



**Government
of South Australia**

Department of Planning,
Transport and Infrastructure

**Charles Sturt Council
West Torrens Council
Land Not Within a Council Area
(Metropolitan)
Development Plans**

**Adelaide Shores
Development Plan Amendment**

Approval Development Plan Amendment

THE AMENDMENT

By the Delegate for the Minister

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


.....
Signature

..... 25 SEP 2014
Date of Gazette

Approval DPA

Background

The Adelaide Shores Development Plan Amendment (DPA) by the Minister amends the following Development Plan(s):

- Charles Sturt Council
- West Torrens Council
- Land Not Within a Council Area (Metropolitan)

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

- A DPA released for concurrent agency, council and public consultation from Thursday 26 September to Wednesday 20 November 2013
- A Public Meeting conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on Tuesday 10 December 2013.

Consultation

A total of Thirteen (13) public submissions, including three (3) council submissions and a further eight (8) agency submissions were received in relation to the DPA during the consultation period. Five verbal submissions were made at the Public Meeting.

Approval Stage

Based on a review of all submissions and the recommendations of DPAC, a number of changes have been made to the Amendment. The changes relate to the West Torrens Council and Charles Sturt Councils Development Plans with no significant changes made to the Land Not Within a Council Area Development Plan, and include:

Flexible policy approach and retail/commercial development

- The Desired Character Statements for both the Adelaide Shores Zone and Coastal Marina Zone have been amended to ensure that retail and commercial development is linked to the sporting, tourist or recreational use of the land for the Adelaide Shores Zone and linked to boating and marine uses in the Coastal Marina Zone.
- The Desired Character Statements for both the Adelaide Shores Zone and Coastal Marina Zone have been amended to ensure that development contributes to the open landscape with the consideration of building scale and materials, setbacks and landscaping.

Traffic, Access and Car Parking

- New policy has been inserted into the Adelaide Shores Zone that limits any additional access points to West Beach Rd, unless movement and safety benefits, that reduce impacts on adjacent areas, can be clearly demonstrated.
- New policy has been inserted in to the Adelaide Shores Zone to ensure that any internal roads and car parking areas minimise impact on residential areas through measures such as screening, setbacks and intersection treatments.

Zone Boundary Changes

- Zone boundaries in the West Torrens and Charles Sturt Development Plans have been amended to ensure identified areas of coastal open space and vegetation significance are included within the Coastal Open Space Zone

Other Zone policy

Advertising

- The non complying trigger has been removed with the introduction of merit policy in the Adelaide Shores Zone to limit advertising to a maximum of 9 metres high and 18 square metres in area. Merit policy has also been introduced to the Coastal Marina Zone to limit advertising to a maximum of 9 metres high and 18 square metres in area.

Dwellings

- The non-complying development list within the Adelaide Shores Zone has been amended to ensure that 'dwellings' include a further exception allowing for dwellings for staff, students and employees associated with the sporting, tourism or recreational use of the land.

Land Division

- Principle of Development Control 26 and the non-complying development list within the Adelaide Shores Zone have been amended to ensure that lease plans are exempt from the non-complying list, where associated with or ancillary to the sporting, tourism or recreational use of the land.
- Principle of Development Control 18 and the non-complying development list within the Coastal Marina Zone have been amended to ensure that lease plans are exempt from the non-complying list, where associated with or ancillary to the sporting, tourism or recreational use of the land.

Other Amendments

Concept Plan

- The Concept Plans has been amended to better reflect existing and proposed pedestrian and cycling pathways.

Buffer policy

- The Desired Character Statements in the Adelaide Shores Zone and Coastal Marina Zone have been amended and additional PDCs have been inserted in both zones to ensure that Development will have regard to potential odour impacts of the adjacent Glenelg wastewater treatment plant.

AMENDMENT INSTRUCTIONS TABLE

Name of Local Government Area: City of Charles Sturt

Name of Development Plan: Charles Sturt Council

Name of DPA: Adelaide Shores Ministerial DPA

The following amendment instructions (at the time of drafting) relate to the Charles Sturt Council Development Plan consolidated on 15 May 2014. 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)					
Amendments required (Yes/No):					
Orderly and Sustainable Development					
1.	Replace	Principle of Development Control 8	Replace the text 'ChSt/1 to 24' and replace with the text: 'ChSt/1 to 26'	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No):					
Recreation Zone					
2.	Delete	Delete 'Recreation Zone' including Precinct 63 Tourist Accommodation, Precinct 64 Recreation and Precinct 65 Adelaide Airport.		N	N
Adelaide Shores Zone					
	Insert	Insert new zone module (the Adelaide Shores Zone) within the Zone Section.	Insert the contents of Attachment A before the existing Coastal Open Space Zone (in alphabetical order).	N	N

Airfield Zone					
3.	Insert	Insert new zone module (the Airfield Zone) within the Zone Section.	Insert the contents of Attachment B before the existing Coastal Open Space Zone (in alphabetical order).	N	N

TABLES					
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Amendments required (Yes/No):					
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MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)					
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Amendments required (Yes/No):					
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4.	Delete and Replace	Map Reference Tables	Delete the Map Reference Tables and replace with the new Map Reference Tables in Attachment C.		
5.	Delete and Replace	Council Index Map	Delete Council Index Map and replace with the new Council Index Map contained in Attachment D.	N	N
6.	Delete and Replace	Zone Map ChSt/23	With the new Zone Map ChSt/23 contained in Attachment E.	N	N
7.	Delete	Precinct Map ChSt/23	Delete Precinct Map 23 .	N	N
8.	Insert	Concept Plan ChSt/26	Insert Concept Plan ChSt/26 contained in Attachment Q	N	N
9.	Delete and Replace	Location Map ChSt/23	With the new Location Map ChSt/23 contained in Attachment S.	N	N

AMENDMENT INSTRUCTIONS TABLE

Name of Local Government Area: City of West Torrens

Name of Development Plan: West Torrens Council

Name of DPA: Adelaide Shores Ministerial DPA

The following amendment instructions (at the time of drafting) relate to the West Torrens Development Plan consolidated on 31 October 2013. 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.
	<ul style="list-style-type: none"> • Replace • Delete • Insert 	<ul style="list-style-type: none"> • Objective (Obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No. • Other (Specify) 			

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

Amendments required (Yes/No):

Orderly and Sustainable Development

1.	Replace	Principle of Development Control 8	Replace words....'Concept Plan Map WeTo/14 - West Beach Community' with words ' Concept Plan Map WeTo/14 – Adelaide Shores'		
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Strategic Transport Routes Overlay

2.	Insert	Insert new Strategic Transport Routes Overlay (including the Overlay Section Divider) following the existing ' Affordable Housing Overlay '.	Insert the contents of Attachment F.	N	N
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ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No):

Community Zone / Recreation Policy Area 5

3.	Delete	Desired Character Statement (text relating to Precinct 11 West Beach)	Delete in its entirety the heading Precinct 11 West Beach and associated text contained in the Desired Character Statement for Recreation Policy Area 5 .	N	N
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4.	Delete	Principle of Development Control 16 Precinct heading ' Precinct 11 West Beach '	Delete the heading ' Precinct 11 West Beach ' and Principle of Development Control 16.	Y	N
5.	Delete	Principle of Development Control 17.	Delete Principle of Development Control 17.	Y	N
6.	Delete	Principle of Development Control 18.	Delete the heading Form and Character and Principle of Development Control 18.	Y	N
7.	Delete	Principle of Development Control 19.	Delete Principle of Development Control 19.	Y	N
8.	Delete	From the list of Non-Complying Development	<i>'Agriculture within Precinct 11 West Beach'.</i>	N	N
9.	Delete	From the list of Non-Complying Development	Delete the following words ' <i>within Precinct 11 West Beach and/or</i> ' from ' <i>Auction room within Precinct 11 West Beach and/or within Precinct 9 Mile End'.</i>	N	N
10.	Delete	From the list of Non-Complying Development	Delete the following exception text for 'Industry': <i>'Except boat repairs or marine associated activities within Precinct 11 West Beach'.</i>	N	N
11.	Delete	From the list of Non-Complying Development	Delete the following exception text for 'Store': <i>'Except within Precinct 11 West Beach'.</i>	N	N

Adelaide Shores Zone

12.	Insert	Insert new zone module (the Adelaide Shores Zone) within the Zone Section.	Insert the contents of Attachment T before the existing 'Adelaide Shores Zone' (in alphabetical order).	N	N
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Coastal Marina Zone

13.	Insert	Insert new zone module (the Coastal Marina Zone) within the Zone Section.	Insert the contents of Attachment G before the existing 'Coastal Open Space Zone' (in alphabetical order).	N	N
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TABLES

Amendments required (Yes/No):

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

Amendments required (Yes/No):

14.	Delete and Replace	Map Reference Tables	Delete the Map Reference Tables and replace with the new Map Reference Tables in Attachment H.		
15.	Delete and Replace	Council Index Map	Delete Council Index Map and replace with the new Council Index Map contained in Attachment I.	N	N

16.	Delete and Replace	Zone Map WeTo/6 and Zone Map WeTo/10	Delete Zone Map WeTo/6 and Zone Map WeTo/10 and replace with new Zone Map WeTo/6 and Zone map WeTo/10 contained within Attachment J.	N	N
17.	Delete and Replace	Policy Area Map WeTo/6 and Policy Area Map WeTo/10	Delete Policy Area Map WeTo/6 and Policy Area Map WeTo/10 and replace with new Policy Area Map WeTo/6 and Policy Area Map WeTo/10 contained within Attachment K.	N	N
18.	Delete	Precinct Map WeTo/6 and Precinct Map WeTo/10	Delete Precinct Map WeTo/6 and Precinct Map WeTo/10.	N	N
18	Insert	New Overlay Map WeTo/6 Strategic Transport Routes	Insert new Overlay Map WeTo/6 Strategic Transport Routes contained within Attachment L.	N	N
19	Insert	New Overlay Map WeTo/10 Strategic Transport Routes	Insert new Overlay Map WeTo/10 Strategic Transport Routes contained within Attachment M.	N	N
20	Delete and Replace	Concept Plan Map WeTo/14	Delete Concept Plan Map WeTo/14 and replace with new Concept Plan Map WeTo/14 contained within Attachment N.	N	N

AMENDMENT INSTRUCTIONS TABLE

Name of Local Government Area: Out of Council Area

Name of Development Plan: Land Not Within a Council Area (Metropolitan)

Name of DPA: Adelaide Shores Ministerial DPA

The following amendment instructions (at the time of drafting) relate to the Land Not Within a Council Area (Metropolitan) Development Plan consolidated on 29 November 2012. 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)					
Amendments required (Yes/No):					
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No):					
Recreation (West Beach) Zone					
1	Delete	Recreation (West Beach) Zone including Concept Plan FIG Rec(WB)1 and text relating to Boating Area (Area 1) Policy Area 1	Delete in its entirety the Recreation (West Beach) Zone including Concept Plan FIG Rec(WB)1 and text relating to Boating (Area 1) .	N	N
Coastal Zone					
2	Replace	Replace existing text: 'Map LNWCA(MA)/6'	with: 'Map LNWCA(MA)/5'	N	N
Policy Area 2: Osborne Maritime					
3	Replace	Replace existing text: 'Map LNWCA(MA)/6'	with: 'Map LNWCA(MA)/5'	N	N
Coastal Marina Zone					
4	Insert	Insert new zone module (the Coastal Marina Zone) within the Zone Section.	Insert the contents of Attachment O before the existing 'Coastal 2 Zone' (in alphabetical order).	N	N

TABLES

Amendments required (Yes/No):

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

Amendments required (Yes/No):

5	Replace	Zone Map LNWCA(MA)/4	With the contents of Attachment P	N	N
6	Replace	Policy Area Map LNWCA(MA)/5	With the contents of Attachment R	Y	N
7	Delete	Policy Area Map LNWCA(MA)/6		N	N

ATTACHMENT A

Adelaide Shores Zone Charles Sturt

Adelaide Shores Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A zone accommodating a range of short-term tourist accommodation and associated facilities, sporting, entertainment, cultural and recreational activities including associated spectator and administrative facilities.
- 2 Development of commercial and retail uses that are associated with and in support of recreation and tourist development.
- 3 Short-term tourist accommodation that is predominantly in the form of caravan and camping sites, cabins and serviced apartments surrounded by open landscaped areas.
- 4 Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.
- 5 Buildings and facilities designed to high architectural standards and established within a landscaped setting, including tree plantings around buildings and car parking areas.
- 6 Development including car parking and facilities that are located and designed to blend in with existing vegetation and landscaping and designed to enhance the natural features of the local environment, including visual amenity, landforms, fauna and flora.
- 7 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone includes land in the care and control of the West Beach Trust, which will be developed and maintained as a distinct and vibrant recreation, sporting and tourism destination of State significance, in accordance with [Concept Plan Map ChSt/26 – Adelaide Shores](#). The zone will include a range of tourist activities and tourist development, including tourist accommodation, such as camping sites, caravans and cabins. Land within the zone also comprises a range of recreation and sporting uses including public reserves, golf courses, driving ranges, tennis courts, sporting clubs and grounds, indoor sporting facilities, skate and BMX facilities. It is desirable for recreation uses to be integrated further with tourism related land uses in the area, aiming to generate year-round activities. The zone presents as a key location for tourist accommodation opportunities to be established adjacent the West Beach dune, beaches and coastal areas, which includes opportunity for boating activities.

Commercial and retail activities in the zone will be associated with recreation, sporting or tourism uses. Development should be of a size and scale required to primarily serve the needs of tourists, visitors to the area and users of nearby recreational facilities. Development in the order of 500 to 1500 square metres of total retail floor space, that may include smaller tenancies that cater for a mix of uses, is envisaged. Development should be consistent with the open landscape character of the site through the application of appropriate setbacks and landscaping, building scale and materials that are compatible with this character.

Land with frontage to Tapleys Hill Road may accommodate commercial development, where designed to complement other forms of retail and commercial development within the immediate locality. Tapleys Hill Road, however, is classified as a major traffic and freight route that caters for the safe and efficient movement of all types of road users. As this road provides optimal travel efficiency and reliability of travel times throughout the day for heavy vehicles, particularly when freight and commuter peaks coincide, it is envisaged that new development within the vicinity of Tapleys Hill Road will be designed and sited to

minimise any impact or interference on the flow of traffic along Tapleys Hill Road. In achieving this, no additional access points are to be created to Tapleys Hill Road.

SARDI (SA Research and Development Institute-a research division of Primary Industries and Resources SA) is a purpose built marine and freshwater research facility located off Hamra Road. There may be an opportunity to provide improved linkages to the facility or incorporate an educational component, such as an interpretive centre.

Development including buildings and facilities will be sited so as not to cause an unreasonable nuisance or disturbance to occupants of adjacent residential buildings or tourist accommodation within the locality. Furthermore, development will have regard to possible noise impacts from the operation of the adjacent Adelaide Airport and must ensure that the safe operation of the airport is not compromised. Development will have also regard to potential odour impacts of the adjacent Glenelg Wastewater Treatment Plant and must ensure that the future operation of the plant is not compromised.

There may be areas within the zone that are contaminated because of previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may therefore be required to ensure that sites are suitable and safe for their intended use.

Public realm improvements along Military Road will enhance the appearance and street presentation, while promoting low speed vehicle movements and providing for a safer environment for pedestrians and cyclists. Convenient and safe pedestrian access along with pathways for cycling and movement throughout the zone are encouraged, including improved pedestrian and cycling connections beyond the zone.

The Patawalonga Creek which traverses the zone may in the long term accommodate part of a proposed airport runway extension. The Patawalonga Creek and surrounding land will continue to be protected and enhanced as a location of environment and habitat value.

The zone will be developed as a major tourism and sporting hub including the improvement to existing sporting and recreational facilities as well as the establishment of new sporting and recreational facilities. It is envisaged that tourism uses will be primarily located to the west of Military Road with recreation and sporting uses, occurring mostly to the east of Military Road.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- amenity block, including shower, toilet and laundry facilities
- amusement machine centre
- cabin
- car parking
- caravan permanently fixed to land
- clubroom or meeting room in association with a recreation, community or tourist development
- community centre
- consulting room in association with a recreation, community or tourist development
- dwelling in association with and ancillary to tourist accommodation (ie manager's residence) or a dwelling and/or accommodation that provide accommodation for participants and/or staff of sports related activities
- educational establishments where they relate to marine, sport, recreation or tourism activities
- emergency services facility
- entertainment, cultural or exhibition facility in association with a recreation, community or tourist development
- fencing in association with recreation, community or tourist development
- golf course or golf driving range
- hall or theatre
- hotel or licensed premises in association with a recreation, community or tourist development
- indoor and outdoor recreation facility
- lighting for night use of facilities

- marine-related research activities
 - office in association with recreation, community or tourist development
 - outbuilding or store in association with recreation, community or tourist development
 - personal service establishment
 - recreation area/sports ground and associated facilities including a tennis court, basketball court or playground
 - restaurant
 - shops or groups of shops in association with recreation, community or tourist development
 - showground
 - special event
 - spectator and administrative facilities ancillary to recreation, community or tourist development
 - swimming pool/spa
 - tourist park and other forms of tourist accommodation including a motel, backpacker's hostel, caravan park and/or camping ground.
- 2 Development listed as non-complying is generally inappropriate.
 - 3 Tourist accommodation and other uses associated with tourist development including laundries and ablution facilities, shops, restaurants, entertainment, cultural and recreational facilities should be designed and sited to serve holiday makers visiting the area, users of nearby recreational facilities and tourists.
 - 4 Development within the zone should be sited and designed in an integrated and co-ordinated manner to facilitate connection with tourist, recreation, community and boating land uses and activities within the zone and adjacent coastal areas.
 - 5 A community, sport and recreation hub comprising indoor and outdoor sport, community, entertainment and function facilities should be developed on the southern side of Hamra Avenue and be integrated and coordinated with the range of land uses and activities within the locality, including the adjacent marine-related research activities, where possible.
 - 6 The community, sport and recreation hub should be designed to include a hotel or tavern that is able to provide dining facilities for at least twice the number of patrons as bar facilities, to primarily serve the needs of tourists, visitors, local residents and people associated with recreation activities in the immediate locality.
 - 7 Intensive tourist and golfing related facilities including function and conference facilities, restaurants, entertainment and recreation facilities should be located primarily on allotments that front onto Military Road.
 - 8 Retail development is to be associated with recreation, sporting or tourism uses and should be of a size and scale required to serve the needs of tourists, visitors to the area and users of nearby recreational facilities.
 - 9 Administrative, service, storage and maintenance facilities should be unobtrusively sited and screened.

Form and Character

- 10 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 11 Buildings, caravans fixed to land, annexes and recreational facilities within a caravan park or tourist development should be setback a minimum of:
 - (a) 1 metre from an internal road
 - (b) 6 metres from a public road
 - (c) 2 metres from the boundary of the caravan park or camping ground.

- 12 Recreation facilities associated with tourist accommodation should be of a size and scale that will maintain the open natural character of the area and be ancillary to the primary role and function of the caravan park or tourist development.
- 13 Strong thematic landscaping incorporating locally indigenous plant species should be established to improve the landscape, provide shade and shelter, create interest and provide attractive landscaped civic spaces that are well connected with other activities and encourage public interaction.
- 14 Landscaping should form an integral part of the design and be used to define spaces and activity areas, reinforce internal networks, screen utility areas and enhance the visual amenity of the area.
- 15 Development adjacent to the Patawalonga Creek should enhance the character and appearance of the area and retain the creek as a water resource and stormwater channel.
- 16 Internal roads should be surfaced to prevent dust becoming a nuisance.
- 17 Safe and convenient pedestrian and bicycle pathways should be developed to encourage access between land uses and activities within the area, such as tourist accommodation, recreation and tourist facilities, boating and marine facilities and adjacent coastal areas.
- 18 Priority should be given to pedestrian movement within the area and provision for vehicular movement should be limited to that required for access to car parking areas, accommodation units and servicing requirements.
- 19 Every caravan, cabin or dwelling site within a caravan park or tourist development should provide parking for at least one vehicle, either located on the site or grouped within the park.
- 20 Car parking areas should be consolidated and co-ordinated where possible, shaded and screened with vegetation and setback to both improve the amenity of the zone and minimise the impact on adjacent residential areas
- 21 The shared use of car parking facilities between different activities and venues should be encouraged.
- 22 In areas prone to flooding or other natural hazards, buildings and structures (including annexes attached to caravans or caravans fixed to land) should be designed and constructed so that they can be removed in the event of a hazard.
- 23 Development adjacent to the facilities within the Glenelg Wastewater Treatment Plant should satisfy (a) and (b):
 - (a) not prejudice the plant's current or future operations
 - (b) be located, designed and developed having regard to the potential environmental impacts associated with odour from the operation of the facility and the potential expanded operation of the facility.
- 24 Advertisements and/or advertising hoardings should be associated with recreation, sporting and tourism activities within Adelaide Shores and measure no greater than 9 metres in height and up to 18 square metres in sign area.

Traffic and Access

- 25 There should be no additional access points to West Beach Road unless it can be demonstrated that there are movement and safety benefits that reduce impact on adjacent residential areas. Intersection treatments should also be designed to minimise impact on adjacent land uses.

Land Division

- 26 Other than a lease plan, land division can only occur where a rearrangement of existing allotment boundaries takes place as part of a co-ordinated 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.

27 No additional allotments should be created within the zone.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Dwelling	Except for any of the following: (a) a manager's residence in association with and ancillary to tourist accommodation (b) a dwelling and/or accommodation for participants and/or staff of sports related activities.
Fuel depot	
Horse keeping	
Industry	
Land division	Except where no additional allotments are created either partly or wholly within the zone or the division is the subject of a lease plan in association with and ancillary to sporting, tourist or recreational uses.
Motor repair station	
Nursing home	
Service trade premises	
Supported accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

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

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

Category 1	Category 2
All forms of development which are envisaged in the zone and located 60 metres or more from a Residential Zone .	All forms of development which are envisaged in the zone, excluding development of a minor nature, where they are located less than 60 metres from a Residential Zone .

ATTACHMENT B

Airfield Zone – Charles Sturt

Airfield Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A zone primarily accommodating aircraft operations, passenger terminals, airport and aviation-related light industrial, service industrial, warehouse and storage purposes
- 2 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone accommodates a range of services and facilities necessary for the safe, convenient and efficient operation of aviation activities at the Adelaide Airport. This zone will continue to accommodate a range of airport and export related industrial and commercial uses, and recreational activities of an open character on land reserved for long term aviation needs. Development will be compatible with the principle aviation function of the airport and maintain the long term operational and safety needs of the airport.

Development will promote the economic improvement of the State by maintaining the airport as the international, national and regional gateway to South Australia, enhancing the airport as a major element of public infrastructure and facilitating the movement of time sensitive freight and passengers by infrastructure improvements.

Adequate separation distances between non-aviation and aviation development on airport land, and between development on airport land and off airport uses will be adopted. The Adelaide Airport has also been committed as one of the sites for stormwater harvesting. The Adelaide Airport stormwater scheme will source water from the Brownhill/Keswick Creek System. A storage basin will capture flows, which will then be treated using biofiltration and media filtration. It is anticipated to initially harvest about 400 megalitres a year.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - air passenger or air freight terminal
 - aircraft related facility
 - airport
 - fuel depot
 - light industry ancillary to and in association with aviation activities
 - recreation area
 - service industry ancillary to and in association with aviation activities
 - shop within the terminal building
 - warehouse ancillary to and in association with aviation activities.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development that would be adversely affected by noise and other hazards caused by airport activities should not be undertaken in the zone.
- 4 Development should not impede the use of the zone for aviation purposes.
- 5 Development west of Tapleys Hill Road should primarily be for recreational activities of an open character until such time as the area is required for aviation purposes.

Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Commercial and light industrial development located on the airport site should:
- (a) facilitate the more efficient operation of the airport
 - (b) be sited in defined clusters
 - (c) not adversely affect the amenity of surrounding land uses.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Community centre	
Consulting room	
Dwelling	
Educational establishment	Except where ancillary to and in association with aviation activities.
Hospital	
Horticulture	
Hotel	
Intensive animal keeping	
Motel	
Nursing home	
Place of worship	
Pre-school	
Residential flat building	
Shop	Except where located within the terminal building.
Tourist accommodation	
Waste reception, storage, treatment or disposal	

Public Notification

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

ATTACHMENT C

Map Reference Tables – Charles Sturt

Map Reference Tables

Index Maps

Index Map Reference

[Council Index Map](#)

Zone Maps

Zone Name	Zone Map Numbers
Adelaide Shores Zone	ChSt/23
Airfield Zone	ChSt/23
Coastal Open Space Zone	ChSt/2, ChSt/6, ChSt/11, ChSt/15, ChSt/16, ChSt/17, ChSt/21, ChSt/22, ChSt/23
District Centre Zone	ChSt/6, ChSt/8, ChSt/9, ChSt/15, ChSt/18, ChSt/20, ChSt/21
Education Zone	ChSt/17
Home Industry Zone	ChSt/3, ChSt/4, ChSt/5
Industry Zone	ChSt/3, ChSt/4, ChSt/5, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/19, ChSt/20, ChSt/21, ChSt/24
Local Centre Zone	ChSt/4, ChSt/5, ChSt/6, ChSt/7, ChSt/8, ChSt/9, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/2, ChSt/20, ChSt/22, ChSt/24
Metropolitan Open Space System Zone	ChSt/18, ChSt/19, ChSt/20, ChSt/21, ChSt/22, ChSt/24
Mixed Use Zone	ChSt/3, ChSt/4, ChSt/7, ChSt/8, ChSt/9, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/20, ChSt/21
Neighbourhood Centre Zone	ChSt/3, ChSt/7, ChSt/13, ChSt/15, ChSt/17, ChSt/19, ChSt/24
Residential Character Zone	ChSt/4, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/20, ChSt/21, ChSt/22
Residential Zone	ChSt/3, ChSt/4, ChSt/5, ChSt/6, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/2, ChSt/20, ChSt/21, ChSt/22, ChSt/23, ChSt/24
Special Uses Zone	ChSt/3, ChSt/4, ChSt/5, ChSt/6, ChSt/7, ChSt/8, ChSt/9, ChSt/11, ChSt/12, ChSt/14, ChSt/15, ChSt/19, ChSt/2, ChSt/20, ChSt/21
Stadium Zone	ChSt/6, ChSt/7, ChSt/14
Urban Core Zone	ChSt/15, ChSt/16, ChSt/21

Historic Conservation Area Maps

Area Name	<i>shown within</i> Overlay Maps - Heritage
Historic Conservation Area	ChSt/4, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/20, ChSt/21, ChSt/22

Policy Area Maps

Policy Area Name	Policy Map Numbers
Fulham Gardens Policy Area 1	ChSt/18
Hindmarsh Policy Area 2	ChSt/15, ChSt/20, ChSt/21
Kilkenny Policy Area 3	ChSt/9
West Lakes Policy Area 4	ChSt/6
Woodville Policy Area 5	ChSt/8, ChSt/9
Bulky Goods Policy Area 6	ChSt/4, ChSt/5, ChSt/6, ChSt/8, ChSt/9, ChSt/11, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/2, ChSt/20, ChSt/22
Local Shopping Policy Area 7	ChSt/3, ChSt/8
Linear Park (River Torrens/Karrawirra Pari) Policy Area 8	ChSt/18, ChSt/19, ChSt/20, ChSt/21, ChSt/22, ChSt/24
Urban Village Policy Area 9	ChSt/19
Findon Policy Area 10	ChSt/13, ChSt/19
Findon Road Policy Area 11	ChSt/13, ChSt/24
Henley Square Policy Area 12	ChSt/17
Royal Park Policy Area 13	ChSt/7
Welland Policy Area 14	ChSt/15
Inner Suburban Policy Area 15	ChSt/15, ChSt/16, ChSt/21
Mid Suburban Policy Area 16	ChSt/3, ChSt/4, ChSt/5, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/2, ChSt/20, ChSt/22, ChSt/23, ChSt/24
Western Edge Policy Area 17	ChSt/11, ChSt/17, ChSt/2, ChSt/22, ChSt/23, ChSt/6
West Lakes General Policy Area 18	ChSt/2, ChSt/3, ChSt/6, ChSt/7, ChSt/11, ChSt/12, ChSt/24
West Lakes Medium Density Policy Area 19	ChSt/2, ChSt/3, ChSt/6, ChSt/7, ChSt/11, ChSt/12, ChSt/18, ChSt/24
Integrated Medium Density Policy Area 20	ChSt/5, ChSt/7, ChSt/9, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/19, ChSt/20, ChSt/21, ChSt/24
Woodville Medium Density Policy Area 21	ChSt/9
Cheltenham Park Policy Area 22	ChSt/4, ChSt/5, ChSt/8, ChSt/9
Woodville West Policy Area 23	ChSt/8

Policy Area Name	Policy Map Numbers
Main Street Policy Area 24	ChSt/21

Precinct Maps

Precinct Name	Precinct Map Numbers
Precinct 1 Fort Glanville	ChSt/2
Precinct 2 Retail Core Fulham Gardens	ChSt/18
Precinct 3 Commercial Fringe Fulham Gardens	ChSt/18
Precinct 4 Recreation Fulham Gardens	ChSt/18
Precinct 5 Historic Hub	ChSt/15, ChSt/21
Precinct 6 Port Road Office	ChSt/15, ChSt/20, ChSt/21
Precinct 7 Manton Street	ChSt/15, ChSt/21
Precinct 8 Gateway	ChSt/21
Precinct 9 Recreation Hindmarsh	ChSt/21
Precinct 10 Port Road Gardens	ChSt/15, ChSt/21
Precinct 11 Retail Core Kilkenny	ChSt/9
Precinct 12 Regency Road	ChSt/9
Precinct 13 Hanson Road	ChSt/9
Precinct 14 Commercial Fringe Kilkenny	ChSt/9
Precinct 15 Residential	ChSt/9
Precinct 16 Retail Core West Lakes	ChSt/6
Precinct 17 Lakefront	ChSt/6
Precinct 18 Woodville Road Medical	ChSt/8, ChSt/9
Precinct 19 Woodville Road Gardens	ChSt/8, ChSt/9
Precinct 20 Civic	ChSt/8, ChSt/9
Precinct 21 Recreation/Education	ChSt/9
Precinct 22 Albert Park	ChSt/8
Precinct 23 Athol Park	ChSt/5
Precinct 24 Beverley/Findon	ChSt/9, ChSt/14
Precinct 25 Bowden	ChSt/16, ChSt/21
Precinct 26 Brompton	ChSt/15, ChSt/16
Precinct 27 Devon Park	ChSt/16
Precinct 28 Hendon	ChSt/7, ChSt/8

Precinct Name	Precinct Map Numbers
Precinct 29 Hindmarsh	ChSt/15, ChSt/20, ChSt/21
Precinct 30 Kidman Park	ChSt/19
Precinct 31 Kilkenny	ChSt/9, ChSt/10, ChSt/14
Precinct 32 Ridleyton	ChSt/15
Precinct 33 Royal Park	ChSt/3, ChSt/7
Precinct 34 Seaton	ChSt/7, ChSt/12, ChSt/13
Precinct 35 Welland	ChSt/20, ChSt/24
Precinct 36 West Croydon	ChSt/14
Precinct 37 Woodville	ChSt/8, ChSt/9
Precinct 38 Woodville North	ChSt/4, ChSt/5, ChSt/9
Precinct 39 Woodville South	ChSt/8
Precinct 40 Woodville West	ChSt/8
Precinct 42 Eighth Street	ChSt/16
Precinct 43 Chapel Street	ChSt/21
Precinct 44 Woodville Bulky Goods	ChSt/8
Precinct 45 Old Port Road	ChSt/3
Precinct 46 Stations	ChSt/9, ChSt/15
Precinct 47 Mixed Use	ChSt/3, ChSt/4, ChSt/7, ChSt/8, ChSt/9, ChSt/12, ChSt/13, ChSt/14, ChSt/15, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/20, ChSt/21
Precinct 48 Hindmarsh Place	ChSt/21
Precinct 49 South Road	ChSt/15
Precinct 50 Village Employment and Living	ChSt/19
Precinct 51 Village Living Medium	ChSt/19
Precinct 52 Village Living Low	ChSt/19
Precinct 53 Retail Core Findon	ChSt/13, ChSt/19
Precinct 54 Winona Street	ChSt/13
Precinct 55 Retail Core Findon Road	ChSt/13, ChSt/24
Precinct 56 Commercial Fringe Findon Road	ChSt/13, ChSt/24
Precinct 57 Henley Square	ChSt/17
Precinct 58 Seaview Road	ChSt/17
Precinct 59 Retail Core Royal Park	ChSt/3, ChSt/7
Precinct 60 Commercial Fringe Royal Park	ChSt/7

