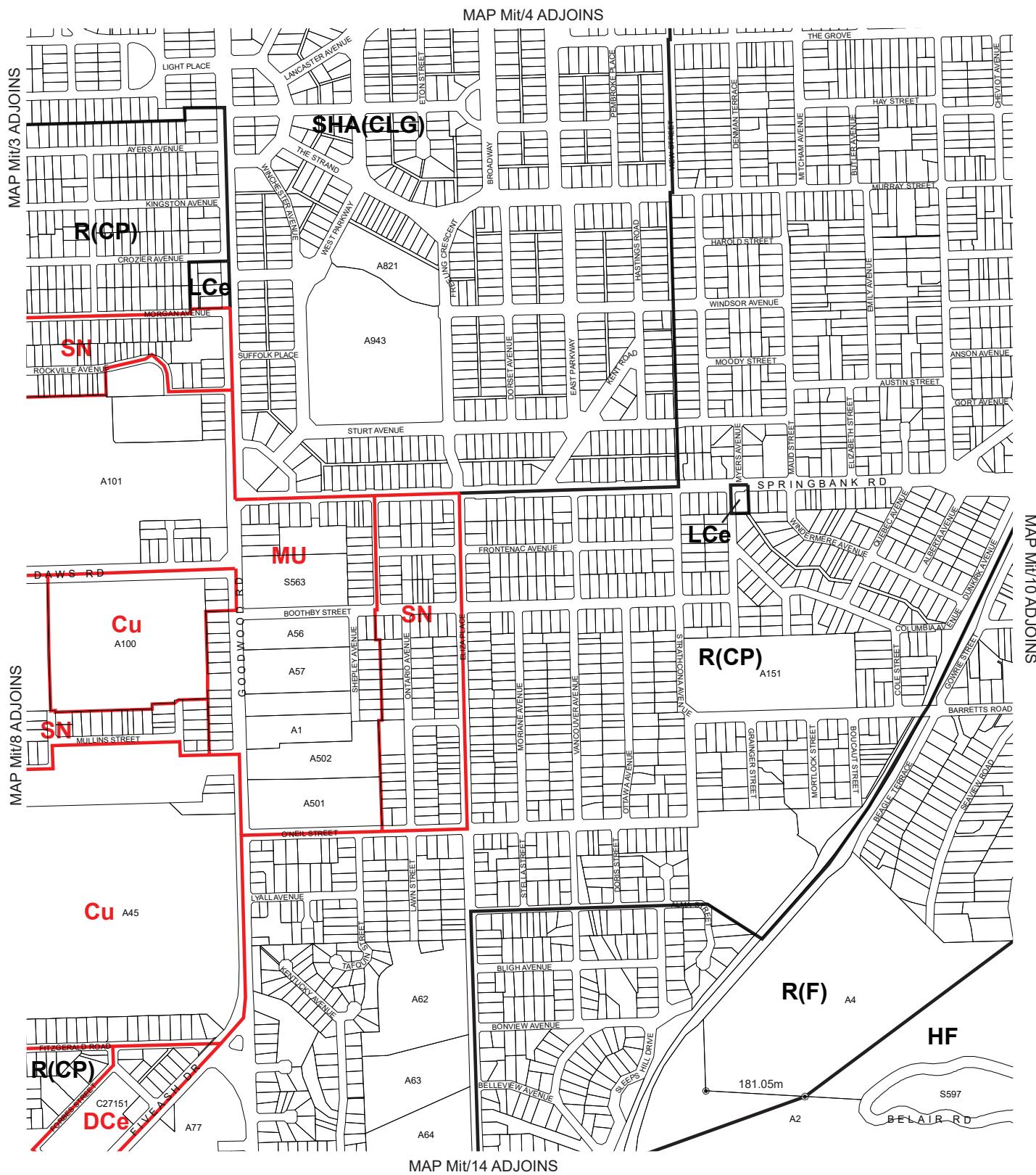


Zone Boundary



Development Plan Boundary

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



NOTE : For Policy Areas see MAP Mit/31

Cu	Community
DCE	District Centre
HF	Hills Face
LCe	Local Centre
MU	Mixed Use
R(CP)	Residential (Central Plains)
R(F)	Residential (Foothills)
SHA(CLG)	State Heritage Area (Colonel Light Gardens)
SN	Suburban Neighbourhood



