



Gawler (CT) Development Plan

GAWLER RACECOURSE

Approval Development Plan Amendment

By the Minister

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


Signature

Date of Gazette

18 FEB 2010

Approval DPA

Background

The Gawler Racecourse Development Plan Amendment (DPA) by the Minister amends the following Development Plan(s):

- Gawler (CT) Development Plan

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

- An Initiation Document agreed on 25 September 2008
- A DPA released for agency and public/council consultation from 15 October 2009 to 9 December 2009
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 17 December 2009.

Consultation

A total of nineteen (19) public submissions, one (1) council submission and fourteen (14) agency submissions were received in relation to the DPA during the consultation period. Eleven (11) verbal submissions were made at the Public Meeting.

Approval Stage

Based on a review of all submissions and the recommendations of DPAC, the following changes have been made to the Amendment:

- Figure NCe/1 (Structure/Site layout plan) has been amended to show:
 - The realigned Barnet Street directly opposite Morrow Avenue.
 - Landscaping along the Main North Road frontage of the site

Figure B/1 has also been updated to reflect this arrangement.

- Policy has been inserted into the Neighbourhood Centre Zone to support the realignment of Barnet Street and ensure that its intersection with Main North Road is no closer to Potts Road than the Morrow Avenue intersection.
- Map Ga/9 has been amended to reflect the changes made to Figure NCe/1 and to identify a fixed boundary between the school land (Special Uses Zone) and the Neighbourhood Centre Zone.
- A single cap of 5,900m² has been placed on shops (excluding retail showrooms or bulky goods outlets) in the Neighbourhood Centre Zone. Staged capping has been removed.
- The insertion of additional policy into the Neighbourhood Centre Zone to:

- Ensure that land uses adjoining the Special Use Zone (south side of the realigned Barnet Street) are compatible with proposed school uses, in particular to provide for low intensity activities such as offices/consulting rooms/tourist accommodation.
 - Seek a minimum level of landscaping along Barnet Street to screen future development and to retain and utilise existing landscaping where it contributes to the amenity of the area.
 - Strengthen existing Council wide policy ensuring that development within the zone complements existing development in adjoining zones, in terms of built form and design.
 - Ensure residential development within the zone is designed and sited to minimise adverse impacts arising from nearby non-residential activities and major traffic routes.
 - Provide for future public transport needs within the zone, such as bus shelters etc.
- Inclusion of the following land uses into the envisaged uses list for the Neighbourhood Centre Zone:
 - Pre School
 - Primary School
 - Educational Establishment
 - Tourist Accommodation
 - Retail Showroom
 - Bulky Goods Outlet.
- Removal of land division from the non-complying list in the Recreation Zone with additional policy inserted to ensure that land division only occurs where it does not create additional allotments or supports an envisaged use.
 - Expansion of policy to provide for safe pedestrian movement across Main North Road (Neighbourhood Centre Zone) and to provide linkages with the surrounding railway stations (Neighbourhood Centre Zone and Recreation Zone)
 - The Desired Character statement of the Recreation Zone has been expanded to acknowledge the important role that horse trails and equestrian events have played in Gawler.
 - Part (g) of PDC 15 of the Recreation Zone and PDC 16 of the Neighbourhood Centre Zone has been amended to read: *avoid the necessity for backing to and from public roads.*



Development Act 1993

Gawler (CT) Development Plan

GAWLER RACECOURSE

**Approval Development Plan
Amendment**

**EXECUTIVE SUMMARY AND ANALYSIS
RELEASED FOR CONSULTATION**

By the Minister

EXECUTIVE SUMMARY

INTRODUCTION

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

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

In this case, the Minister is undertaking the amendment to review the Development Plan policies in light of the redevelopment of the Gawler Racecourse; to better integrate these facilities with surrounding development and investigate the rezoning of surplus land.

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

A DPA may consist of:

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

NEED FOR THE AMENDMENT

Thoroughbred Racing South Australia (TRSA) is currently in the process of implementing its overall strategy for venue enhancement and allocations of race meetings, with a view to creating a self-sufficient and sustainable racing industry. The restructuring has been underway for some time and has included the sale of the Cheltenham Park Racecourse to retire outstanding debt, reduce overall operating costs and attend to further upgrades of their remaining racing facilities.

The inability of the South Australian Jockey Club to achieve a workable upgrade to the Victoria Park Racecourse with the Adelaide City Council has led to the cessation of racing operations at that venue, reducing their overall venues from seven (three metropolitan and four provincial venues) down to five, with only one major metropolitan venue.

With the loss of Victoria Park, it has been necessary for the industry to find a suitable alternative to the primary metropolitan racing facility at Morphettville. Accordingly, TRSA is now investing time and resources towards their existing assets at Gawler which, in their present state, are below standard and rundown.

The redevelopment of the Gawler Racecourse, recently approved by the Town of Gawler, will involve a comprehensive upgrade and reconfiguration of track infrastructure and racing facilities, the incorporation of water resources initiatives and open space opportunities, together with the construction of a new, multi-purpose function facility at a combined, estimated cost of \$12 million.

To assist with the project, the State Government has committed \$6 million, with the balance of funds to be sourced from the sale of 4.3 hectares of surplus land at the southern end of the Gawler Racecourse. This land has been identified by Thoroughbred Racing SA (TRSA) and the Gawler and Barossa Jockey Club (GBJC) as being surplus to anticipated needs as a result of the redevelopment of the Racecourse. This surplus land resembles a triangular shaped parcel, with frontage to both Main North Road and Barnet Street.

This DPA is therefore proposing to amend the relevant planning policies to better reflect the redevelopment of the Gawler Racecourse that is currently underway and investigate alternative zoning of surplus land. These changes are intended to provide for future development that is integrated with existing surrounding land uses and infrastructure.

PROPOSED POLICY CHANGES

The changes proposed in this DPA relate entirely to the Special Uses Zone, as it affects the Gawler Racecourse and environs in the Gawler (CT) Development Plan. The main changes proposed include:

- rezoning that part of the Special Uses Zone which contains the racecourse and associated facilities to a new Recreation Zone in order to support the core use of the Gawler Racecourse for training and racing purposes together with community, recreation, tourist accommodation, and function facilities as well as providing for stormwater management initiatives
- rezoning the surplus land at the southern end of the Racecourse from Special Uses to a new Neighbourhood Centre Zone that will facilitate:
 - retail shops, including a supermarket
 - services – eg consulting room, office, bank, restaurant etc
 - residential development (in conjunction with non-residential land uses)
 - community services – eg library, child care facility, place of worship
- retaining the southern portion of the surplus land as Special Uses Zone to provide for a proposed expansion of the Gawler High School and / or Early Childhood Development Centre.
- amending policies within the existing Special Uses Zone to reflect the rezoning of the Racecourse and facilities (and retaining the Gawler High School and St Brigid's Catholic School within the Special Uses Zone)
- inclusion of a new concept plan Fig NCe/1 in order to demonstrate preferred traffic management solutions for the area affected and adjacent land
- amendment to concept plan Fig B/1 in order to ensure consistency with the new concept plan Fig NCe/1.

AREA AFFECTED

The area affected is identified on the **Figure 1** and comprises that portion of the Special Uses Zone which includes:

- Gawler Racecourse and environs
- St Brigid's Catholic Primary School
- Gawler High School and environs.

LEGAL REQUIREMENTS

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

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

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

CONSULTATION

This document is now released for concurrent council, agency and public consultation.

Consultation will occur with the following organisations and agencies:

- Department of Transport Energy and Infrastructure
- Department of Planning and Local Government
- Department for Environment and Heritage
- Environment Protection Authority
- Department of Education and Children's Services
- Department for Water Land and Biodiversity Conservation
- Department of Further Education, Employment, Science and Technology
- Department of Trade and Economic Development
- Department of Treasury and Finance
- Department of the Premier and Cabinet
 - Office for Recreation and Sport
 - Aboriginal Affairs and Reconciliation

Figure 1: Area Affected

AREA AFFECTED MAP - GAWLER RACECOURSE



- South Australian Tourism Commission
- Department for Families and Communities
 - Housing SA
 - SA Community Housing Authority
- Department of Justice
 - SA Police
 - State Emergency Service
 - SA Metropolitan Fire Service
- Department of Health
- Land Management Corporation
- SA Water
- Origin Energy
- Electranet
- ETSA Utilities
- Adelaide and Mount Lofty Ranges Natural Resources Management Board
- Town of Gawler
- Thoroughbred Racing South Australia
- Gawler and Barossa Jockey Club.

Consultation will also be undertaken with Mr Tony Piccolo, Member for Light.

All written and verbal agency and public submissions made during the consultation phase will be recorded, considered and summarised. Subsequent changes to the DPA may occur as a result of this consultation process.

THE FINAL STAGE

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

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

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

The Gawler Racecourse redevelopment involves the following:

- Construction of a different shaped track

The redeveloped track will include the establishment of a wider grass track and inside training track (to replace the current two grass tracks and sand track) as illustrated in **Figure 2**. The strengths and advantages of this improved, larger and more regular track configuration include the following:

- the larger track circumference improves the length of the home straight to ensure the track does not unduly favour 'leaders'
- the modified track enables the relocation of the winning post immediately adjacent the proposed new multi-purpose function facilities to improve 'on track' race viewing and maximise track exposure on the home straight
- the large circumference and achievement of regulation distances on the main track removes the requirement for a long 'chute' (lead in track) which reduces the balance of land required to support track events (resulting in the ability to release surplus land no longer required to accommodate the existing chute)
- track rationalisation will result in lower ongoing maintenance costs.

In August 2007, Ernst & Young were engaged by TRSA to perform a high level benefits analysis for the proposed Gawler Racecourse Redevelopment (GRR) project, reporting the core benefits, potential opportunities and identifying key project stakeholders. Ernst & Young were then later engaged to provide a detailed qualitative benefits research report on the Gawler Racecourse Redevelopment project which:

- provides a detailed assessment of benefits previously identified, but specifically a much deeper focus on the 'non-racing industry' benefits and implications of the project
- provides a clear understanding as to the level and type of commitment that is being offered by key project stakeholders.

The Report (Ernst & Young 2008) found that an increase in racing activities at the Gawler venue is likely to provide considerable commercial opportunities and flow on economic benefits, broadly including:

- **Social/Community:** Solutions to existing multi-use infrastructure shortages that would meet a range of social and community needs.
- **Education:** Benefits that link into existing Government strategic plans, training, curriculum and infrastructure plans.
- **Commercial:** Benefits associated with catering for growth and development of commerce.

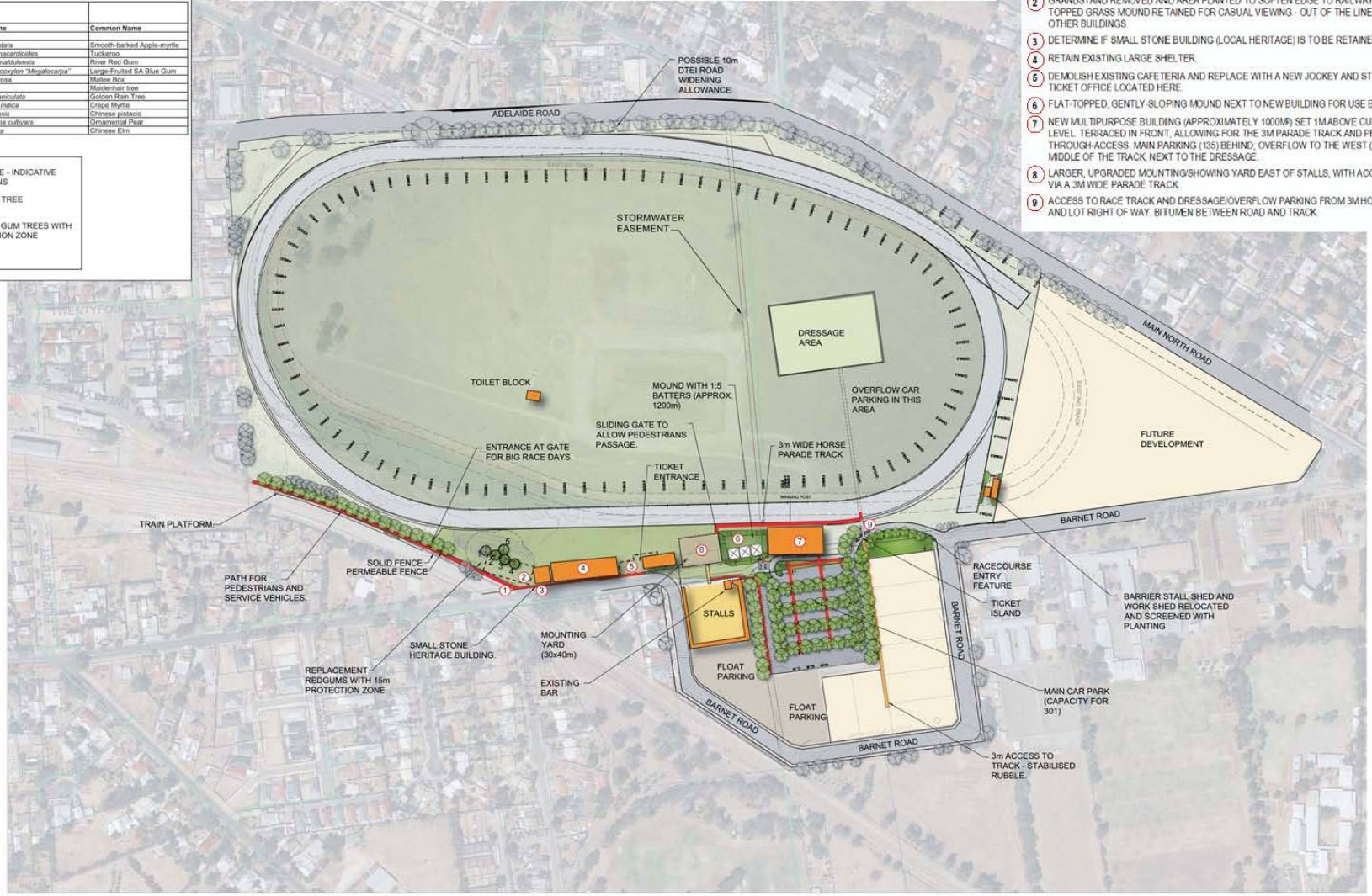
The Report identified that an issue critical to the project is consideration of the surplus parcel of land at the southern end of the Racecourse, which provides a range of development options. The Report further identified a number of land use demands for the Gawler area which are of relevance to the redevelopment of the racecourse and therefore the DPA. A broader opportunity to include the construction of stormwater retention and aquifer storage infrastructure was also identified, providing significant water resource management benefits.

PLANT LIST AND TREE LEGEND

Code	Botanical Name	Common Name
Aco	<i>Acrochorda costata</i>	Smooth-barked Apple-myrtle
Can	<i>Casuarina antarctica</i>	Tuckeroo
Eca	<i>Eucalyptus camaldulensis</i>	River Red Gum
Ebn	<i>Eucalyptus blaxodora</i> "Magabocanga"	Large Fruited SA Blue Gum
Ego	<i>Eucalyptus globosa</i>	Mullein Box
Gbl	<i>Ginkgo biloba</i>	Maundy tree
Kpa	<i>Koeleria paniculata</i>	Golden Rain Tree
Lm	<i>Lagerstroemia indica</i>	Crape Myrtle
Pch	<i>Platanus chinensis</i>	Chinese sycamore
Pca	<i>Pyrus calleryana cultivars</i>	Ornamental Pear
Upe	<i>Ulmus parvifolus</i>	Chinese Elm

-  NEW TREE - INDICATIVE LOCATIONS
-  EXISTING TREE
-  NEW RED GUM TREES WITH PROTECTION ZONE

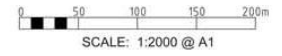
FIGURE 2: GAWLER RACECOURSE DEVELOPMENT PROPOSAL



- NUMBER KEY**
- 1 PROVIDE PAVED PATH FOR PEDESTRIAN AND SERVICE VEHICLES, WITH SOLID FENCING ON THE TRAIN SIDE, AND PERMEABLE FENCING ON THE TRACK SIDE.
 - 2 GRANDSTAND REMOVED AND AREA PLANTED TO SOFTEN EDGE TO RAILWAY LINE. LOW, FLAT-TOPPED GRASS MOUND RETAINED FOR CASUAL VIEWING - OUT OF THE LINE OF SITE OF THE OTHER BUILDINGS.
 - 3 DETERMINE IF SMALL STONE BUILDING (LOCAL HERITAGE) IS TO BE RETAINED/DEMOLISHED.
 - 4 RETAIN EXISTING LARGE SHELTER.
 - 5 DEMOLISH EXISTING CAFE/TERIA AND REPLACE WITH A NEW JOCKEY AND STEWARDS BUILDING. TICKET OFFICE LOCATED HERE.
 - 6 FLAT-TOPPED, GENTLY SLOPING MOUND NEXT TO NEW BUILDING FOR USE BY MARQUEES.
 - 7 NEW MULTIPURPOSE BUILDING (APPROXIMATELY 1000M²) SET 1M ABOVE CURRENT GROUND LEVEL. TERRACED IN FRONT, ALLOWING FOR THE 3M PARADE TRACK AND PEDESTRIAN THROUGH-ACCESS. MAIN PARKING (135) BEHIND, OVERFLOW TO THE WEST (150) AND IN THE MIDDLE OF THE TRACK, NEXT TO THE DRESSAGE.
 - 8 LARGER, UPGRADED MOUNTING/SHOWING YARD EAST OF STALLS, WITH ACCESS TO THE TRACK VIA A 3M WIDE PARADE TRACK.
 - 9 ACCESS TO RACE TRACK AND DRESSAGE/OVERFLOW PARKING FROM 3M HORSE PARADE TRACK AND LOT RIGHT OF WAY. BITUMEN BETWEEN ROAD AND TRACK.



PROJECT **GAWLER RACE TRACK REDEVELOPMENT**
 CLIENT **GAWLER AND BAROSSA JOCKEY CLUB**



DATE: 18/12/08
 DWG NO.: OS211_CP07

- Construction of a new multi-purpose building

The new multi-purpose building will be located adjacent the existing racecourse facilities and will serve as both a race day facilities centre and a community function centre. The building will accommodate up to 500 people on race days, with up to 350 persons for other functions such as weddings, education and business seminars, etc, and will satisfy a recognised demand for facilities of this nature within Gawler. It will incorporate a modular design for maximum efficiency and multi-purpose use. A second exclusive racing administration building will also be built.

- Water resource management and open space opportunities

The centre of the track comprises an area of 19 hectares that could be made available for the following purposes:

- community stormwater drainage facility including stormwater retention and aquifer storage infrastructure (ie synergies exist in relation to site excavation / fill to lay the new track and construction of new stormwater facilities to service residential growth in the area)
- open space and sporting fields to meet the increasing needs of the growing Gawler community and the adjacent Gawler High School.