Precinct Name	Precinct Map Numbers
Precinct 61 Retail Core Welland	ChSt/15
Precinct 62 Commercial Fringe Welland	ChSt/15
Precinct 66 Bowden/Brompton	ChSt/15, ChSt/16,
Precinct 67 Brompton Park	ChSt/15, ChSt/4
Precinct 68 Early SA Housing Trust	ChSt/4, ChSt/15, ChSt/16
Precinct 69 Croydon/West Croydon	ChSt/14, ChSt/15
Precinct 70 Allenby Gardens	ChSt/14, ChSt/15
Precinct 71 Pre World War One	ChSt/4, ChSt/15, ChSt/20
Precinct 72 Welland Character	ChSt/15
Precinct 73 Woodville South Character	ChSt/8, ChSt/9, ChSt/13, ChSt/14
Precinct 74 Kilkenny	ChSt/9, ChSt/10, ChSt/14
Precinct 75 Woodville Park	ChSt/9
Precinct 76 Woodville	ChSt/9
Precinct 77 Cheltenham East	ChSt/4, ChSt/8
Precinct 78 Cheltenham West	ChSt/4, ChSt/8
Precinct 79 Henley Beach	ChSt/17, ChSt/22
Precinct 80 Grange	ChSt/11, ChSt/12, ChSt/17
Precinct 81 Stadium Beverley	ChSt/14
Precinct 82 Football Park	ChSt/6, ChSt/7

Overlay Maps

Issue	Overlay Map Numbers
Location	ChSt/1, ChSt/2, ChSt/3, ChSt/4, ChSt/4, ChSt/5, ChSt/6, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/20, ChSt/21, ChSt/21, ChSt/23
Transport	ChSt/1, ChSt/2, ChSt/3, ChSt/4, ChSt/4, ChSt/5, ChSt/6, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/20, ChSt/21, ChSt/21, ChSt/23
Heritage	ChSt/2, ChSt/3, ChSt/4, ChSt/5, ChSt/6, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/16, ChSt/17, ChSt/18, ChSt/20, ChSt/21, ChSt/21, ChSt/23
Development Constraints	ChSt/1, ChSt/2, ChSt/3, ChSt/4, ChSt/4, ChSt/5, ChSt/6, ChSt/7, ChSt/8, ChSt/9, ChSt/10, ChSt/11, ChSt/12, ChSt/13, ChSt/14, ChSt/16, ChSt/17, ChSt/18, ChSt/19, ChSt/20, ChSt/21, ChSt/21, ChSt/23
Affordable Housing	ChSt/15, ChSt/16, ChSt/21
Noise and Air Emissions	ChSt/15, ChSt/16, ChSt/21

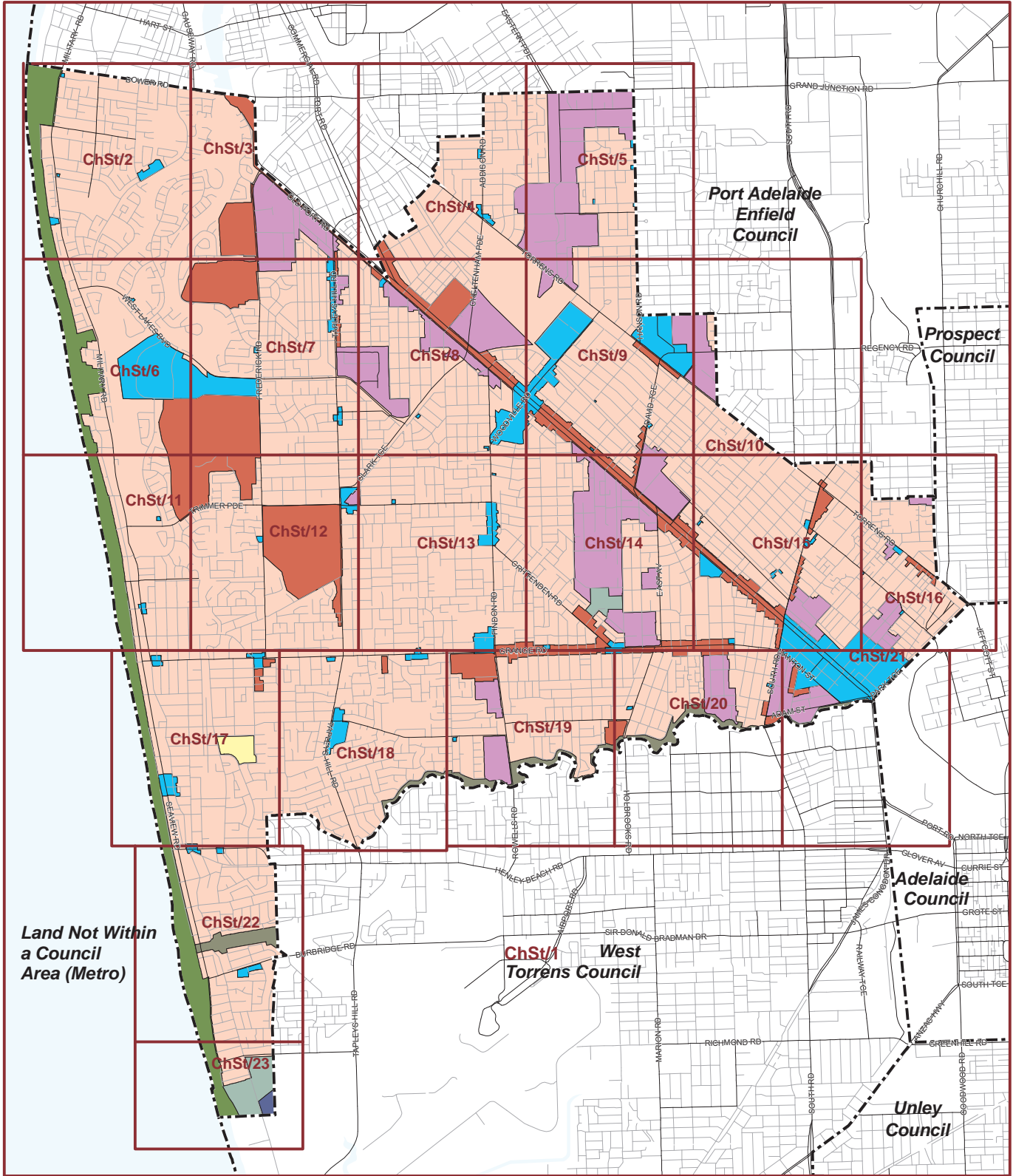
Issue	Overlay Map Numbers
Strategic Transport Routes	ChSt/21

Concept Plan Maps

Concept Plan Title	Concept Plan Map Numbers
Fulham Gardens Policy Area 1	ChSt/1
Hindmarsh Policy Area 2	ChSt/2
Kilkenny Policy Area 3	ChSt/3
West Lakes Policy Area 4	ChSt/4
Woodville Policy Area 5	ChSt/5
Urban Village Policy Area 9	ChSt/6
Findon Policy Area 10	ChSt/7
Findon Road Policy Area 11	ChSt/8
Henley Square Policy Area 12	ChSt/9
Royal Park Policy Area 13	ChSt/10
Welland Policy Area 14	ChSt/11
Allotments Affected by Aircraft Noise	ChSt/12
Allotments Affected by Foundry Noise	ChSt/13
Building Restriction Area	ChSt/14
Building Restriction Areas	ChSt/15
Building Restriction Areas	ChSt/16
Building Restriction Areas	ChSt/17
Cheltenham Park and Woodville Medium Density	ChSt/18
Former Underdale Campus Site	ChSt/19
Precinct 81 Stadium Beverley	ChSt/20
Former West Lakes Council Depot Land	ChSt/21
Woodville West	ChSt/22
Bowden Urban Village Urban Core Zone	ChSt/23
Precinct 21 Railway Station	ChSt/24
West Lakes Urban Core Zone	ChSt/25
Adelaide Shores	ChSt/26

ATTACHMENT D

Council Index Map – Charles Sturt



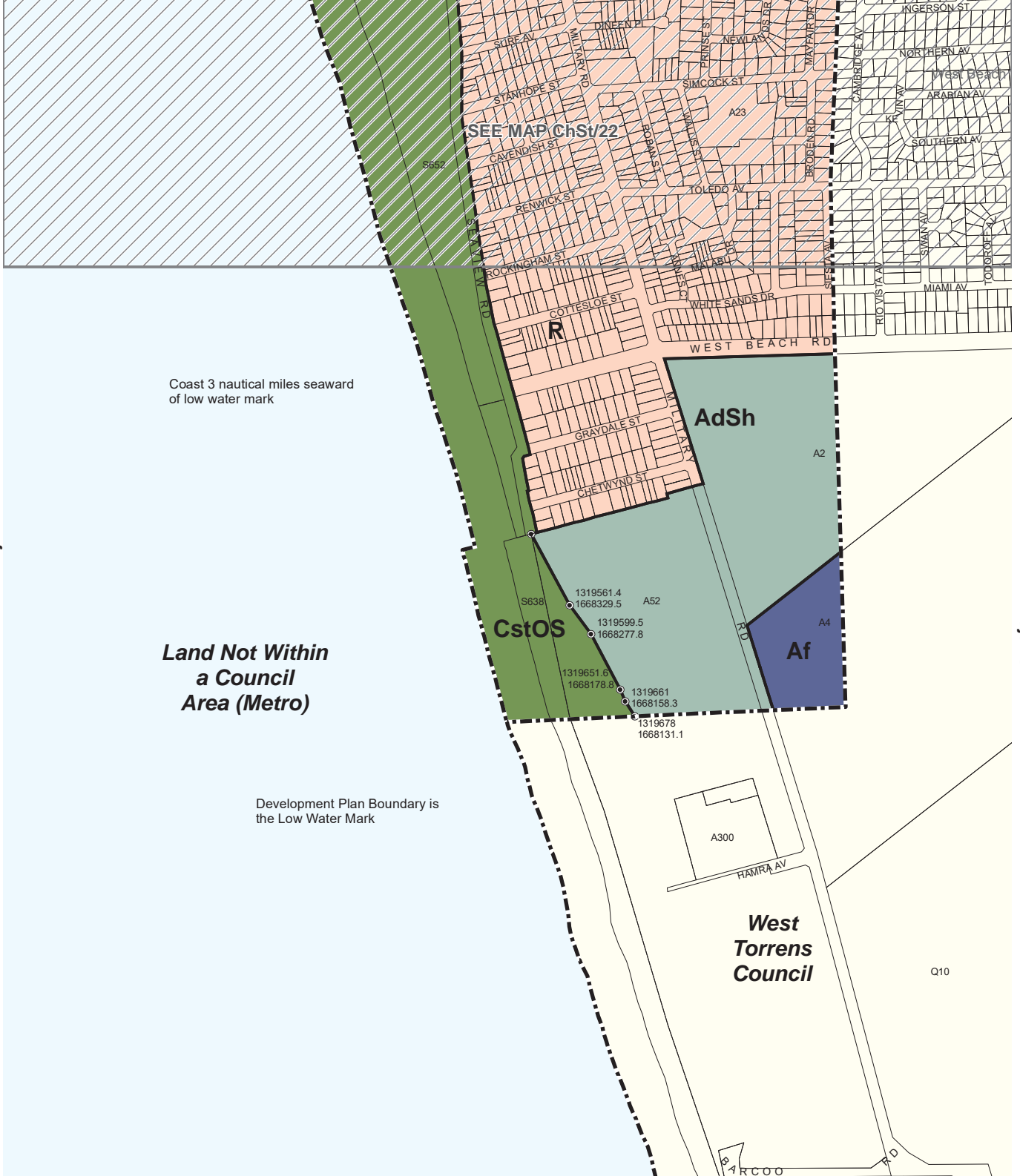
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps ChSt/1 to Map ChSt/24 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

Council Index Map

ATTACHMENT E

Zone Map ChSt/23

MAP ChSt/22 Adjoins



See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

MAP ChSt/1 Adjoins

Zones

- AdSh Adelaide Shores
- Af Airfield
- CstOS Coastal Open Space
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map ChSt/23

ATTACHMENT F

Strategic Transport Routes Overlay - West Torrens

Strategic Transport Routes Overlay

Refer to the [Map Reference Tables](#) for a list of maps that relate to this overlay.

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Strategic Transport Routes*.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
 - (a) avoid the provision of parking on the main carriageway
 - (b) be accessible via service roads, where possible, that provide:
 - (i) parking off the main carriageway
 - (ii) a buffer from the main carriageway for pedestrian and cycle activity
 - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.
- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a 1.2 metre wide continuous accessible path behind the bus shelter.

ATTACHMENT G

Coastal Marina Zone - West Torrens

Coastal Marina Zone

Refer to the [Map Reference Table](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A zone that provides for a marina and maritime development.
- 2 A zone accommodating a range of marine activities associated with and in support of recreation and tourist development in the locality, including retail and boat storage.
- 3 A range of boating activities and facilities that are integrated with the adjacent recreation and tourist related activities in the locality.
- 4 Buildings and facilities designed to high architectural standards and established within a landscaped setting, including tree plantings around buildings and car parking areas.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone which is located on land in the care and control of the West Beach Trust and currently accommodates the South Australian Sea Rescue Squadron and the Adelaide Sailing Club, provides an opportunity for development of a boat launching and return facility and other associated marine activities. Potential exists for the water and sea related clubs to be co-located in updated facilities and the substantial redevelopment of the area for boat launching, car parking and associated activities including retail and boat storage. It is desirable for marine uses to be integrated with recreation and tourist land uses in the area to generate year-round activities.

Commercial and retail activities in the zone will be associated with boating and marine uses. Development should be of a size and scale required to primarily serve the needs of tourists, visitors to the area and users of nearby recreational facilities. Development in the order of 500 to 1500 square metres of total retail floor space, that may include smaller tenancies that cater for a mix of uses, is envisaged. Development should be consistent with the open landscape character of the site through the application of appropriate setbacks and landscaping, building scale and materials that are compatible with this character.

Development including buildings and facilities will be sited so as not to cause an unreasonable nuisance or disturbance to occupants of residential buildings or tourist accommodation in the locality. Furthermore, development will have regard to possible noise impacts from the operation of the adjacent Adelaide airport and must ensure that the safe operation of the airport is not compromised.

Development will have regard to potential odour impacts of the adjacent Glenelg wastewater treatment plant and must ensure that the future operation of the plant is not compromised.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - amenity block associated with marine or boating activities
 - boat berth, jetty, pier and pontoons
 - boat construction, maintenance, repair or sale
 - boat servicing facility (including fuel supply, power, water, effluent pump, toilets and showers)
 - car parking

- coastal protection work
 - clubroom in association with a marina or a water and sea related club
 - educational establishment associated with marine or boating activities
 - emergency services facility
 - entertainment, cultural and exhibition facility
 - fencing associated with marine or boating activities
 - hall
 - hotel
 - licensed premises
 - lighting for night use of facilities
 - loading and unloading facility
 - marina
 - maritime structures
 - office associated with marine or boating facilities
 - outbuilding or store in association with marine or boating activities
 - parking for vehicles and boats
 - restaurant
 - service trade premises in association with the sale, rental or display of boats
 - shop or groups of shops in association with marine or boating facilities
 - small scale tourist development
 - storage
 - wastewater collection, storage and transfer facility.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development within the zone should incorporate boat launching and return facilities with parking and public access for provision for associated development such as a chandlery, boat servicing and storage, boat sales, fuelling facilities, water-based recreation club(s) and an off-shore boat launching facility.
- 4 Other uses associated with boating and tourist activities including ablutions and store rooms, shops and restaurants can be developed within the zone.
- 5 Administrative, service, storage and maintenance facilities should be unobtrusively sited and screened.

Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Strong thematic landscaping incorporate locally indigenous plant species should be to improve the landscape, provide shade and shelter, create interest and provide attractive landscaped civic spaces that are well connected with other activities and encourage public interaction.
- 8 Landscaping should form an integral part of the design and be used to define spaces, reinforce internal networks, screen utility areas and enhance the visual amenity of the area.
- 9 Car parking areas should be consolidated and co-ordinated where possible, and shaded and screened with vegetation to improve the amenity of the zone.
- 10 The shared use of car parking facilities between different land uses and activities should be encouraged.
- 11 Development should maintain pedestrian and bicycle access to and along the coast with provision for vehicular movement limited to that required to allow access to servicing requirements, boat sales, the off-shore and shore based boat launching facilities and associated clubs and facilities.
- 12 Pedestrian and bicycle pathways should link tourist accommodation with other recreation and tourist facilities within the area.

- 13 Development including associated roads and parking areas, other than minor structures unlikely to be adversely affected by flooding, should be protected from sea level rise by ensuring all of the following apply:
 - (a) site levels are at least 3.30 metres Australian Height Datum
 - (b) building floor levels are at least 3.55 metres Australian Height Datum
 - (c) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100 at the site.
- 14 The sea wall and sand pipeline adjacent to the foreshore shall be maintained so as to provide adequate protection from coastal erosion.
- 15 Over water development other than boat berthing and servicing facilities, ancillary walkways and channel markers should have a floor area of at least 4.25 metres AHD to provide protection for coastal flooding to the year 2100.
- 16 Development adjacent to the facilities within the Glenelg wastewater treatment plant should satisfy (a) and (b):
 - (a) not prejudice the plant's current or future operations
 - (b) be located, designed and developed having regard to the potential environmental impacts associated with odour from the operation of the facility and the potential expanded operation of the facility.
- 17 Advertisements and/or advertising hoarding should be associated with marine or boating activities within Adelaide Shores and measure no greater than 9 metres in height, and up to 18 square metres in sign area.

Land Division

- 18 Other than a lease plan, land division can only occur where a rearrangement of existing allotment boundaries takes place as part of a co-ordinated 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.
- 19 No additional allotments should be created within the zone.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table We/To1 – Conditions for Complying Development](#):

Non-complying Development

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

Form of Development	Exceptions
Agriculture	
Auction room	

Form of Development	Exceptions
Bus depot	
Dwelling	
Crematorium	
Fuel Depot	Except in association with marine uses.
Hospital	
Horticulture	
Industry	Except boat repairs or marine associated activities.
Intensive animal keeping	
Land division	Except where no additional allotments are created either partly or wholly within the zone or the division is the subject of a lease plan in association with and ancillary to marine or boating uses.
Motor repair station	
Petrol filling station	Except in association with marine uses.
Place of worship	
Plant nursery	
Prescribed mining operations	
Residential Flat Building	
Primary school	
Road transport terminal	
Special industry	
Stock sales yard	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
All forms of development which are envisaged in the zone	

ATTACHMENT H

Map Reference Tables - West Torrens

Map Reference Tables

Index Maps

Map Reference

[Council Index Map](#)

Zone Maps

Zone Name	Map Numbers
Adelaide Shores Zone	WeTo/6, WeTo/10
Airfield Zone	WeTo/6, WeTo/7, WeTo/8, WeTo/10, WeTo/11, WeTo/12
Bulky Goods Zone	WeTo/9
Coastal Marina Zone	WeTo/10
Coastal Open Space Zone	WeTo/10
Commercial Zone	WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/8, WeTo/9, WeTo/13, WeTo/14
Community Zone	WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/9, WeTo/11, WeTo/12
District Centre Zone	WeTo/4, WeTo/5, WeTo/13
Industry Zone	WeTo/4, WeTo/5, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14
Local Centre Zone	WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/9, WeTo/12, WeTo/13, WeTo/15
Neighbourhood Centre Zone	WeTo/5, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/14, WeTo/15
Open Space Zone	WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6
Residential Zone	WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15

Policy Area Maps

Policy Area Name	Map Numbers
Arterial Roads Policy Area 1	WeTo/4, WeTo/8, WeTo/9, WeTo/13, WeTo/14
District Commercial Policy Area 2	WeTo/3, WeTo/5, WeTo/8, WeTo/9, WeTo/13
Local Commercial Policy Area 3	WeTo/2, WeTo/3, WeTo/7
Office Park Policy Area 4	WeTo/9
Recreation Policy Area 5	WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/9, WeTo/11, WeTo/12
Brickworks Policy Area 6	WeTo/4, WeTo/5
Kurrulta Park Policy Area 7	WeTo/13

Policy Area Name	Map Numbers
Torrensville Policy Area 8	WeTo/4, WeTo/5
Infrastructure Policy Area 9	WeTo/10
Netley Policy Area 10	WeTo/8, WeTo/12
Mixed Use Policy Area 11	WeTo/9, WeTo/13
Henley Beach Road (East)/Mile End Hotel Policy Area 12	WeTo/5
Hilton Policy Area 13	WeTo/8, WeTo/9
Marleston Policy Area 14	WeTo/8, WeTo/9
Novar Gardens Policy Area 15	WeTo/14
Plympton Policy Area 16	WeTo/12, WeTo/15
Richmond Policy Area 17	WeTo/8
Tennyson Street Policy Area 18	WeTo/13
Thebarton Policy Area 19	WeTo/5
Residential Policy Area 20	WeTo/2, WeTo/3, WeTo/4, WeTo/6, WeTo/7, WeTo/10, WeTo/11, WeTo/14
Residential Policy Area 21	WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/8, WeTo/11, WeTo/12, WeTo/14, WeTo/15
Residential Policy Area 22	WeTo/4, WeTo/5, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/14, WeTo/15
Residential Policy Area 23	WeTo/12, WeTo/13
Residential Policy Area 24	WeTo/4
Elston Street (Brooklyn Park) Policy Area 25	WeTo/7
Mile End Policy Area 26	WeTo/5, WeTo/9
Richmond Policy Area 27	WeTo/9
Rose Street Policy Area 28	WeTo/5
Torrensville Policy Area 29	WeTo/5

Precinct Maps

Precinct Name	Map Numbers
Precinct 1 Anzac Highway	WeTo/13
Precinct 2 Henley Beach Road	WeTo/4
Precinct 3 Intersection	WeTo/8, WeTo/9, WeTo/13, WeTo/14
Precinct 4 Richmond Road	WeTo/8
Precinct 5 Sir Donald Bradman Drive (Mile End)	WeTo/9
Precinct 6 South Road (Keswick)	WeTo/9, WeTo/13
Precinct 7 South Road (Mile End)	WeTo/9

Precinct Name	Map Numbers
Precinct 8 South Road (Mile End South)	WeTo/9
Precinct 9 Mile End	WeTo/5, WeTo/9
Precinct 10 Open Space	WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/9, WeTo/11, WeTo/12
Precinct 12 Henley Beach Road West	WeTo/4
Precinct 13 Torrensville South	WeTo/5

Historic Conservation Area Maps

Area Name	<i>shown within Overlay Maps - Heritage</i>
Historic Conservation Area	WeTo/4, WeTo/5, WeTo/7, WeTo/9

Overlay Maps

Issue	Map Numbers
Location	WeTo/1, WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15
Transport	WeTo/1, WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15
Heritage	WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/7, WeTo/8, WeTo/9, WeTo/12, WeTo/13, WeTo/14, WeTo/15
Development Constraints	WeTo/1, WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/8, WeTo/9, WeTo/10, WeTo/11, WeTo/12, WeTo/13, WeTo/14, WeTo/15
Natural Resources	WeTo/2, WeTo/3, WeTo/4, WeTo/5, WeTo/6, WeTo/7, WeTo/10, WeTo/14
Strategic Transport Routes	WeTo/6, WeTo/10

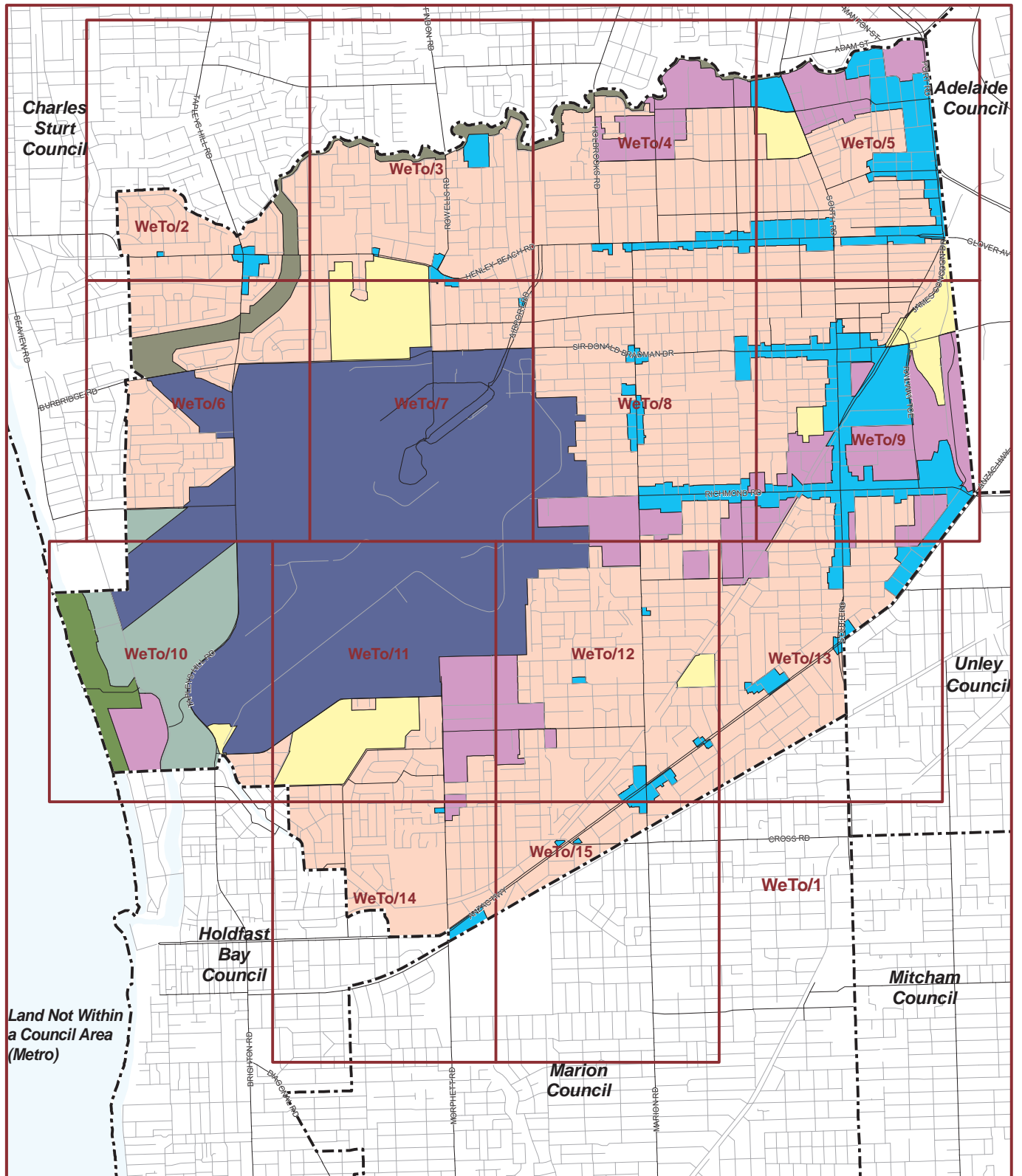
Concept Plan Maps

Concept Plan Title	Map Numbers
Mile End South Bulky Goods Zone	Concept Plan Map WeTo/1
Prominent Development Sites	Concept Plan Map WeTo/2
Anzac Highway Commercial	Concept Plan Map WeTo/3
Henley Beach Road Commercial	Concept Plan Map WeTo/4
Anzac Highway & South Road Intersection Commercial	Concept Plan Map WeTo/5a
Sir Donald Bradman Drive & Marion Road Intersection Commercial	Concept Plan Map WeTo/5b
Marion Road & Richmond Road Intersection Commercial	Concept Plan Map WeTo/5c
Anzac Highway & Morphett Road Intersection Commercial	Concept Plan Map WeTo/5d
Richmond Road & South Road Intersection Commercial	Concept Plan Map WeTo/5e
Richmond Road (Marleston) Commercial	Concept Plan Map WeTo/6a

Concept Plan Title	Map Numbers
Richmond Road (Richmond) Commercial	Concept Plan Map WeTo/6b
Richmond Road (Keswick/Mile End South) Commercial	Concept Plan Map WeTo/6c
Sir Donald Bradman Drive (Mile End) Commercial	Concept Plan Map WeTo/7
South Road (Keswick) Commercial	Concept Plan Map WeTo/8
South Road (Mile End) Commercial	Concept Plan Map WeTo/9
South Road (Mile End South) Commercial	Concept Plan Map WeTo/10
Office Park Commercial	Concept Plan Map WeTo/11
Mile End Recreation	Concept Plan Map WeTo/12
Mile End South Recreation	Concept Plan Map WeTo/13
Adelaide Shores	Concept Plan Map WeTo/14
Brickworks District Centre	Concept Plan Map WeTo/15
Kurralta Park District Centre	Concept Plan Map WeTo/16
Torrensville District Centre	Concept Plan Map WeTo/17
Former Apollo Stadium Industry	Concept Plan Map WeTo/18
North Plympton/Camden Park Industry	Concept Plan Map WeTo/19
Novar Gardens Industry	Concept Plan Map WeTo/20
Netley Industry	Concept Plan Map WeTo/21
Hilton Neighbourhood Centre	Concept Plan Map WeTo/22
Marleston Neighbourhood Centre	Concept Plan Map WeTo/23
Novar Gardens Neighbourhood Centre	Concept Plan Map WeTo/24
Plympton Neighbourhood Centre	Concept Plan Map WeTo/25
Richmond Neighbourhood Centre	Concept Plan Map WeTo/26
Tennyson Street Neighbourhood Centre	Concept Plan Map WeTo/27
Residential Promenade	Concept Plan Map WeTo/28

ATTACHMENT I

Council Index Map - West Torrens



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps WeTo/1 to Map WeTo/15 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