Zone Boundary



Development Plan Boundary

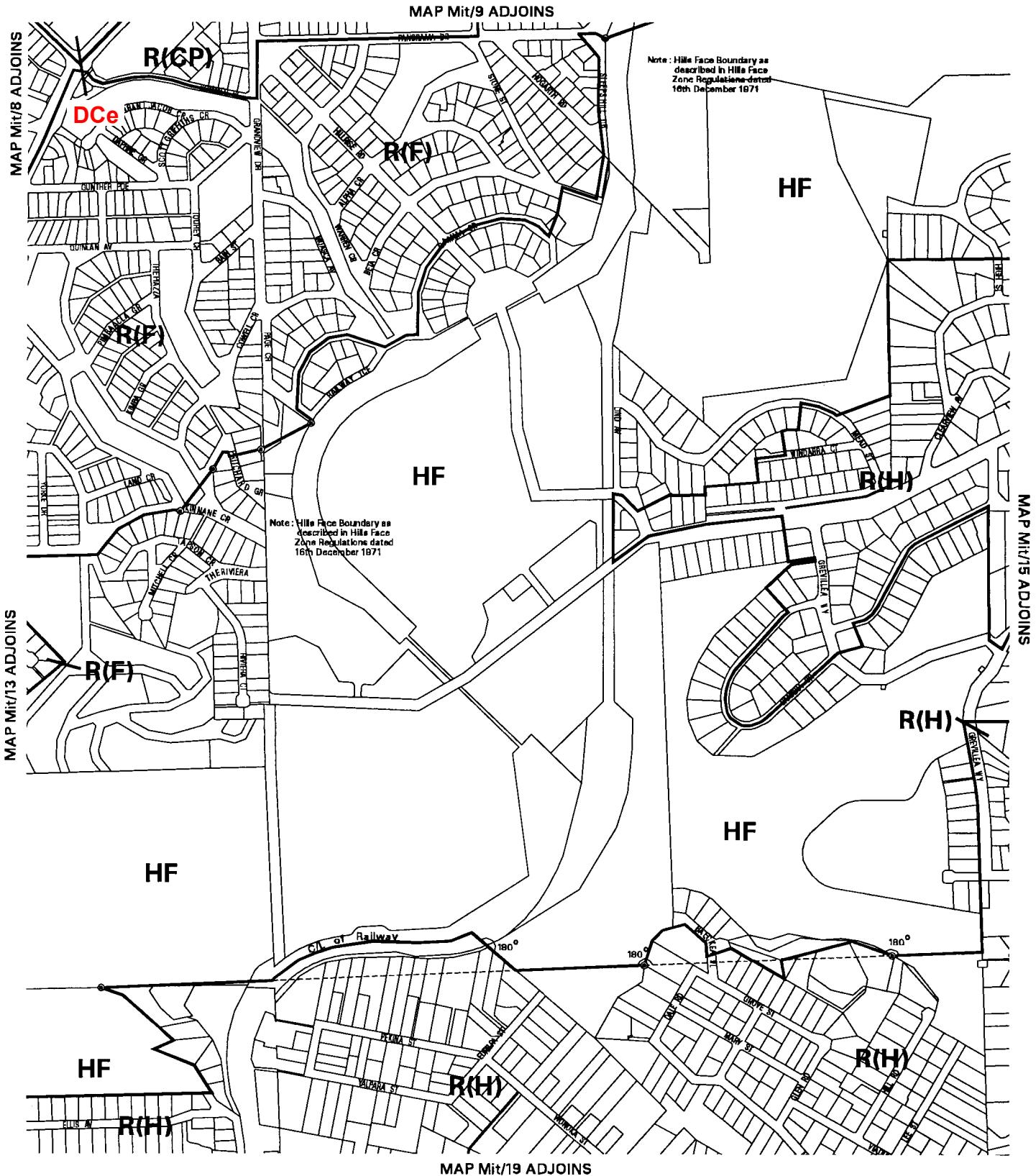
Scale 1:10000



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500metres

**MITCHAM (CITY)
ZONES
MAP Mit/9**



NOTE : For Policy Areas see MAP Mit/34

HF	Hills Face
DCE	District Centre
R(CP)	Residential (Central Plains)
R(F)	Residential (Foothills)
R(H)	Residential (Hills)