Significant tangible community benefits can therefore be derived from the site redevelopment, which extend well beyond the site and racing industry.

- Surplus Land

The track redesign will rationalise the overall land holding required to support race infrastructure and events. Accordingly a surplus land parcel of approximately 4.3 hectares has been identified for disposal. The surplus land parcel is identified in **Figure 2** as 'future development'.

Currently the identified surplus land is used both as an extension to the existing track and for other ancillary racing purposes. The land is currently in the Special Uses Zone with the principle objective of accommodating public and private development of an institutional or open character.

As the surplus land parcel is redundant to the GBJC and is no longer required in support of the ongoing use of the Gawler Racecourse, consideration has been given to re-zoning this land parcel to accommodate its highest and best use in light of its development potential, the needs of the community and its location.

TRSA estimate that the track and facilities redevelopment will cost in the order of \$13 million. The State Government has committed \$6 million to assist TRSA and the Gawler and Barossa Jockey Club (GBJC) in undertaking the redevelopment of the Gawler Racecourse. The balance of funds to finance the redevelopment will be sourced through disposal of surplus land that the GBJC will no longer require as a result of the proposed redevelopment.

At the time of preparing this DPA, a planning consent had been granted by Council for the redevelopment of the racecourse, involving a redesign of the track, demolition of existing buildings and the establishment of a new purpose built function centre.

2. STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 South Australia's Strategic Plan

South Australia's Strategic Plan outlines a medium to long-term course for the whole of South Australia. It has two important, complementary roles. First, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Second, it is a means for tracking state-wide progress, with the targets acting as points of reference that can be assessed periodically.

Amending Development Plan policy so that it guides the redevelopment of the Gawler Racecourse will assist in achieving a number of the Strategic Plan's objectives and targets. The proposed changes would provide for an expanded range of land uses (arising from the rezoning and development of the surplus land) to include retail and community facilities as well as potential for some residential development. There is therefore potential for the site to deliver against a broad range of targets including:

Objective 1: Growing Prosperity

- T1.1 Economic Growth:** exceed the national economic growth rate by 2014.
- T1.2 Competitive business climate:** maintain Adelaide's rating as the least costly place to set up and do business in Australia and continue to improve our position internationally.
- T1.5 Business Investment:** exceed Australia's ratio of business investment as a percentage of the economy by 2014.
- T1.11 Unemployment:** maintain equal or lower than the Australian average through to 2014.
- T1.12 Employment participation:** increase the employment to population ratio, standardised for age differences, to the Australian average.
- T1.15 Tourism industry:** increase visitor expenditure in South Australia tourism industry from \$3.7 billion in 2002 to \$6.3 billion by 2014.
- T1.22 Total population:** increase South Australia's population to 2 million by 2050, with an interim target of 1.64 million by 2014.

The DPA seeks to provide a planning framework for the area affected that will progress this objective and associated targets by:

- introducing policies in the Development Plan that will facilitate the establishment of a new Neighbourhood Centre Zone designed to provide for the retail and community needs of the growth projected and planned for in the southern portion of the Council area
- introducing a zone that will accommodate employment generating uses
- introducing a zone that provides services that will be accessible to the future residential population and therefore help underpin the future residential growth
- introducing a zone regime that will add value to the area affected, facilitate the disposal of the surplus land and thereby support the Gawler Racecourse redevelopment which in turn will accrue benefits to the thoroughbred racing industry in South Australia
- furthering the potential to develop the core racecourse land for a broader range of community and recreational events, including wedding and conference facilities. Such added business activities further support the viability of the GBJC and therefore the local racing industry
- providing opportunities to establish tourist accommodation within the area affected which would support the growth of the tourism industry
- promoting efficient use of existing infrastructure and services.

Objective 2: Improving Wellbeing

T2.3 Sport and recreation: exceed the Australian average for participation in sport and physical activity by 2014.

T2.9 Road safety - fatalities: by 2010, reduce road fatalities to less than 90 persons per year.

T2.10 Road safety - serious injuries: by 2010 reduce serious injuries to less than 1000 per year.

The DPA has the potential to contribute to these targets by:

- supporting the redevelopment of the Gawler Racecourse as both a centre for equine and human sporting activity
- reviewing traffic management (roads, intersections, parking etc) as an integral part of the redevelopment of the Racecourse and environs.

Objective 3: Attaining Sustainability

T3.6 Use of public transport: increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018.

T3.9 Sustainable water supply: South Australia's water resources are managed within sustainable limits by 2018.

The DPA has the potential to contribute to these targets by:

- expanding the range of potential land uses at a singular site with access to public transport which may potentially reduce energy consumption associated with transport
- introducing policies that encourage stormwater management initiatives as a reflection of the State Government's water conservation focus.

Objective 5: Building Communities

The DPA seeks to provide a planning framework that advances this objective by facilitating a development that will enhance access to existing services and employment, whilst also providing opportunities for employment growth and a diversity of land uses.

Objective 6: Expanding Opportunity

The DPA seeks to provide a planning framework that advances this objective by facilitating development that will provide local employment opportunities and business investment, support the thoroughbred racing industry in South Australia.

2.2 The Planning Strategy

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

The Planning Strategy currently comprises five volumes:

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

- The Greater Mount Gambier Master Plan (*February 2008*)

The Planning Strategy for Metropolitan Adelaide, which is relevant to the Gawler Racecourse site, recognises the importance of:

- opportunities for recreation and sporting activities. In particular, the Strategy seeks to provide open space to improve health, fitness and the general wellbeing of communities. It acknowledges that recreation and sporting activities may require the development of specialised facilities including recreation centres, stadiums for events and elite-level sports but recognises that they should be socially inclusive and provide a range of recreation, sporting and tourism opportunities across the metropolitan area.
- a wide range of multifunctional, transit-focused activity centres that contain both traditional retail and commercial uses as well as a diverse range of other functions, including community facilities, offices and residential development.
- high-quality facilities serving the education, care and lifelong learning needs of the population with facilities provided at the right time, in the right place, to serve the local community.

The following is a selection of policies and text from the Planning Strategy that are considered to be relevant to the proposed Gawler Racecourse redevelopment.

3.1 Water Resources

1. *Ensure the most efficient use of water based on the principles of avoidance, reduction, re-use, recycle and appropriate disposal, to reduce Adelaide's dependence on water sourced from the Mount Lofty Ranges catchment and the River Murray.*
2. *Promote water sensitive urban design (WSUD) in Development Plans, the Building Code of Australia and development proposals to achieve multiple catchment water management objectives such as reducing runoff and flooding; protecting waterways and their biotic communities; conserving and harvesting water; and enhancing the amenity of urban environments.*
4. *Ensure coordination of multi-objective management of stormwater by considering it both as a resource and potential hazard.*
 - (c) *Ensure developers, in conjunction with relevant infrastructure agencies and local government, complete infrastructure plans for developments prior to seeking development approval for subdivision. This should encompass water-sensitive urban design at both the site level and whole-of-subdivision level, where one complements the other.*
5. *Increase opportunities for the development of alternative water re-use schemes in appropriate locations.*
 - (a) *Encourage the development of alternative water re-use schemes involving innovative water capture, treatment, storage and re-use practices, such as that achieved in the Mawson Lakes development, with clusters of high water use activities that are able to take advantage of water supplies.*

The DPA will investigate policy which will enable the future redevelopment of the Gawler Racecourse to address water resource management issues, potentially through the use of the centre of the track for a community stormwater drainage facility.

3.3 Open Space, Recreation and Sport

4. *Plan and provide a network of accessible, well-located and designed state, regional and local-level recreation and sport facilities, including facilities for informal recreation.*
 - (a) *Design multifunctional recreation and sporting facilities.*

- (b) *Ensure that land is identified and reserved for the development of major recreation and sport facilities, and investigate the provision of facilities through involvement with the private development industry and major sporting bodies.*
- (e) *Provide a range of sporting and recreational opportunities for all ages that minimise negative impacts on the environment and local community and promote safe physical activity.*

The DPA provides an opportunity to ensure that planning policy enables better use of the interior of the track as open space and/or sporting fields. Such flexible planning policy may assist in the delivery of projects that respond to growing needs of the Gawler community and / or the adjacent Gawler High School.

3.4 Land use and Transport Integration

1. *Integrate transport and land use planning decisions to facilitate a safe, sustainable, efficient and effective transport network.*
 - (a) *Support and make best use of existing transport infrastructure and services, and protect sites of strategic importance for the future development of the transport system.*
 - (b) *Require significant development proposals to include an assessment of the implications for the transport system at the local and regional levels and identify measures to address any implications.*
 - (c) *Ensure that the location and design of developments protect and maintain the function of State Government-maintained roads, freight, rail and shipping routes.*
 - (d) *Incorporate projected local and regional urban growth and economic activity into analysis of the need for future transport infrastructure.*
3. *Maximise accessibility to and use of the public transport system through greater integration with land use to reduce the need for private motorised travel.*
 - (a) *Incorporate the provision of public transport in planning policy preparation (for example, new suburbs or activity centres) and provide on-ground services at an early stage of development to initiate public transport patronage as the neighbourhood becomes established.*
 - (b) *Locate activities that generate large numbers of visitors, such as major offices, schools, tertiary education facilities, and major health and recreational facilities, at public transport nodes and/or in activity centres.*
 - (c) *Ensure development is oriented towards, and linked with, public transport nodes and that convenient and safe walking access and secure bicycle storage is provided.*

The DPA provides an opportunity to reconsider traffic management issues including road alignments and intersection format to Main North Road, Barnet Street and Para Road.

The racecourse and new business and employment opportunities facilitated by this DPA are well placed to take advantage of public transport as the Area Affected is located immediately adjacent to the Gawler Racecourse Railway Station, albeit presently this station is only used on designated race days.

3.10 Education Facilities

1. *Provide access to a range of education and care facilities that provide lifelong learning opportunities in suitable locations.*
2. *Locate education and care facilities so that access to them is equitable and convenient and maximises the use of community resources.*

- (a) *Integrate and co-locate education and care facilities with other community facilities to maximise the use of resources and develop relationships between activities.*
- (c) *Locate schools, community and adult learning facilities in or near neighbourhood and district activity centres to allow safe and convenient access by walking, wheelchair, cycling and public transport, and to minimise the need for private vehicles*

The DPA will provide for the southern portion of the surplus land to be utilised for the expected expansion of the Gawler High School and possible provision of an Early Childhood Development Centre. This would provide frontage of the school with Main North Road, as well as the proposed Neighbourhood Centre, as well as continuing links with the adjacent Racecourse.

3.11 Health and Community Services

- 1. *Create living environments with services and facilities to support healthy lifestyles and active communities.*

The DPA will provide a Neighbourhood Centre providing services and facilities within a community precinct that supports residential development.

3.14 Activity Centres

- 2. *Support a range of activity centres that are complementary and meet community needs.*
 - (g) *Predominantly locate retailing activities in designated centres in defined areas. Retailing should occur in appropriately designated zones. A limited number of additional zones may be created to accommodate bulky goods retail uses.*
- 3. *Encourage an appropriate mix of uses to create multifunctional activity centres.*
 - (a) *Encourage a dynamic mix of uses in activity centres which strengthen and revitalise local communities and provide a suitable range of activity throughout the day and evening.*
 - (d) *Maintain the primary role of activity centres as concentrations of retail and appropriate commercial uses, and services for recreation, entertainment, education, community and cultural purposes, and include housing to increase their viability and vibrancy.*
- 7. *Encourage attractive, functional and vibrant activity centres.*

The DPA investigates and identifies the highest and best use of the land, and in particular, the area of 'surplus land' at the southern end of the racecourse. A new Neighbourhood Centre Zone, in line with the current Better Development Plan format, is proposed for part of the surplus land. The Neighbourhood Centre is intended as a small-scale development, complementing rather than competing with the larger district level, Town Centre of Gawler and supports the above strategies by:

- providing an adequate and appropriate supply of land for employment activity in light of the level of growth that Gawler is expected to experience
- strengthening the range of employment opportunities and appropriate services and facilities
- seeking to cluster retail and community services together in an accessible, coordinated area.

3.16 Townships

1. *Encourage development that recognises and complements the different roles and functions of townships.*
 - (a) *Encourage uses and activities that serve primary industry, such as value-adding enterprises, to locate in townships where they have an appropriate level of access and do not adversely impact surrounding uses.*
 - (b) *Encourage the development of activities, such as restaurants and visitor accommodation, to complement the recreation and tourism functions of townships and their hinterland.*
 - (c) *Support the development of a range of businesses in townships to build on the strengths of local communities, complement the role and function of the townships, and provide local employment.*

3.24 Tourism Facilities

1. *Create visitor destinations that provide memorable experiences.*
 - (e) *Improve the viability of tourism development through the agglomeration, co-location and connection of cultural institutions, attractions, recreational and sporting facilities.*
 - (f) *Include tourism objectives in revitalisation projects and initiatives.*
5. *Facilitate the provision of appropriate support infrastructure for tourism.*
 - (c) *Encourage specialty accommodation to meet different visitor needs.*

The DPA includes investigations to determine uses which may be of benefit to the Gawler community including tourist accommodation and conference/function facilities, both of which have synergies with the recreation function of the racecourse.

2.3 Draft 30 Year Plan for Greater Adelaide

The Draft Plan for Greater Adelaide 2009–2038 (the Plan) has been prepared by the South Australian Government for consultation with the community, local government, business and industry. Should it be endorsed by the State Government, the Plan and the five Regional Land Use Frameworks for country South Australia will provide the basis for the next South Australian Planning Strategy. Public consultation on the Plan recently closed. The following draft policies are relevant to this DPA:

- **D9: The economy and jobs**
 - *Plan for employment activities near major educational institutions*
 - *Ensure sufficient land is available for commercial, industrial, retail, primary production, mining and other activities.*
- **D11: Infrastructure**
 - *Maximise the location of economic and social services by integrating health and educational facilities with transport services and locating them near retail centres*
- **D13: Open space, sport and recreation**
 - *Be multi-functional, multiuse (including the shared use of strategically located school facilities) and able to accommodate changing use over time.*
 - *Provide organised sporting facilities in transit corridors, transit-oriented developments and major activity centres.*

The DPA is considered to support the above draft policies by providing for a mixed use Neighbourhood Centre that is integrated with expanding educational, sporting and community facilities.

2.4 Other key documents

2.4.1 Strategic Infrastructure Plan for South Australia (2005/06 - 2014/15)

The *Strategic Infrastructure Plan for South Australia* is a coordinated long-term approach to infrastructure provision throughout the state. It provides an overarching framework for the planning and delivery of infrastructure by all government and private sector infrastructure providers. The Plan identifies strategic priorities for 14 infrastructure sectors such as transport, energy, health, and recreation and sport.

Although the Gawler Racecourse is not specifically mentioned in the Infrastructure Plan, it does list a number of strategic priorities that have a bearing on the site's proposed redevelopment.

The plan sets out both broad and specific priorities concerning all aspects of the State's infrastructure – physical and social. The infrastructure priorities of relevance to this DPA include:

Recreation and Sport

- *Achieve greater coordination between State and local governments and the private sector to develop sustainable, multi-use and adaptable facilities to meet changing community needs.*
- *Ensure South Australia has sporting facilities capable of hosting international and national events.*

The DPA seeks to achieve this by introducing policies that support the proposed redevelopment of the Gawler Racecourse and its upgraded racetrack and facilities, including a function centre and tourism accommodation.

Education and Training

- *Undertake gap analysis of the existing capability and capacity of school assets to deliver future needs (e.g. co-location to improve service delivery) and determine required infrastructure capabilities.*
- *Adopt a coordinated approach to future education asset provision, using innovative approaches to provide multi-purpose facilities that incorporate more than just educational uses.*

The DPA seeks to achieve this priority by providing for a proposed expansion of the Gawler High School and support for its proposed development as an integrated super school.

Water

- *The State Government, working closely with local government, is to prioritise a future work program including accounting for emerging trends of urban consolidation, and achieving improved quality of stormwater discharged to the environment supported by appropriate harvesting of stormwater flows for urban amenity or beneficial reuse, where economically feasible.*

The DPA has due regard to this priority by identifying the potential of the central area of the race track for stormwater management initiatives.

2.4.2 Town of Gawler Strategic Plan 2007 - 2017

This document constitutes the Town of Gawler's Strategic Plan, and was most recently updated in July 2007.

The following strategies of the Strategic Plan have been considered in terms of the intent of the DPA and specific policy formulation:

STRATEGIES (principles which guide our activities and actions)

Strategic Objective 1: A strong, healthy, safe, learning, and tolerant Community.

The DPA seeks to support Objective 1 by providing opportunity for increased activity and passive surveillance adjacent significant community facilities as well as enhancement of the school facilities themselves.

Strategic Objective 2: Effective Undertake gap analysis of the existing capability and capacity of school assets to deliver future needs (e.g. co-location to improve service delivery) and determine required infrastructure capabilities and development policies; provision of appropriate infrastructure; sustainable growth; heritage preservation; and enhancement of the natural and built environment.

The DPA seeks to support Objective 2 by providing opportunity for the expansion of the Gawler High School to support its development as a super school and its infrastructure requirements. The Strategic Plan also identifies the establishment of an Early Childhood Development Centre which may be provided in conjunction with the proposed expansion of the Gawler High School.

Strategic Objective 3: A prosperous economy; with sustainable, challenging, rewarding and fulfilling employment opportunities.

The DPA seeks to support Objective 3 by supporting the development of an employment hub within the proposed Neighbourhood Centre and Gawler Racecourse facilities.

2.4.3 Town of Gawler, Gawler Racecourse Discussion Paper

In November 2008, the Town of Gawler prepared a Discussion Paper for the purpose of advocating Council's position on development outcomes in relation to this DPA.

The paper recognises the following development issues affecting the land:

- *longer term traffic proposals to divert Para Road further north through the racecourse land and install traffic signals on Main North Road which are currently suggested as two offset "T's", one at Para Road junction and the other at Main North Road junction ... and to close off Morrow Avenue at Main North Road and direct traffic east via Coleman Avenue and a future Potts Road traffic signals*
- *previous interest by Department of Education and Children's Services to expand the Gawler High School into the racecourse land and now in particular as it is likely the School will be expanded to be an R-12 School and Early Childhood Centre*
- *the potential for the racecourse, which is located along an east / west pathway of an underground drainage system, to be used as a stormwater management wetland, particularly to accommodate new residential development in the Deferred Urban Zone to the east (when it is rezoned for residential use).*

The Paper highlights the following development issues affecting the Town of Gawler that may be relevant to the proposed rezoning:

- *a long standing desire to develop tourist accommodation in the form of a motel, and / or backpacker facilities, together with larger scale conference / convention facilities*
- *Council and community aspirations to improve the town's gateways, of which the racecourse is critical.*

In addition, the Discussion Paper places some emphasis on the potential loss of vistas, as the racecourse provides a significant area of open space “*with long vistas in either direction of travel along the town’s major arterial road.*” The Paper however recognises that the land is privately owned and its primary land use as a racetrack precludes public access for logistical and safety reasons. The value of the racecourse is therefore in providing a landscaped open character rather than public open space, and as an entrance statement into central Gawler, separating the historic centre of Gawler from Evanston.