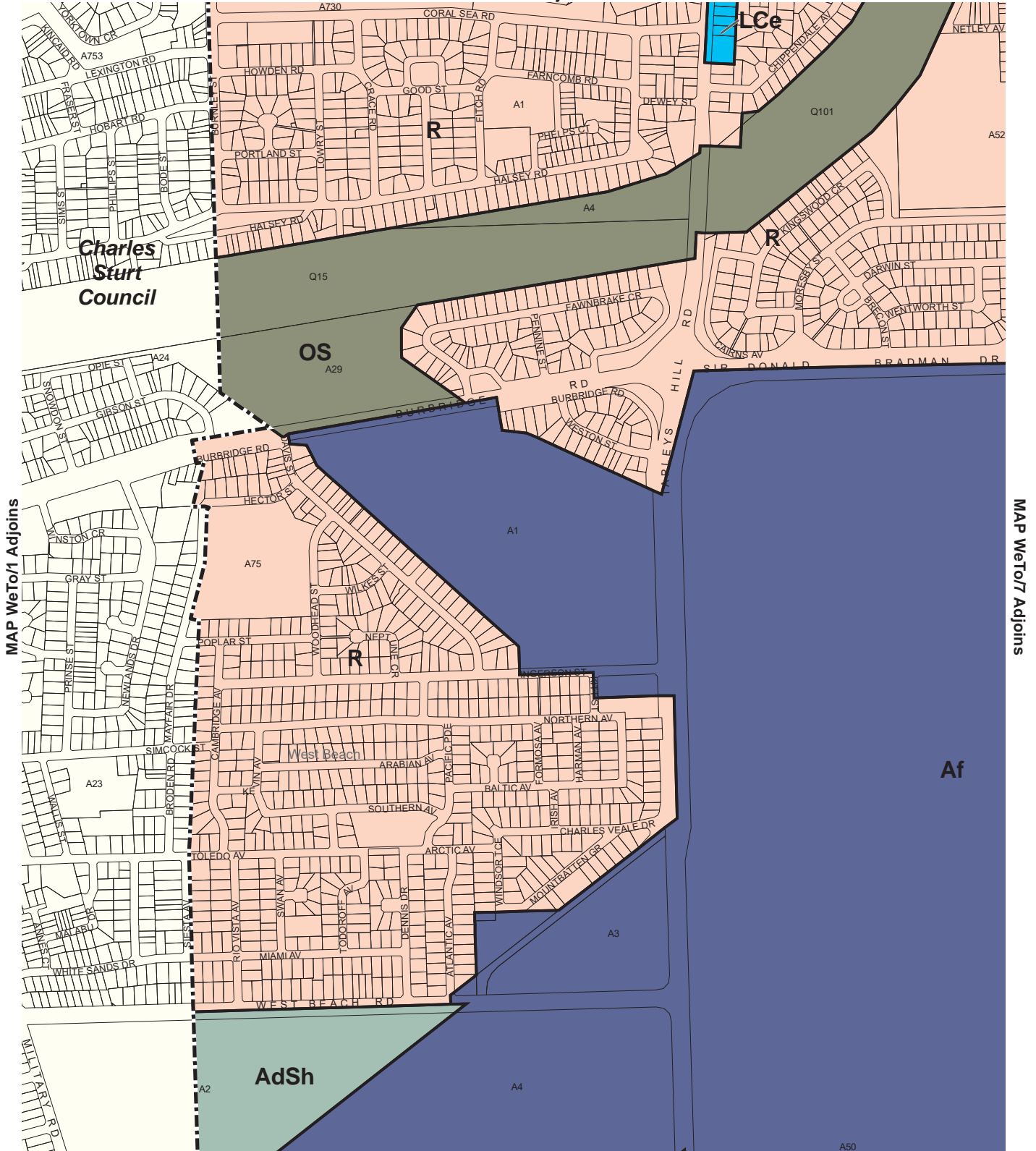


Council Index Map

ATTACHMENT J

Zone Map WeTo/6 and Zone Map WeTo/10

MAP WeTo/2 Adjoins

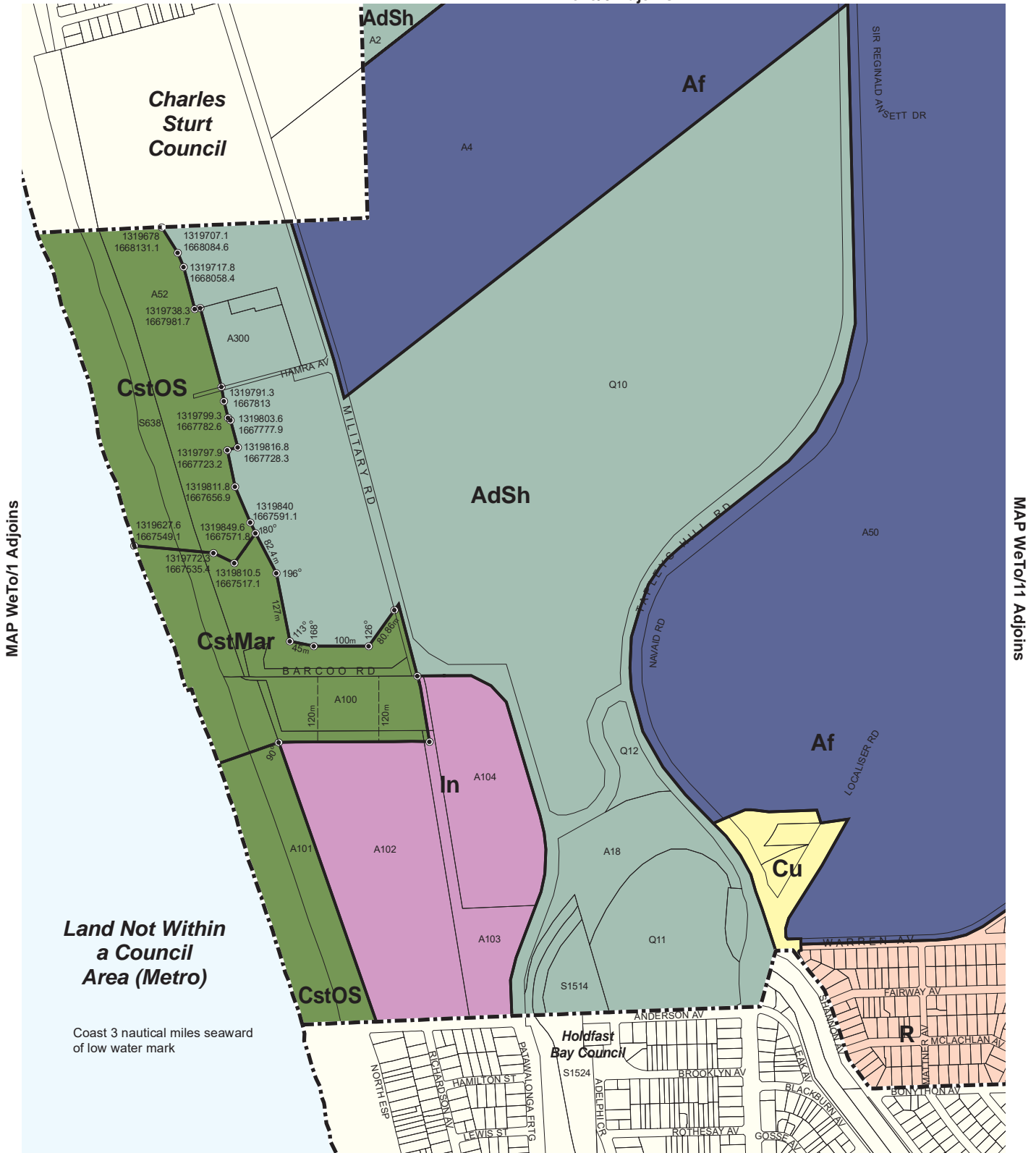


Lamberts Conformal Conic Projection, GDA94



- Zones**
- AdSh Adelaide Shores
 - Af Airfield
 - LCe Local Centre
 - OS Open Space
 - R Residential
 - Zone Boundary
 - Development Plan Boundary

Zone Map WeTo/6



Lamberts Conformal Conic Projection, GDA94

Zones

- AdSh Adelaide Shores
- Af Airfield
- CstMar Coastal Marina
- CstOS Coastal Open Space
- Cu Community
- In Industry
- R Residential
- Zone Boundary
- Development Plan Boundary

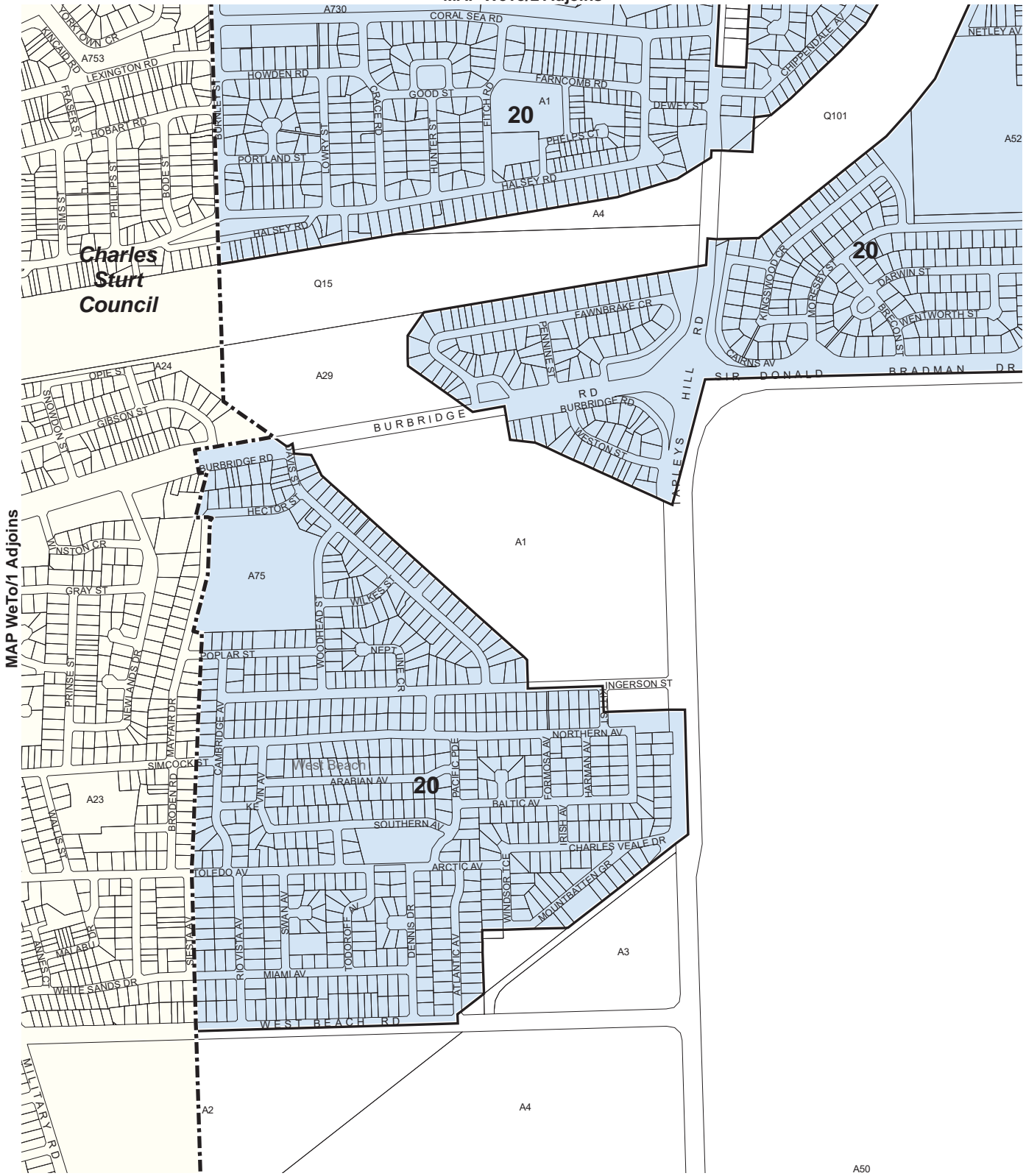


Zone Map WeTo/10

ATTACHMENT K

Policy Area Map WeTo/6 and Policy Area Map WeTo/10

MAP WeTo/2 Adjoins



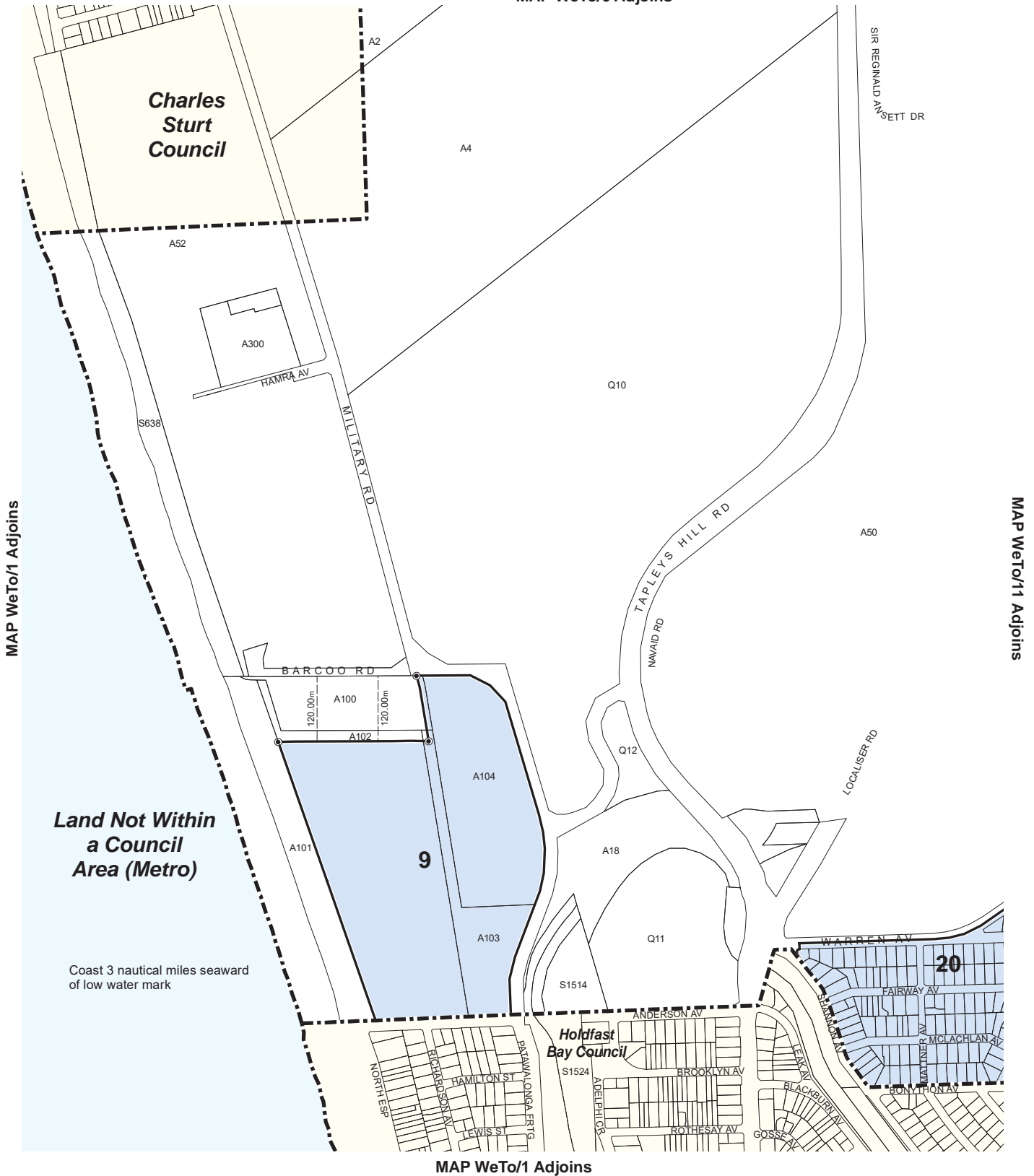
Lamberts Conformal Conic Projection, GDA94

Policy Area
20 Residential

- Policy Area Boundary
- Development Plan Boundary

Policy Area Map WeTo/6

MAP WeTo/6 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Policy Area**
 20 Residential
 9 Infrastructure



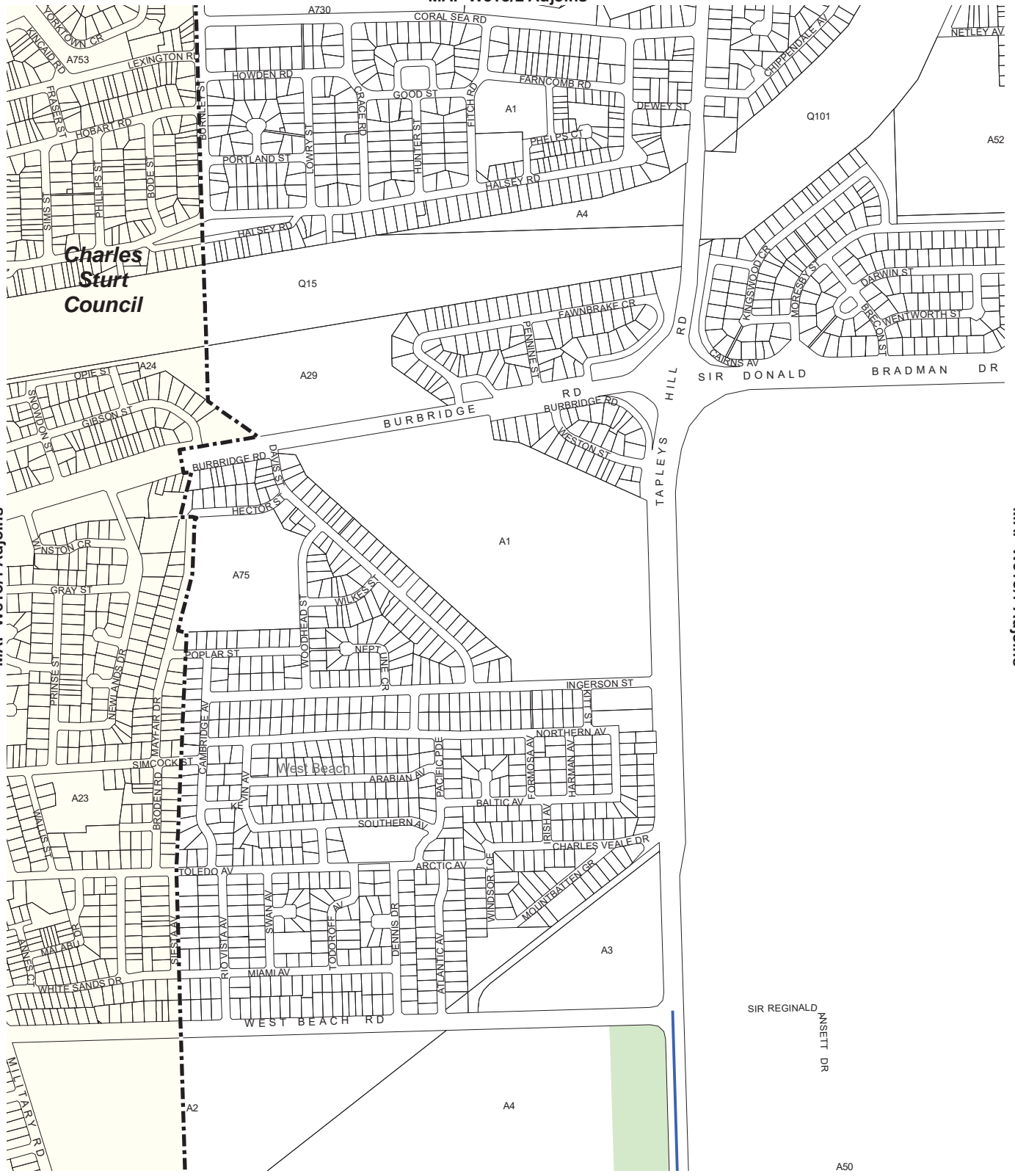
Policy Area Map WeTo/10

- Policy Area Boundary
- Development Plan Boundary

ATTACHMENT L

Overlay Map WeTo/6 - Strategic Transport Routes

MAP WeTo/2 Adjoins



**Charles
Sturt
Council**

MAP WeTo/1 Adjoins

MAP WeTo/7 Adjoins

MAP WeTo/10 Adjoins



Overlay Map WeTo/6 STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Designated Area
- Development Plan Boundary

WEST TORRENS COUNCIL

ATTACHMENT M

Overlay Map WeTo/10 - Strategic Transport Routes

MAP WeTo/6 Adjoins






MAP WeTo/1 Adjoins



Overlay Map WeTo/10

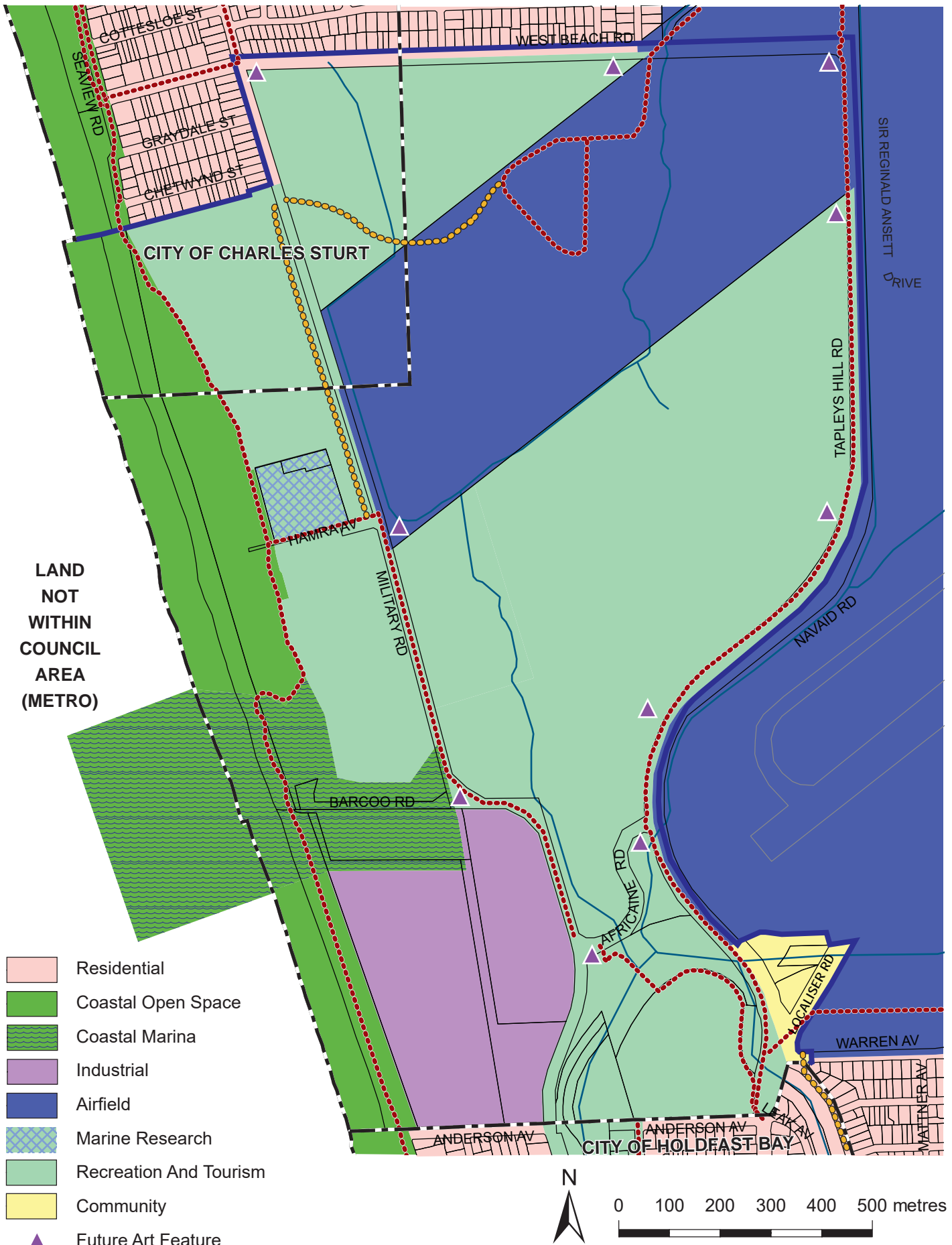
STRATEGIC TRANSPORT ROUTES

WEST TORRENS COUNCIL

-  Strategic Transport Route
-  Designated Area
-  Development Plan Boundary

ATTACHMENT N

Concept Plan Map WeTo/14 – Adelaide Shores



LAND NOT WITHIN COUNCIL AREA (METRO)

- Residential
- Coastal Open Space
- Coastal Marina
- Industrial
- Airfield
- Marine Research
- Recreation And Tourism
- Community

- Future Art Feature
- Existing Bike and Pedestrian Path
- Future Bike and Pedestrian Path
- Water Courses
- Concept Plan Boundary
- Development Plan Boundary

Concept Plan Map WeTo/14

ADELAIDE SHORES

ATTACHMENT O

Coastal Marina Zone - LNWCA(MA)

Coastal Marina Zone

Introduction

The objectives, proposals and principles of development control that follow apply to the area referred to as the Coastal Marina Zone shown on [Map LNWCA\(MA\)/4](#). They are additional to those expressed for the whole of the councils area or in the out of councils area.

OBJECTIVES

- Objective 1:** A zone that provides for marina and maritime development that focuses on boat launching and return and associated activities, including aquatic and marine related tourist developments.
- Objective 2:** A zone accommodating a range of boating facilities and activities associated with and in support of aquatic and marine related recreation and tourist development, including retail and boat storage.
- Objective 3:** Development of an off-shore boat launching facility and associated boat trailer and car park.
- Objective 4:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone primarily covers the off shore land in the care and control of the West Beach Trust. This land and the adjacent on shore land currently accommodates the SA Sea Rescue Squadron and the Adelaide Sailing Club, provides an opportunity for development of a boat launching and return facility and other associated marine activities. Potential exists for the water and sea related clubs to be co-located in updated facilities and the substantial redevelopment of the area for boat launching, car parking and associated activities including retail and boat storage.

The broader locality is comprised of a range of recreation and tourist uses including public reserves, golf courses and driving ranges, tennis courts, sporting clubs and grounds, indoor sporting facilities, skate and BMX facilities, tourist accommodation, tourist developments and boating activities. It is envisaged that the area will be developed and maintained as a distinct and vibrant marine and recreation area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - aquatic and marine related tourist developments
 - boat berth, jetty, pier and pontoons
 - boat servicing facility (including fuel supply, power, water, effluent pump, toilets and showers)
 - coastal protection work
 - emergency services facility
 - lighting for night use of facilities
 - loading and unloading facility
 - marina
 - maritime structures
 - parking for vehicles and boats
 - storage
 - wastewater collection, storage and transfer facility.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development within the zone should be comprised primarily of boat launching and return facilities with parking and public access for provision for associated development such as a chandlery, boat servicing

and storage, boat sales, fuelling facilities, water-based recreation club(s), aquatic and marine related tourist developments and an off-shore boat launching facility.

- 4 Ablutions, and store-rooms and similar uses should only occur where they are ancillary to and associated with boating activities or facilities in the zone.
- 5 Development should not be undertaken in this zone if it is classified as unacceptable in terms of *Australian Standard 2021-1994 Section 2, Building Siting Against Aircraft Noise Intrusion*.
- 6 Development which is classified as conditional in terms of *Australian Standard 2021-1994 Section 2, Building Siting Against Aircraft Noise Intrusion* should not be allowed unless aircraft noise attenuation, determined in accordance with *Clause 3.3 of AS 2021-1994*, is undertaken.

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Development should not create conditions which attract bird species that are likely to disrupt aircraft movements or result in increased risk of bird strike for aircraft using Adelaide International Airport.
- 9 The height of any development should not exceed the Obstacle Limitation Surface (OLS) of current and future runways.
- 10 Development should not result in external lighting which is likely to be detrimental to safe aircraft navigation.
- 11 Development should not impair the amenity of adjoining development or of any coastal area, or the public enjoyment of sporting and other recreational facilities in the locality.
- 12 Development should provide adequate access, manoeuvring, servicing and parking areas in accord with sound traffic management practices.
- 13 Development should maintain pedestrian access to and along the coast with provision for vehicular movement limited to that required to allow access to servicing requirements, boat sales, the off-shore and shore based boat launching facilities and associated clubs and facilities.
- 14 Pedestrian pathways should link tourist accommodation with other recreation and tourist facilities within the area.
- 15 Development including associated roads and parking areas, other than minor structures unlikely to be adversely affected by flooding, should be protected from sea level rise by ensuring all of the following apply:
 - (a) site levels are at least 3.30 metres Australian Height Datum;
 - (b) building floor levels are at least 3.55 metres Australian Height Datum; and
 - (c) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100 at the site.
- 16 Over water development other than boat berthing and servicing facilities, ancillary walkways and channel markers should have a floor area of at least 4.25 metres AHD to provide protection from coastal flooding to the year 2100.
- 17 The sea wall and sand pipeline adjacent to the foreshore shall be maintained so as to provide adequate protection from coastal erosion.

18 The following forms of development are **non-complying** in the Coastal Marina Zone:

- Agriculture
- Auction room
- Bus depot
- Consulting room
- Hospital
- Industry, except boat repairs or marine associated activities
- Junk yard
- Motor repair station
- Prescribed mining operations
- Road transport terminal
- Stock sales yard
- Timber yard
- Warehouse
- Waste reception, storage, treatment or disposal
- Wrecking yard.

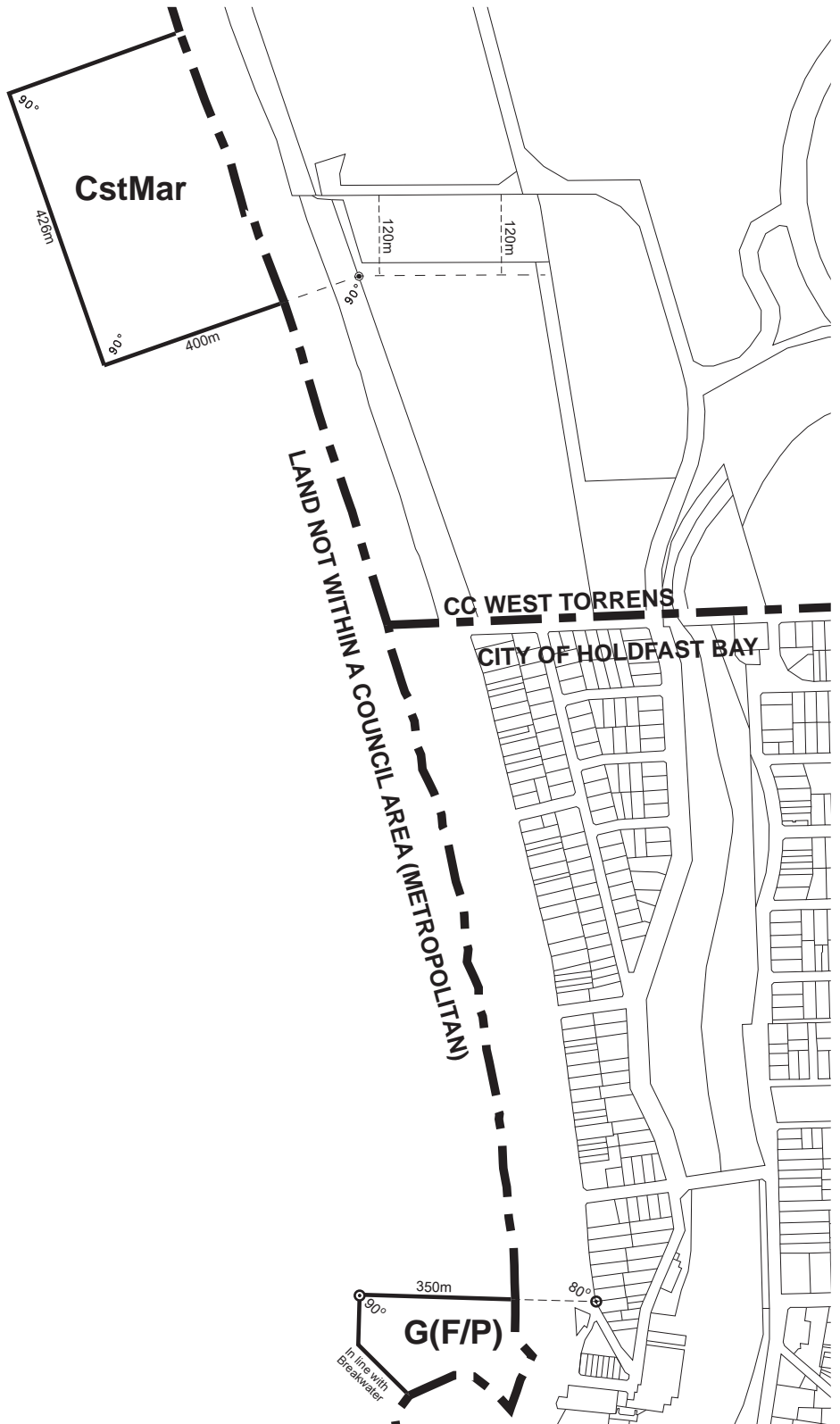
Public Notification

19 All kinds of development that are envisaged in the zone are assigned as Category 1 Development in the Coastal Marina Zone.