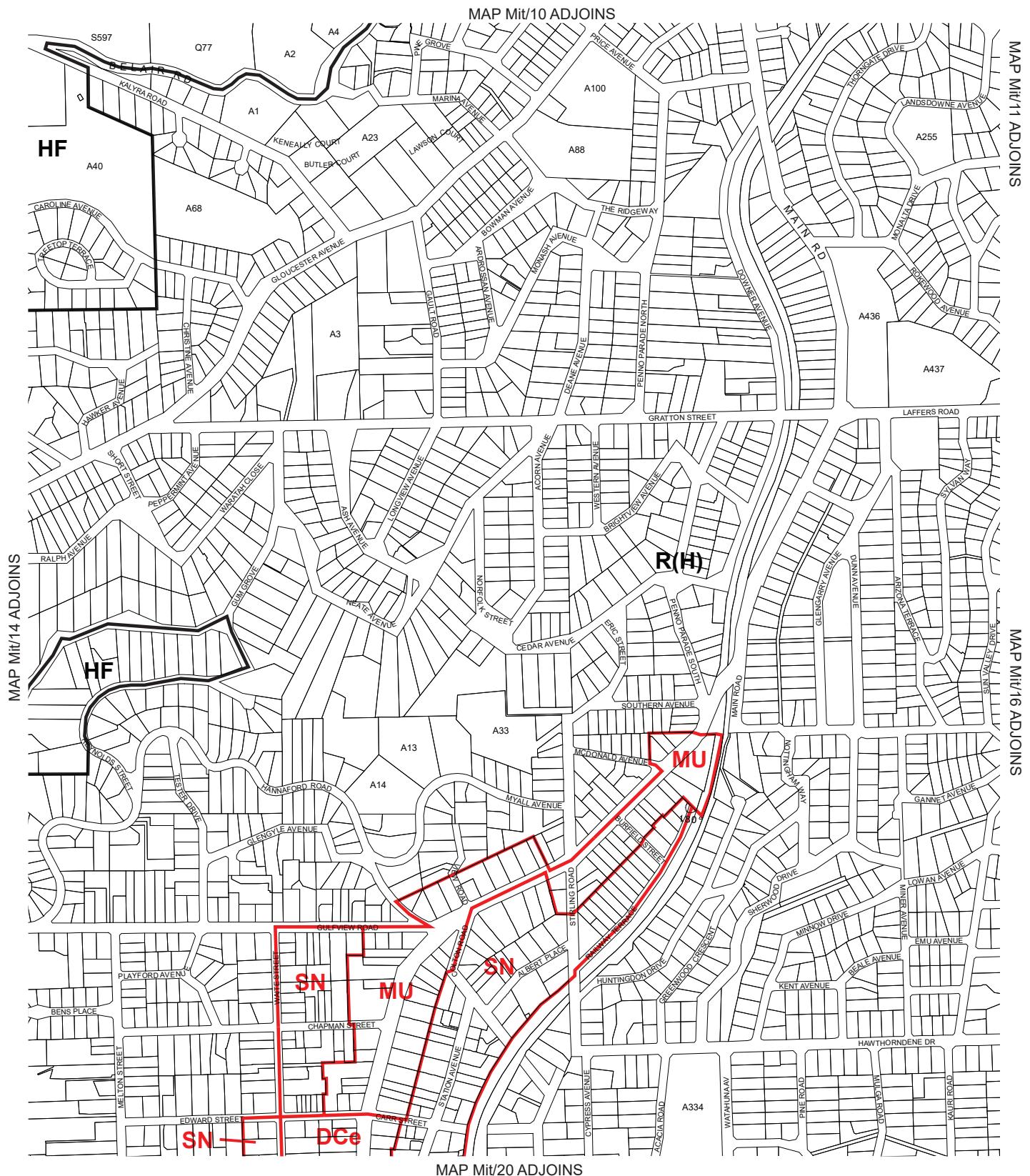


Scale 1:10000

0 0.5km

— Zone Boundary
- - - Development Plan Boundary

**MITCHAM (CITY)
ZONES
MAP Mit/14**



NOTE : For Policy Areas see MAP Mit/37

DCe	District Centre
HF	Hills Face
MU	Mixed Use
R(H)	Residential (Hills)
SN	Suburban Neighbourhood