The Paper recognises the value of the racecourse in terms of its community benefits in its function as a major event venue for public and private purposes. In addition, the racing industry is a significant employer with a number of Gawler service providers relying on the racing and horse industry. Its economic benefit is recognised, particularly if the track becomes metropolitan Adelaide’s second track, thus raising Gawler’s status and profile.

The Paper expresses the following land use suggestions:

Mindful of the economic imperatives underpinning the racecourse’s future (and the proposal to create new economic opportunities), the following land use suggestions seek to balance the desired economic development with the current community interests that are associated with:

- *vistas/gateways*
- *retaining a major event venue*
- *creating opportunities for stormwater management*
- *addressing town wide traffic needs*
- *providing for the potential to enlarge the Gawler High School (and provide it with a stronger public profile and main road frontage).*

The preferred land use option is [shown in Sketch 5.1 of Discussion Paper] shows, in sequence from the southern end heading north:

- *an open space gateway, with the potential for recreation use*
- *rerouting Para Road and Barnet Street, so that expansion of the High School does not result in a campus that is split by a road*
- *expansion of the Gawler High School so that it interfaces with Main North Road*
- *provision for tourist accommodation and conference facilities (in association with the racecourse)*
- *provision for a wetland to assist with water management from new urban areas to the east of the racecourse.*

The DPA has considered the Discussion Paper and the following observations are made:

- The passive land uses expressed in the Discussion Paper for the surplus land are not likely to generate adequate economic return for the GBRC particularly given the traffic management implications (and associated) costs appurtenant to the site. Recommendations concurring the use of the surplus land to assist in the resolution of traffic management issues is supported, as is the potential use of the land for limited education purposes. Conference facilities and wetlands are considered better suited to that part of the racecourse site that will contain the racecourse facilities.
- Vistas are expected to be retained across the racecourse from the Adelaide Road and majority of the Main North Road frontages.
- The Department of Education and Children’s Services (DECS) is currently negotiating to purchase part of the surplus land for education purposes. On this basis, it is proposed that a portion of the surplus land (southern end) be retained as Special Uses Zone, in line with the existing zoning for the educational precinct. This will provide an opportunity for

the development of school facilities on the land to interface directly with Main North Road (as desired by Council).

- The establishment of buildings close to the Main North Road frontage is desired in order to establish a sense of arrival and place. An appropriate vision is for articulated, well designed buildings combined with landscaping as part of an integrated development solution.

2.5 Better Development Plans (BDP)

The State Government is currently improving South Australia's planning and development assessment system by implementing the Better Development Plans (BDP) program.

As the Gawler (CT) Development Plan has not been converted into the BDP format, the DPA has been prepared having regard to the existing form of Council's Development Plan. However, aspects of the BDP Planning Policy Library (version 4.1) and guiding principles have been taken into account in preparing the DPA. The following zones are proposed to be inserted into the Development Plan as a framework for the Gawler Racecourse redevelopment, taking into account the particular circumstances of this land and the desired land use outcomes:

- Neighbourhood Centre Zone – for application to the surplus land
- Recreation Zone – for application to the Racecourse and associated facilities

One of the guiding principles of the BDP approach is to avoid or reduce repetition in Development Plans. As a consequence, the amendments proposed in this DPA are not intended to be all encompassing, but rely on existing Development Plan policy where it exists and is relevant in guiding the future development of the Gawler Racecourse and environs. However, where provisions in the existing Development Plan are not up to date with current planning 'best-practice', additional provisions have been included in the new zones to provide appropriate guidance until such time as the entire Gawler (CT) Development Plan is converted to BDP format.

2.6 Other Development Plan Amendments

The following additional Development Plan Amendment processes are also underway that affect the Town of Gawler:

- *New Southern Urban Areas DPA*: this DPA was initiated by Council to review the zoning of 200 hectares of land south of the township that was brought within the Urban Boundary in 2007. The DPA proposes to implement the agreed Structure Plans and align new Urban Zones with the Urban Boundary. The DPA is yet to undergo public consultation.
- *Gawler East DPA*: this DPA was initiated by the Minister for Urban Development and Planning and proposes to rezone land at Gawler East, also brought within the amended Urban Boundary in 2007, along with some of the areas adjacent to it that were already in the urban boundary, to allow for residential development and associated community facilities. The area contains a disused quarry known as the 'Rinker' site. The DPA has completed public consultation and is now being prepared for the Minister's consideration.

3. INVESTIGATIONS INFORMING THIS DPA

3.1 Introduction

The following documents have been reviewed as part of the strategic context and policy directions of the DPA:

- Connor Holmes: *Gawler Racecourse Retail Study (March 2009)* – this document undertakes an analysis of current and likely future circumstances of the racecourse locality as a basis for determining whether a retail centre at this site is viable.
- FMG Engineering – *Servicing report for Main North Road and Barnet Street, December 2008* – this document reviews physical infrastructure and services (eg gas, water, sewer) available to the area affected.
- Ernst & Young (for Thoroughbred Racing SA): *Qualitative Benefits Research Report for the proposed Gawler Racecourse Redevelopment Project (April 2008)* – this document reviews the benefits etc associated with the proposed Gawler Racecourse redevelopment.
- Murray F Young & Associates (plus follow up letter dated 15 June 2009): *Gawler Racecourse Traffic and Parking Report (December 2008)* – these documents review access scenarios for the subject site in light of the proposed redevelopments.
- Town of Gawler – *Strategic Plan 2007-2017* – this document sets out the long term vision for the future of the Town and the means by which Council intends to achieve it (refer to section 2.4.2 of this Report)
- Town of Gawler – *draft Discussion Paper, November 2008* – this document seeks to establish a Council position with the community so that advocacy for the best development outcomes for the Gawler Racecourse site could be pursued with the Minister (refer to section 2.4.3 of this Report)
- *A study for the future of the South Australian racing industry (May 2007)*, prepared by Phillip Bentley for the Minister for Recreation, Sport and Racing
- *Size and Scope of South Australian Racing Industry – Economic, Social, and Environmental Benefit (2004)* prepared by IER

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

3.2 Existing Zoning

The area affected is located within the Special Uses Zone of the Gawler (CT) Development Plan, being the relevant planning instrument for the Town of Gawler.

The relevant provisions of the Special Uses Zone are outlined as follows:

Desired Character

The zone comprises a range of identifiable land use precincts including cultural activities, passive recreation, active recreation, spectator sports, tourist uses, and natural or conservation areas, essentially along parts of the North and South Para Rivers.

The prime purpose of the zone is to provide for community use and business use is generally not envisaged.

In addition to accommodating community activities and uses, the zone has a significant amenity function by providing a distinctive setting for urban development and an opportunity for either tall mature trees, such as occurs along the urban river system, or long vistas over open and green spaces such as the Gawler Racecourse.

Desired Uses:

<i>Active Outdoor Recreation</i>	<i>Intensive Outdoor Recreation (of playing</i>
<i>Agistment and Holding of Stock</i>	<i>fields, hardcourts)</i>
<i>Agriculture</i>	<i>Landscaping</i>
<i>Car parking</i>	<i>Licensed Premise</i>
<i>Caravan Park</i>	<i>Meeting Room</i>
<i>Community Centre</i>	<i>Oval</i>
<i>Community Hall</i>	<i>Playground</i>
<i>Conservation Area</i>	<i>Stadium</i>
<i>Education</i>	<i>Spectator Stand</i>
<i>Golf Course</i>	<i>Swimming Pool</i>
<i>Hard Surface Court</i>	<i>Racecourse</i>
<i>Indoor Recreation Facility</i>	<i>Recreation Area</i>

OBJECTIVE

Objective 1: *A zone accommodating public and private development of an institutional or open character.*

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development consistent with the Desired Character for the zone.*
- 2 Development undertaken in the Special Uses Zone should be public and private development of an institutional or open character.*

Provisions contained in the existing Special Uses Zone support the existing uses of the Gawler High School as well as the Gawler Racecourse and its associated facilities. The recent approvals for redevelopment of the racecourse, including the function centre, are also supported by these provisions.

The Special Uses Zone, however, is recognised to potentially impede the highest and best use of the surplus land. It is the intention of this DPA to undertake an analysis to determine the best outcome for the land and enable the most appropriate development for the site, in consideration of adjacent development and zoning.

Adjacent zones include:

- Residential Zone (to the immediate north, east and west):*

This zone is primarily for residential development of a range of housing types, together with local facilities that support a healthy and convenient living environment.

Rezoning of the area affected would need to take into consideration the sensitive amenity of the adjacent residential activities.
- Residential Historic (Conservation) Zone (north-east of the Racecourse):*

As per the Residential Zone, this zone is primarily for residential development of a range of housing types, together with local facilities that support a healthy and convenient living environment, however, it seeks to conserve and enhance the historic character of the area through consideration of criteria such as streetscape character, subdivision pattern, building form and materials, etc.

Rezoning of the area affected would need to take into consideration the sensitivities of both the residential amenity and the historic character of the adjacent zone.

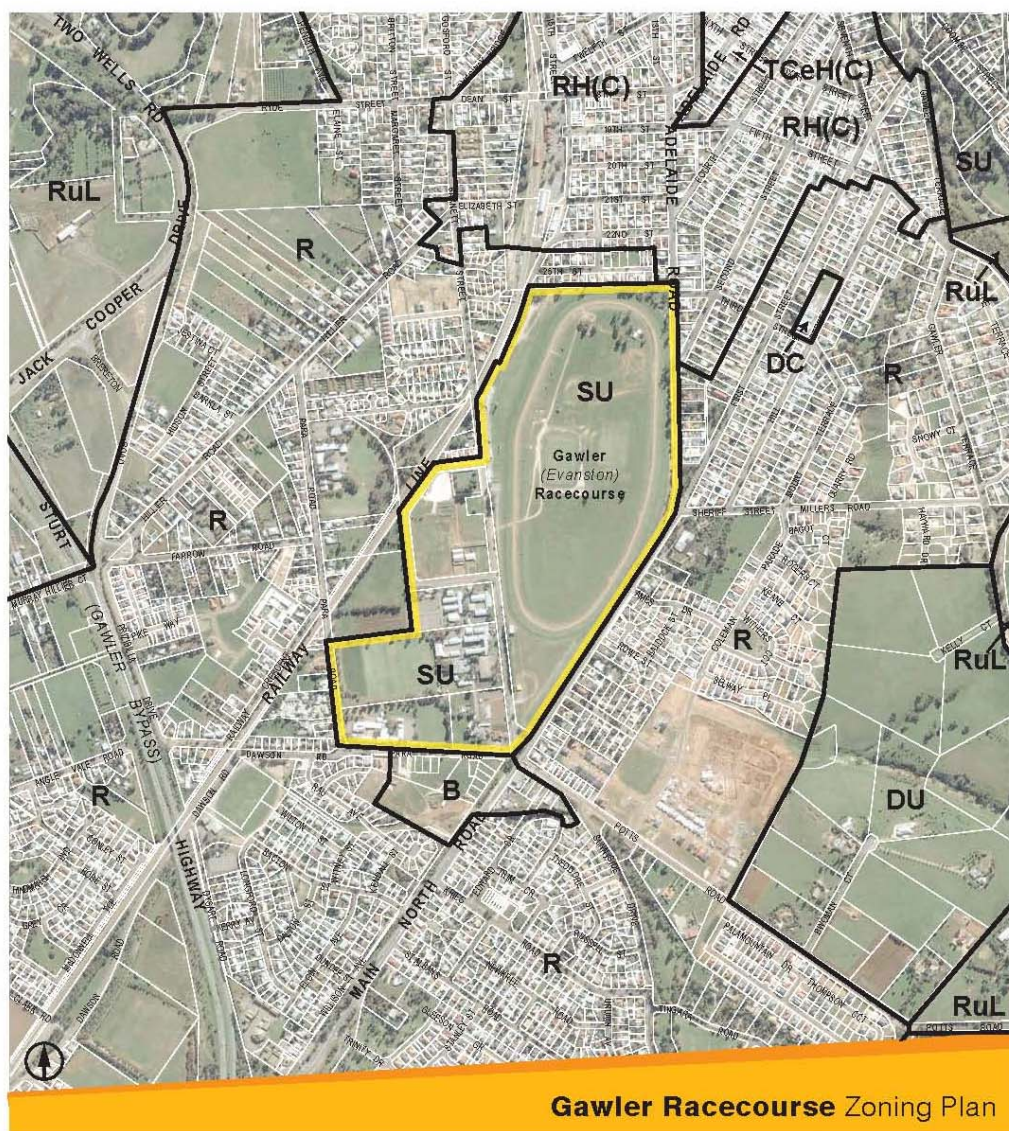
- *Business Zone* (to the south side of Para Road and south side of Potts Road/Sunnyside Drive):

This zone seeks to accommodate a wide range of local services and goods retailing, bulky goods retailing, retail showrooms, warehousing and service industries.


Rezoning of the affected area would need to take into consideration the range of activities allowed for in the adjacent Business Zone.

The zones which presently apply to the area are shown on **Figure 3**.

Figure 3: Existing Zoning



B	Business
DC	District Commercial
DU	Deferred Urban
R	Residential
RH(C)	Residential Historic (Conservation)
RuL	Rural Living
SU	Special Uses
TCeH(C)	Town Centre Historic (Conservation)

 Area Affected

Gawler Racecourse Zoning Plan

3.3 Land Use Characteristics and Site Features

The area affected comprises an existing Special Uses Zone which encompasses the following:

- the existing Gawler Racecourse (Photo 1 and 2 below)
- adjacent horse training facilities (Photo 3 and 4 below)
- St Brigids Catholic Primary School
- the Gawler High School and environs (Photo 5 and 6 below).



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

The land is bound by Main North Road / Adelaide Road along the eastern boundary, Para Road to the South and Barnet Street and the Adelaide to Gawler Railway line along the western boundary.

The surplus land discussed earlier in this Report is approximately 4.3 hectares in area and is located at the southern end of the Gawler Racecourse and which lies between Barnet Street and Main North Road. Features of that land are shown by Photos 7 and 8.



Photo 7



Photo 8

3.3.1 Surrounding Locality

Immediately adjacent to the area affected are the following key developments (land uses):

- Main North Road, an arterial roadway which bounds the eastern side of the affected area and the Gawler railway line which runs adjacent to part of the western boundary. This includes the Gawler Racecourse Railway Station (Photo 12)
- residential development dominates the locality with residential zoning abutting or adjacent the boundary of much of the affected area (Photo 11 from southern side of Para Road)
- The Residential Historic (Conservation) Zone abuts the north-west boundary of the area affected and this zone includes a considerable number of contributory items as well as a number of registered Local and State Heritage Places, none of which are expected to be affected by this DPA.
- two retirement villages are identified in the locality, including a residential aged care facility, neither of which are adjacent the site and are not considered to be directly affected by the DPA proposals.
- a bulky goods precinct, that is part of the Business Zone, is presently under construction and includes an approved restaurant and operating petrol filling station (Photo 9 and 10). The zone extends to the eastern side of Main North Road to include an existing petrol station and car dealership. The zoning further provides for motor showrooms, service trades and warehousing.
- the Vadoulis Garden Centre, (located in the Residential Zone) is located on Main North Road, east of the affected area.
- a small District Commercial Zone is identified to the north-west of the site, but again is not considered to be directly affected by the DPA proposals.
- Evanston Primary School is located north of the Gawler High School.



Photo 9



Photo 10



Photo 11



Photo 12

3.3.2 Heritage

The *Development Act, 1993* provides the basis for identifying local heritage places in Development Plans. Table Ga/3 in the Gawler (CT) Development Plan contains an extensive list of local heritage places across the Gawler Council Area. This list was last updated by Council in 2001.

The affected area is identified to contain one local heritage place, a bluestone building (excluding the southern brick additions) located west of the racetrack, amongst the existing racecourse facilities. The building is identified in the Gawler (CT) Development Plan as 56 Barnet Street, Certificate of Title Volume 4347 Folio 471. This building is planned to be retained as part of the redevelopment of the racecourse and is identified in **Figure 2**.

There are no identified State Heritage Places within or adjacent the area affected.

3.3.3 Vegetation

Protection for trees within the subject area is provided by the 'significant tree' provisions under the *Development Act 1993*, which defines a significant tree as:

- (a) a tree within a class of trees declared to be significant trees by the regulations; or
- (b) a tree declared to be a significant tree, or a tree within a group of trees declared to be significant trees, by a Development Plan.

The *Development Regulations, 2008*, which underlie the *Development Act, 1993* describe significant trees as:

- trees that have a trunk with a circumference of 2.0 metres or more or,
- in the case of trees with multiple trunks, that have trunks with a total circumference of 2.0 metres or more and an average circumference of 625 millimetres or more, measured at a point 1.0 metre above natural ground level.

The area affected contains a number of mature trees. The most notable are the large trees which line the Main North Road / Adelaide Road frontage of the racecourse rather than the surplus land. There are at least five significant trees located adjacent to the existing racecourse buildings. In addition, there are several trees clustered adjacent to the existing racecourse buildings and adjacent the fence line which abuts Barnet Street.

Several of these trees would appear to be significant as defined by the *Development Act, 1993* although a survey has not been undertaken at this stage.

3.3.4 Contamination

Given the long-term use of that part of the site being considered for redevelopment as a racecourse (rather than for industrial land use for example), it is expected that any land contamination can be appropriately dealt with at the development application stage when detailed subdivision and development design investigations occur, and appropriate remediation identified and undertaken as required.

The Gawler (CT) Development Plan contains a Council-wide provision for hazards that relate to land contamination and remediation (Principle of Development Control 33). The intent of this provision is considered sufficient to allow proper consideration of contamination at the site level, however, some mention of the potential for site contamination to exist on the site is considered warranted to ensure the Council-wide requirements are not overlooked during the assessment phase.

3.3.5 Service Infrastructure

A review of infrastructure available to service the surplus land was undertaken (FMG 2008) and the following comments were made:

- Sewers

Gravity sewers exist in the vicinity of the site. A 150mm sewer along Main North Road currently services the land to the east of Main North Road. This sewer is not of sufficient depth to enable gravity servicing of the whole of the land in its present form. Another sewer exists in Para Road but terminates about 150 metres south-west of the site. The sewer is 225mm in diameter, and is unable to fully service the land. A 150mm sewer also exists in the closed section of Barnet Street and this terminates approximately 200 metres north of the site.

Future servicing needs will be somewhat dependent on the development proposed for the site. However most development scenarios will require some system upgrade, which will require either a sewer pumping station and pumping main or a gravity extension to an existing sewer approximately 200mm from the site along Barnet Street.