ATTACHMENT P

Zones Map LNWCA(MA)/4

Gulf of
St Vincent



CstMar
G(F/P)

Coastal Marina
Glenelg (Foreshore/Patawalonga)

Scale 1:10000

0 500metres

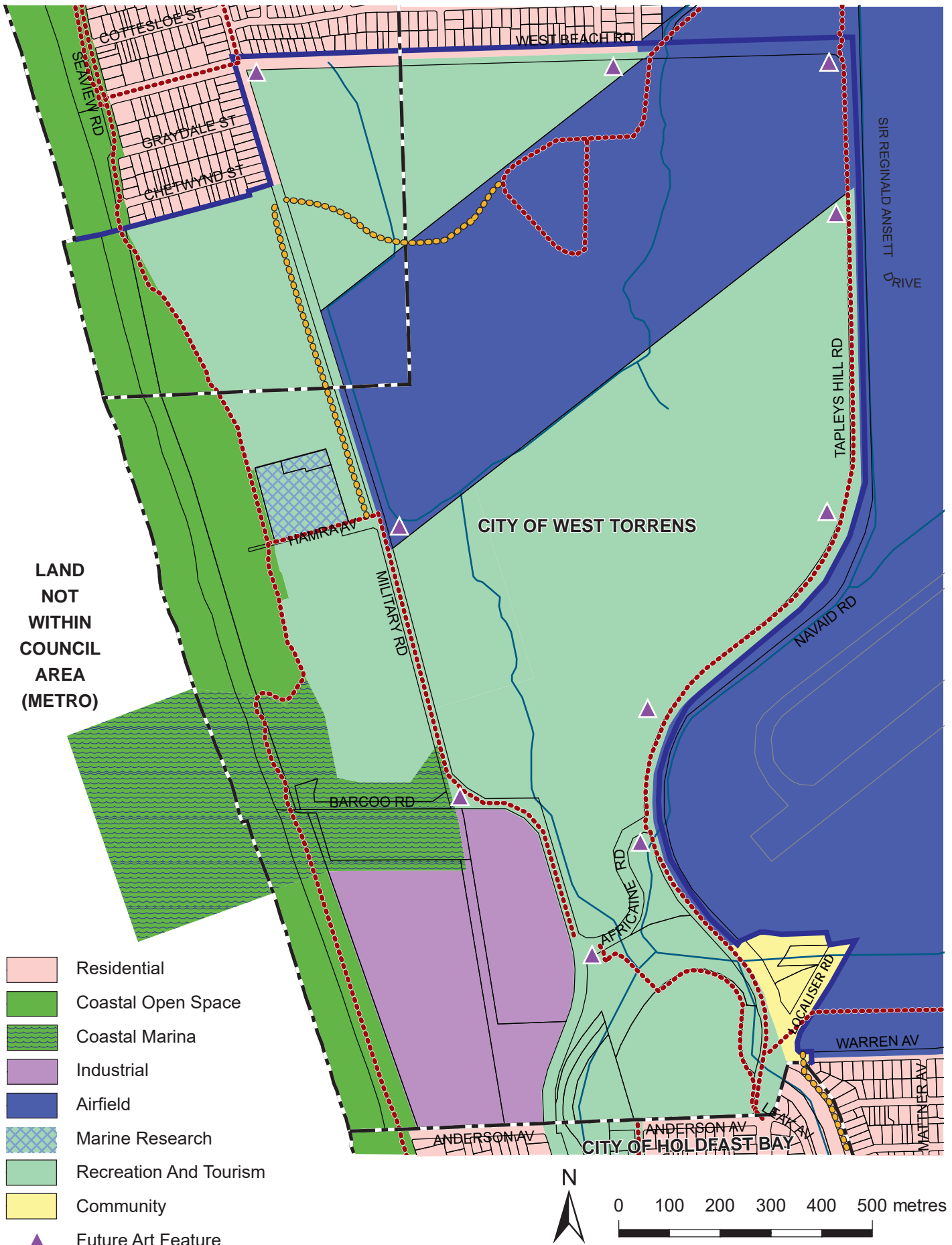


LAND NOT WITHIN A COUNCIL AREA (METROPOLITAN) ZONES MAP LNWCA(MA)/4

— Zone Boundary
- - - Development Plan Boundary

ATTACHMENT Q

Concept Plan Map ChSt/26 - Charles Sturt



LAND NOT WITHIN COUNCIL AREA (METRO)

- Residential
- Coastal Open Space
- Coastal Marina
- Industrial
- Airfield
- Marine Research
- Recreation And Tourism
- Community

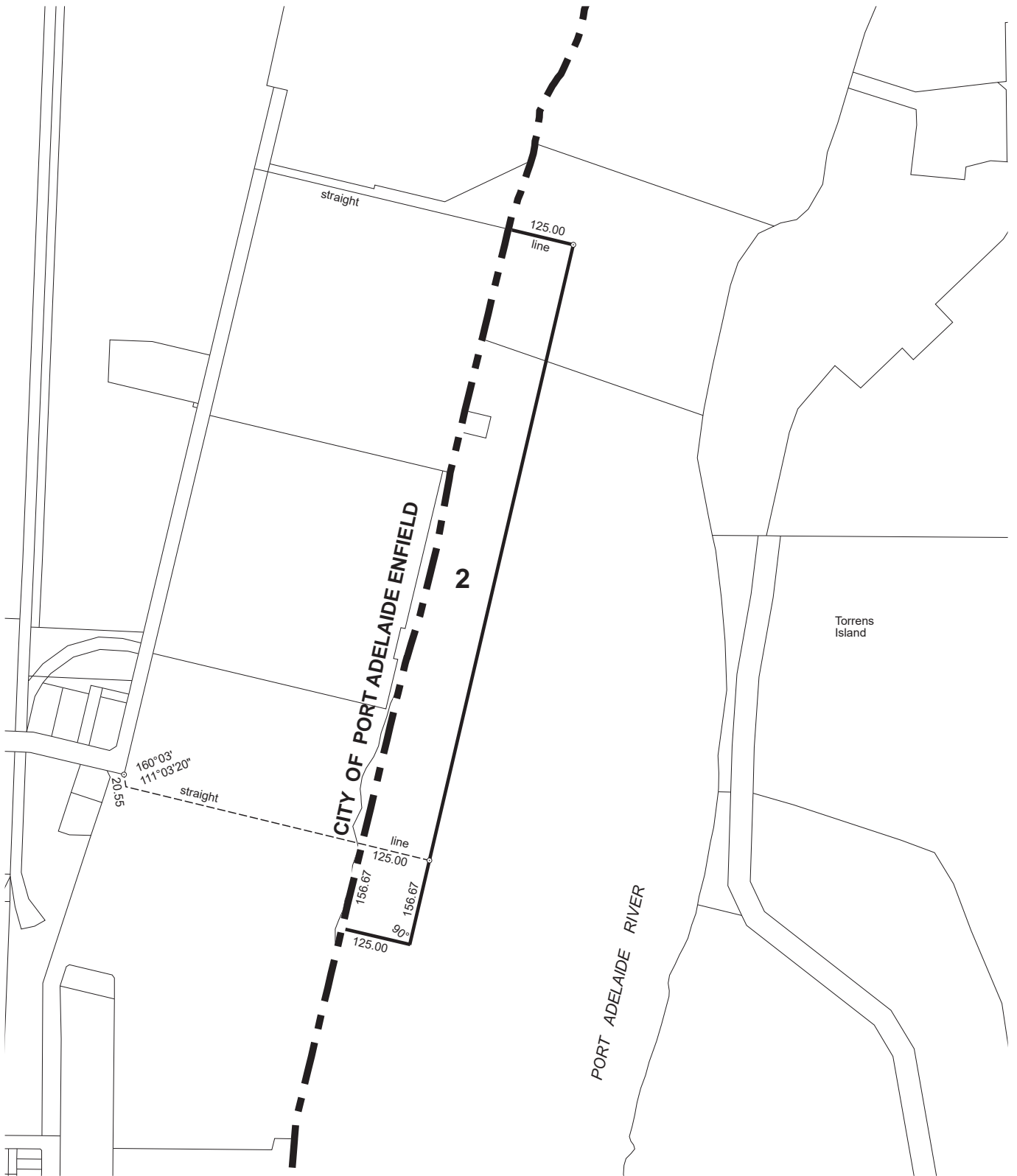
- Future Art Feature
- Existing Bike and Pedestrian Path
- Future Bike and Pedestrian Path
- Water Courses
- Concept Plan Boundary
- Development Plan Boundary

Concept Plan Map ChSt/26

ADELAIDE SHORES

ATTACHMENT R

Policy Area Map LNWCA(MA)/5



2

Osborne Maritime

Scale 1:10000



**LAND NOT WITHIN A COUNCIL AREA
(METROPOLITAN)
POLICY AREA
MAP LNWCA(MA)/5**

— — — — — Development Plan Boundary

ATTACHMENT S

Location Map ChSt/23

MAP ChSt/22 Adjoins



MAP ChSt/1 Adjoins



Location Map ChSt/23

- Local Reserves
- Development Plan Boundary

ATTACHMENT T

Adelaide Shores Zone West Torrens

Adelaide Shores Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A zone accommodating a range of short-term tourist accommodation and associated facilities, sporting, entertainment, cultural and recreational activities including associated spectator and administrative facilities.
- 2 Development of commercial and retail uses that are associated with and in support of recreation and tourist development.
- 3 Short-term tourist accommodation that is predominantly in the form of caravan and camping sites, cabins and serviced apartments surrounded by open landscaped areas.
- 4 Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.
- 5 Buildings and facilities designed to high architectural standards and established within a landscaped setting, including tree plantings around buildings and car parking areas.
- 6 Development including car parking and facilities that are located and designed to blend in with existing vegetation and landscaping and designed to enhance the natural features of the local environment, including visual amenity, landforms, fauna and flora.
- 7 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone includes land in the care and control of the West Beach Trust, which will be developed and maintained as a distinct and vibrant recreation, sporting and tourism destination of State significance, in accordance with [Concept Plan Map WeTo/14 - Adelaide Shores](#). The zone will include a range of tourist activities and tourist development, including tourist accommodation, such as camping sites, caravans and cabins. Land within the zone also comprises a range of recreation and sporting uses including public reserves, golf courses, driving ranges, tennis courts, sporting clubs and grounds, indoor sporting facilities, skate and BMX facilities. It is desirable for recreation uses to be integrated further with tourism related land uses in the area, aiming to generate year-round activities. The zone presents as a key location for tourist accommodation opportunities to be established adjacent the West Beach dune, beaches and coastal areas and the **Coastal Marina Zone**, which includes opportunity for boating activities.

Commercial and retail activities in the zone will be associated with recreation, sporting or tourism uses. Development should be of a size and scale required to primarily serve the needs of tourists, visitors to the area and users of nearby recreational facilities. Development in the order of 500 to 1500 square metres of total retail floor space, that may include smaller tenancies that cater for a mix of uses, is envisaged. Development should be consistent with the open landscape character of the site through the application of appropriate setbacks and landscaping, building scale and materials that are compatible with this character.

Land with frontage to Tapleys Hill Road may accommodate commercial development, where designed to complement other forms of retail and commercial development within the immediate locality. Tapleys Hill Road, however, is classified as a major traffic and freight route that caters for the safe and efficient movement of all types of road users. As this road provides optimal travel efficiency and reliability of travel times throughout the day for heavy vehicles, particularly when freight and commuter peaks coincide, it is envisaged that new development within the vicinity of Tapleys Hill Road will be designed and sited to

minimise any impact or interference on the flow of traffic along Tapleys Hill Road. In achieving this, no additional access points are to be created to Tapleys Hill Road.

SARDI (SA Research and Development Institute-a research division of Primary Industries and Resources SA) is a purpose built marine and freshwater research facility located off Hamra Road. There may be an opportunity to provide improved linkages to the facility or incorporate an educational component, such as an interpretive centre.

Development including buildings and facilities will be sited so as not to cause an unreasonable nuisance or disturbance to occupants of adjacent residential buildings or tourist accommodation within the locality. Furthermore, development will have regard to possible noise impacts from the operation of the adjacent Adelaide Airport and must ensure that the safe operation of the airport is not compromised. Development will have also regard to potential odour impacts of the adjacent Glenelg Wastewater Treatment Plant and must ensure that the future operation of the plant is not compromised.

There may be areas within the zone that are contaminated because of previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may therefore be required to ensure that sites are suitable and safe for their intended use.

Public realm improvements along Military Road will enhance the appearance and street presentation, while promoting low speed vehicle movements and providing for a safer environment for pedestrians and cyclists. Convenient and safe pedestrian access along with pathways for cycling and movement throughout the zone are encouraged, including improved pedestrian and cycling connections beyond the zone.

The Patawalonga Creek which traverses the zone may in the long term accommodate part of a proposed airport runway extension. The Patawalonga Creek and surrounding land will continue to be protected and enhanced as a location of environment and habitat value.

The zone will be developed as a major tourism and sporting hub including the improvement to existing sporting and recreational facilities as well as the establishment of new sporting and recreational facilities. It is envisaged that tourism uses will be primarily located to the west of Military Road with recreation and sporting uses, occurring mostly to the east of Military Rd.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- amenity block, including shower, toilet and laundry facilities
- amusement machine centre
- cabin
- car parking
- caravan permanently fixed to land
- clubroom or meeting room in association with a recreation, community or tourist development
- community centre
- consulting room in association with a recreation, community or tourist development
- dwelling in association with and ancillary to tourist accommodation (ie manager's residence) or a dwelling and/or accommodation that provide accommodation for participants and/or staff of sports related activities
- educational establishments where they relate to marine, sport, recreation or tourism activities
- emergency services facility
- entertainment, cultural or exhibition facility in association with a recreation, community or tourist development
- fencing in association with recreation, community or tourist development
- golf course or golf driving range
- hall or theatre
- hotel or licensed premises in association with a recreation, community or tourist development
- indoor and outdoor recreation facility
- lighting for night use of facilities

- marine-related research activities
 - office in association with recreation, community or tourist development
 - outbuilding or store in association with recreation, community or tourist development
 - personal service establishment
 - recreation area/sports ground and associated facilities including a tennis court, basketball court or playground
 - restaurant
 - shops or groups of shops in association with recreation, community or tourist development
 - showground
 - special event
 - spectator and administrative facilities ancillary to recreation, community or tourist development
 - swimming pool/spa
 - tourist park and other forms of tourist accommodation including a motel, backpacker's hostel, caravan park and/or camping ground.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Tourist accommodation and other uses associated with tourist development including laundries and ablution facilities, shops, restaurants, entertainment, cultural and recreational facilities should be designed and sited to serve holiday makers visiting the area, users of nearby recreational facilities and tourists.
- 4 Development within the zone should be sited and designed in an integrated and co-ordinated manner to facilitate connection with tourist, recreation, community and boating land uses and activities within the zone and adjacent coastal areas.
- 5 A community, sport and recreation hub comprising indoor and outdoor sport, community, entertainment and function facilities should be developed on the southern side of Hamra Avenue and be integrated and coordinated with the range of land uses and activities within the locality, including the adjacent marine-related research activities, where possible.
- 6 The community, sport and recreation hub should be designed to include a hotel or tavern that is able to provide dining facilities for at least twice the number of patrons as bar facilities, to primarily serve the needs of tourists, visitors, local residents and people associated with recreation activities in the immediate locality.
- 7 Intensive tourist and golfing related facilities including function and conference facilities, restaurants, entertainment and recreation facilities should be located primarily on allotments that front onto Military Road.
- 8 Retail development is to be associated with recreation, sporting or tourism uses and should be of a size and scale required to serve the needs of tourists, visitors to the area and users of nearby recreational facilities.
- 9 Administrative, service, storage and maintenance facilities should be unobtrusively sited and screened.

Form and Character

- 10 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 11 Buildings, caravans fixed to land, annexes and recreational facilities within a caravan park or tourist development should be setback a minimum of:
- (a) 1 metre from an internal road
 - (b) 6 metres from a public road
 - (c) 2 metres from the boundary of the caravan park or camping ground.

- 12 Recreation facilities associated with tourist accommodation should be of a size and scale that will maintain the open natural character of the area and be ancillary to the primary role and function of the caravan park or tourist development.
- 13 Strong thematic landscaping incorporating locally indigenous plant species should be established to improve the landscape, provide shade and shelter, create interest and provide attractive landscaped civic spaces that are well connected with other activities and encourage public interaction.
- 14 Landscaping should form an integral part of the design and be used to define spaces and activity areas, reinforce internal networks, screen utility areas and enhance the visual amenity of the area.
- 15 Development adjacent to the Patawalonga Creek should enhance the character and appearance of the area and retain the creek as a water resource and stormwater channel.
- 16 Internal roads should be surfaced to prevent dust becoming a nuisance.
- 17 Safe and convenient pedestrian and bicycle pathways should be developed to encourage access between land uses and activities within the area, such as tourist accommodation, recreation and tourist facilities, boating and marine facilities and adjacent coastal areas.
- 18 Priority should be given to pedestrian movement within the area and provision for vehicular movement should be limited to that required for access to car parking areas, accommodation units and servicing requirements.
- 19 Every caravan, cabin or dwelling site within a caravan park or tourist development should provide parking for at least one vehicle, either located on the site or grouped within the park.
- 20 Car parking areas should be consolidated and co-ordinated where possible, shaded and screened with vegetation and setback to both improve the amenity of the zone and minimise the impact on adjacent residential areas
- 21 The shared use of car parking facilities between different activities and venues should be encouraged.
- 22 In areas prone to flooding or other natural hazards, buildings and structures (including annexes attached to caravans or caravans fixed to land) should be designed and constructed so that they can be removed in the event of a hazard.
- 23 Development adjacent to the facilities within the Glenelg Wastewater Treatment Plant should satisfy (a) and (b):
 - (a) not prejudice the plant's current or future operations
 - (b) be located, designed and developed having regard to the potential environmental impacts associated with odour from the operation of the facility and the potential expanded operation of the facility.
- 24 Advertisements and/or advertising hoardings should be associated with recreation, sporting and tourism activities within Adelaide Shores and measure no greater than 9 metres in height, and up to 18 square metres in sign area.

Traffic and Access

- 25 There should be no additional access points to West Beach Road unless it can be demonstrated that there are movement and safety benefits that reduce impact on adjacent residential areas. Intersection treatments should also be designed to minimise impact on adjacent land uses.

Land Division

- 26 Other than a lease plan, land division can only occur where a rearrangement of existing allotment boundaries takes place as part of a co-ordinated 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.

27 No additional allotments should be created within the zone.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Dwelling	Except for any of the following: (a) a manager's residence in association with and ancillary to tourist accommodation (b) a dwelling and/or accommodation for participants and/or staff of sports related activities.
Fuel depot	
Horse keeping	
Industry	
Land division	Except where no additional allotments are created either partly or wholly within the zone or the division is the subject of a lease plan in association with and ancillary to sporting, tourist or recreational uses.
Motor repair station	
Nursing home	
Service trade premises	
Supported accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

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

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

Category 1	Category 2
All forms of development which are envisaged in the zone and located 60 metres or more from a Residential Zone .	All forms of development which are envisaged in the zone, excluding development of a minor nature, where they are located less than 60 metres from a Residential Zone .



**Government
of South Australia**

Department of Planning,
Transport and Infrastructure

Adelaide Shores

Approval Development Plan Amendment

By the Minister

EXECUTIVE SUMMARY AND ANALYSIS PUBLIC CONSULTATION VERSION.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	ii
Introduction	ii
Need for the amendment	ii
Area affected / affected Development Plans	ii
Proposed policy changes	iv
Legal requirements	vi
Consultation	vi
The final stage	vii
ANALYSIS.....	1
1. BACKGROUND	1
2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS	1
2.1 Consistency with South Australia’s Strategic Plan	1
2.2 Consistency with the Planning Strategy	2
2.3 Consistency with other key policy documents	4

2.4 The State’s Planning Policy Library.....	14
2.5 Infrastructure Planning	19
3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN	21
4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA.....	24
4.1 Existing Zoning and Land use on and adjacent the site	24
4.2 Preliminary consultation with key stakeholders	1
4.3 Human Services, Open Space and Retail	6
4.4 Infrastructure and Stormwater	11
4.5 Transport.....	17
4.6 Airport Implications.....	24
4.7 Biodiversity.....	27
4.8 Site History.....	29
4.9 Heritage.....	30
5. SUMMARY OF RECOMMENDED POLICY CHANGES	31
5.1 Introduction	31
5.2 Recommended Planning Policy	31
5.3 Assessment Matters.....	34
6. STATEMENT OF STATUTORY COMPLIANCE.....	37
6.1 Accords with the Planning Strategy.....	37
6.2 Accords with other parts of the Development Plan.....	37
6.3 Complements the policies in the Development Plans for adjoining areas	37
6.4 Satisfies the requirements prescribed by the Regulations.....	37
REFERENCES/BIBLIOGRAPHY.....	38

THE AMENDMENT

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, under prescribed circumstances, the Minister for Planning to amend a Development Plan.

In this case the Minister is undertaking the amendment because it relates to the areas or parts of the areas of two or more councils (Section 24(1)(b)(i) of the *Development Act 1993*).

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

A DPA consists of:

- Executive Summary (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Conclusions and Recommended policy changes
 - Statement of statutory compliance

- References/Bibliography
- Appendices
- The Amendment.

NEED FOR THE AMENDMENT

The purpose of this DPA is to ensure that policy applying to the Adelaide Shores land holding is in keeping with its status as a major recreation and tourism facility in South Australia. Furthermore the DPA proposes to introduce a policy framework to the area that recognises its significance as a recreation and tourism facility as identified in *The 30 Year Plan for Greater Adelaide*, as well as enabling development that is compatible with future land use opportunities, including those identified as part of the strategic vision for the Adelaide Shores.

The DPA proposes to review the existing policy applying to the area affected, the land holdings, namely 'Adelaide Shores' at West Beach, to ensure that the policy framework is more compatible with existing land uses and meets the with identified strategic goals. It is also proposed to develop a more efficient zoning arrangement than the existing configuration, which currently comprises five zones, one policy area across three Development Plans (Charles Sturt Council, West Torrens Council and Land Not Within a Council Area - Metropolitan).

It is anticipated that the DPA will provide planning policy that gives more certainty and efficiency in the assessment of development applications further establishing Adelaide Shores as one of South Australian's premier sport, recreation and coastal holiday destination.

AREA AFFECTED / AFFECTED DEVELOPMENT PLANS

The area affected by the DPA comprises some 228 hectares of land bounded by Tapleys Hill Road to the east, West Beach Road to the north, Anderson Avenue to the south and the metropolitan coast line to the west, including the offshore seawall at West Beach. Military Road provides primary access to the area affected and divides the site into east and west sections. Africaine Road and the Patawalonga River to the south also bisect the area, with Africaine Road separating the BMX and Skate Park from the rest of Adelaide Shores.

The land holdings comprise a number of owners, including Adelaide Shores (trading name of West Beach Trust) who own and occupy 135 hectares of land (as indicated in the Schedule of the *West Beach Recreation Reserve Act 1987*). The balance of the land includes a 2.2 hectares occupied by the South Australian Research and Development Institute (SARDI) and some 50 hectares of Commonwealth Government land including, 19 hectares leased by the Adelaide Airport and a further 30.8 hectares of land either sub leased or proposed for sub lease from Adelaide Airport to Adelaide Shores. The area also includes an additional 41 hectares covered by coastal waters (including the West Beach Boat ramp and seawall) and a small section of the Patawalonga River.

Land holding	Area (hectares)
Adelaide Shores site (Vested to the West Beach Trust under the <i>West Beach Recreation Reserve Act 1987</i>)	135
Commonwealth Government land (comprised of 19 hectares which is leased by the Adelaide Airport and 30.8 hectares of either sub leased or proposed for sub leasing, between Adelaide Airport and Adelaide Shores)	49.8
Coastal areas (including the off shore seawall at West Beach and a small section of the Patawalonga)	41

SARDI site (owned by the State Government)	2.2
Total Area	228 ha

The area affected by the DPA straddles three separate Development Plans, namely:

- Charles Sturt Council Development Plan
- West Torrens Council Development Plan
- Land Not Within a Council Area (Metropolitan) Development Plan.

The majority of the area affected by the DPA is located within the City of West Torrens. This includes two tourism facilities, several sporting fields, an executive golf course and Federal Airport land which is subject to the Adelaide Airport Master Plan (2009) pursuant to the *Airports Act 1996* and *Regulations*.

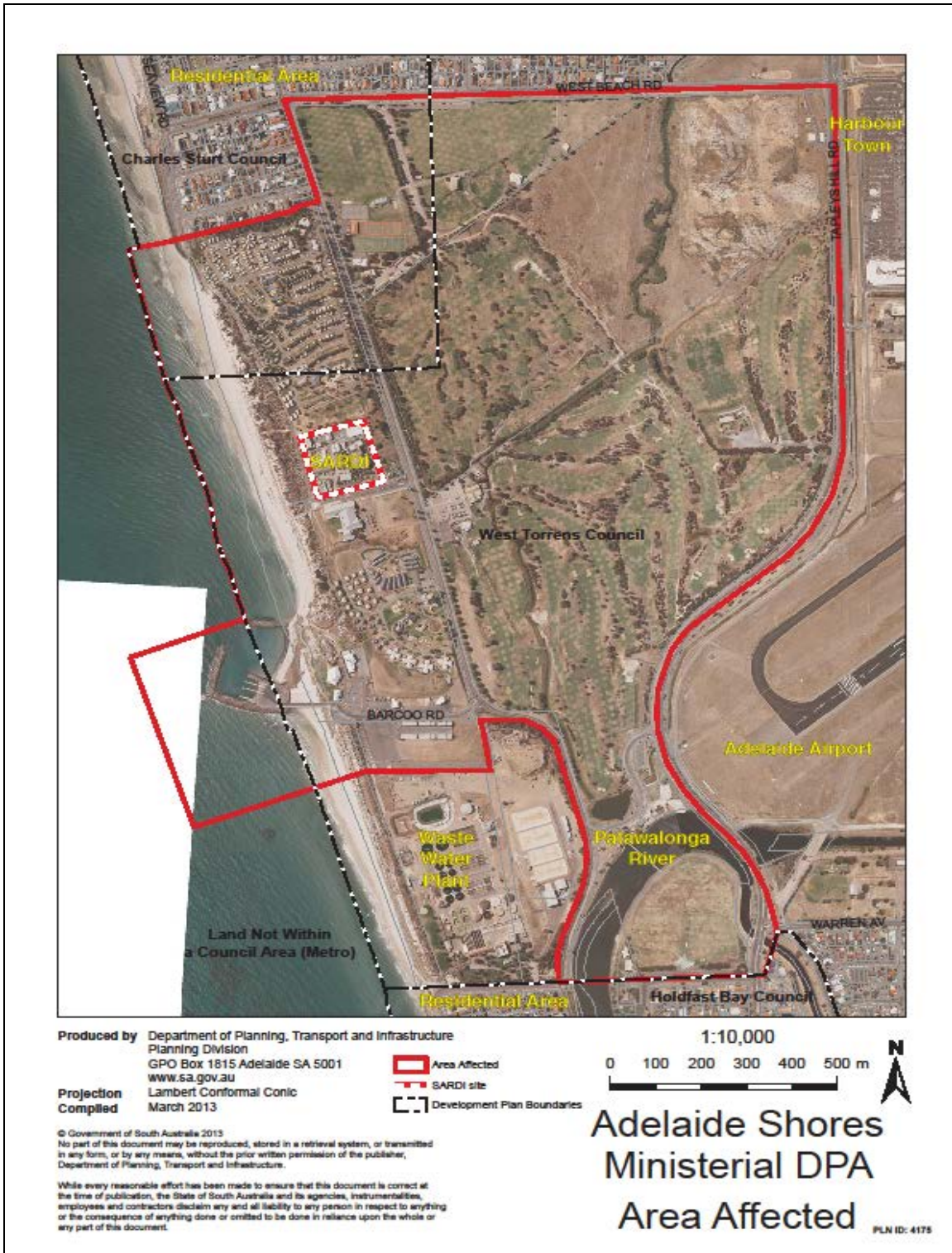
The remaining areas are located within the City of Charles Sturt and the coastal area beyond the low water mark identified as 'Land Not Within a Council Area'. The City of Holdfast Bay directly abuts the area affect to the south. (***Refer Figure 1 - Area affected***)

PROPOSED POLICY CHANGES

Broadly, the policy intent is to rezone the area affected (some 228 hectares) ensuring the role of the area as a significant recreation, sporting and tourism location in South Australia is further established. An approach that is flexible to accommodate future changes in the leisure, tourism and recreation markets is aimed for plus, allowing for ancillary uses in recreation and tourism (e.g. medical services). Specifically the policy changes will provide a consistent policy regime by:

1. Rezoning the majority of the area affected to a new 'Adelaide Shores Zone'.
2. Rezoning both the off-shore and on-shore parts of the existing West Beach Marina area to an updated 'Coastal Marina Zone' consistent with the South Australian Planning Policy Library (SAPPL).
3. Rezoning land under the care and control of the Adelaide Airport to the 'Airfield Zone'.
4. Introducing more flexible policy for retail and commercial uses that are ancillary to the recreation, sporting and tourism facilities in the new Adelaide Shores Zone.
5. Identifying envisaged uses for the new Adelaide Shores Zone as Category One for the purpose of public notification except where adjacent residential areas, where they will be identified as Category Two.
6. Introducing a 'Strategic Transport Overlay' on Tapleys Hill Rd in the West Torrens Development Plan to protect the safety and efficiency of the strategic freight route.
7. Introducing a new Concept Plan which provides broad direction for land use, pedestrian and cycle access and indicates physical elements including the Patawalonga Creek.
8. Providing other minor policy amendments to allow consistency in approach.
9. Updating affected mapping in all three Development Plans.

Figure 1-Area Affected



LEGAL REQUIREMENTS

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

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

- accords with the Planning Strategy
- accords with other parts of the Development Plan(s)
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations under the *Development Act 1993*.

CONSULTATION

This document is now released for concurrent agency and public consultation for a period of eight weeks.

The organisations and agencies that will be consulted include:

Government Agencies

- Department of Planning, Transport and Infrastructure (DPTI)
 - Public Transport Division
 - Transport Services
 - TransAdelaide
 - Office of Major Projects and Infrastructure
 - Land Services Group
 - Office of Technical Regulator (Energy)
 - Office for Recreation and Sport (ORS)
 - Aviation and Planning Coordination
- Department of Justice
 - South Australia Police
 - State Emergency Service
 - SA Metropolitan Fire Service
- Department of Treasury and Finance
- Department of Environment, Water and Natural Resources (DEWNR)
 - Zero Waste
 - Urban Biodiversity Unit
 - Planning and Assessment Unit
 - Water Planning and Management Unit
 - Adelaide and Mount Lofty Ranges Natural Resources Management Board
- Department for Communities and Social Inclusion
- Department for Education and Child Development
- Department of Further Education, Employment, Science and Technology
- Renewal SA (former Urban Renewal Authority)
- Department of Primary Industries and Regions
 - SA Research and Development Institute (SARDI)
 - Sustainable Resources (Marine Habitat) Aquaculture
- Department of the Premier and Cabinet
 - Aboriginal Affairs and Reconciliation Division
- Department of Health
- SA Tourism Commission (SATC)
- Environment Protection Authority (EPA).

Organisations with a Direct Interest

- Origin Energy

- SA Water
- SA Power Networks (formerly ETSA Utilities)
- Electranet
- APA Group.

Councils

- City of West Torrens
- City of Charles Sturt
- City of Holdfast Bay.

Organisations likely to have an interest:

- Adelaide Shores
- Adelaide Airport Limited.

Members of Parliament

- Tom Koutsantonis, Member for West Torrens
- Duncan Mc Fetridge, Member for Morphett.

All public submissions made during the consultation phase will be considered by the Development Policy Advisory Committee, which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process.

THE FINAL STAGE

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

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

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

ANALYSIS

1. BACKGROUND

The subject land for the DPA is managed by Adelaide Shores. Adelaide Shores is the marketing name of the West Beach Trust, a Statutory Authority of State Government established in 1954 and a recognised Government Business Enterprise (GBE), created by, and operating in accord with the *West Beach Recreation Reserve Act 1987 (the Act)*. The Act establishes and entrusts the West Beach Trust Board with stewardship of the 135 hectare reserve on behalf of the Minister for Planning. Adelaide Shores also has the care, control and management responsibility of the sand dunes and beach to low tide and leases 22 hectares from Adelaide Airport Limited.

Adelaide Shores sought the initiation of this Development Plan Amendment (DPA) in order to review the existing policies applying to the 135 ha Adelaide Shores site at West Beach and ensure that they support the role of the site as a significant recreation and tourism facility in South Australia.

In particular it is seeking the implementation of appropriate, policies that:

- are flexible enough to accommodate future changes in the leisure, tourism and recreation markets
- continue to allow for a range of land uses which are ancillary to recreation and tourism eg medical services
- allow for consolidation of existing and new land uses to attract new visitors
- a consistent policy regime in all three Development Plans appropriate public notification categories and associated policy intent
- are sufficiently flexible to allow for all current and envisaged uses and give broad locational guidance regarding spatial distribution of land use.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan contains the following targets that are relevant to this DPA:

Urban Spaces

Target 1: increase the use of public spaces by the community.

Goal: We are committed to our town and cities being well designed, generating great experiences and a sense of belonging.

Tourism Industry

Target 4: Increase visitor expenditure in South Australia's total tourism industry to \$8 billion

Goal: We are known world-wide as a great place to live and visit.

Social Participation

Target 23: Increase the proportion of South Australian's participating in social, community and economic activities by 2020.