Scale 1:10000

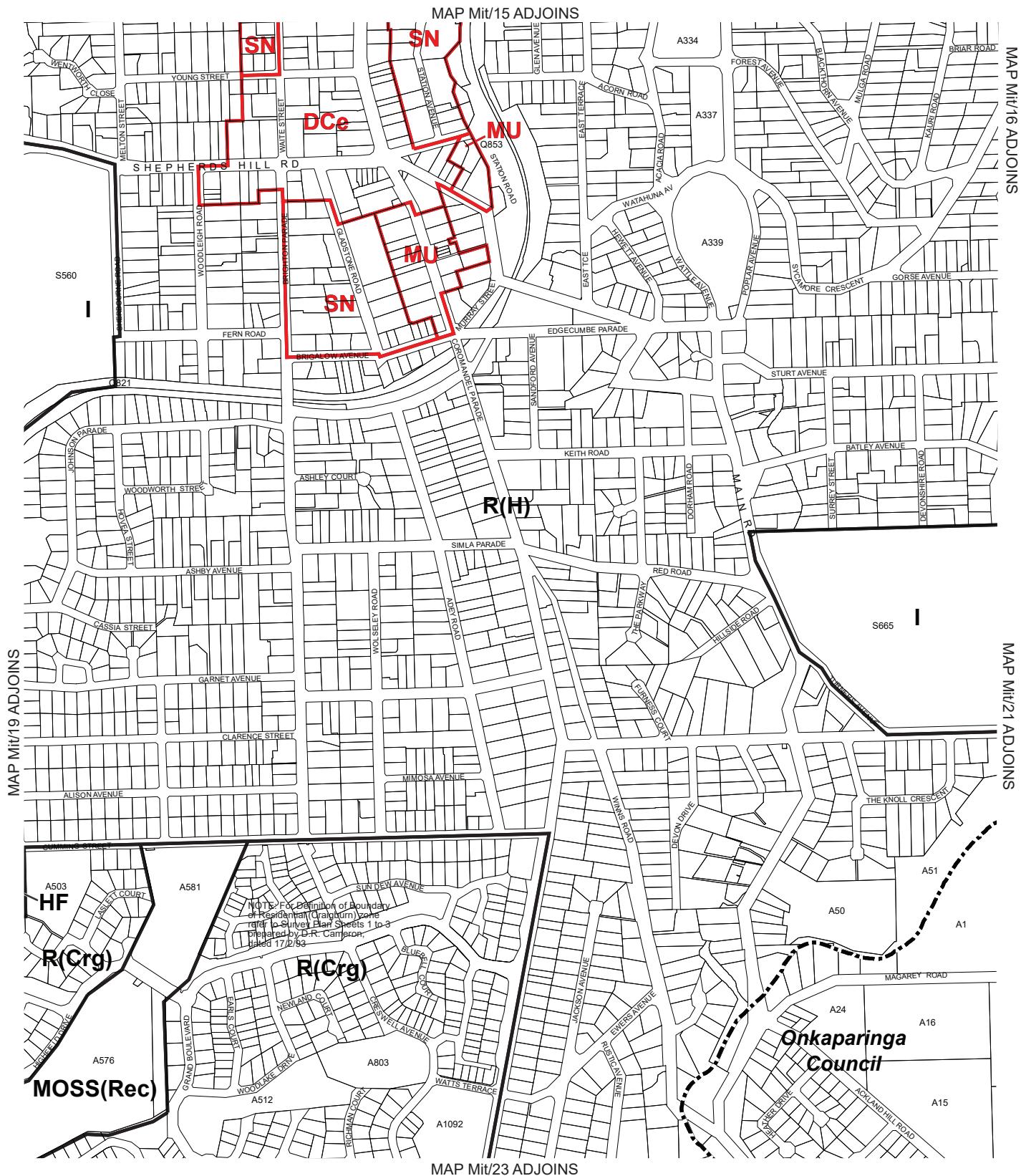


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500metres

MITCHAM (CITY) ZONES MAP Mit/15

Zone Boundary
Development Plan Boundary



Scale 1:10000

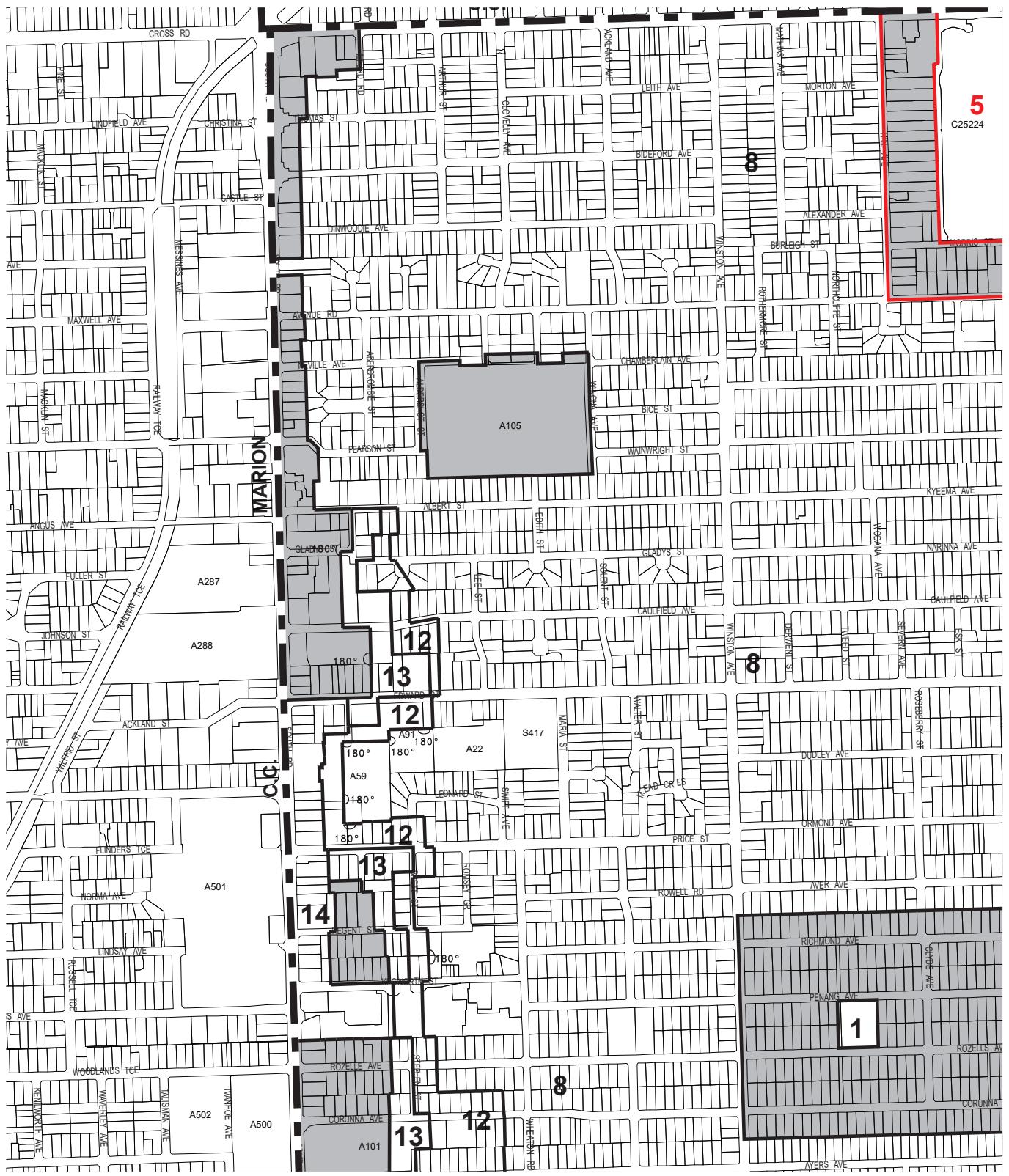


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500metres

**MITCHAM (CITY)
ZONES
MAP Mit/20**

Zone Boundary