- Water Supply

Water mains exist in Main North Road and Barnet Street. The Main North Road main is 300mm diameter whilst the Barnet Street main is 150mm diameter. Both are available to the site. Future development may require some augmentation of the existing infrastructure.

- Electricity

Overhead electrical reticulation exists in both Barnet Street and Main North Road. The overhead mains are on the west side of Barnet Street and the east side of Main North Road. Future development may require some augmentation of the existing infrastructure.

- Telstra

Significant Telstra infrastructure exists in Main North Road.

- Gas

A 100 millimetre gas main exists in Main North Road past the site. Augmentation may be required to facilitate more intensive development of the land.

Augmentation of utility services will need to be considered at the land division and / or development stages. Requirements relating to the provision of such services, including the need for reserves and easements, are already stipulated in the Gawler (CT) Development Plan under the Council-wide section.

3.3.6 Stormwater Management

The Ernst & Young Report (2008) notes that previous Council investigations determined the potential for the construction of stormwater wetlands and an aquifer storage recovery (ASR) within the centre of the racecourse. The concept was to potentially capture and treat localised water together with that generated by housing developments in the broader catchment.

It is understood that the investigations from 2003 have not progressed, as further work is required, particularly in relation to detailed negotiations between stakeholders including TRSA, GBRC and Council.

It is not within the scope of this DPA to investigate and design solutions for stormwater management, such as wetlands. However, it is proposed to introduce the necessary policy framework to facilitate the development of a major stormwater treatment facility, should the concept be further advanced in the future.

In terms of the surplus land it is evident that the fall from south-east to north-west is in the order of 4 metres. The topography represents an opportunity in terms of potentially accommodating a broad stormwater function, representing a large, open, low point relative to catchments and growth areas to the east. Should stormwater detention development be required on the surplus land, it will need to be located in the northern portion of the land.

Figure 2 identifies a Council Stormwater Easement that runs east-west through the centre of the racecourse. Council has confirmed that this contains a 1.2 metre diameter concrete pipe to drain stormwater.

No underground stormwater drains, which could be useful in draining the surplus land, exist immediately adjacent the surplus land. The site currently drains by surface runoff toward Barnet Street. Development on the site will result in increased runoff from new impervious areas, which will need to be managed so as to not overload downstream drainage systems.

Stormwater detention will be necessary to omit the peak runoff from the site to Barnet Street. Barnet Street naturally drains north and west to an underground drainage system in the recently constructed section of Barnet Street.

It is envisaged that stormwater disposal from the surplus land will be effectively addressed through the usual development assessment process. As the existing Council-wide Stormwater Management policies are lacking in detail, additional policy reflecting best practice is considered warranted at the zone level. Policy from the BDP Policy library will be considered for this purpose.

3.3.7 Urban Design and Character

Development of the affected area should seek to incorporate urban design that enhances the appeal and function of the Gawler Township. This could be achieved through the promotion of opportunities for walking; cycling and playing; by providing safe, attractive and interconnected streets and public spaces; and encouraging the development of innovative public spaces; the promotion of civic pride and enhancement of the character and identity of the area.

Presently, the surplus land provides open vistas and views to the racecourse from Main North Road, which acts as a 'gateway' to the township. As it is likely that the land will be partly rezoned for development, it will be essential that rezoning of the site provide appropriate guidance to ensure that the gateway function, although changed, is not compromised.

Council-wide policy is not sufficiently detailed to deal with urban design and desired built-form outcomes. Any new zoning which applies to the affected area will therefore require the drafting of policies that incorporate the range of development intentions for the area, including:

- the gateway function of Main North Road
- access and permeability – bus, private vehicle, bicycle, pedestrian etc
- traffic management and parking
- landscaping and open space
- design relationship of the multiple land uses in the area (school, centre, racecourse, residential, business zone etc), considering building height, scale, setback, legibility etc
- crime prevention through design
- energy and water efficiency
- visual exposure to the Gawler High School.

Where the DPA introduces new zones from the BDP Policy Library to the Gawler (CT) Development Plan, policies may be added and modified to address local conditions.

3.3.8 Roads, Site Access and Traffic

Existing conditions

Figure 4 shows the existing road network in relation to the Gawler Racecourse, existing site access arrangements, and the location of key traffic management devices. Key features include:

- Main North Road / Adelaide Road – a two lane arterial road which borders the eastern side of the area affected.

The Planning Strategy recognises Main North Road as part of the AusLink Network. Although the proposed Northern Expressway will eventually replace Main North Road on the AusLink Network, Main North Road will continue to be a strategic transport route and direct property access is unlikely to be allowed.

It is noted that a sheltered right-turn facility to the bulky goods facility is currently under construction.

A pedestrian actuated crossing is located on Main North Road, immediately south of Potts Road.

- Para Road: a two lane collector road which borders the southern boundary of the area affected and diverts to intersect with Barnet Street before intersecting with Main North Road. Para Road provides the main access to St Brigid's School as well as residential areas to the west and a secondary access to the bulky goods precinct (under construction).

The intersection of Para Road to Main North Road does not have signals and is a priority controlled T-junction.

- Barnet Street: a two lane road which provides access to the racecourse facilities and separates the school precinct from the racecourse. This road provides the main access to the Gawler High School, as well as the main pick-up / drop-off area, extensive parking for staff / students / visitors and a school bus interchange area. It is expected that Barnet Street would also provide for parking during race days / events.

Where Barnet Street intersects with the Gawler railway line, traffic signals are provided.

- Adelaide-Gawler passenger railway line: part-borders the western boundary of the area affected.
- Potts Road: a two lane road that provides access to the Gawler East area. It is noted that the Gawler East area is currently the subject of a separate DPA which proposes a significant expansion of the Gawler township.

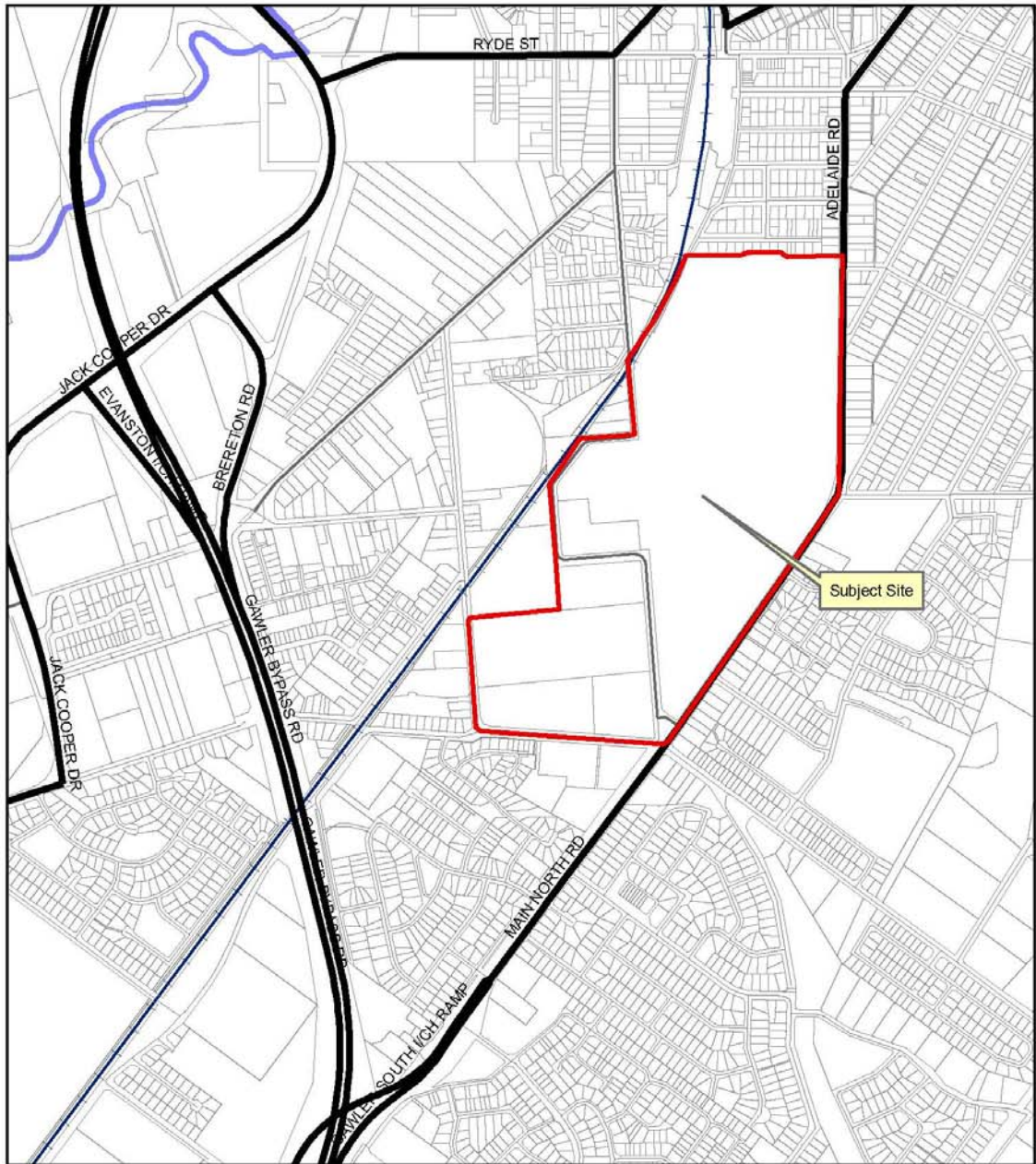
Traffic Generation and Proposed Access Needs

Traffic investigations by MFY (2008) were undertaken to examine the likely increase in traffic volumes, parking requirements and impacts upon the local road network as a result of the proposed redevelopment of the surplus land. It is noted that these studies considered a range of uses for the surplus land as proposed at that time, including expansion of the school, business / commercial purposes as well as considering local residential developments to the east and west of the site. The Report concluded that as a result of the range of developments in the locality:

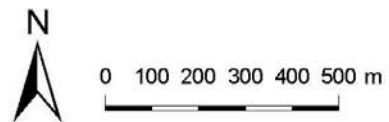
'an upgrade of the road network would be required despite which development occurred, including the school, residential development to the west or a development on the subject land.' (p5)

Figure 4: Existing Road Network

GAWLER RACECOURSE DPA



-  Subject Site
-  Arterial Road
-  Cadastre
-  Railway / tramway
-  Local Government boundary



TRANSPORT ROADS AND ACCESS

A number of options were considered regarding the upgrade of the road network affecting the surplus land, taking into consideration proposed land uses for both the area affected as well as broader development proposals; forecast traffic counts and traffic movements.

The preferred option consists of:

- Para Road intersecting directly with Main North Road and Potts Road with traffic signals
- Barnet Street diverting through the surplus land to intersect Main North Road, south of Morrow Avenue, with a left-in / left-out only intersection. This option
- Morrow Avenue intersection with Main North Road managed as a left-in / left-out only intersection.

This proposal is similar to the current intentions of the Development Plan (Fig B/1) and is expected to provide the following benefits for the school by:

- providing a reasonable separation between future centre uses and potential future education uses
- providing for enhanced traffic management including student drop off and collection and a bus interchange area at the southern end of the existing Barnet Street (where closed to Para Road).

Other road alignment options provided for the realignment of Barnet Street to:

- intersect with Main North Road / Morrow Avenue; or
- intersect with Main North Road, north of Morrow Avenue.

These two options were discounted on the basis that serious urban design and interface issues potentially arose in providing for a Neighbourhood Centre directly adjacent the proposed school extension and / or dividing a Neighbourhood Centre by a roadway.

Parking

Development Plans typically set out parking requirements based on land use activity. For the Town of Gawler, these requirements are provided in Table Ga/2 – Car Parking Requirements. This table provides parking rates for a number of the land uses being contemplated on the surplus land, including the following:

Land Use	Car Parking Spaces Required
Bank	6 spaces per 100 sqm
Child care centre	1 space per 4 children
Education institution	
• Pre-school	1 space per employee plus 1 space per 2 children
• Primary school	1 space per employee plus 1 space per 6 students
• Middle School	1 space per employee plus 1 space per 12 students
• Secondary School	1.2 spaces per employee plus 1 space per 20 students
Indoor Recreation / Gymnasium	Assessed on needs basis
Library	0.75 space per user
Office	4 spaces per 100 sqm
Petrol filling station	1 space per service bay plus 5 spaces per 100 sqm retail floor space
Place of worship	1 space per 3 seats
Restaurant (traditional)	1 space per 3 seats
Restaurant (fast food / family)	12 spaces per 100 sqm
Shop	7 spaces per 100 sqm

A review of parking requirements was undertaken as part of the traffic investigations by MFY (2008). This work suggested that, based on similar developments, the Department of Planning and Local Government Guidelines, and rates recommended in the Road Traffic Authority Guide, the car parking demand may be lower than that stipulated by the existing Gawler (CT) Development Plan. On this basis, it is proposed that a provision be included which provides some flexibility in the provision of car parking through the assessment process in circumstances where:

- the peak parking demand for different land uses occurs at different times as part of mixed use development and there is opportunity for shared-use parking
- evidence can be provided of a lesser parking demand for similar land uses elsewhere, such as neighbourhood centres and schools
- significant linkages with public transport and alternative modes of transport for users of the proposed development are provided.

Public Transport.

The Adelaide-Gawler railway passes the Gawler High School with a station is located west of the School and another north of the Racecourse. It is understood that the Town of Gawler is reviewing its options in relation to the provision of a local transport service.

3.3.9 Population Trends and Projections

The Town of Gawler has experienced reasonably strong population growth in recent years. Gawler, as the major service centre for the region, is also affected by the population trends of the adjacent Light Regional Council which has experienced even stronger growth. Data from the Australian Bureau of Statistics (ABS) provides resident population trends for both Council areas between 2002 and 2007. Table 1 summarises the data obtained.

Table 1: Town of Gawler and Light Regional Council Population Trends 2002-2007

	2002	2003	2004	2005	2006	2007	Change 2002-07
Gawler	18,580	18,612	18,845	19,097	19,406	19,841	+1261
Light	10,919	11,578	11,999	12,419	12,846	13,160	+2241

The outer northern sector of Adelaide as a whole, including the adjacent City of Playford, has experienced similar strong growth and this is expected to continue. This is, in part, a function of declining land supply within the inner northern sector (ie Tea Tree Gully and Salisbury) which has had the effect of strengthening the outward growth.

The majority of broadhectare growth is expected to continue in the northern areas of Adelaide, however, development emphasis is expected to shift towards the infill of existing development areas, particularly where proximate to transport corridors.

The Strategic Plan for South Australia seeks a population target for South Australia of 2 million persons by the year 2050. Recent strong population growth, fuelled in particular by high immigration rates, has meant that the State is presently on track to reach this goal by the year 2031.

This projected growth is expected to affect the Town of Gawler and adjacent Council areas, with projected population growth for the period of 2006-2021 as follows:

- Gawler: + 7,584 persons
- Light: + 2,853 persons
- Barossa: + 3,386 persons
- Playford: +21,554 persons.

The Ernst & Young Report (2008 p6) also provides commentary in relation to possible future population growth:

Gawler currently has a population of 20,000; however it serves a far larger adjacent and regional population, and will therefore face major growth challenges over the next ten years.

Based on an existing supply of 'Deferred Urban' land and expected additional demand as a result of the Northern Expressway, the Ernst & Young Report (2008) produced projections based on three possible scenarios, resulting in an estimated total population for the region ranging between 25,000 to 35,000 persons at 2018, equating to potential population increases of between 25% and 75%.

3.4 Highest and Best Use Analysis of Surplus Land

In accordance with the Initiation Document for this Development Plan Amendment, a highest and best use analysis has been undertaken to ascertain, from amongst reasonably probable uses, the most appropriate use for the surplus land, in consideration of the following:

- future population growth of Gawler
- utility infrastructure and traffic management issues
- interface with surrounding land uses and zoning intentions.

Accordingly, analysis has been undertaken with particular focus on potential for:

- retail development
- business / commercial development
- education / community development
- tourist accommodation.

3.4.1 Retail Analysis

Retail modelling (*Gawler Racecourse Retail Analysis – March 2009*) considered current and future retail demand in the area and the impact of additional retail activity at the Gawler Racecourse site upon existing retail facilities in the region, including the Gawler Town Centre.

The study used the retail gravity model to establish changes in turnover at existing centres and impacts of proposed centres as a consequence of development. Model inputs include:

- census data including population and household projections for census periods up to 2020
- household income and expenditure patterns
- retail database information which contains detailed information about the location, size and mix of retail outlets in the region
- proposed retail developments.

The model distributes retail expenditure from collector districts to retail centres depending on distance and centre size, with the resultant cash flows to all the centres identified under the study modelled simultaneously.

The Report identifies that the Gawler and Evanston areas are served by a range of centres, but most notably the Gawler Town Centre which has a strong influence over the retail spending patterns within and beyond the township.

In summary, the results of the analysis suggest that the development of a Neighbourhood Centre would be supportable at the Gawler Racecourse site. Critically, the report notes that there will be very little, if any, impact on the existing Gawler Town Centre. In accordance with the retail hierarchy, Neighbourhood Centres operate at a distinctly subordinate level within District and Regional Centres and would not be expected to diminish the role and function of these larger centres.

The Report suggests that some 3,800 square metres of retail floor space could be supported at the proposed site (based on current figures) and that this could rise to some 5,200 square metres by 2015 and some 5,900 by 2020. Available floor space will be limited by the availability of land and constraints imposed by the Development Plan (eg provision of car parking etc). It is anticipated that this centre will comprise a full line supermarket, a range of specialty shops and commercial uses.

The Report anticipates that the catchment area for the proposed centre would be a fairly limited geographic area, which would likely further contract in the future should an additional new centre be developed to serve the incoming population of Evanston Gardens (refer **Figure 5**).

This is, in large part, determined by the expected substantial population increases in the area over the next decade, as vacant land within the Urban Boundary at Evanston Park and Evanston South (and Gawler East) is developed for housing.

The drawing power of the proposed new retail floor space at Gawler Racecourse would be limited to part of Gawler South, Evanston Park, Evanston South, Hillier and Evanston as well as the existing population of Evanston Gardens until a proposed centre is constructed in this area to serve the new residential community.

It is noted that the Report has not taken into consideration the proposed substantial residential development at Gawler East, however, this development is expected to be provided with its own mixed-use centre and road configurations are expected (ie direct access) to limit accessibility (and therefore catchment) from Gawler East to the proposed Gawler Racecourse Neighbourhood Centre.