Goal: People in our community support and care for each other, especially in times of need.

Marine Biodiversity

Target 71: Maintain the health and diversity of South Australia's unique marine environments.

Goal: We care for our oceans, coasts and marine environments

Sport and Recreation

Target 83: increase the proportion of South Australians participating in sport or physical recreation at least once per week by 50% by 2020.

Goal: We are physically active.

In order to fully support the priorities and targets of South Australia's Strategic Plan, the DPA should ensure that there is adequate policy support for:

- provision of public open space for recreation and sporting opportunities
- provision of tourism accommodation and tourist attractions
- land uses that provide opportunity for participation in social and economic activity
- maintaining the health of the coastal environment
- the provision of opportunities of sports and other forms of physical recreation.

2.2 Consistency with the Planning Strategy

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

The following volumes of the Planning Strategy are relevant to this DPA:

2.2.1 The 30-Year Plan for Greater Adelaide

The 30-Year Plan for Greater Adelaide (the Plan) is a volume of the Planning Strategy for South Australia and applies to areas affected by this DPA. The Plan has been prepared by the Government to guide the community, local government, business and industry.

The main aim of the Plan is to outline how the South Australian Government proposes to balance population and economic growth with the need to preserve the environment and protect the heritage, history and character of Greater Adelaide. The Plan seeks to create inclusive, vibrant and liveable communities, while protecting the regional hinterlands and primary production lands and sustaining natural resources. The Plan is one of the key tools to assist the State Government, local government and the entire community in building resilience to the risks and impacts of climate change. It seeks to provide a set of practical and achievable policies and targets to manage the forecast changes that will confront Greater Adelaide during the next 30 years.

The following objectives, principles, policies and targets of Plan are of particular relevance to this DPA:

Principle 1 A compact and carbon efficient city

Create a compact and efficient city capable of supporting population and economic growth without creating an unsustainable demand on infrastructure and natural resources.

Principle 4 A transit-focused and connected city

Adelaide should be a transit-oriented city connected by efficient mass transit systems, affordable public transport and safe bicycle and pedestrian networks.

Principle 5 World-class design and vibrancy

New developments should reflect world-class building and suburb designs to create the sustainable urban character of the future and encourage a vibrant and creative culture.

Principle 10 *Economic growth and competitiveness*

Create the conditions to enable strong economic growth by:

- ensuring the viability of land for the expansion and diversification of industry and business
- improving the access to a wide range of educational institutions
- delivering an efficient planning system, consistent with the State Government's Planning Reforms (2008), to ensure that South Australia remains the most competitive place to do business in Australasia.....

Principle 12 *Environmental protection, restoration and enhancement*

Protect environmentally significant lands, waterways and marine areas for existing residents and future generations, and to allow native plants and animals to survive, thrive and adapt to climate change.

To affect the delivery of these goals, the 30-Year Plan proposes the following targets which have been identified as relevant to the area affected.

Health and Wellbeing

Target A: Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation.

The Economy and Jobs: Services

Target M: Plan for 84,900 additional services sector jobs in Greater Adelaide (including Tourism).

Biodiversity

Target E: Minimise the discharge of stormwater, pollution and nutrients to freshwater, coastal and marine environments through the adoption of appropriate water-sensitive urban design and *Adelaide Coastal Water Quality Improvement Plan* policies and targets into Development Plans.

Target F: Lose no known native species as a result of human impacts.

Target H: Assist biodiversity restoration initiatives throughout the region by supporting the establishment of urban forests, linked networks of open space, greenways, restored urban watercourses and the SA Urban Forests– Million Trees Program. Through these measures, target 300 hectares of plantings per year to achieve 7800 hectares of plantings by 2036.

Open Space, Sport and Recreation

Target A: Ensure the Greater Adelaide Open Space System will consist of at least 160,000 hectares by 2012.

Target J: Major sporting facility hubs will be developed in appropriately identified locations. Potential locations could include, but would not be limited to:

- West Beach – Adelaide Shores

Target K: Ensure there is a net increase in passive and active open space over five yearly intervals.

The Area Investigation is located within the Western Adelaide region. Within this region the following targets apply:

- 42,560 net additional dwellings
- 83,000 net additional population
- 6,400 affordable dwellings
- 40,500 additional jobs.

The Plan also recognises the Adelaide Shores site as a key area of the metropolitan open space system (MOSS) and as a major sporting hub providing state significant outdoor sports facilities

The DPA should ensure that consistent, flexible planning policy is in place, to assist in the delivery of The 30-Year Plan for Greater Adelaide, by continuing to provide a unique range of coastal recreation, tourism and entertainment facilities in close proximity to Adelaide City and other tourism attractions and infrastructure.

2.3 Consistency with other key policy documents

2.3.1 West Beach Recreation Reserve Act 1987

The West Beach Trust was created by and operates in accordance with the *West Beach Recreation Reserve Act 1987*. The Act establishes and entrusts the West Beach Trust Board with responsibility for the 135 hectare reserve on behalf of the Minister for Planning.

The Act sets the over-arching statutory framework within which Adelaide Shores exists and operates. Key implications of the Act can be summarised as:

- The Trust shall manage the administration and development of the Reserve as a sporting, cultural and recreational complex of State-wide significance, and as a tourist attraction and resort
- The Trust is allocated a broad range of powers to administer and develop the Reserve but these must be used in accordance with the Strategic Plan and Business Plan (S13(2))
- The Trust cannot undertake development unless it is “in accordance with its strategic and business plans” (S13(1))
- The Trust cannot enter into any partnership, joint venture or profit sharing arrangement without Ministerial approval (which must be preceded by public notification and reporting to Parliament) (S13(5))
- The Trust cannot sell core land holding (S13(4))
- The Trust cannot dispose of any other land unless it is “in accordance with its strategic and business plans” and without obtaining Ministerial approval (which must be preceded by public notification and reporting to Parliament) (S13(5)).

The DPA should provide the opportunity for the existing policy to be better aligned with the Trust’s strategic planning documents and assist the Trust in administering its powers under the relevant legislation.

2.3.2 Adelaide Shores Strategic Plan 2012-15

The Adelaide Shores Strategic Plan sets long term (five year) directions and outcomes for Adelaide Shores, covering business growth, economic performance, development and management. The Plan is a requirement of the West Beach Recreation Reserve Act and provides the “head power” for the powers of the Trust.

The Plan identifies the vision and purpose of Adelaide Shores:

“Vision – To be South Australia’s most popular destination for holidays, events and sport.

Purpose – Adelaide Shores is a vibrant tourism, recreation and sporting precinct offering unique experiences for all.”

The Strategic Plan outlines a number of goals and initiatives under four key result areas - Business, People and Culture, Community and Governance. Key goals and initiatives for each of the key result areas include:

Business

- Maintain and enhance a sustainable business model.
- Monitor target markets, develop leads, distribution channels and communications strategies for key market segments.

People and Culture

- Foster a culture that strives for growth, productivity, efficiency and innovation.

Community

- Create a precinct that encourages a healthy, safe and vibrant community
- Apply best practice environmental management.
- Facilitate sport and recreation programs for the community

Governance

- Meet governance, compliance and regulatory obligations.
- Review and develop appropriate risk management frameworks, policies and procedures.

The DPA should ensure that planning policy is well aligned with the objectives of its Strategic Plan, that relate to provision of tourism, recreation and sporting that provide social and economic opportunities for the broader community. Planning policy should also reflect aspirations in the Strategic Plan, which relate to good environmental management.

2.3.3 SA Tourism Plan

The South Australian Tourism Plan 2009-2014 outlines key strategies for growing the value of the state’s tourism sector in order to achieve, amongst other things, the Strategic Plan’s target of creating an \$8 billion tourism industry. The Plan aims to support the viability and sustainability of tourism and tourism related businesses and identifies the industry’s key objectives within the broader context of South Australia’s competitive performance and the likely future of tourism, both nationally and globally.

As an important tourist destination, the Tourism Plan is an essential reference point for the future growth of Adelaide Shores and all thirteen of the Plan’s Strategies are considered to have relevance:

1. Better communicate the best of what the target audience wants to buy.
2. **Leverage partnerships** that help us to reach the target audience with the most compelling message and offer possible.

3. Create new and refreshed **tourism developments** in South Australia.
4. Develop **Adelaide's** tourism appeal by upgrading its special places and spaces.
5. Ensure external planning and policy **impediments** to sustainable tourism development **are removed** and that strategic investments are case managed through the development process.
6. Grow new and existing **festivals and events** to act as a hook to visit South Australia and grow its image.
7. Encourage **further investment** in South Australia's tourism assets and experiences (e.g. food and wine, nature).
8. Market Adelaide as an ideal destination for **business events**.
9. Build Adelaide's reputation as a global **study destination** to encourage greater visitation and participation in South Australia's tourism.
10. Make capturing the hearts and minds of visitors via authentic and powerful **storytelling** a significant point of difference in building South Australia's visitor experiences.
11. Make Adelaide and South Australia a destination that can be easily and affordably **reached**.
12. Ensure consumer demand finds the points of sale that are best able to **convert that demand** into a holiday booking.
13. Build a single, **strong body** that takes responsibility for industry development, leading operators to a sustainable tourism future.

The DPA provides the opportunity for Adelaide Shores to be more responsive to the State's Strategic Tourism goals, particularly given the key aim of the operation is to be a sporting, cultural, tourist and recreational complex of State-wide significance.

The provision of consistent and flexible planning policy, as part of the DPA can assist in facilitating the achievement of relevant strategic outcomes envisaged by the SA Tourism Plan, including the development of Adelaide Shores to as a destination tourist attraction of State significance.

2.3.4 Office for Recreation and Sport Strategic Plan 09-11

The Office for Recreation and Sport's current Strategic Plan is currently being updated however the most recent Plan was reviewed in association with these investigations and the following Strategies are considered relevant:

'Working with our partners to support and strengthen the active recreation and sport industry, the Office of Recreation and Sport aims to have all South Australians 'Active for Life'.'

1. Provide vision, direction and support in championing the importance and benefits of active recreation and sport.

- 1.1 Increase community awareness of the importance and benefits of active recreation and sport.

2. Provide more opportunities for people to access and enjoy lifelong involvement in quality active recreation and sport.

2.1 Foster awareness and facilitate the readiness of individuals and communities to engage in active recreation and sport.

2.3 Facilitate targeted programs and services to provide opportunities to participate in quality sport, active recreation and physical activity.

3. Strive for excellence in everything we do in the active recreation and sport industry.

3.1 Provide and support elite sports programs, facilities and pathways.

5. Work with industry and stakeholders to build a stronger capacity to deliver active recreation and sport for today and tomorrow.

5.2 Support the development and management of active recreation and sport facilities.

Through its strategic and business planning, Adelaide Shores will continue to have a strong focus on recreation and sporting activities. It is understood that improved facilities is a key strategy for Adelaide Shores, together with an increasing emphasis on attracting a broader range of local, interstate and even international sporting events. Development of more flexible policy through the DPA would assist in accommodating regular local sporting and recreation activity as well as higher profile sporting events.

2.3.5 Adelaide Airport Masterplan

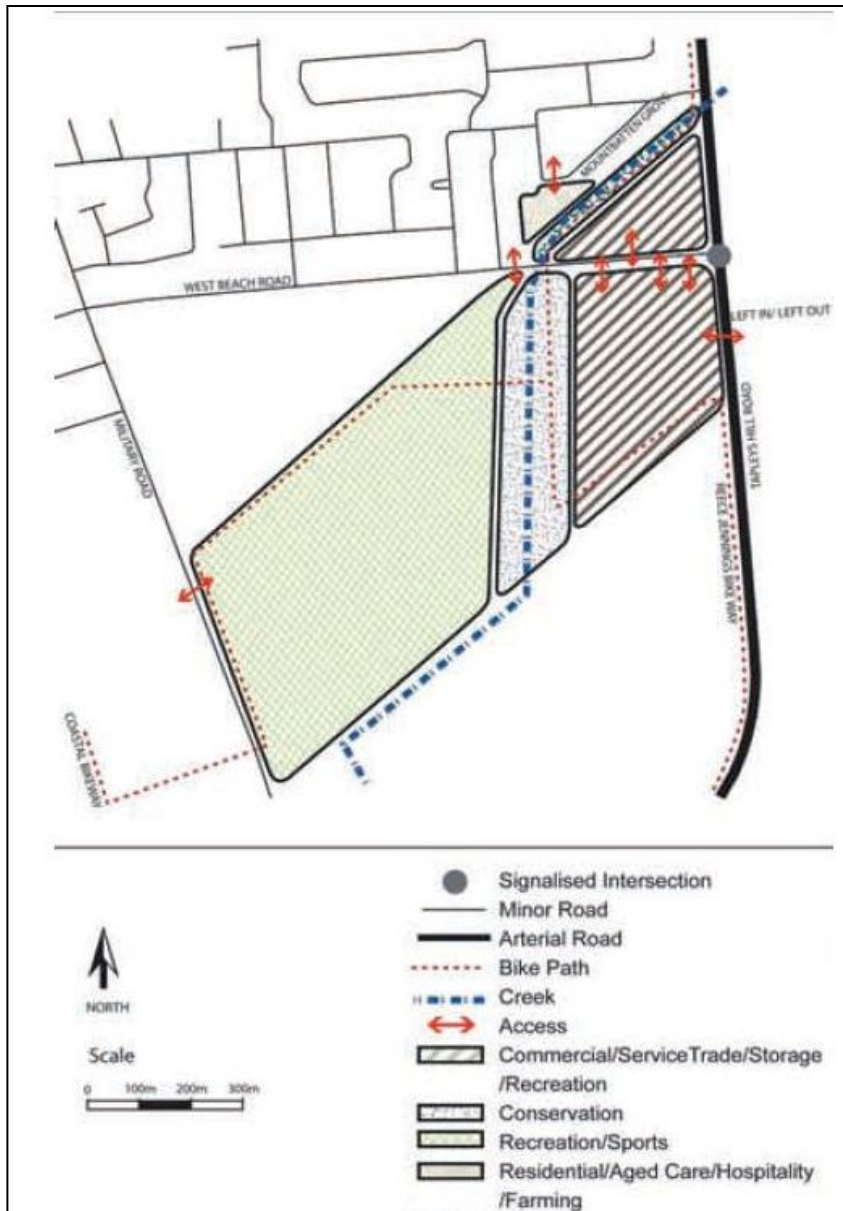
Adelaide Airport has been operated privately by Adelaide Airport Limited under a long term lease from the Commonwealth Government since 1998. The Adelaide Airport Masterplan 2009-2014 sets the framework for the development of Adelaide Airport to meet industry demand and community expectations for the next 20 years. The Plan comprises four volumes namely:

- Volume 1 – Airport Masterplan
- Volume 2 – Surface Access Plan
- Volume 3 – Sustainability Plan
- Volume 4 – Community Plan
- Volume 5 – Appendices.

The purpose of the Masterplan is to summarise the planning framework for Adelaide Airport over a planning horizon of 20 years, within the context of the airport's ultimate development potential.

As a leasee of Airport land, Adelaide Shores has particular interest in the future of airport land west of Military Road, known as the Patawalonga Precinct, illustrated in the follow figure:

Figure 2-Adelaide Airport Structure Plan – Patawalonga Precinct



The key features and objectives of

the Patawalonga Precinct are as follows:

- An area for commercial development but is also an area reserved for a future parallel runway (which by current analysis is highly unlikely to ever be built).
- An area accommodating commercial facilities capitalising on the exposure to Tapleys Hill and West Beach Road, utilising existing access points from West Beach Road and Military Road.
- Recreation and sporting activities, primarily to the west of the Patawalonga
- Creek, in support of the adjoining sporting and recreation activities of Adelaide Shores.
- Any associated built development in the recreation area, to be clustered to minimise impacts and located to accommodate existing and future stormwater drainage arrangements.
- Conservation of the remnant Patawalonga Creek, including allowances toward passive recreation and pedestrian/bike pathways.

- Stormwater drainage systems emanating external to the precinct to control flood risk to the airport land east of the Patawalonga Creek and to prevent scouring of the remnant creek itself, with some allowance for the overflow onto parts of the samphire flats.
- Possible stormwater detention areas capable of use towards stormwater harvesting and aquifer storage and recovery (noting that AAL will include resumption clauses in any agreement over the land identified for a parallel runway).
- An important opportunity within this land is the creation of a pedestrian link from Military Road to the intersection of West Beach Road and Tapleys Hill Road. This possibility is envisaged with the Precinct Plan. Adelaide Airport is proposing significant development on the area located for the third runway, so the likelihood of the third runway being constructed appears remote. Notwithstanding this likelihood, it should be recognised that in the event the third runway did proceed, the viability of Adelaide Shores would be significantly compromised. Therefore, it is considered appropriate to recognise this as a valid, but unlikely risk when assessing the viability of new or upgraded built form within the Adelaide Shores site in proximity to, or on airport land

The DPA aims to ensure that policies continue to allow only for land uses, such as sporting fields, which do not involve significant built form on land which is operated privately by Adelaide Airport Limited under a long term lease from the Commonwealth Government.

2.3.6 City of West Torrens Strategic Documents

Towards 2025 Community Plan

The Plan aims to deliver on a range of strategies, the following which are valid to Adelaide Shores:

A community that embraces diversity

- Facilitate the use of Community Hubs as points of social, recreational and educational interaction.

Healthy and learning communities

- Enhance recreational facilities to provide a range of activities for all ages and capabilities; and
- Design, manage and maintain public places with community safety as a key priority.

Development that encompasses environmental sustainability

- Review Council's Development Plan policies so that they reflect environmentally sustainable development principles.

Enhanced Natural Environment

- Protect and enrich local biodiversity, waterways and the coast.

Reduction of our ecological footprint

- Identify potential sites for local catchment storage, such as wetland development, and subsequent reuse of stormwater.

A well-designed built environment

- Support a range of developments by providing quality infrastructure and appropriately zoned land.

An interconnected transport system

- Develop a network of pedestrian and cycling pathways, cycling lanes and road crossings that enable safe access to facilities.

A thriving business environment

- Support the development of key localities that provide a mixture of business, recreational and social opportunities.

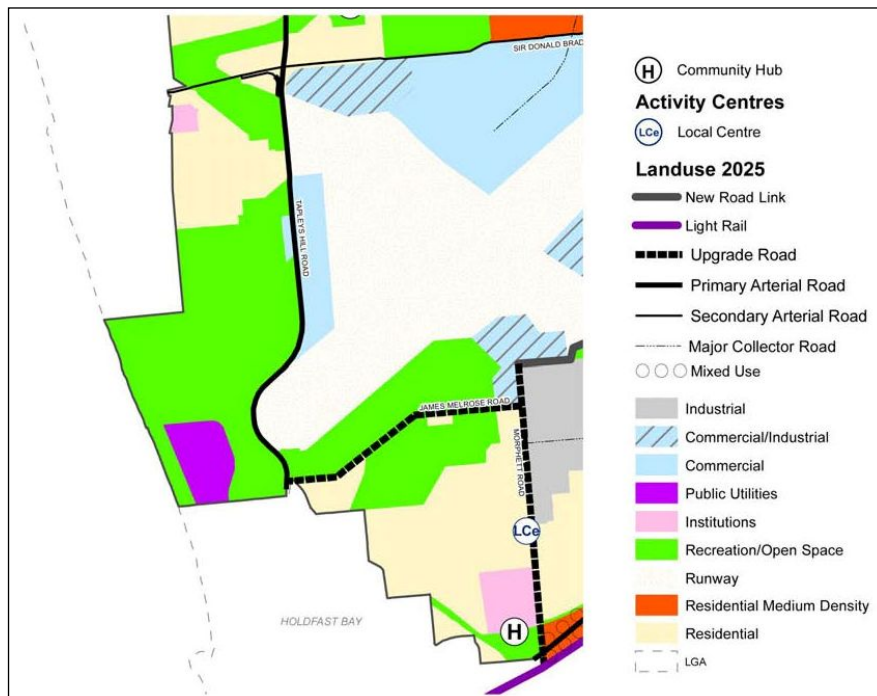
Vision 2025 Strategic Directions Report: Section 30 Development Plan Review

The City of West Torrens last undertook a Section 30 Development Plan Review in 2008. It is understood they will commence a new review next year. Accordingly the relevant policies and findings from the 2008 Review are summarised below, noting however that this document was based on the Council’s now superseded Strategic Plan.

2025 Structure Plan

The West Torrens Structure Plan identifies the Adelaide Shores land for ‘Recreation/Open Space’ as illustrated in an extract from the Plan found below:

Figure 3- Extract from West Torrens Structure Plan 2025



It is also noted however that a small portion of land located on the western side of Tapleys Hill Road is identified as potential ‘Commercial’ land. This appears to indicate recognition that the commercial focus on the eastern side (Harbour Town) may trigger a demand for some smaller-scale commercial activity adjacent.

In addition the Structure Plan proposes the achievement of the following relevant outcomes:

Tourism

- Promote the opportunities to foster and develop tourism throughout the Council area.

Movement and transport networks

- Promote the development of walking and cycling paths.
- Address traffic impacts along Sir Donald Bradman Drive, Tapleys Hill Road, South Road and Marion/Holbrooks Road.

Environment

- Investigate opportunities for aquifer storage and recovery.
- Protect the quality and amenity of the coast, creeks and rivers and their associated environments.
- Protect the environmental values of the Patawalonga Creek.

Open Space

- Create opportunities for further open space links and networks.
- Promote the development of bicycle and walking trails.
- Promote recreational opportunities at key open space nodes.
- Protect and promote community assets.

In terms of Development Plan Amendment (DPA) priorities, the Section 30 Development Plan Review identified the following:

1. Better Development Plan (BDP) Conversion DPA (Medium Priority) (undertaken and authorised in August 2011)
2. Housing Diversity DPA (High Priority) (Draft DPA currently being finalised by Council with consultation expected November/December 2012)—does not directly affect the Adelaide Shores site.
3. Activity Centres Review DPA (High Priority)-Council has no plans to commence this DPA in the immediate future.
4. Employment DPA (Low Priority)-Council has no plans to commence this DPA in the immediate future.

The policies proposed by the DPA do not impact on the Council priorities identified listed above. The DPA will assist by ensuring that land uses provide a range of opportunities for sporting activity, recreation and tourism, while protecting the environmental values and ensuring efficient transport networks.

2.3.7 City of Charles Sturt Strategic Documents

Community Plan 2027

The Community Plan for Charles Sturt emphasises community and recreation as key land use elements to the area and contains the following general strategies which are relevant to the area affected by the DPA:

Encourage strong, supportive local communities

- 1.1.2 Provide opportunities for people to connect and interact locally

Encourage healthy lifestyle pursuits

- 1.3.1 Provide multi-purpose sport and community centre/library facilities
- 1.3.2 Provide safe, accessible and affordable sport and recreation venues
- 1.3.3 Promote and encourage increased participation in organised sport, active recreation and healthy lifestyle activities

Protect the history, heritage and character of the City

- 2.1.2 Create stronger linkages between the City and recognised iconic sites within the City

Support and encourage a diverse mix of complementary land uses

- 2.2.3 Encourage business investment in appropriately located, attractive commercial and industrial precincts which complement adjoining land uses

Provide and facilitate a safe, connected and well maintained transport network

- 2.3.1 Develop and maintain a safe network on connected cycle and pedestrian paths

Create attractive, well maintained streetscapes

- 2.4.1 Coordinate the upgrade of street infrastructure

Establish and maintain a linked system of open space

- 2.5.1 Create an accessible network of developed open space that responds to the recreation and sporting needs of the community

Protect and restore the City's biodiversity, natural ecosystems and water courses

- 3.1.2 Protect and enhance the coast
- 3.1.4 Protect and advocate for the protection and rehabilitation of our inland waters

Deliver quality service to our customers

- 4.4.4 Develop partnerships with other local government and service providers

Strategic Directions/Section 30 Development Plan Review

The City of Charles Sturt undertook a Section 30 Review in 2008 and is currently preparing a Strategic Directions Report in accordance with Section 30 of the *Development Act*, to review the Development Plan. The review was released by Council for community consultation in early 2013. The consultation period has now been completed and a Draft Strategic Report will be considered by Council in June.

While not yet formally adopted by Council or the Minister, the following forms the current proposed DPA program:

- *Residential City-Wide Policies DPA* (Draft DPA to be prepared 2013/14)
- *Residential Streetscape DPA* (Draft DPA to be prepared 2013/14)
- *Heritage DPA* (Draft DPA to be prepared 2013/14)
- *Regeneration and Arterial Road Transport Corridors DPA* (Draft DPA to be prepared 2013/14 onwards)
- *Henley Beach Precinct DPA* (Draft DPA to be prepared 2013/14).
- *Urban Employment Zone DPA* (DPA prepared 2014/15)
- *Commercial and Mixed Use DPA* (DPA proposed in 2015/16)
- *Centres and Retail DPA* (DPA proposed in 2016/17)

The policies proposed by the DPA do not impact on the draft Council priorities identified listed above. The DPA will assist by ensuring that land uses provide a range of opportunities for sporting activity, recreation and tourism, while promoting good urban design outcomes, protecting environmental values and ensuring efficient transport networks.

2.3.8 City of Holdfast Bay Strategic Documents

Strategic Plan (2009-14)

As an adjoining Council, the City of Holdfast Bay has less direct influence on the outcomes achieved by Adelaide Shores. However, as a key tourist destination Glenelg and its environs have valuable links to the site, particularly in relation to events, accommodation and marketing.

Relevant strategies within the Council's Strategic Plan (2009-14) include:

1.4 Engaging and Investing in our Youth

- Promote and encourage a range of healthy lifestyle activities and initiatives for our youth

1.5 A Well Serviced Community

- Explore opportunities for resource sharing to increase efficiency, improve choice, reduce cost and enhance the delivery of services to our community

2.2 Greening Our City

- Identify new open space opportunities where feasible to respond to changing recreational and leisure needs of our community

2.3 Preserving and Enhancing Our Coastal Assets

- Work with neighbouring councils to minimise the impacts of urban development and resultant waste and pollutants on our beaches and the Gulf St Vincent

3.1 Remaining Adelaide's Premier Seaside Destination

- Continue to attract signature events that promote our City to the world and increase Government funding support for these and other major events that have a State or Metropolitan attraction
- Align local events with major Adelaide events and festivals such as the Adelaide Festival, Fringe Festival and Cabaret Festival through the use of local venues
- Better define and communicate the benefits of tourism and economic development to our City and community
- Work with the tourism, visitor, retail and event industries to identify and establish a desirable mix of new attractions, touring products and accommodation options that will broaden year round visitor appeal and meet the relevant visitor market expectations and demands
- Promote aspects of our City that 'set us apart' from others and market the appeal of our seaside location

3.3 A Great Place to do Business

- Investigate opportunities to expand our City's activity centres through encouraging more 'mixed use' environments and the creation of new centres in suitable locations
- In collaboration with our local regional business partners, foster business innovation to diversify our economic base and take advantage of Government funding opportunities for local businesses
- Facilitate stakeholder supported precinct marketing, management and business development actions to optimise the trading and business performance of our City's activity centres

Section 30 Development Plan Review

The Council is currently undertaking a Section 30 review. Council's last review, released in March 2008, identified the following relevant priorities for the City of Holdfast Bay:

Economic Activity

- Prepare a Tourism DPA based on the actions identified in Council's latest Tourism Directions Plan and the previous Statement of Intent prepared by the Council in 2008.

Living and Community

- Continue to review policies relating to design of buildings within the City's coastal and foreshore areas.

Natural Resources and Environment

- Enhance Development Plan policies in relation to biodiversity in accordance with Council's Environmental Management Directions Plan and incorporate planning policy outcomes of Vegetation Management Plans and the Regional NRM Plan once finalised.

The policies proposed in this DPA do not conflict with the adjacent Council strategies listed above. The primary objective of ensuring Adelaide Shores is a premier tourism, sporting and recreation zone may be considered complementary to the City of Holdfast Bay's objective to remain as *Adelaide's Premier Seaside Destination*.

2.4 The State's Planning Policy Library

The State Government is improving South Australia's planning and development assessment system by encouraging and assisting in the conversion of Development Plans using the South Australian Planning Policy Library (SAPPL). This involves adopting a more consistent structure within Development Plans, reduced duplication of policy and improved mapping. Many councils have already undertaken a conversion of their Development Plan to the new format.

The Charles Sturt Council Development Plan was converted to the SAPPL format in August 2009 following gazettal of its *Better Development Plan and General Development Plan Amendment*. A number of additional general policy modules within the Charles Sturt Development Plan were also updated to the current version (Version 6) of the SAPPL as part of the Bowden Urban Village and Environs DPA.

The West Torrens Development Plan was converted to the SAPPL format in August 2011 following gazettal of its *Better Development Plan and General Development Plan Amendment*.

The 'Land not within a Council Area' Development Plan has not yet been updated to reflect the SAPPL library.

Where possible and relevant, the DPA should use policy from the Policy Library that reflects the targets of The 30-Year Plan for Greater Adelaide. Local additions are appropriate where these relate to unique aspects of the area affected.

Consideration of Library policy in this DPA

A key driver for undertaking these investigations is the recognition that the current planning arrangements which affect Adelaide Shores are inconsistent, fragmented and disparate. In this context, it is beneficial to review the zoning of the Adelaide Shores site with the purpose of aligning planning provisions with the current and envisaged land uses for the area.

The investigations outlined in this report provide useful context and background to consider built form and land use issues pertinent to the future development of the area affected. A more simplified, consistent zoning regime which offers broad locational guidance concerning the spatial distribution of land uses, enabling Adelaide Shores to establish itself as South Australia's premier sport, recreation and coastal holiday destination is a key intended outcome.

With this in mind, the State Planning Policy Library has been reviewed and a number of zone modules have been identified to warrant consideration for application in respect to the area affected.

These relevant zone modules are:

- *Community Zone*
 - *Recreation Policy Area*
- *Caravan and Tourist Park Zone*
- *Coastal Open Space Zone*
- *Coastal Marina Zone*
- *Airfield Zone*

It was also noted that the State Planning Policy Library does not contain a Tourist Zone or similar. Accordingly, the *Tourist Accommodation Zone* within the Renmark Paringa Council Development Plan was also reviewed in the context of relevant planning policy for the area affected by this DPA.

Further, the Policy Library's Tourism Development Module -General Section policies were also reviewed.

The following commentary is provided on the suitability or otherwise of the various modules and zones reviewed.

Community Zone Module

The Community Zone is focused on the provision of community, educational, recreational and health care facilities, the main aims being:

Key Objectives:

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

It lists the following as 'envisaged' uses within the zone:

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

Community Zone - Recreation Policy Area X Module

The Community Zone module contains a Recreation Policy Area X which seeks to accommodate sporting, entertainment, cultural and recreational activities and associated spectator and administrative facilities. As previously outlined, the City of West Torrens has adopted this policy structure within their Development Plan for much of the area affected. The main aims of the module are:

Key Objectives:

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

The following are uses envisaged within this policy area:

- *car parking*
- *clubroom associated with a sports facility*
- *(Optional) community centre*
- *(Optional) community hall*
- *(Optional) educational establishment*
- *(Optional) emergency services facility*
- *entertainment, cultural and exhibition facility*
- *golf course*
- *indoor and outdoor recreation facility*
- *(Optional) library*
- *lighting for night use of facilities*
- *(Optional) meeting hall*
- *(Optional) office associated with community or recreation facility*
- *playground*
- *shops or groups of shops ancillary to recreation development*
- *showground*
- *(Optional) sports ground and associated facility*
- *(Optional) theatre*
- *special event*
- *spectator and administrative facilities ancillary to recreation development*
- *swimming pool*

In relation to 'shop' uses, the following limitation applies:

PDC 2 A shop or group of shops should only be developed where:

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

Only a small number of the envisaged land uses listed within the Community Zone are relevant to the current and future Adelaide Shores operations. The strong emphasis of the zone on community and general public services, while relevant to some degree, does not reflect the existing or future intended activities for the Adelaide Shores operation. The Objectives for the Recreation Policy area are reasonably well aligned with the existing and intended uses of the area affected, particularly in relation to its sporting and recreational functions. However, limited reference is made to tourism related uses, such as tourist accommodation, tourist development, restaurants, marinas and the like.

Accordingly, the application of the Community Zone was not consider relevant to the primary intent of the DPA to ensure consistency and flexibility in making the Adelaide Shores a key tourism and recreation destination of state significance. Notwithstanding this, elements of the Zone and identified land uses do correlate and these have been captured as part of the proposed new zoning, namely the Adelaide Shores Zone.