Development Plan Boundary



- 1**
5
8
12
13
14 Major Public Parks
Education Policy Area 5
 Residential (Central Plains) Policy Area 8
 Residential (Central Plains) Policy Area 12
 Industry/Commerce Interface Policy Area 13
 District Centre Fringe Policy Area 14

MAP Mit/30 ADJOINS

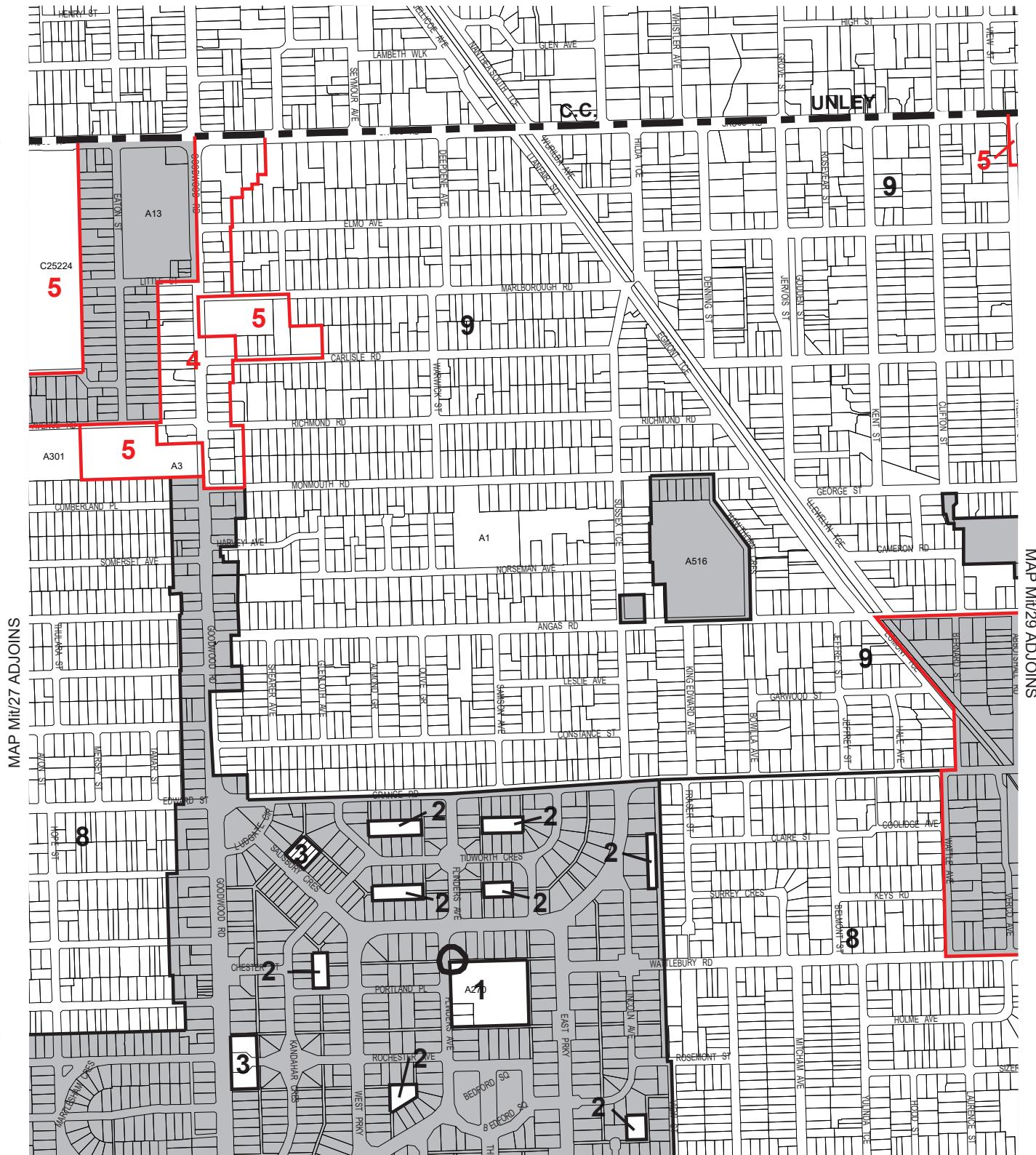
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500metres