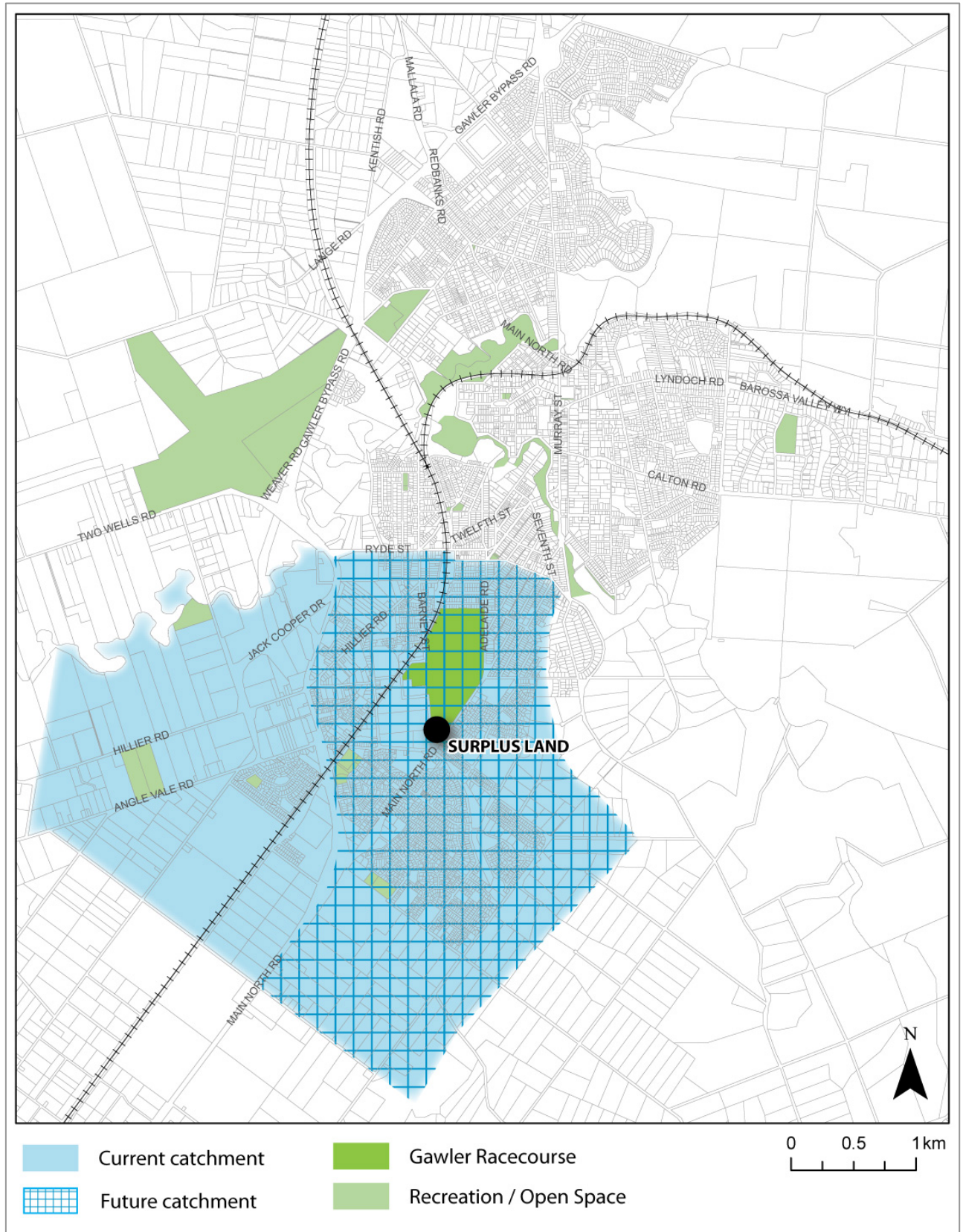
As noted above, the retail modelling indicates that the impact on the existing Town Centre will be minimal. In terms of the impact on Evanston Gardens, the Gawler Racecourse Retail Analysis takes into account this issue by identifying a reduced catchment for the racecourse centre once a centre at Evanston Gardens is established. The centre at Evanston Gardens is anticipated to be developed when approximately 50% of the additional population has been established in the Evanston Gardens area.

Retail floor space is presently supportable on the racecourse site now, increasing as population levels within the catchment area also rise. Ultimately, the Report considers that both centres (the proposed racecourse site and Evanston Gardens) can be supported by the existing and future populations within their respective existing and future retail catchments.

3.4.2 Commercial / Business Use Analysis

Investigations were undertaken regarding the potential for the surplus land to support commercial / business activities and were based on investigations undertaken for the Town of Gawler's Business Zone Development Plan Amendment (2004). The 2004 DPA sought to establish the Business Zone now being developed south of Para Road (adjacent the area affected). The racecourse surplus land was originally proposed for inclusion in the 2004 DPA but was subsequently removed following the public consultation period.

Figure 5 – Catchment area of proposed Neighbourhood Centre



The analysis undertaken as part of the 2004 DPA determined the following:

- the shortage of land supply for local services, bulky goods and small scale industry (ie employment lands) is aligned to a consistent demand that is matched with Gawler's population and housing growth rates
- further justification for need was provided through ongoing enquiries being directed to Council for suitable commercial land at the time of preparing the 2004 DPA. Land supply for local business services was at a critically low level, with 90% to 100% occupancy rates identified
- only 3.5 hectares of usable vacant land was available (Willaston) with a further 3.3 hectares in the Gawler Belt region (now rezoned as the Industry (Kingsford Regional Estate) Zone in the adjacent Light Regional Council)
- rezoning of additional land would provide opportunity for some existing uses within the Town Centre to relocate to a more appropriate location
- the take up for zoned and marketing business land has been 1.6 hectares per annum, calculated over a 25 year period
- 16-20 hectares is required to achieve a 10 year land supply
- the location of the Business Zone was deemed appropriate on the basis that it would balance the existing spatial supply of land which is concentrated in the northern areas of the Gawler township.

Table 2 below is reproduced from the 2004 DPA, outlining the land supply balance at that time.

Table 2: 2004 Business DPA Supply Analysis

Location		Utilisation						Total Ha
		Business Use		Other (non business)		Vacant		
		Ha	%	Ha	%	Ha	%	
1	Willaston	30.5	86.2	1.7	4.8	3.5	9.8	35.7
2	Main North Road / Tiver Road	12.3	100.0	0.0	0.0	0.0	0.0	12.3
3	Main North Road / Hayles Road	4.0	100.0	0.0	0.0	0.0	0.0	4.0
4	Para Road	1.0	100.0	0.0	0.0	0.0	0.0	1.0
5	Gawler Belt*	8.0	70.8	0.0	0.0	3.3	29.2	11.3
6	Town Centre	3.5	100.0	0.0	0.0	0.0	0.0	3.5
Total		59.3	87.5	1.7	2.6	6.8	10.6	67.8

It is noted that the 2004 Business DPA ultimately rezoned approximately 5.3 hectares of additional land (Para Road) resulting in a total supply at 2004 of approximately 12 hectares. This was below the 16-20 hectares desired for a 10 year supply target.

Notwithstanding the above, these investigations have sought to update the 2004 analysis. A visual assessment of commercial premises by Connor Holmes (planning consultants) has determined that vacancy rates remain low within the existing zoned areas, with the supply of vacant land further diminished since the 2004 analysis. It is noted that not all of the constructed buildings at Para Road have been leased and hence a nominal 1.5 hectares has been assumed as 'vacant'. Although a supply in the order of 6-7 hectares presently exists, it remains below the rolling supply target sought by Council of 16-20 hectares, as demonstrated in Table 3 below:

Table 3: 2008 Supply Analysis (approximated)

Location		Utilisation						Total Ha
		Business Use		Other (non business)		Vacant		
		Ha	%	Ha	%	Ha	%	
1	Willaston	31.7	88.8	1.7	4.8	2.3	6.4	35.7
2	Main North Road/ Tiver Road	12.3	100.0	0.0	0.0	0.0	0.0	12.3
3	Main North Road / Hayles Road	4.0	100.0	0.0	0.0	0.0	0.0	4.0
4	Para Road	4.8	92.1	0.0	0.0	1.5	7.9	6.3
5	Gawler Belt*	8.0	70.8	0.0	0.0	3.3	29.2	11.3
6	Town Centre	3.5	100.0	0.0	0.0	0.0	0.0	3.5
Total		66.8	91.4	1.7	2.3	6.6	9.0	73.1

**It is noted that the above data refers to land within the 'Gawler Belt' which lies within the Light Regional Council and which was rezoned in 2006 as the Industry (Kingsford Regional Estate) Zone. It is noted that this 11 hectares relates only to the southern portion of the area (now known as the Industry (Kingsford Regional Estate) Zone [Policy Area 17]), as the zone itself is significantly larger. Although outside of the Gawler boundaries, it was considered appropriate to include the 'Gawler Belt' in the data which considered the broad availability of business land in the region.*

The relative position of the six locations referred to in **Table 2** and **3** are shown on **Figure 6**.

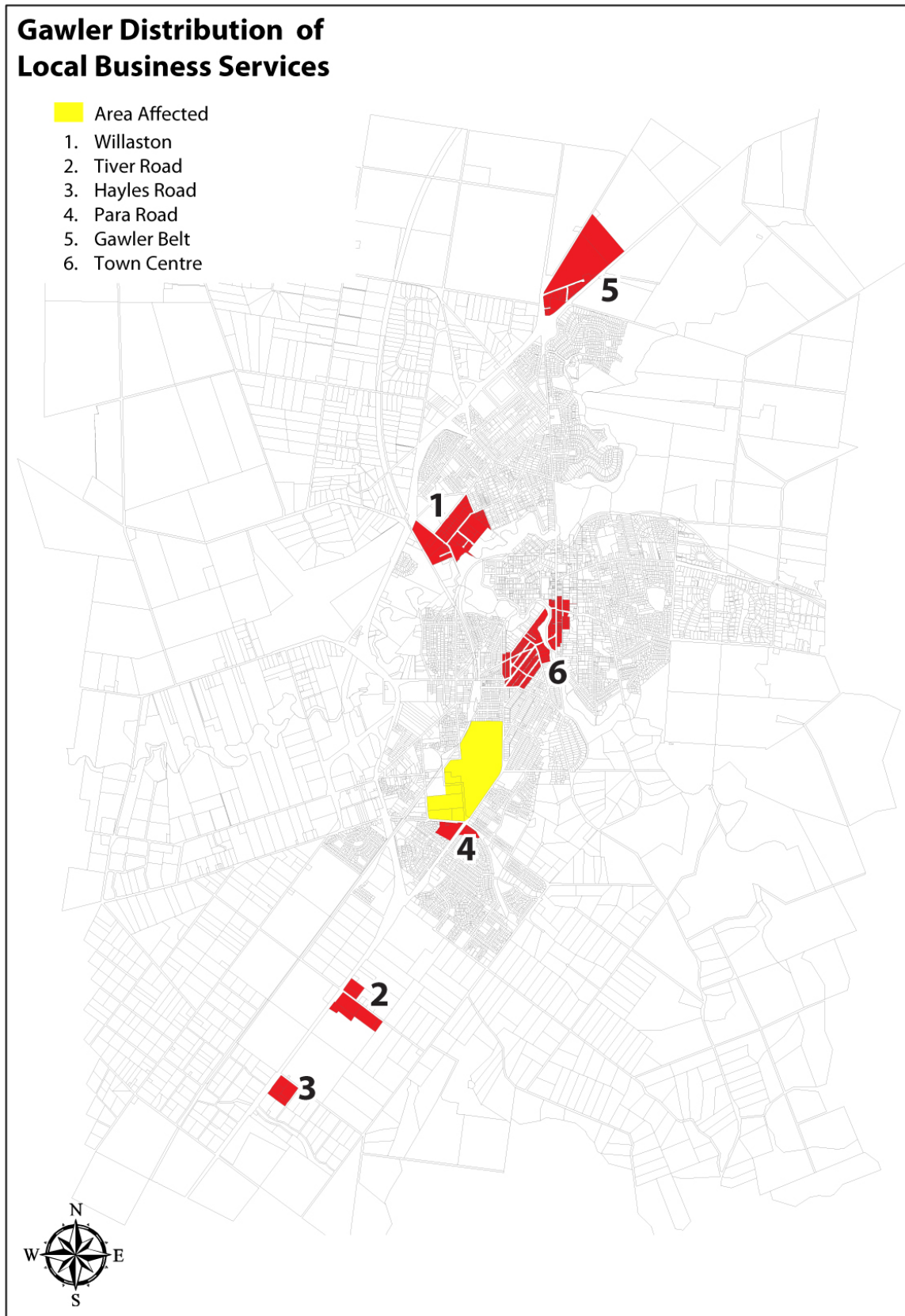
3.4.3 Education Use

The existing Gawler High School and St Brigid's Catholic Primary School are located within the Special Uses Zone and form part of the area affected by this DPA. The High School has a population in the order of 800 students. Continued housing and population growth suggests that the school will continue to attract strong numbers of students and therefore potentially additional accommodation needs.

In addition, the State Government has committed to establish at least one early childhood centre in Gawler. Such a centre would bring together childcare, preschool, health services and family-support services, catering for children from birth to eight years of age. These centres will give children a smoother transition from childcare into preschool and primary school and would provide extra space for federally funded childcare places. The Ernst & Young Report (2008) suggests that a building of some 500 square metres is anticipated for this purpose. In addition, Gawler High School is earmarked for development as a super school (Reception-12).

As discussed above, Council desires that the High School have a stronger exposure and linkages to Main North Road. Whilst education is not considered the 'highest and best' use of the surplus land generally, it is considered appropriate that part of the surplus land be reserved for educational purposes. At this stage, the Department of Education and Children's Services (DECS) has not committed to the purchase of this land. On this basis, it is proposed that the southern portion of the surplus land (south of the proposed realignment of Barnett Street) be retained in the Special Uses Zone, in line with the zoning for the existing school precinct.

Figure 6: Location of business areas



3.4.4 Tourist Accommodation

The Gawler Strategic Plan 2007-2017 and the Gawler Tourism 2005-2009 Report identify tourism as a main industry for the region with Gawler, having a strong and successful history in hosting events and being well placed within the Barossa tourism region and in proximity to Adelaide.

However, the Gawler Tourism Report identified a number of tourism-related strengths, weaknesses, opportunities and threats including a lack of quality accommodation; traffic congestion; and a lack of drawcard attractions. At the time of the report there was only one motel and several bed and breakfasts in Gawler. It was stated that overnight visitor expenditure was limited due to poor accommodation capacity, and this was restricting Gawler's ability to bid for major events.

In addition, it was identified that there is a lack of business and corporate function facilities within Gawler. From a commercial perspective, a proposed multi-purpose function facility could host conferences, meetings, commerce dinners / functions, etc.

The Report by Ernst & Young (2008) states that the co-location of racecourses with multi-level hotels has been a successful formula in New Zealand and that the affected area presents a strong opportunity to provide an integrated tourism development to this end. This approach is made more credible in light of the recent Council approval for a function centre adjacent the racecourse, a site intended to be the main events arena for the township.

4. CONCLUSIONS AND RECOMMENDED POLICY CHANGES

4.1 Preferred Land Uses and Arrangement

The Gawler Racecourse site has recently received approval for a major redevelopment comprising a comprehensive upgrade and reconfiguration of track infrastructure and racing facilities, the incorporation of water resources initiatives and open space opportunities, together with the construction of a new, multi-purpose function facility. The investigations suggest that it is appropriate to rezone the racecourse precinct to reflect its primary purpose as a 'Recreation Zone'.

Land at the southern end of the racecourse has been identified as surplus to the needs of the Gawler Racecourse. The Department of Education and Children's Services has commenced negotiations to purchase part of this land (at the southern end) for the potential expansion of the Gawler High School as a 'super-school'. The land for these purposes is proposed to remain under the existing Special Uses Zoning, the boundary of which is proposed to follow the proposed realignment of Barnet Street, through the surplus land.

Based on the above investigations, the remainder of the surplus land parcel has been identified as best suited to a Neighbourhood Centre Zone for the following reasons:

- the strong existing and projected population growth of the State and, in particular the township of Gawler, will require the ongoing delivery of suitable retailing centres and business uses and activities within highly accessible strategic locations within the existing township
- projected income levels and expenditure capture within the identified catchment area suggests that 3,800 square metres of retail floor space can currently be supported at the racecourse site, rising to 5,900 square metres by 2020. In accordance with the centre hierarchy set out in the Planning Strategy, this amount of floor space is accommodated within a Neighbourhood Activity Centre Zone
- research undertaken in relation to other existing centres within the catchment suggests that there is likely to be minimal impact on the trading levels of existing centres or delay the establishment of future planned centres. This is due to the distribution of existing centres, the localised nature of the catchment and the scale of retail floor space proposed
- the Neighbourhood Centre Zone would function as part of a highly accessible centre and 'hub' consisting of educational precinct, the existing Business Zone and racecourse precinct rather than an isolated or fragmented 'spot zoning'
- the site is highly accessible and in a strategic location with direct frontage to Main North Road (Primary Arterial) and associated transport connections
- the Neighbourhood Centre Zone would represent a suitable land use / activity interface that would complement the redevelopment of the adjoining Gawler Racecourse as an events centre, including the development of the function centre and tourist accommodation, as well as the adjoining Gawler High School
- the surplus land has access to existing infrastructure and services required to support a Neighbourhood Centre
- the Neighbourhood Zone provides opportunity to assist in the achievement of the strategic objectives of Council, namely:

- the realignment and connection of Barnet Street with Main North Road to improve local traffic management and improve direct exposure and access to Gawler High School
- improving access and connections through the surplus Gawler Racecourse land holding.

Reconfiguration of the road network in the vicinity is recognised as an integral part of the rezoning and redevelopment of the affected area and has been incorporated into the proposed Concept Plan for the site.

4.2 Recommended Policy

4.2.1 Introduction

As broadly mentioned in section 3.3, a considerable number of existing Council-wide Objectives and Principles of Development Control are relevant to the affected area and will be relied upon to help guide the future development of the site. It is proposed, however, that two new zones, based on the BDP Library, be introduced to respond to changes in land use expectations and to better align policy with strategic priorities and site characteristics.

The BDP templates are generally consistent with land uses to which they are proposed to apply. The use of the BDP template also has advantages in that it will assist in the eventual BDP conversion of the Gawler (CT) Development Plan. The BDP is considered to be current best practice.

No changes to the existing Council Wide Policies are considered necessary as there is no conflict with the new zoning policies.

4.2.2 Recreation Zone

Whilst the racecourse activities are recognised within the existing Special Uses Zone, it is considered appropriate to establish a new zone specifically for the racecourse and environs. This allows the establishment of additional policies which recognise the unique activities undertaken in the precinct and to provide positive and clear direction in terms of redevelopment. On this basis, the DPA proposes to introduce a new Recreation Zone from the BDP Library to better reflect the intended activities of the Gawler Racecourse.