Caravan and Tourist Park Zone Module

The Caravan and Tourist Park Zone is primarily for short-term tourist accommodation, primarily in the form of caravan and camping sites, cabins and serviced apartments.

While aspects of this zone module apply to certain sections within the area affected, namely the land to the west of the Military Road which currently accommodates the caravan park and resort, the zone provisions do not align with the intent of the remainder of the area affected, with limited reference to recreational activities or tourist development. Furthermore, a number of land uses identified as potentially appropriate within the area affected are identified as non-complying uses with the Caravan and Tourist Park Zone such as, indoor recreation centre, office, consulting room, restaurant and shop (although exceptions do apply).

Accordingly, the application of the Caravan and Tourist Park Zone is not considered relevant to the primary intent of the DPA to ensure consistency and flexibility in making the Adelaide Shores a key tourism and recreation destination of state significance. Notwithstanding this, elements of the Zone and identified land uses do correlate and these have been captured as part of the proposed new zoning, namely the Adelaide Shores Zone.

Coastal Open Space Zone Module

The primary aim of this zone is to protect coastal land from inappropriate development (that being any development other than that necessary for conservation, recreational activity and public facilities), while also acting as a buffer and connecting with other open space corridors to provide passive recreational linkages. The Zone emphasizes the preservation and upgrade of the scenic, open space character of the coastal landscape and foreshore areas and supports development of the foreshore for a range of passive and active outdoor recreation activities and open space development, conservation and re-vegetation, in a parklands setting.

The only development envisaged within this zone includes:

- *coastal protection works*

- *community recreation facility directly related to water activities (such as sailing clubs*
- *boat ramps)*
- *conservation works*
- *jetty and boat ramp*
- *recreation area*
- *toilet blocks and barbeque facilities*
- *public car parking.*

The development of community facilities such as shelters, boat ramp, public conveniences and kiosks is acknowledged subject to their provision in convenient, accessible and sensitive locations.

Understandably, development opportunity within this Zone is extremely limited and a large number of different forms of development are non-complying with this Zone, most notably Caravan Park, Hotel, Shop and Tourist Accommodation.

Both the City of West Torrens and Charles Sturt currently utilise this Zone module within their Development Plans. The Zone is appropriate and should continue to apply to the relevant sections of the area affected by the DPA.

Coastal Marina Zone

The Coastal Marina Zone provided for marina and maritime development, with the following uses envisaged:

- *boat berth, jetty, pier and pontoons*
- *boat construction, maintenance, repair or sale*
- *boat servicing facility (including fuel supply, power, water, effluent pump, toilets and showers)*
- *coastal protection work*
- *clubroom in association with a marina*
- *loading and unloading facility*
- *marina*
- *maritime structures*
- *parking for vehicles and boats*
- *small scale tourist development*
- *storage*
- *wastewater collection, storage and transfer facility.*

The zone also incorporates a principle relating to the protection of development from sea level rise, namely:

4. *Development including associated roads and parking areas should be protected from sea level rise by ensuring all of the following apply:*
 - (a) *there are practical measures available to protect the development against an additional sea level rise of 0.7 metres*
 - (b) *there is an allowance to accommodate land subsidence until the year 2100 at the site*
 - (c) *site levels are in accordance with those outlined in following table:*

Location of development	Minimum site level (metres AHD)	Minimum floor level (metres AHD)
--------------------------------	--	---

Location of development	Minimum site level (metres AHD)	Minimum floor level (metres AHD)
On land	X (optional variable)	X (optional variable)
(Optional) Over water	X (optional variable)	X (optional variable)

In consultation with, the Department of Environment, Water and Natural Resources (DEWNR) it was suggested that the harbour area (currently zoned Recreation [West Beach] Zone – Boating [Area 1] with the ‘Land not within a Council Area’ Development Plan) would be more appropriately zoned as a Coastal Marina Zone. This appears as a practical application however, it is noted that the current zoning of the harbour area encourages additional supporting uses such as restaurants/cafes and tourist accommodation. Given the intention is not to further inhibit innovative development opportunities with the area affected, it is considered that these types of uses should continue to be encouraged within any new zoning applied to the harbour area.

It is also considered that the land currently located in the designated “Boating Area” within the West Beach Precinct of the Recreation Policy Area, Community Zone may also be rezoned to Coastal Marina Zone, given that many of the current land uses including boat repair and sales and sailing clubs are consistent with the envisaged uses.

Accordingly application of the Coastal Marina Zone for the onshore land in West Torrens Council and the offshore land in the Land not with a Council Area (Metropolitan) is considered appropriate

Airfield Zone

The Airfield Zone applies to land intended for aircraft operations, passenger terminals, airport and aviation-related light industrial, service industrial, warehouse and storage purposes and envisages the following uses:

- *aircraft related facility*
- *airport*
- *fuel depot*
- *light industry ancillary to and in association with aviation activities*
- *recreation area*
- *service industry ancillary to and in association with aviation activities*
- *shop within the terminal building*
- *warehouse ancillary to and in association with aviation activities.*

Further, development that would be adversely Investigation by noise and other hazards caused by airport activities should not be undertaken in the zone.

The application of this zone on all land in the care and control of the Adelaide Airport is appropriate however, it is noted any proposed development would be assessed against the Airport Masterplan and processed as per the *Airports Act 1996* and Regulations, rather than the relevant Development Plan or Development Act provision.

2.5 Infrastructure Planning

Strategic Infrastructure Plan for South Australia

The Strategic Infrastructure Plan for South Australia 2005/06-14/15 is aimed at guiding new infrastructure investment by the government and the private sector over the next five to 10 years, furthermore improving the management and use of the State’s existing infrastructure assets.

The following key strategic priorities of the Plan are considered relevant to Adelaide Shores:

Asset Management and Maintenance:

- Refocus the design, provision and distribution of appropriate recreation and sporting facilities throughout the state to improve access to and use of them at the community level.
- 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.

National and International Events:

- Ensure South Australia has sporting facilities capable of hosting international and national events.

Community Level Recreation and Sport:

- Promote the shared use and take up of existing publicly owned sporting infrastructure through partnership opportunities between state and local government.
- Support the development of local and regional recreation and sport and open space strategies.

As one of the key recreation infrastructure hubs in Greater Adelaide, Adelaide Shores has a key role in delivering the State's Strategic Infrastructure Plan, in particular, by contributing to the goal of providing accommodation in association with major sporting hubs. The DPA will assist with achieving this goal by implementing policy which is suitably flexible and compatible with recreation and sport activity land uses, which could accommodate both local community and larger scale sporting events.

3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN

A number of individual reports, including some which are relevant to this DPA, have been prepared by a range of consultants on behalf of Adelaide Shores. A summary of these reports is outlined as follows;

1. Adelaide Shores Food and Beverage Study

This report reviewed an alternative management structure for the provision of food and beverage services across the Adelaide Shores precinct.

2. Adelaide Shores Conference Demand Study

The 2009 Conference Demand Study completed by Neilson-Hall Consultancy examined the potential level of business demand from the convention market sector for existing and possible new facilities located within the Adelaide Shores precinct.

The report evaluated the demand for conference facilities in Adelaide Shores and identified a shortage of supply of 3, 4 and 5 star accommodation associated with conference facilities. The report also identified a demand for improved facilities catering for wedding/banquet and corporate/government meetings and events and recommended redevelopment of the golf course function facility for functions.

The report reviewed the current level of conference business in metropolitan Adelaide as well as the existing facilities on site at Adelaide Shores. The findings broadly state that current supply of conference related facilities in Adelaide (as at December 2009) appears adequate to meet demand for the short to medium term. However, the report noted that existing facilities at Adelaide Shores could be more heavily utilised by targeting relevant market segments.

[Note: The above excerpt has been provided as this document was considered unsuitable for public release in full, due to commercial in confidence concerns.]

5. Adelaide Shores Indoor Leisure Centre Feasibility Study

This report identified a need for recreational services for older adults, potentially consisting of a 4 court stadium, 9 squash courts, 4 beach volley ball courts, a health and fitness studio with multipurpose spaces and other associated and support activities.

4. Executive 60 Golf Course Review

This report assessed and offered recommendations in relation to the future management and development of the Adelaide Shores Golf Course facilities and suggested an architectural / layout review be undertaken to determine the long term viability and trends in golf course participation.

5. Adelaide Shores Sport and Leisure Masterplan

In 2009 the West Beach Trust instigated a steering committee that included representatives from State and local government, Adelaide Airport Limited, existing lessees and Sport SA, to develop a Sport and Leisure Master Plan for the whole West Beach Recreation Reserve (WBRR). The purpose of the plan was to ensure effective use of the reserve through identifying opportunities, maximising shared use, prioritising developments and ensuring transparent assessment of new opportunities.

Tredwell Management was commissioned and Expressions of Interest were called. In total, 37 EOIs were received, many from State sporting organisations. A number of zones within the reserve were identified where complementary facilities and organisations could be co-located.

The report focused on future sport and leisure facility needs on the land east of Military Road and identified the location, scale and types of development that should occur. A number of recommendations were presented including the development of a commercial and community adventure facility, pedestrian and cycle linkages, storage facilities and additional car parking areas.

The Plan's objective is to enhance Adelaide Shores' role as a community sports hub. Progression of the opportunities identified will be subject to funding. The first Sport & Leisure Master Plan project, the installation of a multi-purpose synthetic pitch on Barratt Reserve, will proceed in 2013.

[Note: The above excerpt has been provided as this document was considered unsuitable for public release in full, due to commercial in confidence concerns.]

6. Adelaide Shores Destination Day Spa Feasibility Study

This report found that the spa industry had increased by 152% since 2002 and that there is potential to build a successful day spa business with a focused, reasonably sized "real" spa offering.

7. Adelaide Shores Traffic Management Report (Traffic and Parking)

This report evaluated the potential future traffic and parking requirements for Adelaide Shores. The contents of this report have informed the information and discussion provided in Section 4.5-Transport of this DPA Analysis.

8. Adelaide Shores Economic Impact Study

This report sought to quantify the economic benefits of Adelaide Shores both currently and as a result of future growth and development opportunities and identified that:

- Adelaide Shores contributed \$15.4 million of income generated in 2009/10 within the metropolitan area
- 250 direct jobs were generated in the Western region of Adelaide as a result of Adelaide Shores
- 180 direct jobs (FTE's) generated in 2009/10 elsewhere across metropolitan area
- for every job created at Adelaide Shores itself there is more than one additional job created elsewhere in the regional economy
- construction work generates employment and will increase the economic impact of Adelaide Shores on the economy
- that future development opportunities within Adelaide Shores represent an outstanding opportunity to more than double its contribution to economic and employment growth in South Australia.

9. Adelaide Shores Caravan Park Masterplan

In 2010, Adelaide Shores, in conjunction with Swanbury Penglase Architects, developed a Master Plan for BIG4 Adelaide Shores Caravan Park. The Master Plan takes into consideration the current and future demands of the caravan park while recognising the park's history from the 1950s.

The Master Plan reviewed and considered the significant advancement of caravan parks on the Eastern seaboard and integrated similar development of assets at Adelaide Shores over a 15 year period in 10 stages. Stages 1 and 2 of the Caravan Park Master Plan have already been completed. The Master Plan aims to continue to refurbish and develop the significant tourism asset of the Caravan Park within a strategy that considers optimal location of facilities and services, shared open spaces, internal traffic flow, landscaping, boundaries and entry statement. The Plan does not require any expansion of the Caravan Park footprint and continues to provide for off-street parking for in-house guests.

This report reviewed the current accommodation types, associated facilities, and existing pedestrian and traffic links; identified conflicts in pedestrian and traffic movement; and provided an integrated landscape solution.

[Note: The above excerpt has been provided as this document was considered unsuitable for public release in full, due to commercial in confidence concerns.]

10. Adelaide Shores ASR Report (Stormwater /Harvesting Feasibility)

This report identified and recommended a number of potential stormwater solutions for Adelaide Shores including the potential for stormwater harvesting and use of a biofilter system within the golf course.

11. Adelaide Shores Boat Haven Masterplan

This report comprises a strategic review of the boating precinct and identifies opportunities to enhance its value including development opportunities.

12. Adelaide Shores Streetscape Plan

This report provided a suggested design for Military Road including the provision of an additional roundabout, extensive landscaping and extensive paving treatment.

13. Adelaide Shores Corporate Offices and Works Depot

This report provided a review and recommendations in relation to car parking and traffic implications associated with Adelaide Shores Corporate office accommodation and improvements to the work depot area. Redevelopment of the depot area has recently been completed.

14. Adelaide Shores Resort Masterplan

This document reviewed the existing resort accommodation facilities and suggested alternative accommodation types; provided design resolutions for the resort entrance; included a proposal for a Day Spa; and recognised links to future/adjoining development.

15. Adelaide Shores Combined Golf, Bowls and Function Centre

This report considered the market demand and need for a combined golf, bowls and function facility and recommended a purpose built function facility for 200 people, in addition to the golf and bowls requirements.

16. Adelaide Shores Hotel Demand Study

This study assessed the potential viability of hotel services and accommodation within the Adelaide Shores site and concluded that given current market pressures, the construction of a hotel within the site was not a viable development option at this time.

Implications for this DPA:

In summary, the above investigations, reports and studies have been considered and where relevant, they inform the DPA, by providing a range of background information. These documents have relevance to the consideration of future land uses envisaged, but are not critical to the formulation of specific land use policy.

4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

4.1 Existing Zoning and Land use on and adjacent the site

4.1.1 Existing zonings

The area affected by the DPA is covered by three Development Plans (Charles Sturt, West Torrens and Land Not Within a Council Area (Metropolitan)) and currently has a range of policy layers that apply, these are outlined in the following table:

Council	Zone	Policy Area	Precinct	Other
West Torrens	Community	Recreation Policy Area 5	11 West Beach	Areas: 1. Tourist Accommodation 2. Patawalonga 3. Tourist Centre 4. Boating
	Coastal Open Space			
	Airfield			
Charles Sturt	Recreation		63 Tourist Accommodation 64 Recreation 65 Adelaide Airport	
	Coastal Open Space			
Land Not Within a Council Area (M)	Recreation (West Beach)			Boating (Area 1)

As prescribed by the *West Beach Recreation Reserve Act 1987 (the Act)*, the purpose of the West Beach Recreation Reserve is that it be developed and managed as a State significant tourism and recreation precinct. In order to deliver this, a range of recreational, sporting and tourism facilities and services are currently established on the area affected including:

Accommodation

- a Caravan Park comprising 353 caravan and camping sites, 108 cabins, a café and other ancillary facilities
- a Resort Accommodation complex comprising 32 holiday units, 30 villas, 22 bungalows and other ancillary facilities.

Golf

- two public Golf Courses (72 par Patawalonga course and 60 par course), two driving ranges, putting green, golf academy and Pro Shop
- Westward Ho Golf Club comprising a public bar and bistro, members area and function area for approximately 160 guests.

Boating

- boat haven with launching facilities for recreational boating, fishing and sailing
- boat storage, servicing and wash down facilities
- boat associated retail including bait, tackle and chandlery retail outlets
- Adelaide Sailing Club which comprises Club Rooms, Sailing Facilities, Function Centre, Bistro/Bar, Sailing School, Hardstand and Boat Park
- SA Sea Rescue Squadron and Radio Base, a volunteer Marine Rescue Centre; Surf Life Saving SA offices.

Other Sport, Recreation & Tourist Facilities

- The Shores Function Centre (known as The Woolshed) comprising 5 function areas for up to 1,300 guests (this facility has ceased operation)
- a BMX and Skate Park, a free public facility for skate-boarding, scooters, rollerblading and BMX riding
- various sporting venues located on Barratt Reserve including Glenelg Lacrosse Club, Softball SA and German Shepherd Dog Club
- 18 tennis courts utilised by SA Catholic Lawn Tennis Association, West Beach Tennis Club and Xavier Lawn Tennis Club
- Glenelg Baseball Club comprising 3 full size grass fields located on Anderson Reserve;
- the West Beach Mini Golf course (18 Hole)
- a section of the State Government's Coast Park, a shared pedestrian and cycle path along the foreshore.

Corporate and Administrative Facilities

- Adelaide Shores administrative offices and depot (the latter of which has recently undergone significant upgrade)
- Sport SA (SA Sports Federation Incorp.) administration office and skills centre.

SA Research and Development Institute (SARDI)

SARDI is a research division of Primary Industries and Resources SA. The South Australian Aquatic Sciences Centre (SAASC) is home to the SARDI Aquatic Sciences group. The centre, located off Hamra Road, is essentially land locked by Adelaide Shores.

The SAASC is a purpose-built marine and freshwater research complex supporting more than 120 research scientists and support staff with a diverse range of scientific, technical, analytical and specialist skills. The centre focuses on five main areas of research:

- Wild fisheries
- Aquaculture
- Marine Environment and Ecology
- Inland Waters and Catchment Ecology
- Oceanography.

It is understood that SAASC is among the most comprehensive research facility of its type in Australia and that research and development undertaken by SARDI at the SAASC benefits and adds value to the State's commercial fishing and aquaculture industries, worth more \$500 AUD million annually.

The existing West Beach facility, which was first established in 1987, has grown to contain the following notable features:

- 110 seat Lecture Theatre
- 40 seat Conference facility
- Library
- Image Analysis Rooms
- Various Laboratories
- Pool Farm with 80 separate tanks
- 250m² Indoor Aquaria Room
- 2 Coastal Fin-fish Hatcheries.

Given the existing on-site investment at West Beach, there are no known plans to relocate the SAASC facility. The facility is currently protected by a continuous cyclone wire fence which isolates SARDI from the Adelaide Shores site. Notwithstanding this, and subject to security considerations, there may be an opportunity to facilitate greater physical links.

Figure 4 Activities/Uses within the Investigation Area



Adjacent land uses

Other notable uses and features which abut the area affected include:

- One kilometre of Adelaide Metropolitan Coastline including a protected dune system
- The Adelaide Airport
- The Glenelg Waste Water Treatment Plant
- The Patawalonga River
- Harbour Town Shopping precinct.

A suburban residential environment exists to the immediate north and south, comprising predominately low density housing and small scale local commercial/retail services.

In general the area affected is relatively flat with low undulations in various areas particularly to the west (likely remnant sand dunes) and in addition to the buildings and facilities mentioned, contains some mature vegetation, coastal planting and substantial areas of grass. The West Beach coastal dune system extends north-south along much of the western section of the area affected and forms an important vegetated habitat buffer between the 'active' areas of Adelaide Shores and the beach.

4.2 Preliminary consultation with key stakeholders

Given the size and location of the subject site, which relates to a range of key stakeholders, Adelaide Shores undertook preliminary consultation with a number of relevant agencies and the three Councils with an interest in the DPA. A summary of the key issues raised by some of the respective stakeholders are outlined below, along with the policy response:

The purpose of the consultation conducted by Adelaide Shores was to:

- inform the key stakeholders of the investigations
- obtain relevant background information
- obtain relevant technical information, policies and requirements, particularly in respect to infrastructure and services
- develop an understanding of any relevant local issues
- identify options and preferences in respect to future Development Plan policies.

The information obtained from the various key stakeholders has been considered in terms of its implication on potential policy change. The key issues raised by stakeholders and the associated response are documented below:

Office of Recreation and Sport (ORS)-Department of Planning, Transport & Infrastructure (DPTI)

The ORS raised a number of issues including the following comments:

- the Recreation Zone is a more apt title than the Community Zone for the sporting and recreation function of Adelaide Shores
- the Desired Character Statement should make specific mention to sporting activity as a key component to ensure consistency with relevant objectives of the 30-Year Plan eg development of a major sporting hub with reference to sport in relevant Objectives and Principles of Development Control
- there should be support for policies that allow for services (eg medical) which are ancillary to sport, recreation and tourism
- Concept Plan WeTo/14 is considered not relevant. Development should be guided by the inclusion of a structure plan and more detailed precinct plan, this should be informed by the master planning work undertaken by the Adelaide Shores.

Implications for this DPA:

It is appropriate that amended policy for Adelaide Shores Zone gives stronger emphasis to sporting activity, to ensure consistency with the 30-Year Plan. A flexible policy approach is that supports envisaged uses ancillary to sport and recreation is proposed. An updated concept plan is also proposed to convey existing and proposed bike and pedestrian paths.

Department of Environment Water and Natural Resources (DEWNR)

DEWNR provided a range of comments, including the following:

- suggested use of Coastal Marina Zone for the harbour area and Coastal Open Space with local variations for remainder of coastal zoned area
- recommend changes to landward zone boundary to reflect location of seawall and sand pipeline
- highlighted the need for respective coastal zone provisions (and associated concept plans) to reflect features present eg hazards, sand dunes, coastal vegetation, seawall, pipeline etc
- suggested that the sea level rise and coastal flooding policies from the Coastal Open Space/Settlement Zones to be included in coastal zones or parts of non coastal zones, to:
 - guide protection of development from sea level rise
 - guide protection of over water development from coastal flooding, and
 - acknowledge seawall and sand pipeline.

Implications for this DPA:

- The application of the Coastal Marina Zone is considered appropriate for the harbour area and could also be considered for the adjacent on shore land (currently Community Zone) which contains many uses (eg boating sales & repair, etc) that are also envisaged in this Zone.
- Use of one Zone for both off shore and on shore development would negate the need to amend the current zone boundary.
- The proposed policy direction reflects current features of the area affected.
- General Coastal policy and the Coastal Marina Zone contain provisions for sea level rise and coastal flooding. It is proposed that the sea level rise and coastal flooding policy from the Coastal Open Space/Settlement Zones be used in the Coastal Marina Zone

Department of Primary Industries and Regions SA (PIRSA)

PIRSA identified its SARDI marine related research centre as an ongoing use (currently a desired use in the Community Zone) and conveyed an expectation that the DPA will not create impacts for the site.

Implications for this DPA:

The DPA acknowledges the ongoing use of the SARDI site for Marine related research to be recognised with suitable policy that acknowledges its presence and encourages integration with other compatible uses.

Department of the Premier and Cabinet-Aboriginal Affairs and Reconciliation Division (AARD)

The AARD advised that there is no entry for Aboriginal sites within the area affected and reaffirmed the role of the Aboriginal Heritage Act 1988 in protecting Aboriginal sites and objects.

Implications for this DPA:

No policy response is required given the absence of Aboriginal sites and the role of the legislation.

Adelaide Airport Limited

Adelaide Airport Limited reaffirmed that all the land leased by Adelaide Shores from the Airport is covered under The Adelaide Airport Master Plan (2009), under the province of the *Airports Act 1996* and *Regulations*, and furthermore that this land is held in reserve for possible long terms aviation expansion prospects.

Implications for this DPA:

Most of the land in the area of the DPA leased by Adelaide Shores contains the Airfield Zone which contains policies that allow only for land uses, such as sporting fields, which do not involve significant built form on land which is operated privately by Adelaide Airport Limited under a long term lease from the Commonwealth Government. Accordingly, there are no immediate policy implications for the DPA.

South Australian Tourism Commission (SATC)

The SATC provided the following comments:

- given the location and current facilities (which could be expanded on) there is great potential for the site to be further developed so it can cater for a diverse array of events, particularly sporting events
- flexibility to allow more accommodation on the site should be facilitated
- protection from encroachment that would limit tourism development opportunities on the site is essential as well.

A more flexible policy approach could create opportunity for additional accommodation and associated facilities/events to assist with achievement of the objective of the 30 Year Plan, relating to the sites status as a premier tourism, recreation and sporting area. Given the size of the area affected, many land uses, including much of the tourist accommodation, do not have external interface, however interface policies sit in both the West Torrens and Charles Sturt Development Plans to address the areas where site abuts other land uses.

Implications for this DPA:

A flexible approach that provides opportunity to accommodate a range of uses and associated facilities and events is proposed as part of the policy framework. In particular policy proposed within the Adelaide Shores Zone continues to encourage a range of tourist accommodation, such as camping sites, caravans and cabins, whilst allowing more options in relation to potential location.

Environment Protection Authority (EPA)

The EPA commented on a number of issues including:

- the need for policy to recognise the Australian Standard in relation to Aircraft Noise and the siting of noise sensitive buildings;
- the potential for Adelaide Shores to become an iconic model for Water Sensitive Urban Design;
- the need for any proposal to rezone for more sensitive uses to consider areas of site contamination (underground liquid storage associated with the Military Rd work depot) identified in a previous audit;
- the need for a landfill risk assessment to be undertaken for any land zoned within 500m of a historic landfill (within the boundary of CT6094/688) which is associated with a notification of groundwater contamination; and
- the need to consider the proximity of the Glenelg Wastewater treatment plant (EPA Licensed Activity) in relation to policy change in the area affected, that allows for future sensitive uses.

Implications for this DPA:

- Several of the issues (noise, site contamination, proximity to wastewater treatment) raised by the EPA would only become relevant in the instance that sensitive uses are introduced, which is not the intention of the DPA. Furthermore, both the West Torrens and Charles Sturt Development Plans contain general modules to address other matters raised, including the Building Near Airfields, Hazards (Site Contamination) and Natural Resources (Water Sensitive Design) modules which already provide policy guidance.
- To support the existing policy framework relating to site contamination, further reference to the potential for site contamination (based on previous activities) is included in the Desired Character Statement for the Adelaide Shores Zone.

City of West Torrens

The City of West Torrens recognised that the complex nature of existing planning and policy processes warrants a review of the relevant Development Plans affecting the recreation and tourism precinct and that a greater level of consistency between the various Development Plans is a key objective.

The Council also noted that ancillary services and a deeper and broader range of attractions and services will be investigated by the DPA and as such, Council are keen to ensure that any future new land uses in the vicinity are compatible with the coastal and Riverina environments, and do not generate unacceptable levels of traffic nor impact on the operations of Adelaide Airport.

Implications for this DPA:

The DPA is proposing to introduce more consistent zoning across the three Development Plans which pertain to the subject site. The investigations include traffic analysis, which indicates that the surrounding network has capacity to accommodate increased traffic flows, while existing general policy in the Councils Development Plan (Natural Resources and Building Near Airfields) will address these potential issues at the development application stage.

City of Charles Sturt

The City of Charles Sturt provided the following comments:

- it is Council's expectation that the purpose of the proposed DPA is to review the current policies over the site with the purpose of realigning them to better facilitate the current and envisaged land use of the site. Any new policy should be consistent with the desired character and existing land use of the site
- Council seeks to ensure that there are no amendments to the General (Council Wide) Section of the Development Plan without directly consulting and discussing with Council administration
- Council emphasises the necessity of considering the adjoining Residential Zones during the DPA process to ensure minimal impact results from any amended planning policy
- that comments previously provided by Council's engineering staff in regards to the 'Military Road Streetscape Plan' (22 April 2009) be considered. It should be noted that the comments were

provided in 2009 and as such may be subject to change. The comments covered a number of topics – however a thorough assessment of a detailed Master Plan may raise additional issues of concern.

Implications for this DPA:

- As indicated previously the DPA is proposing to introduce more consistent zoning across the three Development Plans.
- It is envisaged that there will be little if any changes to general policy, however in any event Council will be invited to comment on all proposed policy changes as part of the consultation process.
- There is an existing Interface between Land uses module in Councils Development Plan, to address adjacent residential development, however the DPA offers consideration to public notification requirements for Residential Zones adjacent to the site by making development within 60 metres of Residential Zones (including the Zone abutting West Beach Road), Category Two for the purpose of public notification.

City of Holdfast Bay

The City of Holdfast Bay raised the following two issues for consideration in relation to the future DPA:

- the need for policy change to facilitate uses and forms of development at ensure consistency with the functions designated in the 30-Year Plan ie Glenelg (designated as a major district centre and key transit orientated development site) while Adelaide Shores (identified as MOSS land and a major sporting hub). Council would oppose policy that created development that would draw activity away from the Glenelg Precinct (eg apartments, hotels, retail, restaurant and commercial uses)
- the need to ensure an appropriate interface between the Adelaide Shores site and adjacent residential areas in Holdfast Bay (e.g. Glenelg North adjacent to the Patawalonga).

Implications for this DPA:

The DPA does not to propose to introduce the type of development associated with a major district centre and TOD, although some retail and commercial uses may occur which are primarily anticipated to those which are ancillary to tourism, recreation and sporting uses. In relation to interface, the DPA will give consideration to public notification requirements for Residential Zones adjacent to the site. Council will have the opportunity to comment further as part of the consultation process.

SA Water

SA Water identified that the area affected contains water and wastewater services however at this stage they do not anticipate that the proposed DPA will have a negative impact on SA Water infrastructure. The location of the Waste Water Treatment Plant which abuts the southern boundary of the area affected was also specifically raised with SA Water who advised of the need for a future and continuing buffer between the Adelaide Shores land and the Glenelg Wastewater Treatment Plant.

Implications for this DPA:

SA Waters' views are noted regarding future infrastructure and the need for an ongoing buffer. Current policies relating to water supply and provision in the Infrastructure Module are considered sufficient to guide the future provision water infrastructure.

ETSA Utilities

ETSA advice included information about future undergrounding proposals in the area and the need for regard to be given to future substations in the instance of future load growth, which would normally primarily result from infill or green field residential development.

Implications for this DPA:

ETSA's views are noted regarding future infrastructure needs. Current policies relating to electricity supply and provision in the Infrastructure Module are considered sufficient to guide the future provision water infrastructure.

4.3 Human Services, Open Space and Retail

A review of existing human services within the locality has been undertaken to provide context to the local environment in which the area affected is situated.

It should be noted that this investigation assumes any potential policy change would have no impact on permanent population growth (i.e. the area affected does not and would not include residential zoning/s), however an increase in visitors to the area affected through tourist accommodation demand and day visitation is an obvious business goal of Adelaide Shores.

4.3.1 Human Services

Health

The area affected is reasonably well serviced by a range of health facilities including hospitals, day surgeries and some specialist centres, however few are within walking distance. Given Adelaide Shores current and intended emphasis on local, state, National and even potentially international sporting activities and events (based on their strategic business goals), the opportunity to provide specialised sports related medical services within the site has been identified as a viable option (i.e. sports injury rehabilitation).

Education

Servicing the existing well established residential areas around the area affected are a range of Government (G) and Non-Government (NG) High Schools and Primary Schools. There are limited tertiary educational facilities within close proximity to the area affected.

Many of the sport venues at Adelaide Shores provide a valuable resource for youth, both locally and beyond. School sports trips, particularly for regional and interstate groups, combined with the on-site accommodation provided by Adelaide Shores offers a convenient arrangement. Other opportunities to expand on the education theme, for example through an interpretive centre operating in conjunction with SARDI, and coastal conservation walks could be further explored.

Pre-School and Child Care

An analysis was undertaken as part of the 'Adelaide Shores Development Plan Amendment- Investigations Report' which concluded that the local area is sufficiently serviced by both pre-school and child care facilities.

Aged Care and Accommodation

An analysis was undertaken as part of the 'Adelaide Shores Development Plan Amendment- Investigations Report' which concluded that the local area is reasonably well serviced by aged care services and accommodation options.

Emergency Services

An analysis was undertaken as part of the 'Adelaide Shores Development Plan Amendment- Investigations Report' which indicated that Emergency services in the locality servicing the area affected include Metropolitan Fire Services, SA Ambulance Service and South Australian Police.

Other Community Services

An analysis was undertaken as part of the 'Adelaide Shores Development Plan Amendment- Investigations Report' which indicated that a number of other general community facilities, halls and the like can be found within reasonable proximity to the area affected.

Implications for this DPA:

- The proposed DPA is unlikely to result in population change which will require provision of additional human services, although there is potential for shorter term uses of the site to attract more people for shorter term uses.
- An opportunity to provide specialised sports related medical services within the site has been identified as a viable option and policy will sufficiently flexible to allow for such uses.

4.3.2 Open Space

Metropolitan Open Space System (MOSS)

The West Beach Recreation Reserve is identified as part of the Metropolitan Open Space System (MOSS), a secondary set of 'parklands' established across the Adelaide Metropolitan area.

The objectives of MOSS include the:

- provision of a visual and scenic contrast to the built environment of Adelaide
- provision of a buffer to separate and define developed or developable segments of the metropolitan area
- assistance in the conservation of natural or semi-natural habitats and sites of scientific, cultural or heritage interest
- the provision of green corridors for movement of wildlife
- accommodation of a range of passive and unstructured recreation and leisure areas
- provision for the integration of stormwater management in association with
- recreation, aquifer recharge and water quality management.