MITCHAM (CITY) POLICY AREAS MAP Mit/27

- Policy Area Boundary
 Development Plan Boundary
 Area not covered by Policy



MAP Mit/31 ADJOINS

- 1 Major Public Parks
- 2 Internal Reserves
- 3 Local Shopping Precincts
- 4 Transit Living Policy Area 4
- 5 Education Policy Area 5
- 8 Residential (Central Plains) Policy Area 8
- 9 Residential (Central Plains) Policy Area 9

Scale 1:10000



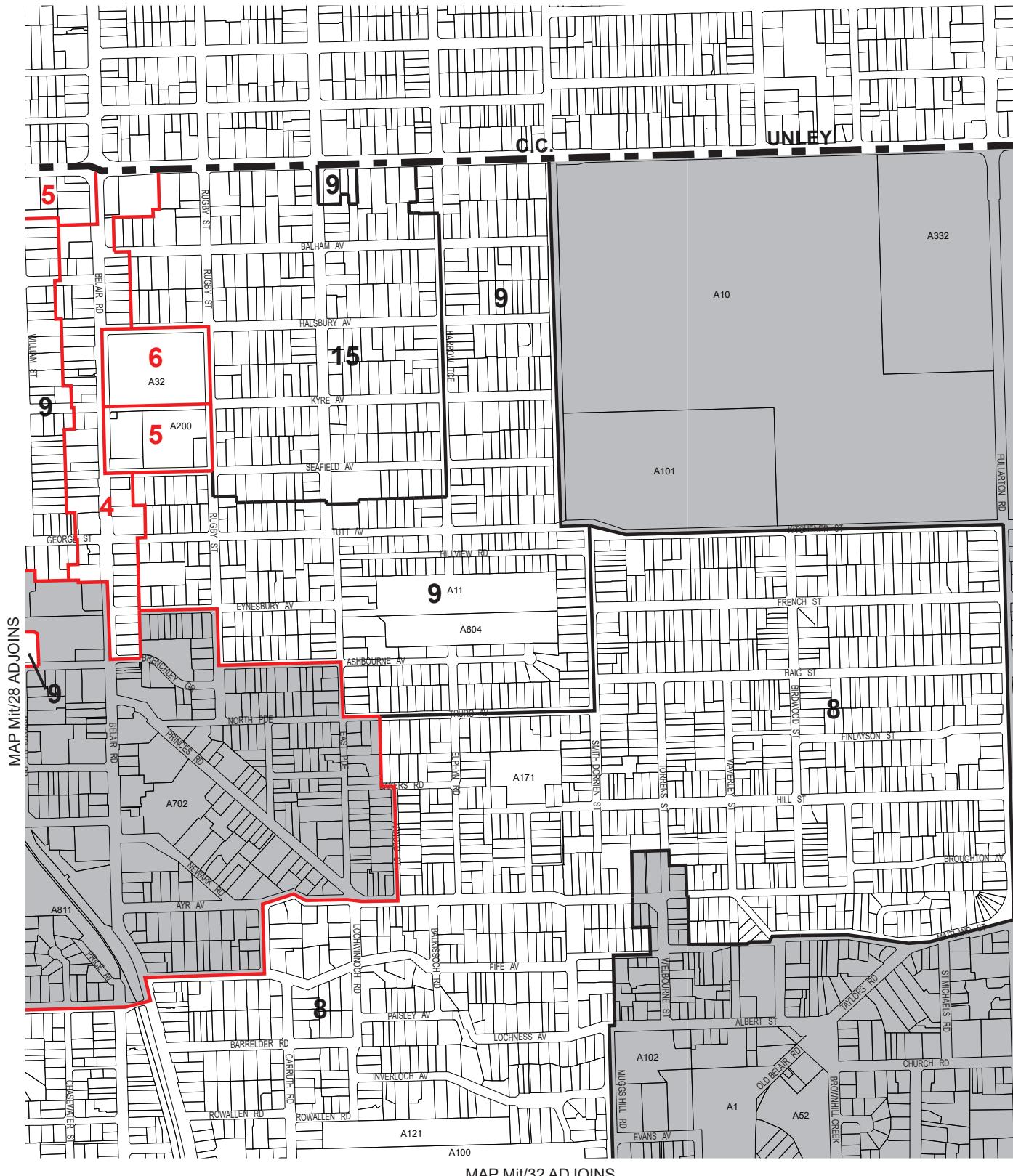
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MITCHAM (CITY) POLICY AREAS MAP Mit/28