The majority of the envisaged forms of development permitted in the existing Special Uses Zone are proposed to be carried over to the Recreation Zone and as such, development expectations for the area are not proposed to change significantly, however, key changes include the addition of the following:

- clubrooms associated with sports facilities
- entertainment, cultural, function and exhibition facilities
- lighting for night use of facilities
- office associated with community or recreation facilities
- shops ancillary to recreation development
- showground
- special event
- tourist accommodation

As highlighted in the investigations, tourist accommodation in the Town of Gawler is recognised to fall short of demand and the racecourse redevelopment provides an appropriate opportunity to link tourist accommodation with recreation, functions and events.

The new Recreation Zone will also provide further policy guidance in terms of urban design and future character that is appropriate in the context of the area; the form of the racecourse and the spatial relationship that it has with the existing education facilities; and the stormwater management initiatives.

Policies contained in the proposed Recreation Zone are contained in **Attachment C** and affected mapping is detailed in **Attachment E**.

4.2.3 Neighbourhood Centre Zone

Based on the outcome of the highest and best use investigations detailed in section 3.3, a Neighbourhood Centre is proposed for part of the surplus land.

The existing Gawler (CT) Development Plan contains a District Shopping Zone which provides for a large scale centre and which is not considered appropriate for the proposed centre which will be of a smaller scale. On this basis, the DPA proposes to introduce a new Neighbourhood Centre Zone from the Better Development Plans (BDP) policy library to better reflect the intended activities of the site.

The proposed Neighbourhood Centre Zone contains core provisions that support the development of a centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood, outside of the district centre as well as limited residential development.

A Structure / Site Layout Plan (Fig NCe/1) is proposed to be included in the Zone to guide development, including road alignment, parking and access, landscaping, etc.

Policies contained in the proposed Neighbourhood Centre Zone are contained in **Attachment B** and affected mapping is detailed in **Attachment E**.

4.2.4 Special Uses Zone

The existing Gawler High School and St Brigid's Catholic Primary Schools are proposed to continue under the Special Uses Zone as per the existing Development Plan.

In addition, the southern portion of the surplus land (that part south of the proposed realignment of Barnett Street) is to be retained as Special Uses Zone to enable the proposed expansion of the school precinct.

As the Special Uses Zone has application to a number of areas within the Gawler (CT) Development Plan, only minor amendments to the development policies in the Special Uses Zone are required to reflect the rezoning of the racecourse precinct. In particular, the Desired Character statement has been amended as follows:

Desired Character

The zone comprises a range of identifiable land use precincts including cultural activities, passive recreation, active recreation, spectator sports, tourist uses, and natural or conservation areas, essentially along parts of the North and South Para Rivers.

The prime purpose of the zone is to provide for community use and business use is generally not envisaged.

In addition to accommodating community activities and uses, the zone has a significant amenity function by providing a distinctive setting for urban development and an opportunity for either tall mature trees, such as occurs along the urban river system, or long vistas over open and green spaces such as the ~~Gawler Racecourse~~.

Desired Uses:

Active Outdoor Recreation
~~*Agistment and Holding of Stock*~~
Agriculture
Car parking
Caravan Park
Community Centre
Community Hall
Conservation Area
Education
Golf Course
Hard Surface Court
Indoor Recreation Facility

Intensive Outdoor Recreation (of playing fields, hardcourts)
Landscaping
Licensed Premise
Meeting Room
Oval
Playground
Stadium
Spectator Stand
Swimming Pool
~~*Racecourse*~~
Recreation Area

There are no proposed changes to the complying / non-complying development listings, nor to the public notification listings.

Amended policies contained in the proposed Special Uses Zone are contained in **Attachment D** and affected mapping is detailed in **Attachment E**.

References / bibliography

- Connor Holmes: *Gawler Racecourse Retail Study (March 2009)*
- Department Planning and Local Government: *Planning Strategy for Metropolitan Adelaide (December 2007)*
- Department Planning and Local Government: *Better Development Plan Policy Library (Version 4.1)*
- Department of Premier and Cabinet: *South Australia's Strategic Plan (2009)*
- Department of Transport, Energy and Infrastructure: *State Infrastructure Plan 2005/6 – 2014/15*
- FMG Engineering – *Servicing report for Main North Road and Barnet Street, December 2008*
- Ernst & Young (for Thoroughbred Racing SA): *Qualitative Benefits Research Report for the proposed Gawler Racecourse Redevelopment Project (April 2008)*
- Murray F Young & Associates (plus follow up letter dated 15 June 2009): *Gawler Racecourse Traffic and Parking Report (December 2008)*
- Town of Gawler – *Strategic Plan 2007-2017*
- Town of Gawler – *draft Discussion Paper, November 2008*
- *A study for the future of the South Australian racing industry (May 2007)*, prepared by Phillip Bentley for the Minister for Recreation, Sport and Racing
- *Size and Scope of South Australian Racing Industry – Economic, Social, and Environmental Benefit (2004)* prepared by IER

1. BACKGROUND

The Board of Thoroughbred Racing South Australia (TRSA) is in the process of implementing its overall industry strategy for venue enhancement and allocation of race meetings, with a view to creating a self sufficient and sustainable model for the industry in South Australia. This process has been underway for some time and included the planned closure of Cheltenham Park Racecourse to enable the South Australian Jockey Club (SAJC) to retire debt; reduce operational costs; attend to further upgrade initiatives at Allan Scott Park Morphettville (ASPM); and contribute to the overall prize money pool to help sustain and grow the industry through racehorse investment. A Development Plan Amendment (DPA) by the Minister for Urban Development and Planning is also underway to enable the relocation of the Murray Bridge racecourse from the township centre to a master planned residential and equine estate on the outskirts of Murray Bridge.

What was not anticipated by TRSA was the cessation of Victoria Park as a viable racing option. The inability of the SAJC to achieve a workable upgrade proposal to Victoria Park racecourse with the Adelaide City Council has led the industry to the decision that it can no longer support racing activity at that venue. This means that racing will be reduced from seven venues (three metropolitan and four provincial venues) servicing approximately 115 races per annum to no more than five venues servicing the same number of race meetings.

Consequently, TRSA is now in the process of completing two significant projects as follows:

- the installation of a second turf track at the Allan Scott Park Morphettville (ASPM) as the premier racing venue in South Australia
- an upgrade of the existing Gawler Racecourse.

Whilst the Gawler Racecourse is strategically positioned in an excellent location with frontage to Main North Road / Adelaide Road and direct access to a railway station on the Adelaide to Gawler rail line, the Gawler Racecourse facilities are considered to be below standard and run down. This has significantly impacted on patronage, particularly relative to comparable venues.

In addition, the current configuration of the Gawler Racecourse is recognised to have historic design flaws. The Racecourse was originally designed to race the same way as in New South Wales and Queensland (racing clockwise) whereas the rest of Australia (including South Australia) races anti-clockwise. The consequence of this anti-clockwise design means that racing in the home straight (from the turn to the finishing post) is confined to 150 metres. This short straight means that the track favours leaders and places undue emphasis on the barrier a horse draws. Accordingly, the Gawler Racecourse has acquired the reputation of being a less favourable track to invest with confidence. This has resulted in the industry being reluctant to allocate more race meetings to Gawler. The redevelopment of the track is expected to overcome these impediments and convert the racecourse to an attractive betting venue for punters.



Development Act 1993

Gawler (CT) Development Plan

GAWLER RACECOURSE

Approval Development Plan Amendment

THE AMENDMENT

By the Minister



Development Act 1993

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area: Town of Gawler

Name of Development Plan: Gawler (CT)

Name of DPA: Gawler Racecourse

The following amendment instructions (at the time of drafting) relate to the Gawler (CT) Development Plan consolidated on 21 January 2010. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text)					
No amendments required					
ZONE AND/OR POLICY AREA PROVISIONS (including figures and illustrations contained in the text)					
Amendments required					
Business Zone					
1	Replace	Fig B/1	With new Fig B/1 contained in Attachment A	N	N
Neighbourhood Centre Zone					
2	Insert	New Neighbourhood Centre Zone after the existing Light Industry Zone	Contained in Attachment B	N	N
Recreation Zone					
3	Insert	New Recreation Zone after the new Neighbourhood Centre Zone	Contained in Attachment C	N	N
Special Uses Zone					
4	Replace	The Desired Character statement of the Special Uses	With the contents of Attachment D	N	N

		Zone			
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TABLES

No amendments required

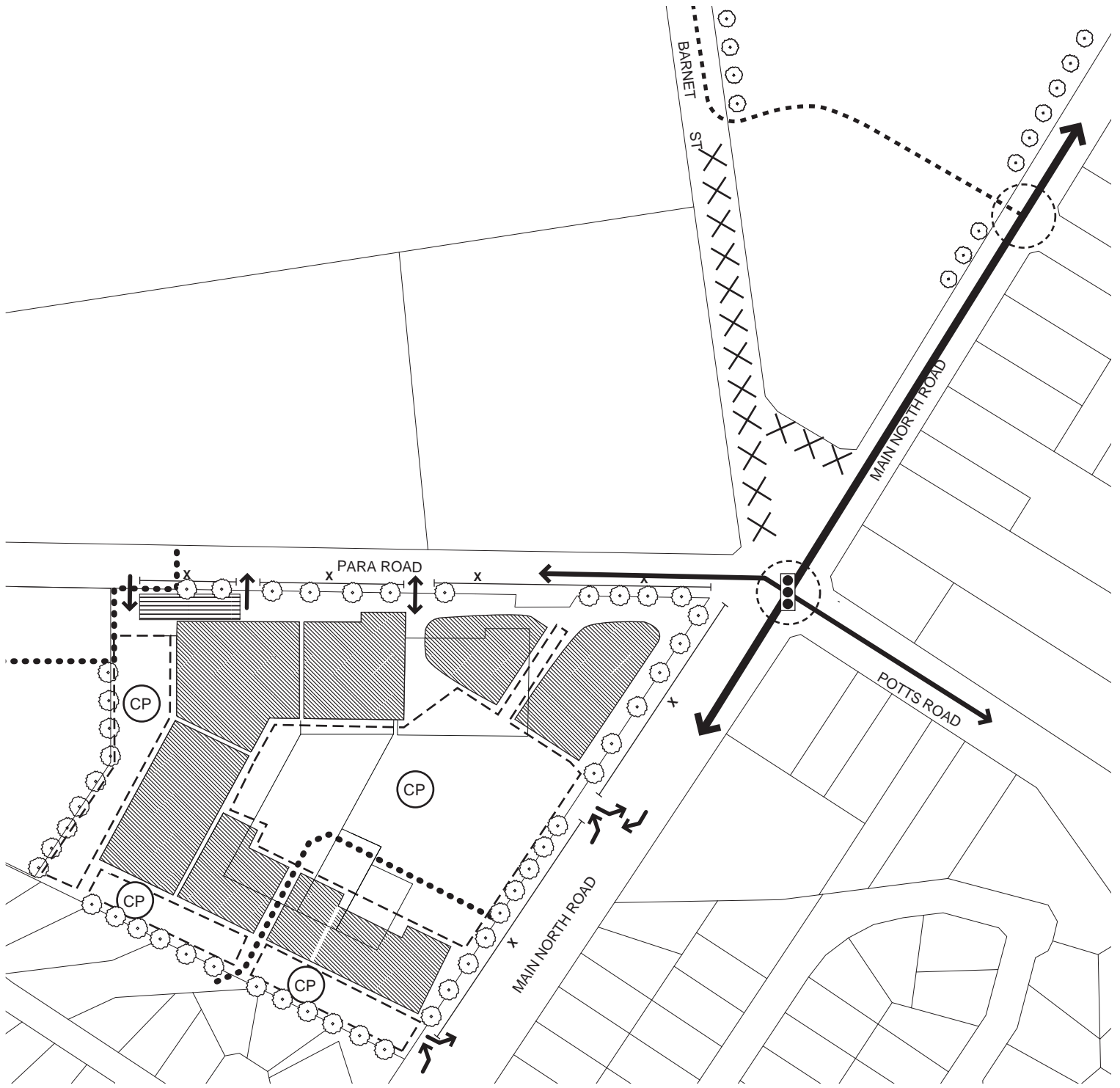
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






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





Amendments required


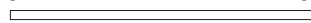
5	Replace	Map Ga/1 (Overlay 1) Part A	With Map Ga/1 (overlay 1) Part A in Attachment E	N	N
6	Replace	Map Ga/1 (Overlay 1) Part B	With Map Ga/1 (overlay 1) Part B in Attachment E	N	N
7	Replace	Map Ga/1 (Overlay 1) Enlargement E	With Map Ga/1 (overlay 1) Enlargement E in Attachment E	N	N
8	Replace	Map Ga/1 (Overlay 1) Enlargement F	With Map Ga/1 (overlay 1) Enlargement F in Attachment E	N	N
9	Replace	Map Ga/5	With Map Ga/5 in Attachment E	N	N
10	Replace	Map Ga/8	With Map Ga/8 in Attachment E	N	N
11	Replace	Map Ga/9	With Map Ga/9 in Attachment E	N	N

ATTACHMENT A



-  Carparking Areas (inclusive of Landscaping)
-  Vehicular Access
-  No Direct Vehicular Access
-  Anticipated Development Areas
-  Drop Off Area / Carparking
-  Main Public Pedestrian Linkages
-  Landscaping
-  Signalised Intersection/
Pedestrian & Vehicular Movement
-  Road Closure

-  Road Realignment
-  Intersection treatment
-  Secondary Arterial Road
-  Local Road


Scale 1:2500
0  100m

GAWLER (CT)
BUSINESS ZONE
STRUCTURE/SITE LAYOUT PLAN
Fig B/1

ATTACHMENT B

Neighbourhood Centre Zone

In addition to the Council Wide policies, the Neighbourhood Centre Zone policies apply to the areas shown in [Map Ga/9](#).

OBJECTIVES

- 1 A centre providing a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.
- 2 A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.
- 3 A centre accommodating residential development in conjunction with non-residential development.
- 4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The purpose of the Zone is to serve as a centre for the daily to weekly shopping and business needs for the surrounding areas. It is envisaged that the Centre will include a supermarket, specialty shops, community uses and facilities, commercial, leisure and consulting rooms to service its catchment population to the south of the existing Town Centre.

Shops (excluding retail showrooms or bulky goods outlets) within the Zone should not exceed a total combined gross leasable area of 5,900 square metres.

The centre will also provide for residential development where in conjunction with non-residential land uses.

Building design and site development will be well-integrated with the locality with a focus on crime prevention. and not detract from the amenity of nearby residential areas or the adjacent education precinct.

A network of clearly recognisable pedestrian and bicycle linkages will be provided within the Centre, to the schools, the racecourse, the railway stations, Barnet Street and across Main North Road. Development will support public transport through the provision of bus shelters, appropriate access and pavement structure.

A uniform approach to building materials and colours, advertising styles and landscaping will achieve an attractive appearance along the main approach road to Gawler. Buildings will be sited close to Main North Road in order to activate the road frontage and to establish a visual gateway formed by articulated buildings sited in order to avoid continuous facades along the Main North Road frontage. Space will be provided to the rear of buildings for the loading and unloading of goods, storage and waste collection areas, the circulation of vehicles and parking.

Landscaping will be provided throughout the zone to provide an attractive precinct with dense landscape plantings required between buildings and Barnet Street.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bank
 - bulky goods outlet
 - child care facility
 - consulting room
 - dwelling in conjunction with non-residential land use
 - educational establishment
 - health centre
 - library

- office
- petrol filling station
- place of worship
- playing field
- pre-school
- primary school
- recreation area
- restaurant
- retail showroom
- shop
- supermarket
- tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.
- 3 Residential development and development comprising a variety of residential and non-residential uses should only be undertaken if such development does not prejudice the operation of existing or future retail activity within the zone.
- 4 Residential development and other sensitive uses should be designed and sited to minimise adverse impacts arising from nearby non-residential activities and major traffic routes.
- 5 Development south of the realigned Barnet Street should consist of low intensity activities such as offices, consulting rooms or tourist accommodation.

Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Development should be undertaken in accordance with the Structure Plan [Fig NCe/1](#).
- 8 Development should facilitate the realignment of Barnet Street with Main North Road.
- 9 The realigned Barnet Street should intersect with Main North Road at a location no closer to the Potts Road/Para Road intersection than Morrow Avenue.
- 10 Dwellings should be located only behind or above non-residential uses on the same allotment.









Land Division

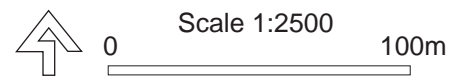
- 11 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

Design and Appearance

- 12 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 13 Development within the zone should provide:
 - (a) public spaces such as malls, plazas and courtyards
 - (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
 - (c) unobtrusive facilities for the storage and removal of waste materials
 - (d) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards
 - (e) access for public and community transport and sheltered waiting areas for passengers
 - (f) lighting for pedestrian paths, buildings and associated areas



- | | | | |
|---|---|---|-------------------------|
|  | Neighbourhood Centre |  | Secondary Arterial Road |
|  | Landscaping |  | Local Road |
|  | Road Closure |  | Road Realignment |
|  | Intersection treatment | | |
|  | Signalised Intersection/
Pedestrian & Vehicular Movement | | |



**GAWLER (CT)
STRUCTURE/SITE
LAYOUT PLAN
FIGURE NCe/1**

- (g) a single landscaping theme
 - (h) safe and secure bicycle parking.
- 14 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 15 Buildings should be oriented towards the primary road frontage and not towards internal parking areas.
- 16 Buildings should be designed to reduce their visual bulk and visual dominance through design elements such as:
- (a) articulation, including but not limited to the use of verandahs
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 17 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 18 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 19 The setback of buildings from public roads should:
- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 20 Outdoor lighting should not result in light spillage on adjacent land.

Vehicle Parking

- 21 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing to and from public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a centre when viewed from public roads and spaces.

Landscaping

- 22 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas

- (d) minimise maintenance and watering requirements
- (e) enhance and define outdoor spaces, including car parking areas
- (f) maximise shade and shelter
- (g) assist in climate control within and around buildings
- (h) minimise heat absorption and reflection
- (i) maintain privacy
- (j) maximise stormwater re-use
- (k) complement existing vegetation, including native vegetation.
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation
- (n) provide screening of loading areas as viewed from Barnet Street.

- 23 Dense landscape screening should be provided along the Barnet Street boundary of the zone.
- 24 Landscaping within the zone should retain existing vegetation where it contributes to the amenity of the area.

Stormwater

- 25 Development should be sited and designed to:
 - (a) minimise surface water runoff
 - (b) not obstruct a watercourse
 - (c) prevent soil erosion and water pollution
 - (d) protect stormwater from pollution sources
 - (e) protect and enhance natural water flows required to meet the needs of the natural environment
 - (f) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (g) not contribute to an increase in salinity levels
 - (h) avoid the water logging of soil or the release of toxic elements
 - (i) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 26 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure downstream systems are not overloaded.
- 27 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.
- 28 Stormwater management systems should maximise the potential for stormwater harvesting and reuse, including aquifer recharge, either on-site or as close as practicable to the source.
- 29 Where not detained or disposed on site, stormwater should be drained to a public stormwater disposal system.