MOSS open space can comprise:

- direct open space in public ownership which is readily accessible to the community for a variety of physical activities and recreational purposes and indirect open space which is retained in private ownership under low key usages, and is not available for direct public access
- in the case of the West Beach Recreation Reserve, much of the land is unfenced and accessible for public use except where organised sporting events are occurring. The exception to this are the golf courses and certain other fenced sporting sites (i.e. Baseball), and where leases limit full public access.

Coast Park

Adelaide Metropolitan Coast Park is a linear, publically accessible coastal park, which once complete will extend approximately 70km along the metropolitan coastline from Sellicks Beach to North Haven. The West Beach section of the Coast Park, known as Precinct 6, continues the three metre wide shared use recreational path catering for walkers, cyclists, roller bladders and wheelchairs. Other features (either completed or proposed) include reserve upgrades, seating areas, shade structures, bins, public art installation and dune plantings.

The development of the shared recreational pathway through Adelaide Shores, behind the existing dunes, included negotiation with the West Beach Trust on the pathway alignment and provision for educational signage was a landmark project for the Coast park project.

Other Open Space

In addition to the existing open space within the area affected and the coastal open space (beaches and surrounds)), the locality considered to be well furnished with open space and recreational activities, including several facilities in surrounding areas including Glenelg, Lockleys and Henley Beach.

Implications for this DPA:

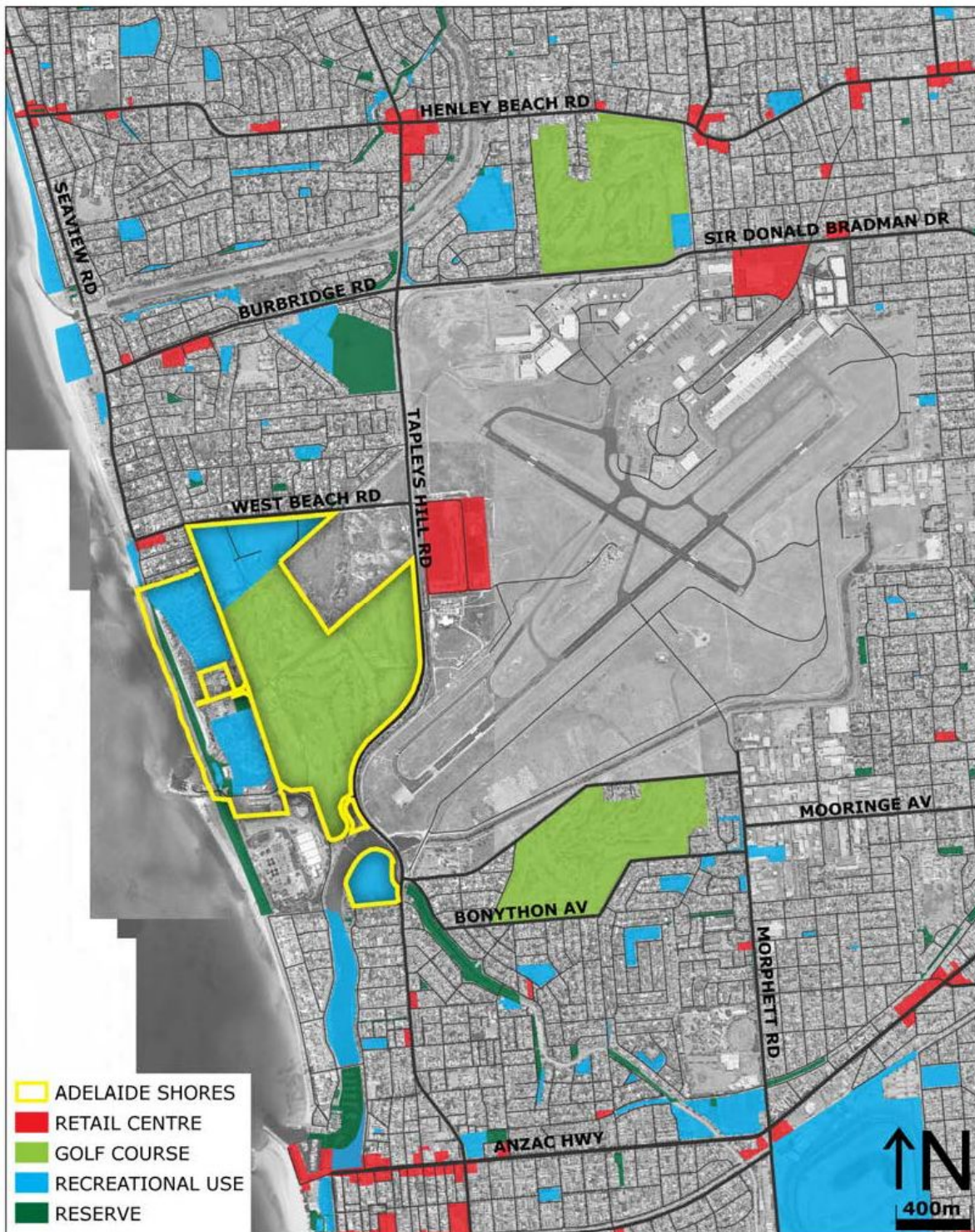
A key element of the DPA is to ensure a policy framework is proposed that continues to reflect Adelaide Shores and its surrounds as a major strategic open space location for the Adelaide metropolitan area.

4.3.3 Retail

The broader locality is serviced by a range of retail and commercial businesses which include both local services within smaller neighbourhood centres and regional destinations such as Harbour Town, IKEA and the strip shopping along Jetty Road, Glenelg. The figure below illustrates the availability of open space and retail centres within the locality of the area affected.

Figure 5-Proximity of open space and retail centres

The analysis



undertaken indicates that the broader locality is serviced by a range of retail facilities. Retail policy for the DPA can be guided by the core policy from the Zones in the Planning Policy Library which would generally allow for some retail uses that are ancillary to the major land uses of tourism, sporting and recreation. Some flexibility on retail policy may be appropriate particularly if it is ancillary to tourism, recreation and sporting uses.

Retail development outside these parameters, may also be appropriate in other locations eg development on Tapleys Hill Rd, that complements existing adjacent development, however policy pertaining to any development in this location would need to ensure that new access does not compromise the safety and efficiency of Tapleys Hill Rd, which is of a strategic freight route.

Implications for this DPA:

Existing policies contained in the relevant Development Plans, particularly general provision are considered sufficient to guide the overall extent of retail land uses within the area affected and surrounds. With regard to retail development within the proposed Adelaide Shores Zone, retail uses ancillary to recreation, community or tourist development are envisaged. Further, within the Desired Character Statement for the Adelaide Shores Zone, retail uses in the order of 500 to 1500m² are supported to provide opportunity for development that primarily caters for those using the area for sporting, tourism or recreation purposes.

4.4 Infrastructure and Stormwater

4.4.1 Potable Water Reticulation

Potable water supply services are provided in the area affected. SA Water advised that at this stage they do not anticipate that the future land use and development at Adelaide Shores will have a negative impact on SA Water infrastructure. Any proposed policy revision relating to the area affected is not envisaged to significantly increase potable water demand or require water service infrastructure augmentation in the short to medium term. The location of the Waste Water Treatment Plant which abuts the southern boundary of the area affected was also specifically raised with SA Water who advised of the need for a future and continuing buffer between the Adelaide Shores land and the Glenelg Wastewater Treatment Plant. Future policy revisions should take account of the need for such a buffer and ensure 'non-sensitive' land uses are facilitated to the immediate north of the Water Treatment Plant.

4.4.2 Sewer reticulation

The following information in relation to sewer services is relevant to the area affected:

Tapleys Hill Road

- Limited sewer infrastructure.

West Beach Road

- No sewer infrastructure with the exception of the last 150m from the Military Road intersection. A 150m gravity main on north side of West Beach Road, services the existing residential allotments.

Military Road

- Gravity sewer, 225mm diameter, extends from the West Beach Road intersection heading south for a distance of 400m approximately. The main then reduces to a 150mm connection and enters the caravan park.
- South of this connection, there is no further gravity sewer infrastructure
- The only sewer south of this point and extending up to and beyond Africaine Road, are pumped rising mains
- Two other gravity connections exist on the caravan park site as follows:
 - at 75m south of the caravan park northern boundary
 - at 170m south of the caravan park northern boundary
- There are also two gravity connections on the eastern side of Military Road as follows:
 - at 190m south of the West Beach Road intersection
 - at 285m south of the West Beach Road intersection.

4.4.3 Electricity supply

High and low voltage reticulation exists along the entire length of Military Road and West Beach Road. Further electricity infrastructure is as follows:

West Beach Road

- High voltage enters the site to supply the Softball and Baseball Association, through a dedicated pad mounted transformer. The transformer also supplies the Telstra/ Vodafone mobile tower site.

Military Road

- High voltage underground reticulation enters the caravan park to the north and loops into the park linking three on site pad mounted transformers, and then exits the site to the south
- A dedicated high voltage supply enters the Shore Function centre site and supplies a pad mounted transformer
- A dedicated high voltage supply enters the Resort site and supplies a pad mounted transformer
- A dedicated high voltage supply is located in Barcoo Road and extends west to supply a pad mounted transformer
- On the eastern side of Military Road there is a high voltage supply which heads in a north east direction through the Golf Club and terminates in a high voltage cubicle at the Golf Driving Range car park
- Further north, a high voltage supply enters the Adelaide Shores Works Depot site and supplies a pad mounted transformer
- There are also a number of low voltage feeds on both sides of Military Road.

ETSA advised of a current Power Line Environment Committee (PLEC) proposal, subject to funding, to undergrounding the 11KV and LV mains along Military Road where it fronts the Adelaide Shores Complex.

While a precise timeframe for the PLEC work is unknown, it is currently estimated to be between three to seven years away.

4.4.4 Gas supply

A low, medium and high pressure gas reticulation mains is situated around the area affected , as follows:

West Beach Road

- Low pressure main from Military Road up to Atlantic Avenue.

Tapleys Hill Road

- High pressure main.

Africaine Road

- High pressure main.

Military Road

- Low pressure main from West Beach Road down to the Adelaide Shores Works Depot.
- Medium pressure main from Works Depot down to Africaine Road intersection.

Hamra Avenue

- Medium pressure main enters Hamra Avenue and supplies the Wool Shed site
- Medium pressure main supplies the Resort Village site
- medium pressure main supplies the Caravan site.

Any proposed policy revision relating to the area affected is not envisaged to significantly increase gas service supply demand or gas infrastructure augmentation in the short to medium term.

4.4.5 Telecommunications

Extensive Telstra infrastructure exists along Tapleys Hill Road, West Beach Road, Military Road and part of Africaine Road. There are also Telstra feeds into Hamra Avenue and Barcoo Road. Numerous lead-in copper feeds exist along Military Road on the east and west side, from Africaine Road corner all the way up to the West Beach Road intersection.

The Softball and Baseball Association are supplied from West Beach Road.

In relation to fibre optic infrastructure, Next Generation has an optic fibre cable along Hamra Avenue however it currently serves the SARDI site only. Optus has an optic fibre cable linking the Airport Flight Communications building to the mobile communications tower located east of the Works Depot. The cable link enters from West Beach Road.

Any proposed policy revision relating to the area affected is not envisaged to significantly increase telecommunication service demand or telecommunication infrastructure augmentation. However, irrespective of any planning policy change it is likely additional fibre optic infrastructure will be sought within the area affected.

Summary of Utilities

In summary, the investigations determined that the area affected is already well serviced by all essential infrastructure, including water, sewer, electricity, telecommunications and gas. While over time, future development within the area affected may give rise to the augmentation of certain services, such upgrades are not anticipated to be as a consequence of any proposed planning policy revisions resulting from the Adelaide Shores Development Plan Amendment. In the event that service augmentation is identified as necessary as a result of development proposed by Adelaide Shores and/or their lease holders, Adelaide Shores (or indeed the lease holders depending on the contractual arrangements) will be required to financially contribute towards any such augmentation.

Implications for this DPA:

Current policies under the general section on Infrastructure in the Charles Sturt and West Torrens Development Plans are considered to provide appropriate guidance in relation to utility infrastructure requirements.

4.4.6 Stormwater Management

Existing major stormwater infrastructure within the area affected includes:

- the Cowandilla-Mile End outfall drain which runs through the site, bringing stormwater flows from upstream. There is opportunity to discharge stormwater into this drain. The drain enters the site from the northeast and discharges to the south
- Military Road drainage system comprising kerb and gutter to each side of the street, along with side entry pits and associated pipe network
- a series of open drains/swales on the site, within the golf course and playing field areas.

There is opportunity to discharge stormwater into these drainage systems, subject to detention and quality requirements as imposed by the relevant Council.

A water-affecting activity permit pursuant to the *Natural Resources Management Act 2004 (SA)* is required from the Natural Resources Management (NRM) Board for any works associated with the Cowandilla-Mile End outfall drain (otherwise known as the Remnant Patawalonga Creek) in the area affected and through the adjoining Airport land.

A significant upgrade of the Cowandilla-Mile End outfall drain is proposed by the City of West Torrens in conjunction with Adelaide Airport and State Government funding contributions. The detention basin will be used to help manage stormwater particularly from the adjacent West Beach Residences and reduce risk of flooding to these houses during times of major rainfall. The capacity of the existing Cowandilla-Mile End drainage system has raised concern for many years due to a number of localised factors including works within the Airport (runway extension, commercial/retail expansions), the associated re-alignment of Tapleys Hill Road, redevelopment of the Adelaide Shores golf courses and works to the Patawalonga basin.

Tonkin Consulting were engaged to design an upgraded drainage system which would cater for the forecasted increase in drainage from the upstream catchment as it becomes fully developed.

Stage 1 works, which have been completed, included widening and landscaping of the existing outfall drain upstream (east) of Tapleys Hill Road to accommodate the 100 year ARI (average recurrence interval) flow. Downstream (west) of Tapleys Hill Road the proposal allows flooding across the Adelaide Shores golf courses to use the floodplain storage to reduce peak flows and therefore no works on the remnant Patawalonga Creek or the channel through the golf courses are required.

Stage 2 works, which have recently commenced, involve the construction of a detention basin, pump station, channels, pipelines and levee banks to allow the West Beach area to drain south of West Beach Road without being compromised by high water levels in the outfall drain system (i.e. Remnant Patawalonga Creek and drains through the golf courses to the Barcoo Outlet). Water from the detention basin will gravitate into the outfall drain system when water levels allow and be pumped when water levels in the outfall drain system are too high.

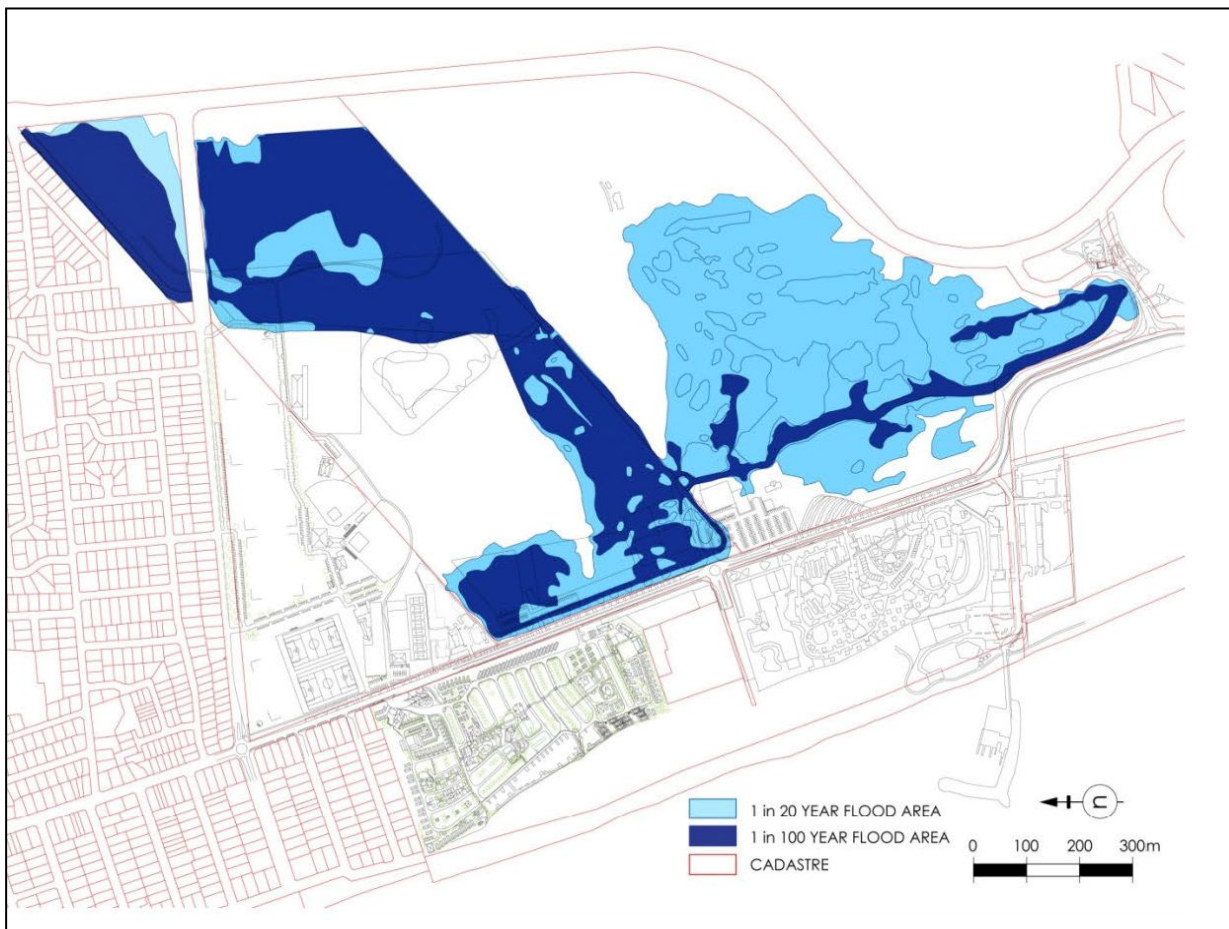
In relation to flooding, the land is subject to 1 in 20 year and 1 in 100 year flood events as shown in Figure 18. As a consequence, appropriate floor levels for any proposed new buildings will need to be raised to Council requirements, typically 300mm above the 1 in 100 year flood levels.

In relation to stormwater detention Council generally requires that peak stormwater outflows from a development site be restricted to predevelopment levels. This is done to ensure the adequate performance of existing council stormwater disposal infrastructure downstream. This requirement

generates the provision for on-site storage volumes (detention storage) which can be provided in the form of tanks, swales or depressions. These can store water in flood events but outflow is restricted to the required rates. These volumes are typically empty, filling only in storm events.

Council will require stormwater discharge from new car parks and roads to be treated to remove sediment, oils and other contaminants from outflows from the site. This requirement can be provided by vegetated swales or physical treatment devices.

Figure 6: Stormwater and Overflow Areas



Implications for this DPA:

Current policies under the general section on Infrastructure in the Charles Sturt and West Torrens Development Plans are considered to provide appropriate guidance in relation to stormwater infrastructure requirements.

4.4. 7 Water Sensitive Urban Design

In relation to stormwater capture and reuse, Adelaide Shores commissioned Wallbridge and Gilbert to prepare a Stormwater Harvesting Concept Design, finalised in October 2011. This report provides a Feasibility Cost Model which concludes that should the supply rate of Class A water increase with a 4% escalation rate (and resultant NPU cost per kilolitre) over a 60 year period then a stormwater harvesting scheme is a viable financial alternative.

In summary the report recommends:

- commissioning a final detailed design and costing of the concept stormwater harvesting ASR scheme
- submitting an application to the Environmental Protection Authority (EPA) for a license to inject treated stormwater into the T2 aquifer
- liaising with ETSA to obtain the costs of the electrical provisions at the site
- providing a proposal to the Department of Health for authorization to establish injection/extraction bores within spaces irrigated with treated effluent.

Further, the National Resources Management (NRM) Authority in South Australia has indicated their support for an Aquifer Storage and Recovery (ASR) system at Adelaide Shores to the extent that it is now on their priority list. Inevitably, alternative sources of water will provide greater long term water

security for Adelaide Shores, and the consultant's initial investigations suggest that any ASR system will have minimal impact on the existing golf course layout and its operations.

Opportunities to incorporate Water Sensitive Urban Design (WSUD) features into any streetscape upgrade of Military Road (or West Beach Road) should also be explored.

Implications for this DPA:

Current policies under the general section on Water Sensitive Design in the Natural Resources Module in the Charles Sturt and West Torrens Development Plans are considered to provide appropriate guidance in relation to Water Sensitive Urban Design measures.

4.5 Transport

Murray F Young and Associated undertook a Traffic and Parking Report on behalf of Adelaide Shores in May 2010. This report together with on-site assessment and observation forms the basis of the following transport related information.

4.5.1 Road and Transport Network

Information regarding the road and transport network located within and adjacent the area affected is as follows.

Military Road

Military Road runs north-south through the middle of the area affected, curving east at the southern end, and provides the majority of access points into the Adelaide Shores facilities and sites. Elements of the road include:

- collector Road under the care and control of the Council's (City of Charles Sturt Northern section and City of West Torrens – Southern section)
- 6.5 metre wide traffic lanes in both directions
- short section adjacent the Caravan park entrance includes a 3.6 metre wide central median island, remainder is marked by a centreline only
- council traffic count data indicates a daily traffic volume in the order of 6,600 to 7,050 vehicles per day
- a speed limit of 50 km/h applies
- parallel on-street parking is permissible although appears infrequently used
- a roundabout is located at the intersection of Military Road and West Beach Road, adjacent the north-western corner of the area affected
- draft Streetscape Plan including traffic control treatments for Military Road was prepared by Taylor Cullity Leathlen in 2009 however the plan has not progressed to design stage as yet
- undergrounding of the 11KV and LV powerlines is envisaged as part of a future PLEC proposal.

West Beach Road

West Beach Road runs east-west along the northern boundary of the area affected and provides a number of access points (some informal) into the adjacent playing fields, car parks and other facilities. Elements of the road include:

- collector Road under the care and control of the Council's (City of Charles Sturt –Western section and City of West Torrens – Eastern section)
- comprises a single traffic lane in both directions marked by a centreline
- City of Charles Sturt traffic count data indicates a daily traffic volume in the order of 3,450 vehicles per day
- a speed limit of 50 km/h applies
- an elongated off-street parking area with a number of access points is provided along the southern side of the road

- advice from Council suggests that the above mentioned parking 'strip' is often misread by drivers as a service lane or a westbound lane of West Beach Road (with the actual west bound lane mistaken as an additional east bound lane), resulting in a heightened crash risk situation
- discussion with both Council's and Adelaide Airport in relation to streetscape improvements are progressing
- a roundabout is located at the intersection of West Beach Road and Military Road, adjacent the north-western corner of the area affected
- a signalised intersection operates at the eastern end of West Beach Road, forming an intersection with Tapleys Hill Road and Sir Reginald Ansett Drive (the Harbour Town access).

Africaine Road

Africaine Road is a curved, 'S' bend road, between Military Road and Tapleys Hill Road, at the southern end of the area affected bisecting the BMX/Skate Park from the golf Course area. Elements of the road include:

- local road under the care and control of the City of West Torrens
- comprises a single traffic lane in both directions marked by a centreline
- unsignalised, priority controlled T-intersections are located at each end where the road meets Military Road and Tapleys Hill Road
- two access points into off-street car parks are provided for on Africaine Road;
- a speed limit of 50 km/h applies
- DTEI traffic data indicated a daily traffic volume in the order of 1,700 vehicles per day
- no on-street parking is permitted.

Tapleys Hill Road

Tapleys Hill Road is a curved road running north-south along the eastern boundary of the area affected and is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Elements of the road include:

- comprises two traffic lanes in each direction separated by a central median
- designated turn-lanes are provided at most intersections and access points along the road
- a vehicle access point off Tapleys Hill Road (approx. 750 metres north of Africaine Road intersection) serves the Drummond Golf Driving Range within the area affected
- no on-street parking is permitted along Tapleys Hill Road
- a shared pedestrian and cycle path is located along the western side of the road
- a speed limit of 80km/h applies, reducing to 60km/h beyond the area affected
- DPTI traffic data indicated a daily traffic volume in the order of 45,600 vehicles per day.

Hamra Avenue

Hamra Avenue is a dead-end road accessed from the western side of Military Road in the centre of the area affected . Elements of the road include:

- local road under the care and control of the City of West Torrens (although the western third is actually a private road owned by Adelaide Shores)
- services The Shores Function Centre, West Beach Mini-Golf and the SARDI site
- provides pedestrian and cycle access onto the Coast Park path
- on-street parking (comprising 94 spaces) is provided along this road, together with a loading area for the Function Centre
- daily traffic volumes are not currently available but are expected to be relatively low (<200 vehicles a day), particularly as The Shores Function centre has been vacated.

Barcoo Road

Barcoo Road is a private road forming part of the West Beach Recreation Reserve, accessed from the western side of Military Road, at the southern end of the area affected which services the Boat Haven facilities, car parking areas, Sea Rescue Squadron and Sailing Club. Elements of the road include:

- provides pedestrian and cycle access onto the Coast Park path
- a priority (Give Way) controlled intersection exists where the road meets Military Road, with separate turn lanes and a sheltered right turn storage lane on Military Road
- approximately 31 car parking spaces are provided along Barcoo Road, in addition to a queuing area for boat and vehicle wash-down
- a zebra style pedestrian crossing (not conforming to Australian Standards) is located at the western end where the road meets the Coast Park.

Other Roads

An internal network of minor roads within the area affected services each area of Adelaide Shores, namely the Resort, Caravan Park, sports fields and the golf facility.

Future Traffic Generation

The Adelaide Shores Masterplan Traffic and Parking Report (Murray F Young (MFY,) May 2010)) expands on the potential traffic generation that could result from new development opportunities within the area affected. The analysis utilises 3 potential development scenarios (refer to the Adelaide Shores Masterplan Traffic and Parking Report for details) and logically, identifies that different uses will generate varying peak hour traffic volumes but that an increase in traffic movement is likely to affect West Beach Road and Tapleys Hill Road (intersection) the most, and Military Road (north of West Beach Road) secondly.

In summary, the report identifies that future peak hour traffic volumes are forecast in the order of:

- 50 trips via West Beach Road / Tapleys Hill Road intersection
- 40 trips via Military Road (north of West Beach Road)
- 15 trips via Africaine Road / Tapleys Hill Road intersection
- 30 trips via Military Road (south of Africaine Road)
- 10 internal trips.

Implications for this DPA:

The Adelaide Shores Masterplan Traffic and Parking Report concludes that potential increases are relatively low based on potential new development opportunities within the area affected and would be readily accommodated on the surrounding road network. Peak generation of the site will be unlikely to directly coincide with peak periods on the adjacent roads. Recognition of Tapleys Hill Rd as a major traffic and freight route is provided with its representation on a Strategic Transport Overlay ensuring that the safety and efficiency of the road is not compromised by access arrangements that impact on the safety and efficiency of the road.

4.5.2 Pedestrians and Cycling

Coastal connections

As previously outlined, the shared use Coast Park extends along the western side of the area affected, connecting with the Adelaide Shores land at various points from adjacent public and private roads as well as to the Caravan Park and the Resort Accommodation areas. A shared cyclist and pedestrian path is provided along the northern side of Hamra Avenue and connects to the Coast Park shared path at its western end.

Military Road

A pedestrian path is provided along the eastern side of Military Road, running north south. The section under the control of the City of West Torrens can be used by cyclists as well as pedestrians. The City of Charles Sturt has advised that it has no short or medium term plans to upgrade the remaining section of the eastern path to accommodate shared use.

A pedestrian only path is also provided on the western side of Military Road. Protuberances with kerb ramps at the junction with Hamra Avenue facilitate movements to and from the Military Road shared path.

The existing road design, usage and character of Military Road poses a significant barrier. There is limited provision of pedestrian crossing opportunities along Military Road. Safe pedestrian links should be provided at strategic locations along Military Road. During site inspections, a high level of cyclist activity was observed along Military Road with nearly all cyclists riding on the road carriageway (sharing with motor vehicles as there are no dedicated bicycle lanes). A large proportion of cyclists were travelling in groups and many rode two abreast.

While two-way, north-south vehicle lanes will need to be retained, appropriate traffic calming measures should be adopted at strategic locations to encourage pedestrian connection from the western to the eastern side of the road. The future impact on traffic volumes as a result of the relocation of AFL football from West Lakes to the City centre should also be evaluated.

West Beach Road

A pedestrian path is provided along the northern side of West Beach Road. No formalised path has been provided along the southern side, albeit pedestrians could share the 'service road' parking area.

Tapleys Hill Road

A shared cyclist and pedestrian path is provided along the western side of Tapleys Hill Road. No paths are provided along the eastern side with the exception of a connection to Harbourtown Shopping Centre from the Tapleys Hill Road / West Beach Road / Sir Reginald Ansett Drive. There are limited pedestrian crossing facilities provided along Tapleys Hill Road within the vicinity of the area affected, with a formalised crossing provided only at the intersection of Tapleys Hill Road with West Beach Road / Sir Reginald Ansett Drive.

Africaine Road

A shared cyclist and pedestrian path is provided along the southern side of Africaine Road which provides access to the Adelaide Shores Skate and BMX Park, as well as the surrounding shared path network on Tapleys Hill Road and Military Road. No path has been provided along the northern side of Africaine Road, with the exception of a short section at the western end where the shared path crosses the road to connect to the Military Road shared path to the north.

Implications for this DPA:

A concept plan to spatially represent existing and proposed access for pedestrians and cyclists is proposed as part of the DPA. Additionally text referring to the provision of pathways for cycling and pedestrian movement throughout the Adelaide Shores Zone is proposed

4.5.3 Public Transport

The area affected is well serviced by public bus transport routes accessible on Military Road, West Beach Road, Tapleys Hill Road and within Harbour Town. Routes link to Glenelg and Adelaide City with service frequencies generally every half an hour to an hour in each direction. There are 11 bus stops located along Military Road and 5 bus stops along West Beach Road. Observational study near the Caravan Park and Resort indicated a reasonably high level of patronage for these services.

Figure 7- Existing Vehicle Links and Public Transport Routes



4.5.4 Vehicle Parking

In addition to the commentary provided in relation to on-street parking outlined earlier (refer to Section 4.5.1), the following table summarises the available off-street parking within the area affected:

Figure 8: Off-Street Car Parking

Location	No.	Comments
West Beach Road (service road parking)	325	260 unsealed 'spaces' and 65 sealed spaces
Military Road	100	(approximate) on-street spaces
Internal roads between Barratt Reserve & Softball SA	188	17 formal spaces & 171 informal 'spaces' + additional overflow if required
Lacrosse club room gravel car park	7	informal 'spaces' + additional overflow for 20 to 30 vehicles
Tennis facility car park	74	formal spaces
Sports SA administration and skills centre	17	formal spaces
Caravan Park - Café Neptune car park	20	formal spaces + additional 457 for accommodation sites
Adelaide Shores admin & depot car park	21	formal spaces
Golf Club car park	262	formal spaces
The Shores Function Centre car park	72	formal spaces + additional overflow area
Resort Village 'front-of-house' car park	34	formal spaces + additional 84 for accommodation sites
Barcoo Road sales and servicing car park	36	formal spaces
Adelaide Sailing Club car park	110	formal spaces
Sea Squadron car park	49	formal spaces
Boat Launch trailer and car park	87	formal spaces + overflow for up to 60 cars with trailers
Public 'beach' car park	37	formal spaces
Skate and BMX Park car park	15	formal spaces
Andersen Reserve (baseball) car park	124	formal spaces
Driving Range car park	77	informal (gravel) 'spaces'
Airport Lookout car park	35	formal spaces

There are approximately 2,230 off-street car parking spaces available within the area affected in addition to on-street parking spaces. There are also a number of informal (often unsealed) parking areas in and around the area affected which are occasionally used for overflow parking. Overall the parking provision more than adequately services the current activities and would very likely accommodate increased demand from an intensification of activities.

4.5.5 Coach /Bus Facilities

Improved and more formalised coach set-down / drop-off areas are required within the area affected, particularly in association with the caravan park and resort area. The Draft Streetscape Plan for Military

Road (Taylor Cullity Leathlen, 2009) incorporates such areas but this plan has not been implemented and requires significant refinement.