- Area Containing Significant Eucalypt Trees
- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy



MAP Mit/28 ADJOINS

Policy Areas Within Residential (Central Plains) Zone

- 15** Residential (Central Plains) Policy Area 15 - Historic (Conservation)
- 4** Transit Living Policy Area 4
- 5** Education Policy Area 5
- 6** Recreation Policy Area 6
- 8** Residential (Central Plains) Policy Area 8
- 9** Residential (Central Plains) Policy Area 9



Scale 1:10000

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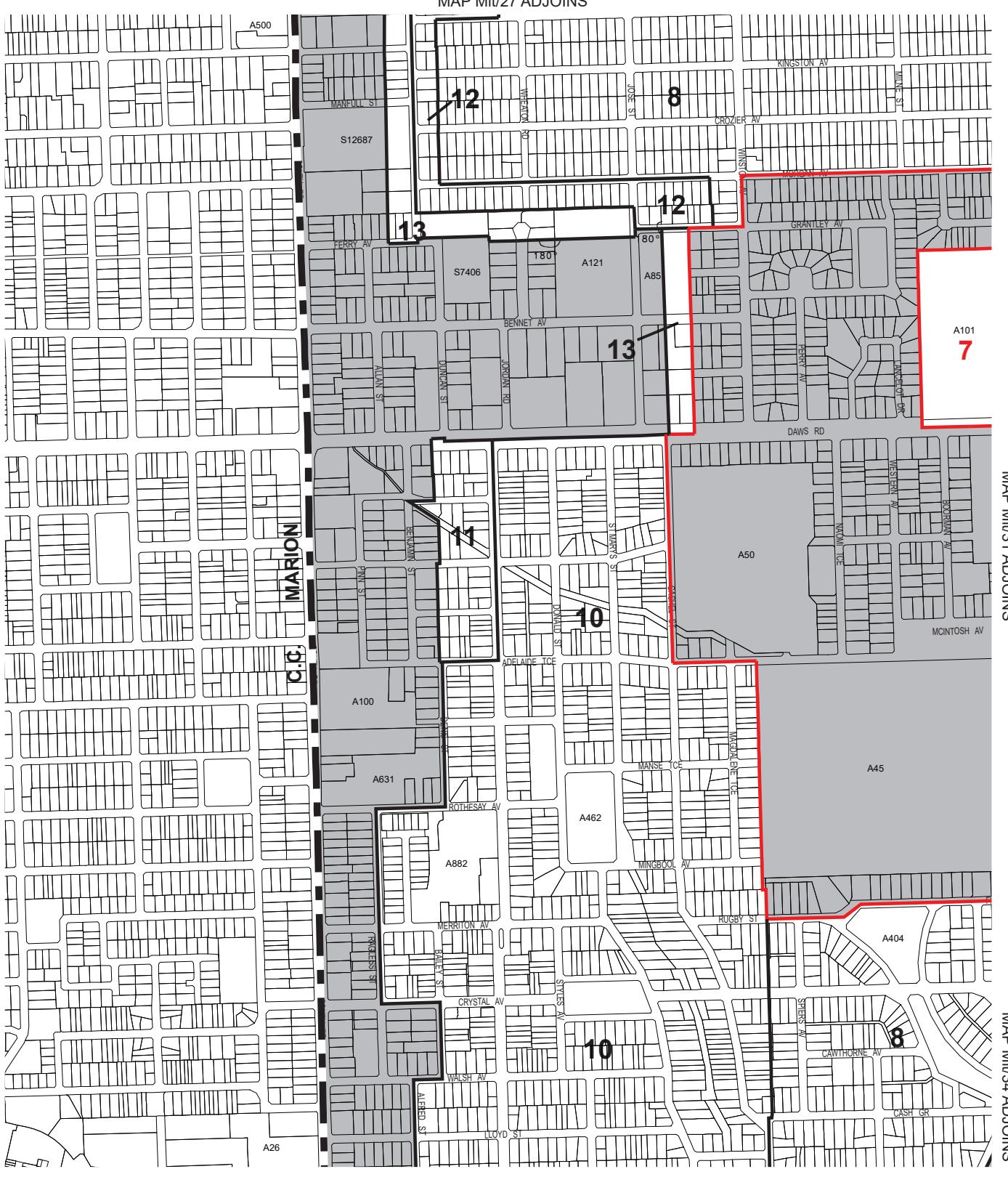
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MITCHAM (CITY) POLICY AREAS MAP Mit/29