Outdoor Advertising

- 30 Freestanding advertisements and / or advertising hoardings should be limited to only one primary advertisement per site or complex.

- 31 Freestanding advertisements and / or advertising hoardings for multiple-business tenancy complexes should:
- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement
 - (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.

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:

Dwelling except where in conjunction with a non-residential development

Fuel depot

Horticulture

Industry

Major public service depot

Motor repair station

Residential flat building

Road transport terminal

Store

Warehouse

Waste reception, storage, treatment or disposal except in the form of stormwater management

Wrecking yard

Public Notification

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

ATTACHMENT C

Recreation Zone

In addition to the Council Wide policies, the Recreation Zone policies apply to the areas shown in [Maps Ga/5, 8 and 9](#).

OBJECTIVES

- 1 A zone accommodating sporting, entertainment, cultural and recreational activities, tourist accommodation 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 A zone accommodating district level capture, storage and re-use of stormwater.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The Recreation Zone comprises the Gawler Racecourse and environs.

The zone primarily accommodates the Gawler Racecourse together with activities which are ancillary to or compatible with the racecourse, including race meetings, horse keeping, club activities, catering, exhibitions, veterinary services and facilities for the training and exercise of horses. The racecourse will continue to form an important area for the staging of equestrian events. Opportunities exist to support the important role that horse trails and equestrian events have played in Gawler.

In addition to this core function the zone will accommodate allied business activities and events such as function centre, licensed premises and tourist accommodation, as well as providing the setting for special events and showgrounds. The racecourse will also provide opportunity for education and vocation links with the adjacent Gawler High School.

Building design and site development will be well-integrated with the locality with a focus on crime prevention and not detract from the amenity of nearby residential areas or the adjacent education precinct. Buildings and structures will be concentrated on the western side or central portion of the race track as distinct from the Adelaide Road frontage. Clearly recognisable pedestrian and bicycle linkages will be provided to the adjacent schools, neighbourhood centre, Barnet Street and the railway stations.

In addition to accommodating these uses, the zone will provide and retain a significant amenity function to the township by facilitating vistas over open and landscaped space from Adelaide Road and areas for general recreational purposes.

Opportunity exists for the capture, storage and re-use stormwater from across the District in the centre of the racecourse. Any storage and treatment areas will be located central to the race track and will enhance the amenity of the open space.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - active outdoor recreation
 - car parking
 - clubrooms associated with sports facility
 - community centre
 - community hall
 - entertainment, cultural, function and exhibition facility
 - golf course

- hard surface court
- horse stabling and agistment
- indoor and outdoor recreation facility
- licensed premise
- lighting for night use of facilities
- meeting hall
- office associated with community or recreation facility
- oval
- playground
- racecourse
- shops or groups of shops where:
 - ancillary to recreation development and
 - with a gross leasable area of less than 80 square metres
- showground
- sports grounds and associated facility
- special event
- spectator and administrative facilities ancillary to recreation development
- stadium
- swimming pool
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

3 A shop or group of shops should only be developed in this zone where:

- (a) it is ancillary to recreation and sport development
- (b) the total gross leasable area is less than 80 square metres.

Form and Character

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

5 Strong thematic landscaping should be instituted on individual sites to improve the landscape, provide shade and shelter, create interest, provide habitat, retain existing native vegetation, use locally indigenous plant species in plantings where possible and define different activity areas.

6 All car parking areas should be shaded and screened with vegetation to improve the amenity of the zone.

Land Division

7 Land division or the rearrangement of existing allotment boundaries should take place as part of a coordinated development scheme, or as a rationalisation of land holdings that is designed to allow more efficient and economic use of land consistent with the objectives for the zone.

8 Additional allotments should only be created where it would support an envisaged use in the zone.

Design and Appearance

9 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.

10 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:

- (a) articulation
- (b) colour and detailing

- (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 11 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
 - 12 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
 - 13 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
 - 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
 - 15 Outdoor lighting should not result in light spillage on adjacent land.

Vehicle Parking

- 16 Vehicle parking areas should be sited and designed in a manner that will:
 - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing to and from public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a centre when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

Landscaping

- 17 Development should incorporate open space and landscaping in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) provide shade and shelter
 - (g) assist in climate control within buildings
 - (h) maintain privacy
 - (i) maximise stormwater re-use
 - (j) complement existing native vegetation
 - (k) contribute to the viability of ecosystems and species
 - (l) promote water and biodiversity conservation.

Stormwater

- 18 Development should be sited and designed to:
- (a) minimise surface water runoff
 - (b) not obstruct a watercourse
 - (c) prevent soil erosion and water pollution
 - (d) protect stormwater from pollution sources
 - (e) protect and enhance natural water flows required to meet the needs of the natural environment
 - (f) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (g) not contribute to an increase in salinity levels
 - (h) avoid the water logging of soil or the release of toxic elements
 - (i) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 19 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure downstream systems are not overloaded.
- 20 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.
- 21 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 22 Stormwater management systems should:
- (a) maximise the potential for stormwater harvesting and reuse, including aquifer recharge, either on-site or as close as practicable to the source
 - (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.
- 23 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 24 Artificial wetland systems, including detention and retention basins, should be sited and designed to:
- (a) ensure public health and safety is protected
 - (b) minimise potential public health risks arising from the breeding of mosquitoes.

Outdoor Advertising

- 25 Freestanding advertisements and/or advertising hoardings should be limited to only one primary advertisement per site or complex.
- 26 Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:
- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement

- (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.

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:

Consulting room
Crematorium
Dwelling
Fuel depot
Hospital
Industry
Intensive animal keeping except where stabling of horses
Motor repair station
Nursing home
Office except where associated with community or recreation facilities
Petrol filling station
Place of worship
Public service depot
Residential flat building
Road transport terminal
Service trade premises
Shop or group of shops except where the gross leasable area is less than 80 square metres
Stock sales yard
Stock slaughter works
Store
Warehouse
Waste reception, storage, treatment or disposal except detention and treatment of stormwater
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

Active outdoor recreation
Car parking
Clubrooms associated with sports facility
Community centre
Community hall
Entertainment, cultural, function and exhibition facility
Golf course
Hard surface court
Indoor and outdoor recreation facility
Licensed premise
Meeting hall
Office associated with community or recreation facility
Oval
Playground
Racecourse

ATTACHMENT D

Shops or groups of shops where:

- ancillary to recreation development and
- with a gross leasable area of less than 80 square metres

Showground

Sports grounds and associated facility

Special event

Spectator and administrative facilities ancillary to recreation development

Stadium

Swimming pool

Tourist accommodation

Category 2

Lighting for night use of facilities

Desired Character

The zone comprises a range of identifiable land use precincts including cultural activities, passive recreation, active recreation, spectator sports, tourist uses, and natural or conservation areas, essentially along parts of the North and South Para Rivers.

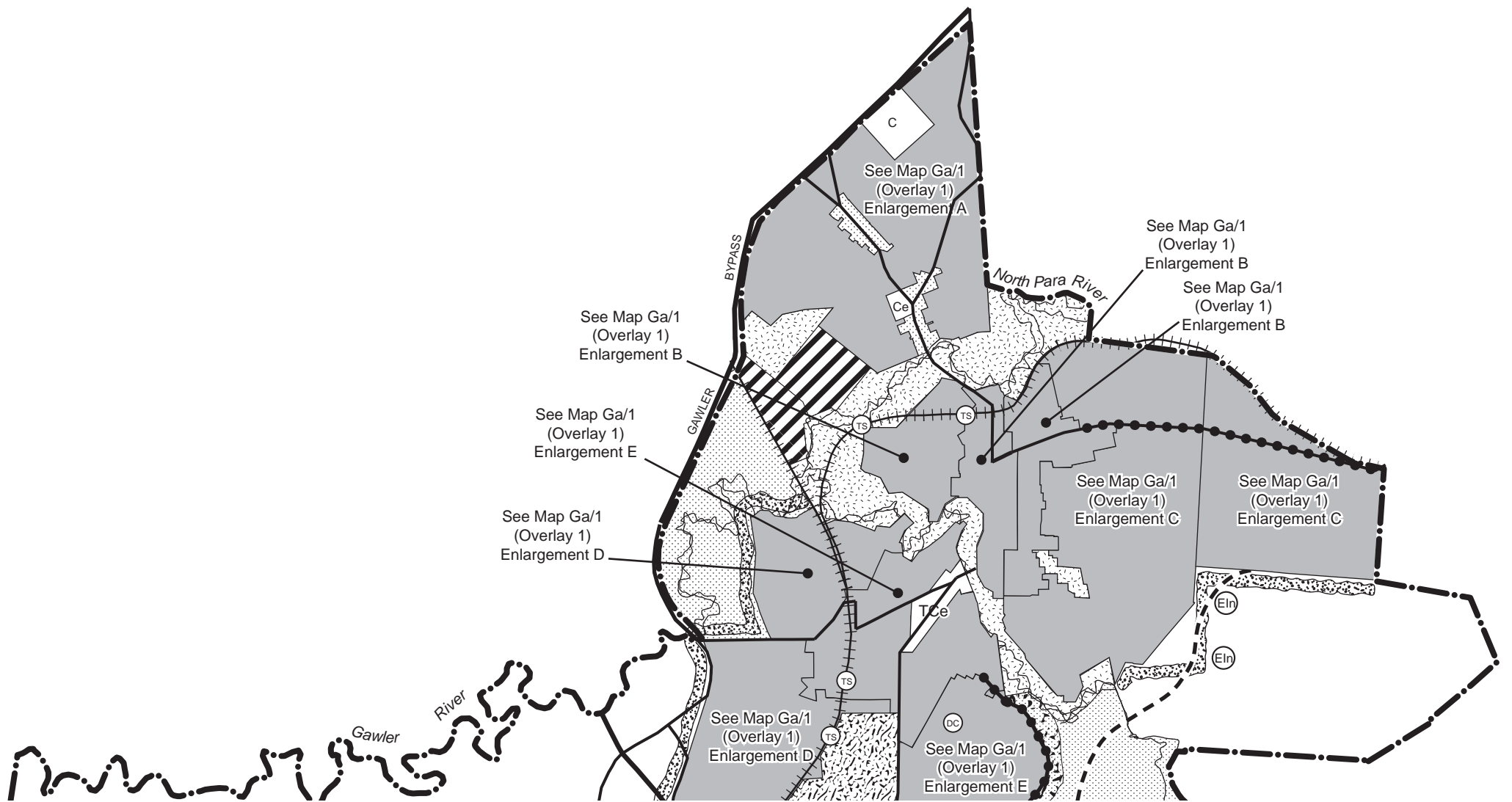
The prime purpose of the zone is to provide for community use and business use is generally not envisaged.

In addition to accommodating community activities and uses, the zone has a significant amenity function by providing a distinctive setting for urban development and an opportunity for either tall mature trees, such as occurs along the urban river system, or long vistas over open and green spaces.

Desired Uses:

Active Outdoor Recreation	Intensive Outdoor Recreation (of playing fields, hardcourts)
Agriculture	Landscaping
Car parking	Licensed Premise
Caravan Park	Meeting Room
Community Centre	Oval
Community Hall	Playground
Conservation Area	Stadium
Education	Spectator Stand
Golf Course	Swimming Pool
Hard Surface Court	Recreation Area
Indoor Recreation Facility	

ATTACHMENT E



Map Ga/1 (Overlay 1) Part B Adjoins

- Living
- Industrial
- Recreation
- Rural
- Special Uses
- Open Space

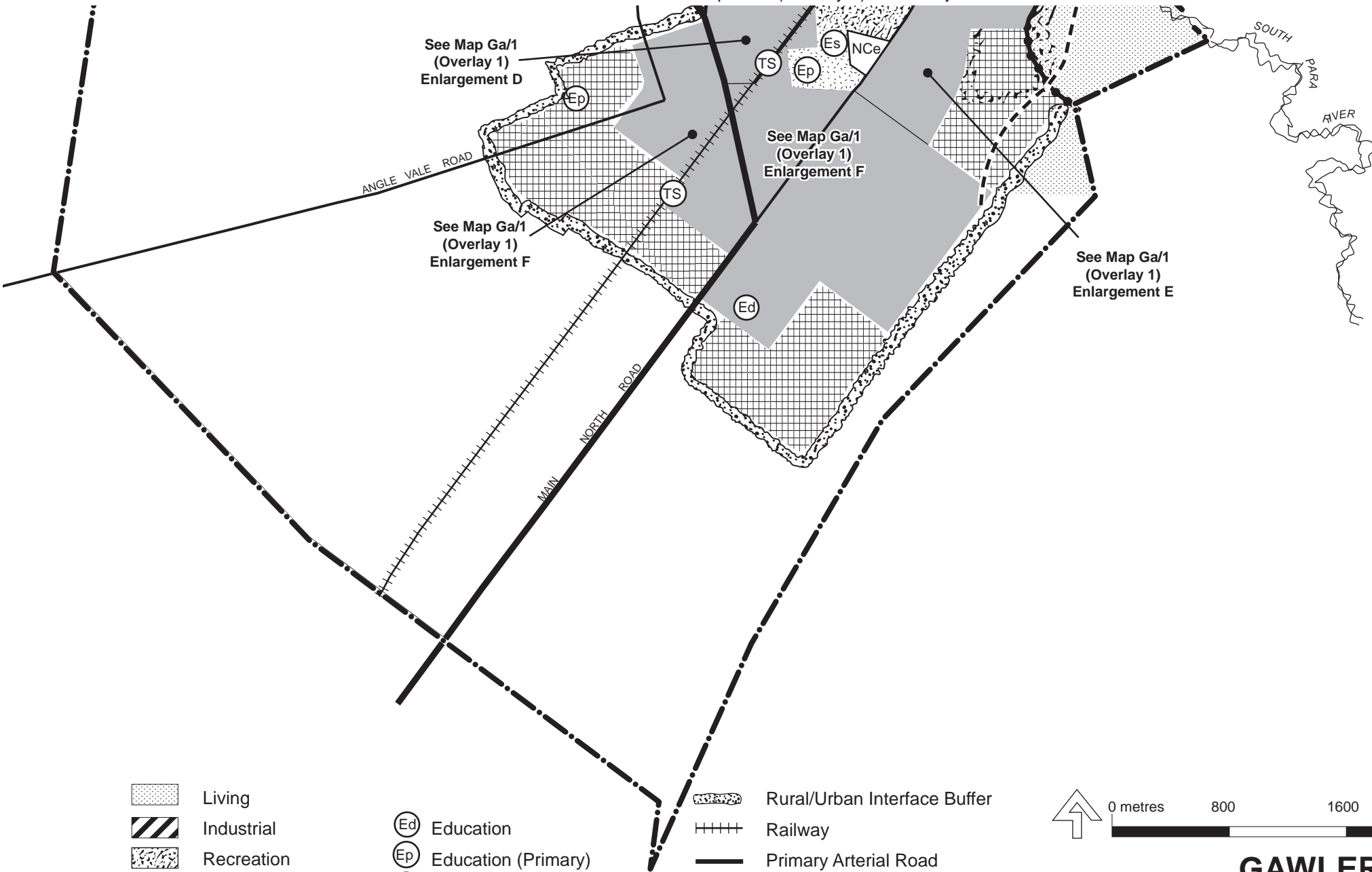
- Town Centre
- Extractive Industry
- Train Station
- Centre
- Cemetery
- District Commercial

- Rural/Urban Interface Buffer
- Railway
- Primary Arterial Road
- Secondary Arterial Road
- Scenic Road
- Future Collector Road
- Development Plan Boundary



GAWLER (CT)
STRUCTURE PLAN
MAP Ga/1 (Overlay 1)
Part A

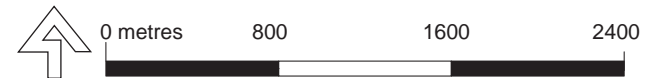
Map Ga/1 (Overlay 1) Part A Adjoins



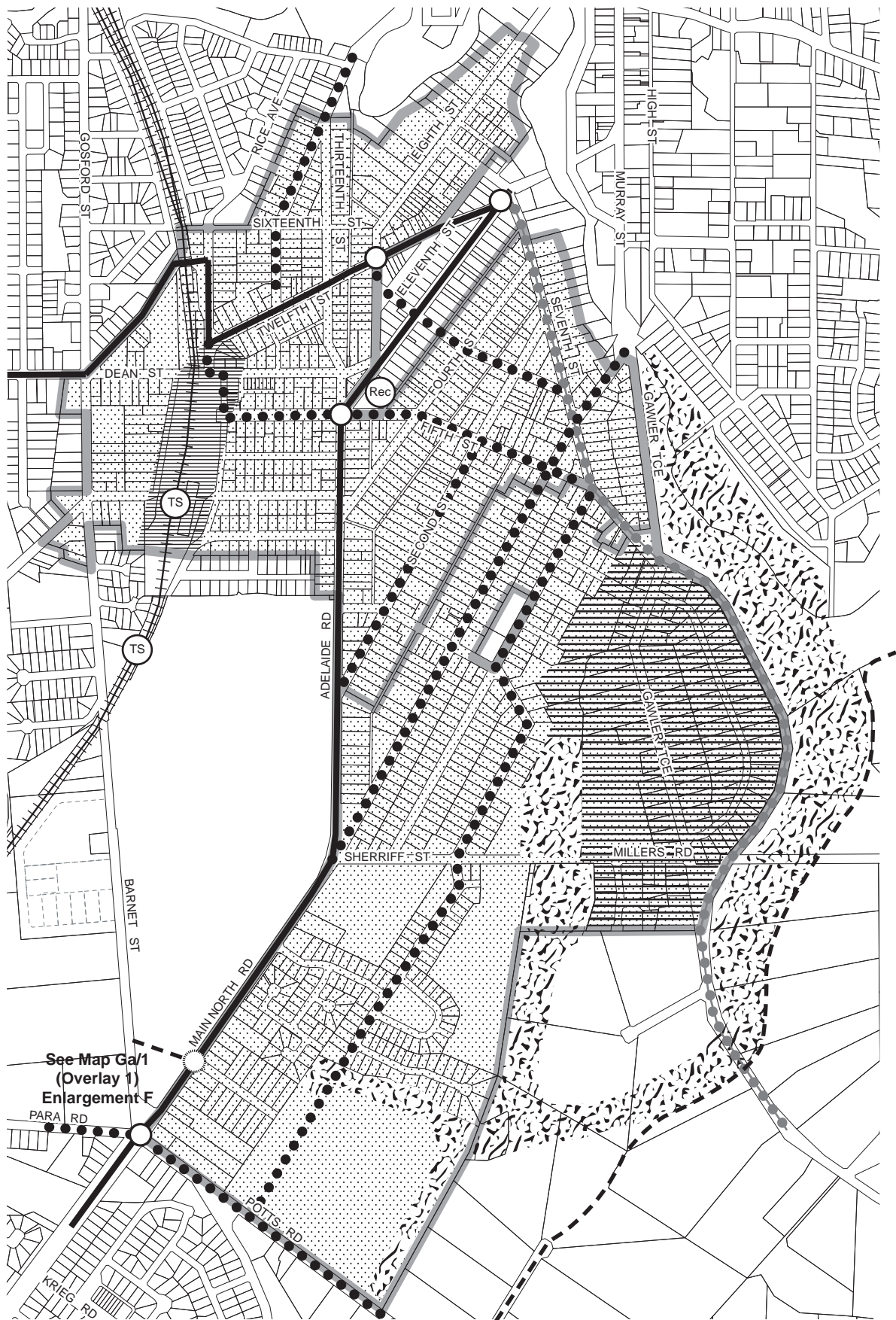
- Living
- Industrial
- Recreation
- Rural
- Special Uses
- Open Space
- Future Urban

- Education
- Education (Primary)
- Education (Secondary)
- Recreation
- Train Station
- Neighbourhood Centre

- Rural/Urban Interface Buffer
- Railway
- Primary Arterial Road
- Secondary Arterial Road
- Scenic Road
- Future Collector Road
- Development Plan Boundary

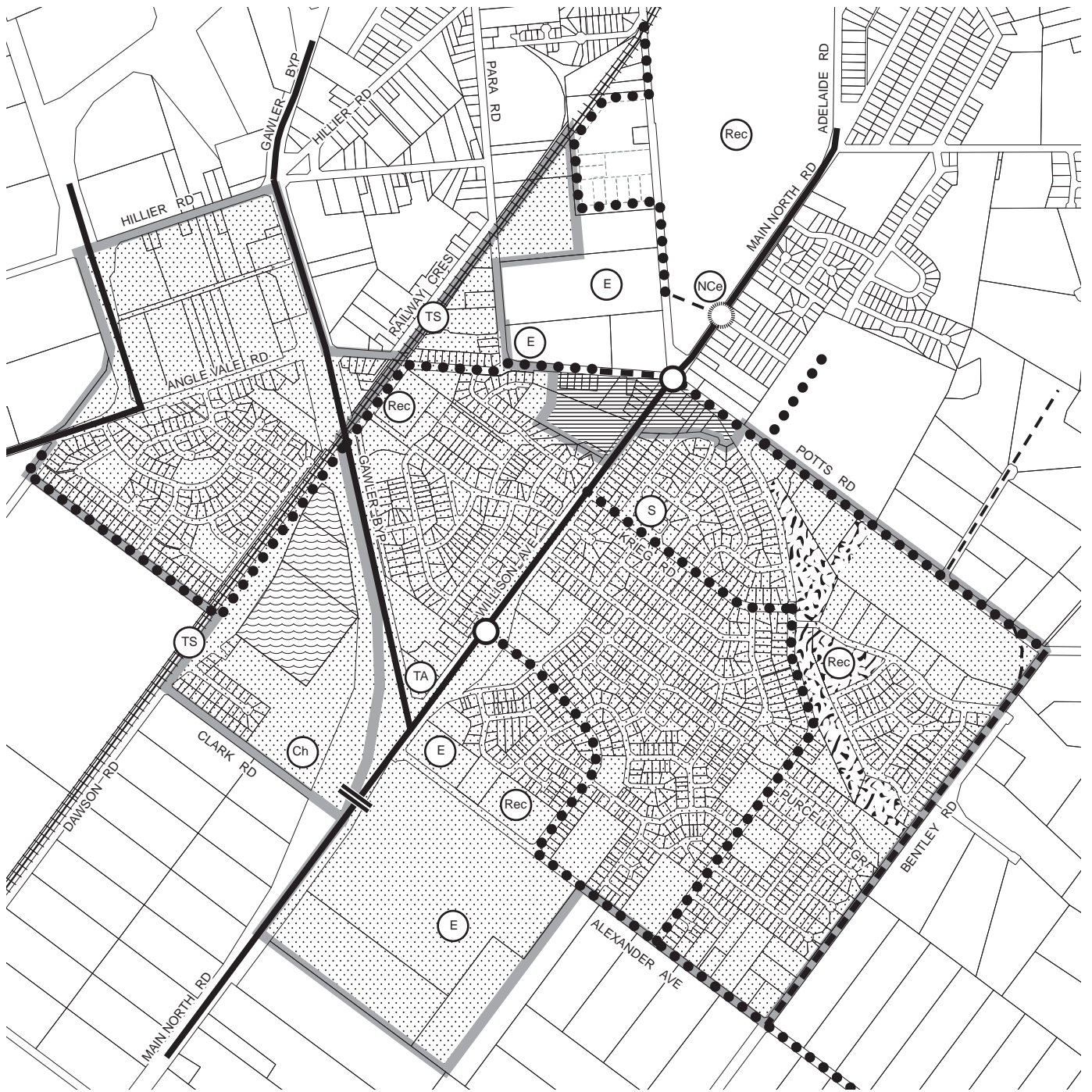


**GAWLER (CT)
STRUCTURE PLAN
MAP Ga/1 (Overlay 1)
Part B**



-  Living
-  Low Density Residential
-  Mixed Residential / Business Use / Gawler Rail Station Precinct
-  Linear Open Space (Landscape Protection Escarpment)
-  Major Traffic Flows
-  Scenic Road
-  Primary Arterial Road
-  Railway
-  Future Collector Road
-  Traffic Control
-  Policy Area Boundary
-  Train Station
-  Intersection treatment
-  Recreation

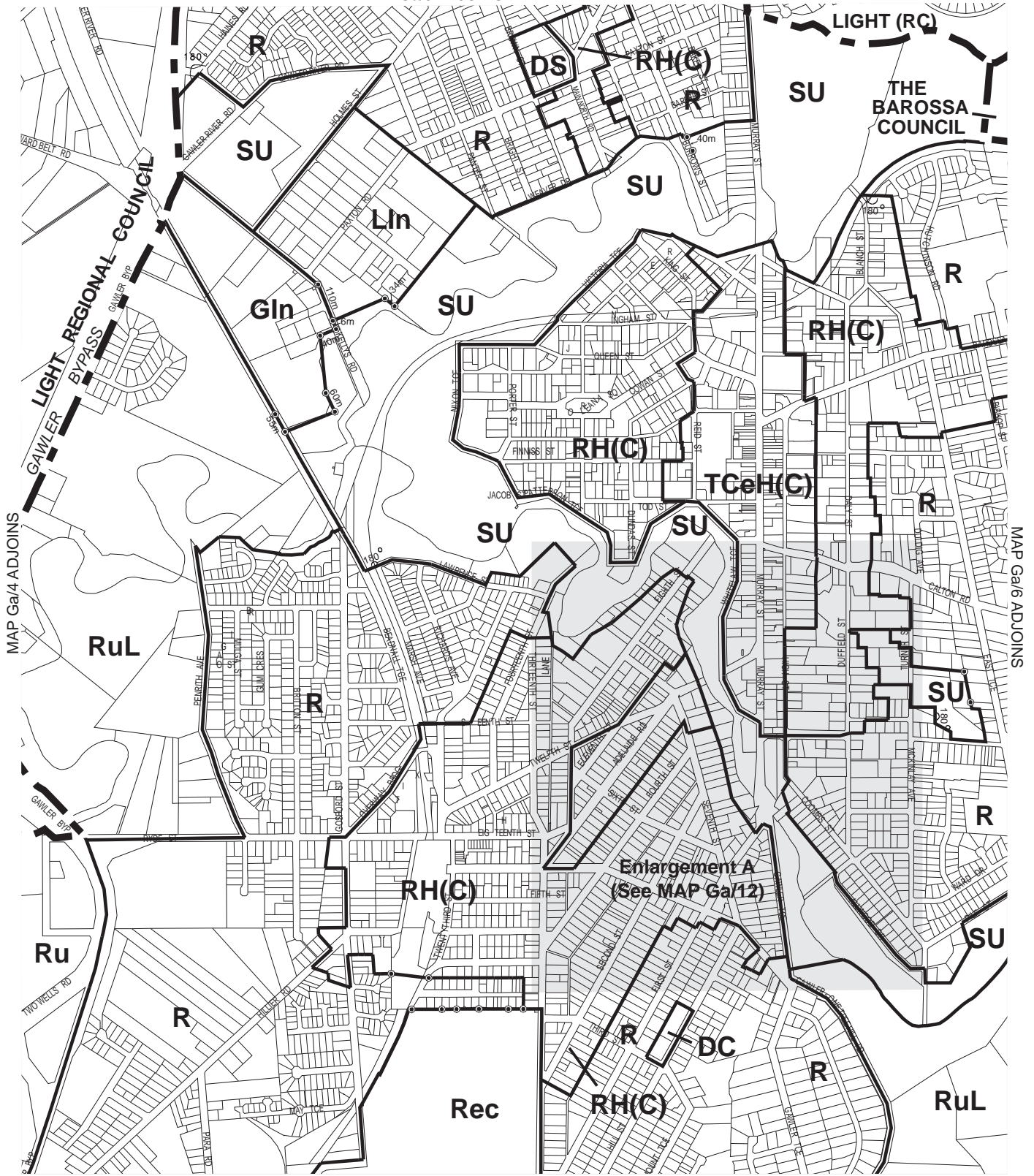
GAWLER (CT)
GAWLER SOUTH
STRUCTURE PLAN
MAP Ga/1 (Overlay 1)
Enlargement E



- | | | | |
|--|---------------------------------|--|------------------------|
| | Living | | |
| | Business | | |
| | Linear Park | | |
| | Stormwater Retention | | |
| | Major Traffic Flows | | |
| | Primary Arterial Road | | |
| | Potential Major Collector Road | | |
| | Future Collector Road | | |
| | Traffic Control | | Intersection treatment |
| | Pedestrian Crossing (Underpass) | | |
| | Policy Area Boundary | | |
| | Railway | | Neighbourhood Centre |
| | Train Station | | Shopping |
| | Education | | Church |
| | Tourist Accommodation | | Recreation |



GAWLER (CT)
EVANSTON/EVANSTON PARK
EVANSTON GARDENS
STRUCTURE PLAN
MAP Ga/1 (Overlay 1)
Enlargement F



NOTE : For Policy Areas See MAP Ga/15
NOTE : For Precincts See MAP Ga/21

- DC District Commercial
- DS District Shopping
- Gln General Industry
- LIn Light Industry
- Rec Recreation
- R Residential
- RH(C) Residential Historic (Conservation)
- Ru Rural
- RuL Rural Living
- SU Special Uses
- TCeH(C) Town Centre Historic (Conservation)

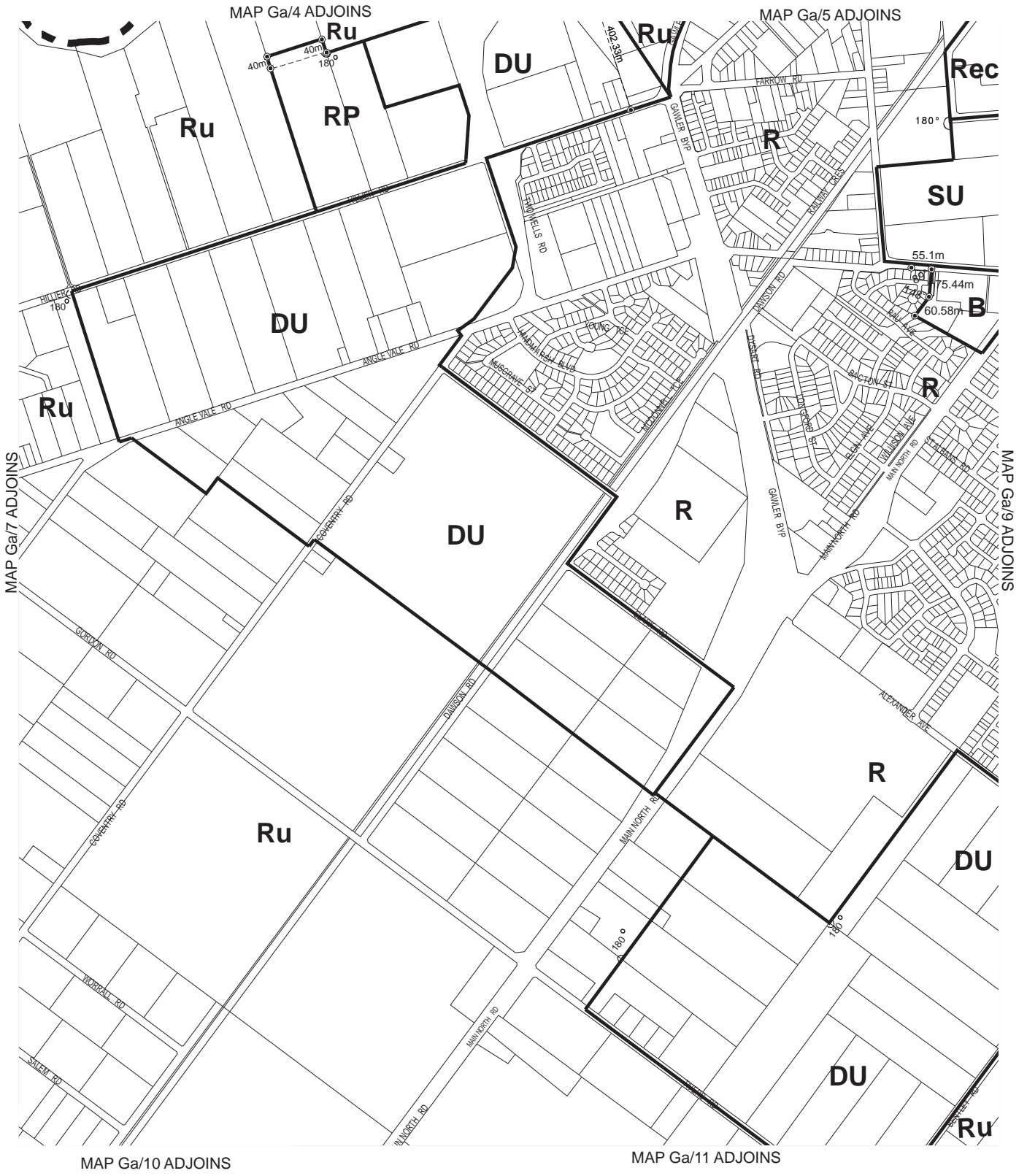
- Zone Boundary
- Development Plan Boundary



Scale 1:15000



GAWLER (CT)
ZONES
MAP Ga/5



NOTE : For Policy Areas See MAP Ga/18

- B** Business
- R** Residential
- RP** Residential Park
- Rec** Recreation
- Ru** Rural
- SU** Special Uses
- DU** Deferred Urban

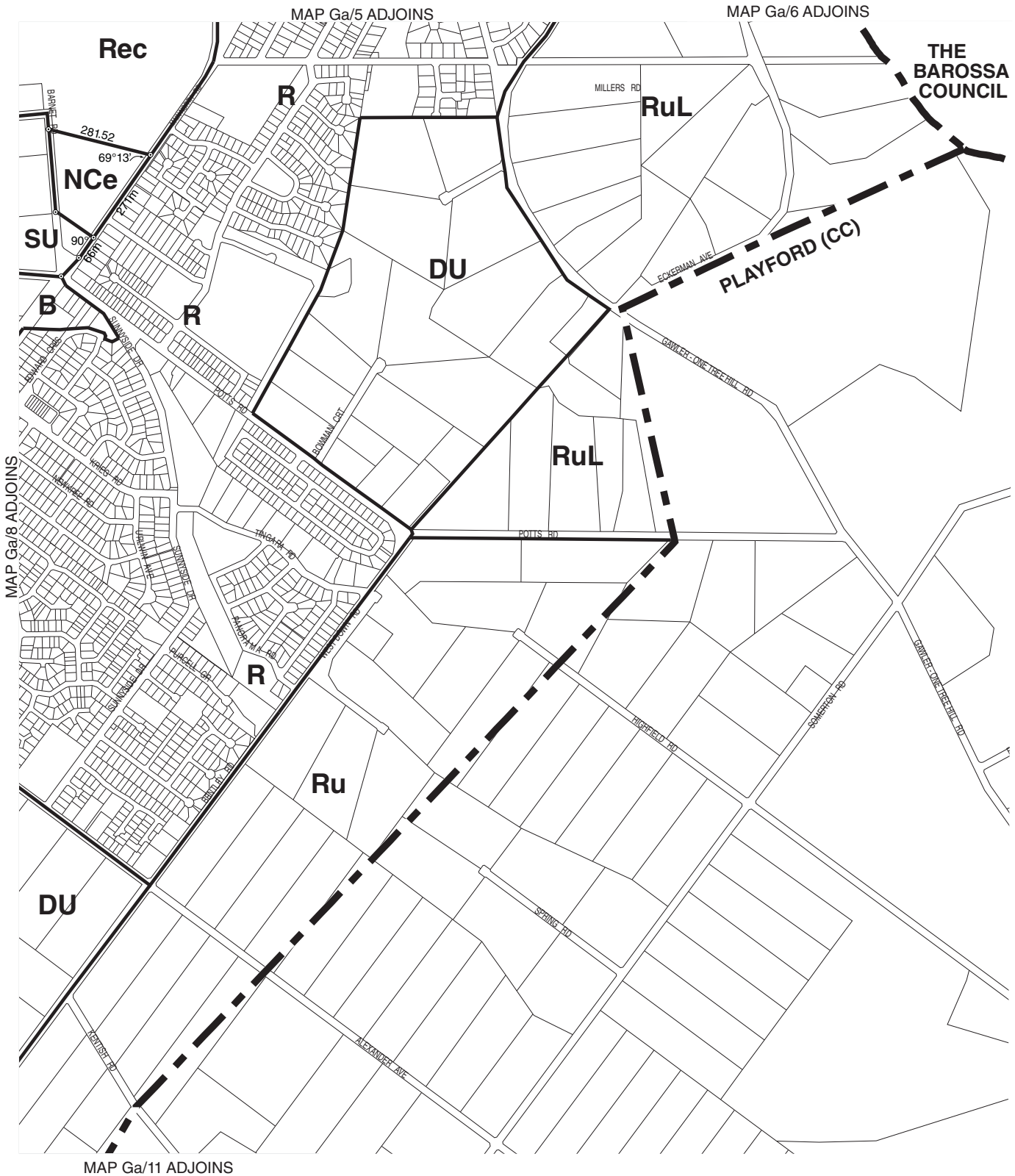


Scale 1:15000



- Zone Boundary
- Development Plan Boundary

GAWLER (CT) ZONES MAP Ga/8



NOTE : For Policy Areas See MAP Ga/19

- B** Business
- R** Residential
- NCe** Neighbourhood Centre
- Rec** Recreation
- DU** Deferred Urban
- Ru** Rural
- RuL** Rural Living
- SU** Special Uses

-  Zone Boundary
-  Development Plan Boundary



Scale 1:15000



**GAWLER (CT)
ZONES
MAP Ga/9**