4.5.6 Future Parking Demands

The Adelaide Shores Masterplan Traffic and Parking Report (MFY, May 2010) expands on the potential car parking demands that could result from new development opportunities within the affected area. While an assessment of traffic and parking demand for each individual proposed future development would be necessary, there is obvious opportunity to invest in shared parking arrangements for co-located uses. Peak usage periods for different uses would also vary, further supporting a shared parking strategy.

Implications for this DPA:

- The Adelaide Shores Masterplan Traffic and Parking Report (2010) recognises that in addition to off-street parking, there is significant opportunity for a higher level of on-street parking uses along Military Road (including the unused road reserve) and the southern side of West Beach Road which would not impact on parking availability for adjacent residential or other non-affiliated commercial uses.
- Greater reliance on on-street parking might also contribute to a more activated Military Road and in conjunction with other traffic management treatments, assist to slow traffic and create a more pedestrian friendly environment.
- Notwithstanding this, there is ample space for additional, appropriately located off-street parking areas within the area affected to accommodate expansion and intensification of existing uses and the introduction of new activities.
- There is no policy implications for the DPA as the existing policies in the Development Plans are adequate to address proposals with additional car parking requirements.

4.6 Airport Implications

Airport Implications

4.6.1 Australian Noise Exposure Forecast (ANEF)

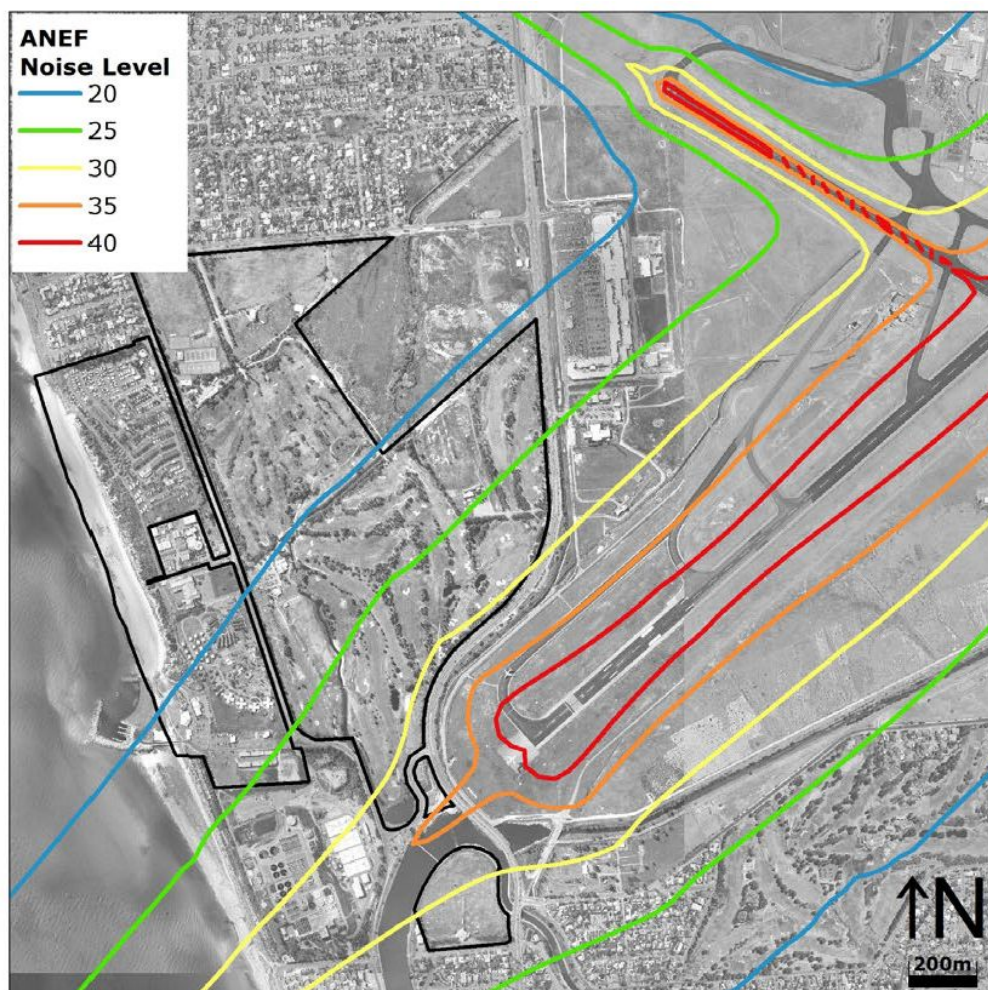
ANEF charts are contour maps that show a forecast of aircraft noise levels that are anticipated in the future. The following table is extracted from Australian Standard 2021 – 2000 Acoustics – Aircraft noise intrusion and indicates the type of land uses/buildings that are suitable within a particular ANEF range.

Figure 9- Extract from AS2021 – 2000 Acoustics – Aircraft noise intrusion – Building siting and construction (Table 2.1)

BUILDING SITE ACCEPTABILITY BASED ON ANEF ZONES			
Building Type	ANEF zone of site		
	Acceptable	Conditionally Acceptable	Unacceptable
Houses, home, unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

Figure 10 shows the ANEF noise contours for the current circumstances but does not incorporate potential noise implications resulting from a third runway.

Figure 10: ANEF Noise Contours



In reviewing the location of certain

activities within the area affected , it is noted that:

- the majority of the area affected is located beyond the 30 ANEF and therefore would meet building site acceptability for most forms of buildings and land uses
- the existing Caravan Park area is appropriately located beyond the 20 ANEF
- the existing Resort area is also appropriately located beyond the 25 ANEF.

Implications for this DPA:

While aircraft noise levels will remain an important planning consideration for the area affected , it is not anticipated that any future planning policy revisions would trigger any new issues in this regard.

4.6.2 Building Heights

Due to the area affected and proximity to the Adelaide Airport, Airport Building Height restrictions apply. The entire area affected is designated as a 'Zone A' (refer to relevant Development Constraints maps in the associated Council Development Plans), meaning that all structures proposed (of any height) are required to be referred to the Commonwealth Secretary for the Department of Transport and Regional Services to ensure the height and location of any new buildings and structures does not adversely affect the long-term operational, safety, commercial and military aviation requirements of the airport.

Implications for this DPA:

As with noise, building height remains an important factor in any future development opportunities within the area affected however it is not envisaged that any future planning policy revisions would trigger building height concerns. There are no immediate policy implications for this DPA.

4.6.3. Public Safety Zones

'Public safety zones' refer to the areas at, and immediately beyond, the end of runways, which is the location that is at the highest risk of accidents from aircraft. Ideally development should be limited in these areas and should take the form of green space, but otherwise could consist of areas that would only have low densities of population during airport operational hours – eg open space (not stadiums) or light industry.

There is currently no international standard to determine size or shape of Public safety zones. The Commonwealth-led National Aerodrome Safeguarding Advisory Group has identified this as a matter for national consideration but it has not been resolved at this time.

Implications for this DPA:

Part of the area affected by this DPA (currently occupied by a sporting field) is located adjacent the end of a runway in the south west of the airport site. Given that this location is green space and in the absence of standard to formally define a public safety zone in this area, there are no immediate policy implications for this DPA

4.7 Biodiversity

4.7.1 Patawalonga Creek and surrounds

Delta Environmental Consulting prepared a Patawalonga Creek Conservation Zone Management Plan in 2008 for the section of semi-natural reach of the Patawalonga Creek. The majority of this is located just beyond the area affected although some is within the existing golf course land. Most of the other reaches of this creek have been channelised to handle urban stormwater from surrounding residential development, rendering this portion of Patawalonga Creek an unusual remnant. Adelaide Airport Limited are obliged to maintain the biodiversity existing on the site at the commencement of their lease under Commonwealth legislation. Any development within the vicinity of this area will need to consider the findings of the Management Plan and ensure there is no detrimental impact on the conversation area.

A West Beach Reptile and Amphibian Survey, prepared by EBS Ecology for Adelaide Shores and the City of West Torrens, was conducted in 2011-2012. The study area includes land proposed for an expansion of existing playing fields and the storm water detention basin. The objective of the study was to determine the reptile and amphibian species present and their location within the identified habitat/vegetation communities. The study identified that:

- no species of national or state conservation significance were detected or are likely to occur within the study area
- the protected Patawalonga Creek Conservation Zone provides a suitable habitat for the frog and reptile species that were identified
- the majority of reptile and amphibian species present are likely to only periodically forage and travel through the study area
- none of the species present within the study area are likely to be significantly impacted (as a species) by the development due to their widespread distribution within South Australia.

4.7.2 West Beach Dunes

The area affected incorporates approximately one kilometre of coast, including part of West Beach, the sand dunes and Coast Park. The sand dunes at West Beach provide important habitat and protect the coast from storm damage. The Coast Park allows the community to enjoy the coast without damaging the delicate coastal ecosystem.

Coastal Action Plans have been completed for the Adelaide and Mount Lofty Ranges Natural Resources Management Board region. The Metropolitan Adelaide and Northern Coastal Action Plan (MANCAP) covers the coast from Sellicks Beach to Port Wakefield and provides a detailed review of the state of natural coastal resources across the region. Adelaide Shores coastal section / sand dunes are included in the MANCAP. In 2009, the MANCAP identified the West Beach Dune system as '*a system infested with exotic species and badly degraded by foot traffic*'.

SA Urban Forests – Million Trees Program aims to protect indigenous vegetation (remnant and recently re-vegetated), conduct staged removals of African Boxthorn (*Lycium ferocissimum*), target other control priority weed species, and continue to replant local native species.

African Boxthorn became dominant in the dunes area after a wastewater irrigation system was installed in the 1970's, providing favourable nutrient-rich conditions for the plant and other exotics to thrive. The irrigation system was turned off in 2003 which has assisted in the restoration of the dunes combined with significant African Boxthorn removal as part of rehabilitation works and the planting of indigenous coastal plants.

In addition the Coast Park Vegetation Management Project, delivered through the Department of Planning, Transport and Infrastructure and the SA Urban Forest Biodiversity Program (Department of Environment Water and Natural Resources), aims to provide coordinated and consistent management of Adelaide's coastal vegetation and has seen the largest investment to date for coastal biodiversity management in the Adelaide Mount Lofty Ranges Natural Resource Management Region. A key element of this project is the production of a series of comprehensive Coastal Vegetation Management Plans and the provision of funding, technical advice and assistance to land managers and community groups.

Highlights of the Adelaide Metropolitan Coast Park Vegetation Management Project include:

- management Plan implementation at Semaphore South, Semaphore, Largs Bay, Taperoo, North Haven and West Beach Dune Reserves, including access path and stormwater outlet rationalisation, and weed control
- technical advice and assistance to Adelaide Shores and the Cities of Port Adelaide Enfield, Charles Sturt, Holdfast Bay and Onkaparinga
- revegetation of approximately 75,000 indigenous plants in accordance with management plan recommendations
- on-going photo-point monitoring and baseline plant survival data has been collected across all Coast Park sites subject to management plan implementation to record changes in reserve condition over time
- funding acquired from numerous sources including Coast Park, land managers, the Million Trees Program, and Natural Heritage Trust (through the Mount Lofty Ranges Interim Natural Resource Management Board), with in-kind support from community groups and individuals.

4.7.3 Significant Trees

It is understood that no regulated or significant tree assessment has been undertaken within the area affected although it is recognised that the land does contain numerous regulated and significant trees, particularly within the golf course area and near the existing Shores Function Centre (known as The Woolshed). It would be appropriate to undertake a tree assessment when, and if any, notable building works are proposed within those areas targeted for rezoning as part of the DPA.

Implications for this DPA:

Existing council wide policies relating to Natural Resources, Coastal Areas and the Coastal Open Space Zone apply to areas along the Patawalonga Creek and the West Beach dunes; such policies currently provide guidance for the assessment of development either on or around areas with biodiversity significance and sites containing either significant or regulated trees. Accordingly, the removal of significant or regulated trees would be subject to existing requirements in the Charles Sturt and West Torrens Development Plans.

4.8 Site History

Landfill operations were formerly undertaken on sections of land now used for the Patawalonga Golf Course and Drummond Driving Range, located along Tapleys Hill Road. Approval for landfilling to proceed on Portions of Sections 224, 225 and 216 County of Adelaide was given to West Torrens City Council in September 1960 by West Beach Trust. The following practices were carried out until approximately 1980:

- excavation of trenches to a depth of 2.0m
- pumping of groundwater from trenches
- placement of refuse, with limited compaction
- variable placement of interim soil cover between refuse layers
- fill comprising a mixture of demolition waste and putrescibles materials.

Current management of the site consists of a passive venting system with approximately 58 vertical vents located throughout. Land Fill Gas (LFG) concentrations at the vents have been monitored on an ad hoc basis.

There has been an investigation into the risk of leachate contamination which did not find evidence of leachate migrating to nearby waterways. However, due to the groundwater level and the former landfilling practices used it is likely that the groundwater below the landfill contains contaminants from any leachate generated. It is understood that examination into the LFG concentrations present within the boundary of the former landfill site were undertaken between 1993 and 2008. While the landfill has been closed for approximately 30 years, the more recent readings of concentration levels of Methane, Carbon Dioxide and Oxygen indicated that LFG is still being produced at levels of concern. There were readings significantly higher than the upper explosive limit of 5% methane by volume with air at 12 of the current LFG vents in 2008.

At this point in time, Adelaide Shores intends to maintain the current land use of the site as a golf course and driving range. Future risk assessment should include testing for possible LFG migration and the management of levels of LFG in the root-zone is of high importance in order to maintain turf-health. There is currently turf die-back present over a significant area of the site.

EPA advised that, in relation to land within 500m of the former landfill (identified as Certificate of Title 6094/688), if rezoning of this land is proposed, a landfill risk assessment should be undertaken by a site contamination consultant and any development within the buffer should be assessed and determined as suitable and compatible.

The EPA also advised that a site contamination audit previously occurred on land at the corner of West Beach Road and Military Road (identified as Certificate of Title 5542/686) identified as being the current Adelaide Shores Administration and Works Depot site located on Military Road. The site was historically associated with an underground liquid storage tank where the EPA was previously notified in 2011 of arsenic, phenol and phenoxy acidic herbicide impacts to groundwater. In response, Adelaide Shores have prepared remediation options including a groundwater monitoring and management plan for the site.

Implications for this DPA:

- While a number of the above mentioned contamination issues require further investigation and management, the proposed policy framework of the Adelaide Shores Zone does not envisage the establishment of 'sensitive' land uses such as residential. Furthermore, issues related to specific areas of contamination identified would require further investigated and resolution at the development application stage.
- Both the West Torrens and Charles Sturt Development Plans contain the SAPPL Hazards (site contamination) Module which would provide policy guidance the consideration and investigations of issues relating to site contamination.
- Reference to the potential for site or ground water contamination has been included in the Desired Character Statement for the Adelaide Shores Zone. This is to ensure that the potential issue of contamination is considered further at the development application stage.

4.9 Heritage

4.9.1 Aboriginal Heritage

The Aboriginal Affairs and Reconciliation Division advised that there are no recorded Aboriginal sites within the area affected.

4.9.2 Other Heritage

There are no State, Local or Contributory heritage listed items situated in close proximity to the area affected.

Implications for this DPA:

In the absence of any identified heritage sites or items, there is no policy amendments required.

5. SUMMARY OF RECOMMENDED POLICY CHANGES

5.1 Introduction

The DPA is proposing to amend the planning policies that apply to the Adelaide Shores site to ensure alignment with *The 30-Year Plan for Greater Adelaide* which identifies the area as a recreation and tourism facility of state significance. New policies are also proposed to enable development that is compatible with future land use opportunities, including those identified in strategic planning documents for Adelaide Shores. Further it proposes an efficient zoning arrangement than the current zoning, comprising of some five zones, and one policy area across three Development Plans (Charles Sturt Council, West Torrens Council and Land Not Within a Council Area – Metropolitan) **Refer Figures 11 and 12** which illustrate the current and proposed zoning

The new zoning allows greater flexibility than the current policy regime recognising the need to provide increased opportunity for commercial and retail uses that are ancillary to the core land uses of recreation, sport and tourism.

A flexible policy approach is proposed that enables a range of envisaged land uses to be explored when operating with variables such as bidding processes for significant sporting event, whilst also acknowledging that the West Beach Trust has additional controls over land uses through its own legislation.

The DPA also proposes the introduction of current South Australian Planning Policy Library Modules where they better reflect existing land uses. In the Charles Sturt Council Development Plan, for example it is proposed to introduce the Airfield Zone to replace the Recreation Zone, whilst in the West Torrens Council Development Plan and Land Not Within a Council Area – Metropolitan Development Plan, it is proposed to introduce a Coastal Marina Zone to replace the Community and Recreation (West Beach) Zones.

5.2 Recommended Planning Policy

The DPA primarily proposes the following changes:

- Rezoning the majority of the area affected to a new 'Adelaide Shores Zone'.
- Rezoning both the off-shore and on-shore parts of the existing West Beach Marina area to an updated 'Coastal Marina Zone' consistent with the South Australian Planning Policy Library (SAPPL).
- Rezoning land under the care and control of the Adelaide Airport to the 'Airfield Zone'.
- Introducing more flexible policy for retail and commercial uses that are ancillary to the recreation, sporting and tourism facilities in the new Adelaide Shores Zone.
- Identifying envisaged uses for the new Adelaide Shores Zone as Category One for the purpose of public notification except where adjacent Residential Zones, where they will be identified as Category Two.
- Introducing a 'Strategic Transport Overlay' on Tapleys Hill Rd in the West Torrens Development Plan to protect the safety and efficiency of the strategic freight route.
- Introducing a new Concept Plan which provides broad direction for land use, pedestrian and cycle access and indicates physical elements including the Patawalonga Creek.
- Providing other minor policy amendments to allow consistency in approach.
- Updating affected mapping in all three Development Plans

5.2.1 West Torrens Zones

Amend policy in the West Torrens Council Development Plan as follows:

General Section

- Amend policy references to concept plans contained in the Orderly and Sustainable Development module

Zones

- Amend Community Zone by deleting the Recreation Policy Area 5, Precinct 11 (West Beach) and the four Areas within the Precinct (1-Tourist Accommodation, 2-Patawalonga, 3-Tourist Centre and 4-Boating)
- Introduce the Adelaide Shores Zone to replace the areas deleted in the Community Zone within Precinct 11 (West Beach), namely the 1-Tourist Accommodation, 2-Patawalonga and 3-Tourist Centre Areas
- Introduce the Coastal Marina Zone to replace the area deleted in the Community Zone within Precinct 11(West Beach), namely the 4 –Boating Area
- Other minor amendments, including editorial amendments to existing policies to ensure consistency.

Overlays

- Introduce the Strategic Transport Overlay Module (to represent transport overlay policies applying to Tapleys Hill Road).

Maps

Amend the following maps to reflect the above policy change:

- Delete and replace Council Index Map
- Delete and replace Zone Maps WeTo/ 6 and WeTo/10
- Delete and replace Policy Area Maps WeTo/ 6 and WeTo/10
- Delete Precinct Maps WeTo/6 and WeTo/14
- Insert Strategic Transport Route maps WeTo/ 6 and WeTo/10
- Delete and replace Concept Plan Map WeTo/14.

5.2.2 Charles Sturt

General Section

- Amend policy references to concept plans contained in the Orderly and Sustainable Development module

Zones

Amend policy in the Charles Sturt Development Plan as follows:

- Delete the Recreation Zone which includes Precincts - 63 Tourist Accommodation, 64 Recreation and 65 Adelaide Airport
- Introduce the Adelaide Shores Zone to replace the areas deleted in the Recreation Zone, namely Precincts 63 Tourist Accommodation and 64 Recreation
- Introduce the Airfield Zone to replace the area deleted in the Recreation Zone, namely Precinct 65 Adelaide Airport. Include as local additions relevant policy from the Recreation Zone in the new Airfield Zone.

Maps

Amend the mapping section as follows to reflect the above policy change:

- Delete and replace Council Index Map
- Delete and replace Zone Map ChSt/23
- Delete Precinct Map ChSt/23
- Insert Concept Plan Map ChSt/26.

5.2.3 Land Not Within a Council Area (Metropolitan)

Zones

- Delete the Recreation [West Beach] Zone and Boating [Area 1].
- Introduce the Coastal Marina Zone to replace the area deleted in the Recreation [West Beach] Zone and Boating [Area 1]. Include as local additions relevant policy from the Recreation [West Beach] Zone and Boating [Area 1].

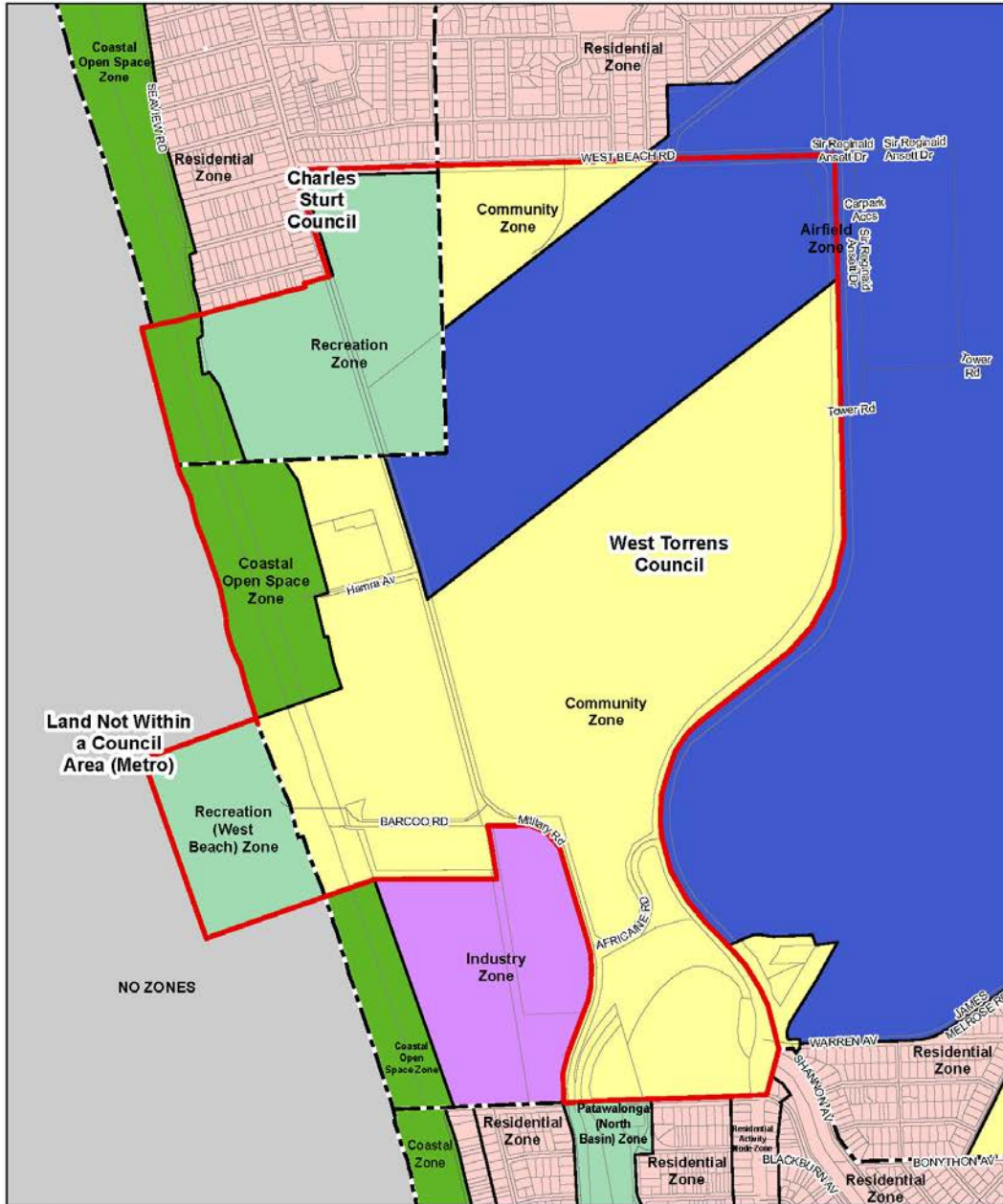
Maps

- Amend the following maps to reflect the above policy change:
- Delete Concept Plan FIG Rec(WB)1
- Delete and replace Zone Map LNWCA(MA)/4
- Delete and replace Policy Area Map LNWCA(MA)/5
- Delete Policy Area Map LNWCA(MA)/6.

Summary table of proposed changes

DP	Current Zone	Current Policy Area	Current Precinct	Current Other 'Areas'	Proposed new Zone
West Torrens	Community Zone	Recreation Policy Area 5	11 West Beach	Areas: 1. Tourist Accommodation 2. Patawalonga 3. Tourist Centre 4. Boating	Adelaide Shores Zone Coastal Marina Zone
	Coastal Open Space				Coastal Open Space
	Airfield Zone				Airfield
Charles Sturt	Recreation Zone		63 Tourist Accommodation 64 Recreation 65 Adelaide Airport		Adelaide Shores Zone Airfield Zone
	Coastal Open Space				Coastal Open Space
LNWCA(M)	Recreation (West Beach) Zone			Boating (Area 1)	Coastal Marina Zone

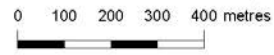
CURRENT ZONING



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- Area Affected
- Development Plan Boundaries

Figure 11
Adelaide Shores
Ministerial DPA
Area Affected

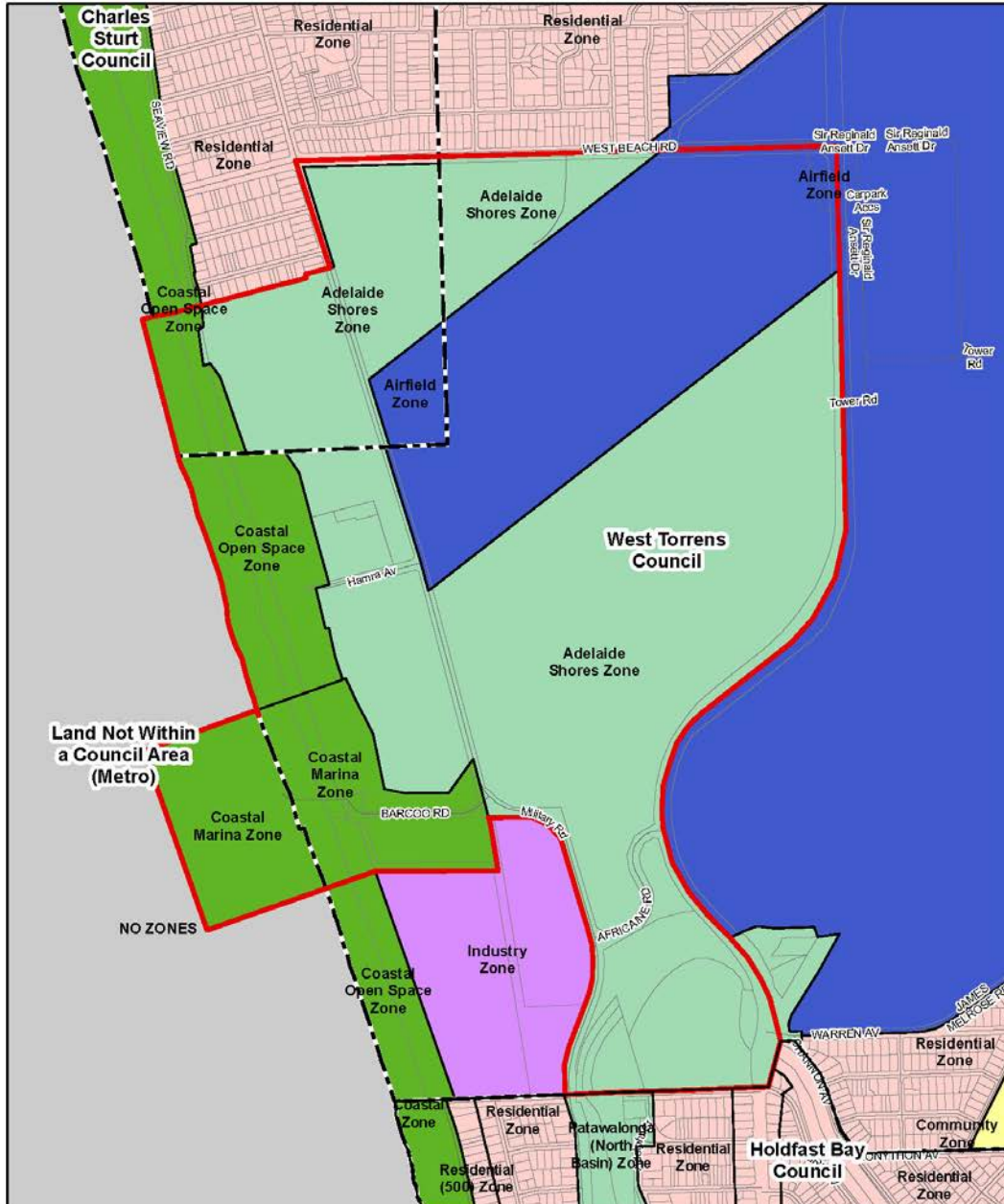
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PROPOSED ZONING



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Area Affected
 Development Plan Boundaries

Figure 12
Adelaide Shores
Ministerial DPA
Area Affected

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5.3 Assessment Matters

5.3.1 Complying, Non-complying and Merit Development

Different types of development are subject to three main types of assessment processes – complying, ‘on-merit’ and non-complying.

Provided development can satisfy any quantitative criteria established for complying development in the Development Regulations and the Development Plan, development designated as complying must be granted Development Plan Consent.

Development listed as non-complying in the Development Plan is generally discouraged.

All other forms of development are subject to assessment on their merits against all the relevant provisions of the Development Plan.

Most developments will likely be subject to a merit based assessment in the respective zones providing a means to consider interface issues between various land use types and ensure design elements and other criteria (e.g. parking) are adequately met.

The proposed Zones (Adelaide Shores Zone, Coastal Marina Zone and Airfield Zone) do however, each contain a list of non-complying developments. As the proposed Zones seek to accommodate a range of uses, the non-complying list generally only includes those forms of development that are unlikely to be appropriate under most circumstances due potential noise and/or odour impacts or the built form design traits are generally incompatible with the respective desired character.

The non-complying provisions support the Desired Character and related policy that express the aspirations and land use direction for the respective zones.

5.3.2 Public Notification

The *Development Regulations 2008* or the Development Plan can assign public notification to development as either Category 1 or 2. The Regulations may also assign development to Category 2A.

Development assigned Category 1 cannot be notified, whereas Category 2 development allows notification to adjacent land owners or occupiers. In either case, no third party appeal rights exist.

Any uses not assigned a Category referred to above defaults to Category 3 for public notification purposes. Such developments invoke wide notification and allow third party appeals against the decision of the planning authority.

The categories of public notification proposed in this DPA are generally consistent with the range of uses contemplated in the respective Zones. In particular, all uses listed as desired in the respective zones are Category 1 or 2 for the purposes of notification.

In the Adelaide Shores Zone it is proposed that Category 2 public notification be applied in the parts of the site that immediately abut Residential Zones. In these instances it is proposed that Category 2 public notification be applied to any development within 60 metres of the site boundary. This is to ensure that adjoining residents can comment on the proposed development which may have a greater potential to impact on their amenity due to the proximity.

Only those forms of development identified as non-complying (or determined to constitute a non-complying form of development) will attract full notification and attendant appeal rights.

This approach is considered appropriate given the impacts associated with development can be effectively assessed through application of proposed new and existing planning policy relating specifically to this site without the need for neighbour notification.

6. STATEMENT OF STATUTORY COMPLIANCE

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

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

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Analysis Section of this DPA including how the DPA accords with the relevant strategies. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

6.2 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the City of West Torrens and City of Charles Sturt and the Land Not Within a Council Area (Metropolitan) Development Plans.

6.3 Complements the policies in the Development Plans for adjoining areas

The policies proposed in this DPA will not affect the Development Plans for adjoining areas.

6.4 Satisfies the requirements prescribed by the Regulations

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

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****Reports referred to in the preparation of the DPA, where a summary has been provided. Full copies of these reports will not be made available during consultation process due to commercial in confidence requirements. All other reports will be made available for viewing either as documents or links through the government website.