Policy Area Boundary

Development Plan Boundary

Area not covered by Policy



- 10 Residential (Central Plains) Policy Area 10
- 11 Residential (Central Plains) Policy Area 11
- 12 Residential (Central Plains) Policy Area 12
- 13 Industry/Commerce Interface Policy Area 13
- 7 Repatriation General Hospital Policy Area 7**
- 8 Residential (Central Plains) Policy Area 8

Scale 1:10000



0 500metres

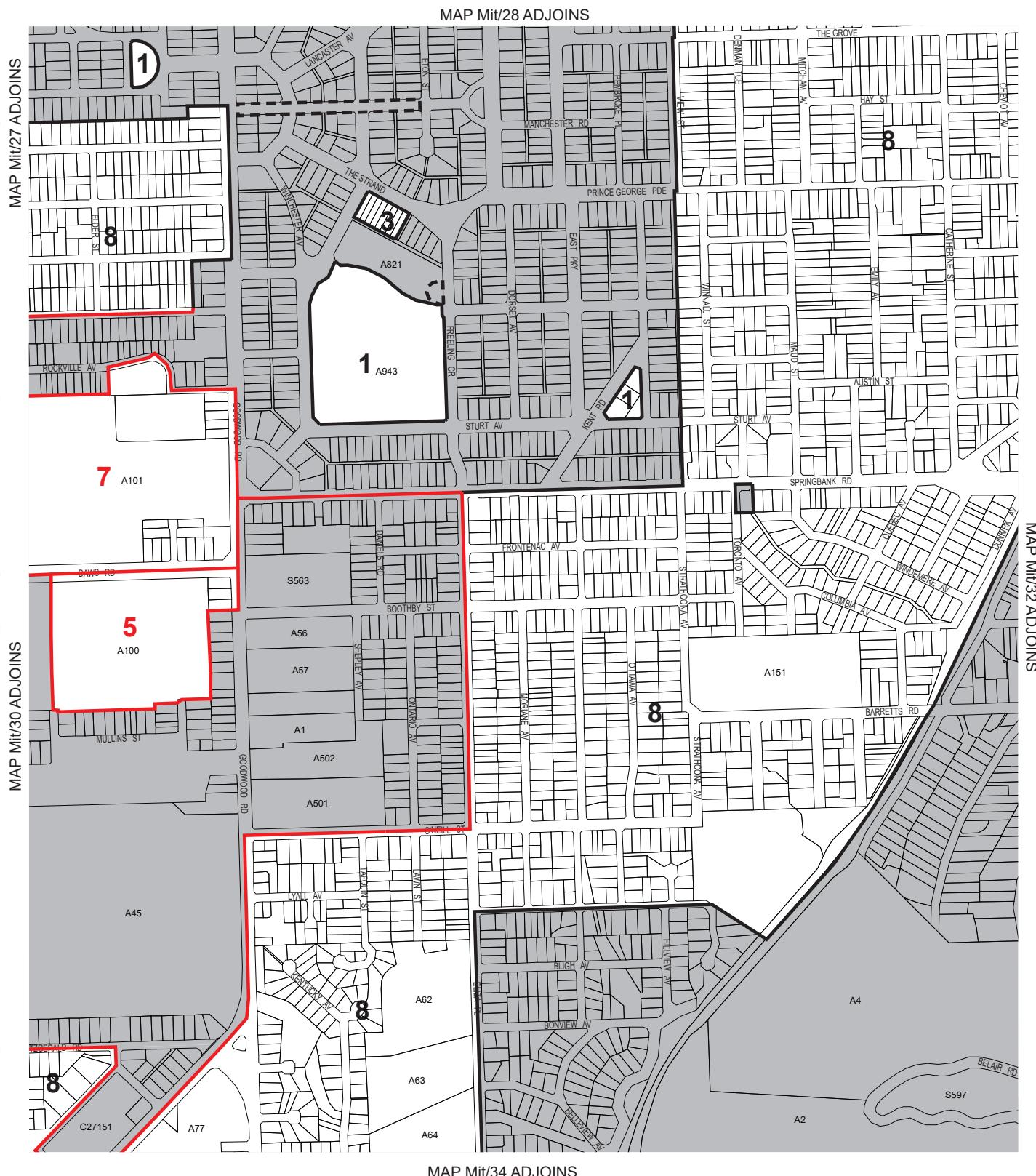
MITCHAM (CITY) POLICY AREAS MAP Mit/30



Policy Area Boundary

Development Plan Boundary

Area not covered by Policy



- 1** Major Public Parks
- 3** Local Shopping Precincts
- 5** Education Policy Area 5
- 7** Repatriation General Hospital Policy Area 7
- 8** Residential (Central Plains) Policy Area 8

Scale 1:10000



500metres

MITCHAM (CITY) POLICY AREAS MAP Mit/31

- Area Containing Significant Eucalypt Trees
- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy