



Government of South Australia

Department of Planning
and Local Government

**City of Port Adelaide Enfield Development Plan
City of Prospect Development Plan**

MIXED USE (ISLINGTON) ZONE

Approval Development Plan Amendment

THE AMENDMENT

By the Minister

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

A handwritten signature in blue ink, appearing to read 'JWR', written over a dotted line.

.....
Signature

18 AUG 2011
.....
Date of Gazette

Approval DPA

Background

The Mixed Use (Islington) Zone Development Plan Amendment (DPA) by the Minister amends the following Development Plan(s):

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

- An Initiation Document agreed on 2 July 2010.
- A DPA released for concurrent agency, council and public consultation from 23 September 2010 to 17 November 2010.
- Public Meeting(s) conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 8 December 2010.

The DPA was brought in on Interim Operation at the same time it was released for public and council consultation (23 September 2010).

Consultation

A total of six (6) public submissions, two (2) council submissions and 6 agency submissions were received in relation to the DPA during the consultation period. Three (3) verbal submissions were made at the Public Meeting.

Approval Stage

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

Council-wide

References within the following Council-wide provisions will only refer to the Mixed Use (Islington) Zone rather than mixed use zones in general. The intent is to only apply selected policies to the Mixed Use (Islington) Zone.

- Prospect, Objective 5 – only refer to the Mixed Use (Islington) Zone
- Prospect, Principles of Development Control 136 and 149 - only refer to the Mixed Use (Islington) Zone
- Port Adelaide Enfield, Objective 9 – only refer to the Mixed Use (Islington) Zone
- Port Adelaide Enfield, Principles of Development Control 45, 46, 90, 92 and 94 – only refer to the Mixed Use (Islington) Zone.

Mixed Use (Islington) Zone (to apply to both Development Plans unless specified)

Relevant Objectives and Principles of Development Control have been inserted from Version 5.0 of the Policy Library into the Mixed Use (Islington) Zone:

- Crime Prevention
- Design and Appearance
- Energy Efficiency
- Hazards
- Interface Between Land Uses
- Landscaping, Fences and Walls
- Natural Resources
- Waste

Additionally, specific policies relating to the following have been inserted into the Mixed Use (Islington) Zone:

- Affordable Housing
- Car Parking
- Noise and Air Quality
- Mixed Use intent of the Zone

Desired Character Statement/s

- Amendments have been incorporated to the Desired Character Statement/s for the Mixed Use (Islington) Zone in both affected Development Plans, relating to the intended mixed use development outcome for the Zone, landscaping and integration with surrounding areas, including the Jack Watkins Reserve.

Mapping and Other Amendments

- References to 'dwellings' in the Non-Complying list and Categories of public notification have been corrected to convey the intent that a 'dwelling' is a non-complying and category two development, except where it is located above ground level and in conjunction with a consulting room, office or shop.
- Deletion of Concept Plans Pr/1 and Pr/2 and PAdE/1 and PAdE/2 and replace with amended Concept Plans showing changes to the location of signalled intersections, internal road layout, interface measures and pedestrian and cycling pathways.
- Inclusion on Zone Map PAdE/84 (Enlargement B) from the Port Adelaide Enfield Development Plan a label representing the existing land currently zoned as General Industry Zone.
- Other minor wording and policy changes to policies contained within the Mixed Use (Islington) Zone have been included.

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area:

City of Prospect

Name of Development Plan:

City of Prospect

Name of DPA:

Mixed Use (Islington) Zone

The following amendment instructions (at the time of drafting) relate to the [City of Prospect](#) Development Plan consolidated on [3 February 2010](#). Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment instructions

To give effect to the amendments authorised for Interim Operation on [23 September 2010](#), except where varied as follows:

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

1	Delete and replace	Objective 5 Delete the words 'and mixed use zones'	Replace deletion with the words ' and Mixed Use (Islington) Zone '	N	N
2	Delete and replace	Principle 136 Delete the words 'or mixed use zone'	Replace deletion with the following ' Mixed Use (Islington) Zone '	N	N

ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)

Amendments required: Yes

Mixed Use Islington Zone					
3	Insert	Insert additional policies into the Mixed Use (Islington) Zone	Immediately following Principle of Development Control 16 insert the policies contained in Attachment A (retaining policy sub headings) into the Mixed Use (Islington) Zone.	Y	N
4	Insert	Desired Character Statement	<p>Insert the following paragraph immediately following the fifth paragraph of the Desired Character Statement:</p> <p><i>The Mixed Use (Islington) Zone is intended to accommodate a mixture of uses (including core retail, upper level residential, light industry/commercial, mixed retail/commercial and bulky goods retail) as represented on Concept Plan Fig Pr/1 (or PAdE/1) – Islington Land Use & Interface. It is not intended that any one land use dominate over another to the extent that the entirety of the Zone results in an overwhelming imbalance of one or more land uses. Where a single land use results in a greater dominance of a particular part of the Zone, the design and function of the site should integrate with other land uses.</i></p>	N	N
5	Amend	Desired Character Statement	Throughout the Desired Character Statement replace the word 'should' with ' will '	N	N
6	Delete	Desired Character Statement	Within second sentence, paragraph two delete the words ' <i>and manage</i> '	N	N
7	Delete and replace	Desired Character Statement	Within last paragraph delete the sentence ' <i>This led to contamination</i> ' and replace with the sentence ' <i>This has resulted in contamination.</i> '	N	N
8	Insert	Desired Character Statement	Within paragraph eight, immediately following the words ' <i>supplementary planting</i> ' insert the following words ' <i>of locally indigenous plant species</i> '	N	N
9	Insert	Principles of Development Control	Insert the following Principle of Development Control immediately	Y	N

			<p>following Principle of Development Control 1:</p> <p><i>(x) Development should include a minimum of 15 per cent of residential dwellings for affordable housing.</i></p>		
10	Insert	Principles of Development Control	<p>Insert the following sub-heading and Principles of Development Control, immediately before Principle of Development Control 7:</p> <p><i>Noise and Air Quality</i></p> <p><i>(x) Noise sensitive development should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels commensurate with those levels envisaged within the relevant zone.</i></p> <p><i>(x) Locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the noise emission source.</i></p> <p><i>(x) Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources (e.g. major roads, railway lines and industry) should:</i></p> <p><i>(a) shield sensitive uses and areas through one or more of the following measures:</i></p> <p><i>(i) place buildings containing less sensitive uses between the emission source and sensitive land uses and areas</i></p> <p><i>(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further from the</i></p>	Y	N

			<p>emission source</p> <p>(iii) erect barriers provided the requirements for safety, urban design and access can be met</p> <p>(iv) use appropriate building materials with higher acoustic properties, including walls, windows, doors and roofs.</p> <p>(x) Residential development should be designed and sited to achieve the 'satisfactory' noise levels set out in AS/NZS 2107:2000 Acoustic-Recommendation design sound levels and reverberation times for building interiors.</p> <p>(x) Development with the potential to emit significant noise should incorporate attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.</p> <p>(x) Use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.</p> <p>(x) Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.</p> <p>(x) Chimneys or exhaust flues associated with commercial development, including cafes, restaurants and fast food outlets, should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:</p>		
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			<p>(a) incorporating appropriate treatment technology before exhaust emissions to the atmosphere;</p> <p>(b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes account of the location of nearby sensitive uses.</p>		
11	Insert	Principles of Development Control	<p>Insert the following Principle of Development Control immediately following Principle of Development Control 10:</p> <p><i>(x) Development should provide for a mixture of land uses, urban form and character.</i></p>	Y	N
12	Insert	Principles of Development Control	<p>Insert the following Principle of Development Control immediately following Principle of Development Control 10:</p> <p><i>(x) Development that results in a predominance of a single land use should integrate with the design and function of surrounding developments.</i></p>	Y	N
13	Insert	Principles of Development Control	<p>Insert the following Principle of Development Control immediately following Principle of Development Control 11:</p> <p><i>(x) Vehicle parking areas should be sited and designed in a manner that will provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development, based on the consideration of the nature of activity and the likely hours of operation.</i></p>	Y	N
14	Insert	Principles of Development	Insert the following Principle of	Y	N

		Control	<p>Development Control immediately following Principle of Development Control 11:</p> <p><i>(x) Car parking spaces should be provided at the following rates:</i></p> <p><i>(a) for light industrial or warehouse uses:</i></p> <p><i>(i) one car parking space for each 50 square metres or part thereof of the first 200 square metres of total floor area used for industrial or wholesaling uses;</i></p> <p><i>(ii) one car parking space for each 75 square metres or part thereof where the total floor area exceeds 200 square metres but is less than 2000 square metres;</i></p> <p><i>(iii) one car parking space for every 150 square metres or part thereof where the use exceeds 2000 square metres or for labour intensive industries (inclusive of the office component) 0.75 spaces for every employee, whichever provides the greater number of car parking spaces</i></p> <p><i>(b) one car parking space per 25 square meters of total floor area for office uses</i></p> <p><i>(c) five car parking spaces per 100 square metres gross leasable area for shops;</i></p> <p><i>(d) three parking spaces per 100 square metres of gross leasable floor area for bulky goods</i></p> <p><i>(e) two and a half parking spaces per 100 square metres of gross leasable floor area for service trade premises; and</i></p> <p><i>(f) a lower car parking rate may be appropriate where there is shared car parking between adjoining developments.</i></p>		
15	Delete	Principle of Development Control 15(c)	Delete Principle of Development Control 15(c) and re-number accordingly.	Y	N

16	Amend	18 Non-complying Development	Delete reference (including the exception) to a 'Dwelling' and replace with the following text: <i>(x) Dwelling, except where it is located above ground level and in conjunction with a consulting room, office or shop.</i>	N	N
17	Amend	20 Public Notification <i>Category 2</i>	Delete reference (including the exception) to a 'Dwelling' and replace with the following text: <i>(x) Dwelling where it is located above ground level and in conjunction with a consulting room, office or shop.</i>	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)					
Amendments required: Yes					
18	Delete and replace	Delete Concept Plans Pr/1 and Pr/2 within the Mixed Use (Islington) Zone	Replace with Concept Plans Pr/1 and Pr/2 as contained in Attachment B	N	N

ATTACHMENT A

(City of Prospect Development Plan)

Crime Prevention

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

Design and Appearance

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 3 Development should provide clearly recognisable links to adjoining areas and facilities.
- 4 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 5 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 6 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 7 Balconies should:
 - (a) be integrated with the overall architectural form and detail of the building
 - (b) be sited to face predominantly north, east or west to provide solar access
 - (c) have a minimum area of 2 square metres.

Energy Efficiency

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

Hazards

Objectives

- 1 Protection of human health and the environment whenever site contamination has been identified or is suspected to have occurred.
- 2 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

Site Contamination

- 1 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

Interface Between Land Uses

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
- 3 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 4 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed or should be designed to minimise negative impacts.

Landscaping, Fences and Walls

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
 - (a) include the planting of locally indigenous species where appropriate
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

Natural Resources

Water Sensitive Design

- 1 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 2 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 3 Development should be sited and designed to:
 - (a) capture and re-use stormwater, where practical
 - (b) minimise surface water runoff
 - (c) prevent soil erosion and water pollution
 - (d) protect and enhance natural water flows
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (f) not contribute to an increase in salinity levels
 - (g) avoid the water logging of soil or the release of toxic elements
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 4 Water discharged from a development site should:
 - (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
 - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 5 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 6 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 7 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- 8 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.
- 9 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 10 Stormwater management systems should:
 - (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source

- (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.

Biodiversity and Native Vegetation

- 11 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.

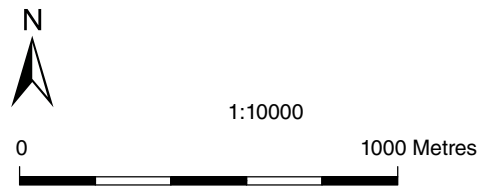
Waste

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Attachment B
(Concept Plans Pr/1 and Pr/2)

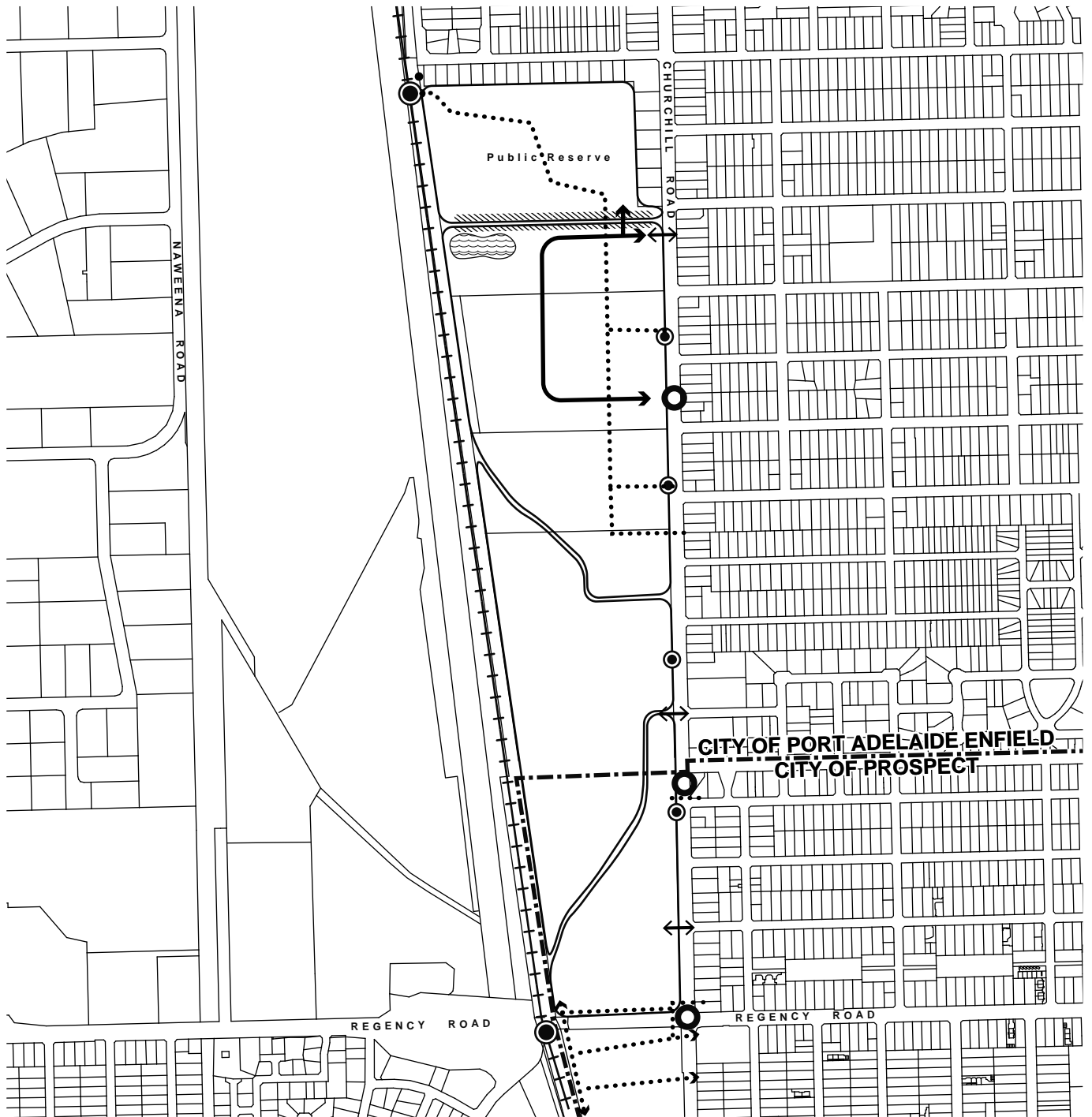










- 1** Core Retail
- 2** Light Industry/Commercial
- 3** Mixed Retail/Commercial
- 4** Bulky Goods Retail
- Land Use Transition
- Potential Future Bike Path
- Open Space/Streetscape Interface Area
- Public Transport Corridor/Node (eg, Bus Stops and Train Stops)
- Stormwater Detention Area
- Open Space Interface Area
- Development Plan Boundary



Concept Plan Figure Pr/1

ISLINGTON LAND USE & INTERFACE



-  Public Transport Corridor/Node (eg, Bus Stops and Train Stops)
-  Major Vehicle Link
-  Vehicle Access (left in, left out, right in)
-  Traffic Control Measure
-  Pedestrian Links
-  Stormwater Detention Area
-  Open Space Interface Area
-  Development Plan Boundary



Concept Plan Figure Pr/2

ISLINGTON ACCESS & MOVEMENT

Amendment Instructions Table – Development Plan Amendment

Name of Local Government Area:

City of Port Adelaide Enfield

Name of Development Plan:

City of Port Adelaide Enfield

Name of DPA:

Mixed Use (Islington) Zone

The following amendment instructions (at the time of drafting) relate to the [City of Port Adelaide Enfield Development Plan consolidated on 23 September 2010](#). Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment instructions

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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

1	Delete and replace	Objective 9 Delete the words 'and mixed use zones'	Replace deletion with the words ' and Mixed Use (Islington) Zone. '	N	N
2	Delete and replace	Principle 45 Delete the words 'or a mixed use zone'	Replace deletion with the following ' ; or the Mixed Use (Islington) Zone '	N	N
3	Delete and replace	Principle 46 Delete the words 'mixed use'	Replace deletion with the following ' ; Mixed Use (Islington) Zone '	N	N
4	Delete and replace	Principle 90 Delete the words 'and Mixed Use Zones'	Replace deletion with the following ' Zones and the Mixed Use (Islington) Zone. '	N	N

5	Delete and replace	Principle 94 Delete the words ' <i>and compatible Mixed Use Zones.</i> '	Replace deletion with the following ' <i>and the Mixed Use (Islington) Zone.</i> '	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required: Yes					
Mixed Use Islington Zone					
6	Insert	Insert additional policies into the Mixed Use (Islington) Zone	Immediately following Principle of Development Control 16 insert the policies contained in Attachment A (retaining policy sub headings) into the Mixed Use (Islington) Zone.	Y	N
7	Insert	Desired Character Statement	<p>Insert the following paragraph immediately following the fifth paragraph of the Desired Character Statement:</p> <p><i>The Mixed Use (Islington) Zone is intended to accommodate a mixture of uses (including core retail, upper level residential, light industry/commercial, mixed retail/commercial and bulky goods retail) as represented on Concept Plan Fig Pr/1 (or PAdE/1) – Islington Land Use & Interface. It is not intended that any one land use dominate over another to the extent that the entirety of the Zone results in an overwhelming imbalance of one or more land uses. Where a single land use results in a greater dominance of a particular part of the Zone, the design and function of the site should integrate with other land uses.</i></p>	N	N
8	Insert	Desired Character Statement	<p>Insert the following paragraph immediately following the eighth paragraph of the Desired Character Statement:</p> <p><i>The Jack Watkins Reserve (a public reserve) is located immediately adjacent to the Mixed Use (Islington) Zone. Pedestrian and vehicular access between development within the Mixed Use (Islington) Zone and the reserve will be provided to improve integration between these two areas and improve</i></p>	N	N

			local amenity. In addition, development will be designed and sited to maximise surveillance from and to the reserve through the incorporation of clear sight lines and appropriate lighting.		
9	Delete	Desired Character Statement	Delete the following text from the last sentence of paragraph nine 'public open space known as'	N	N
10	Insert	Desired Character Statement	Insert the following paragraph immediately following the tenth paragraph of the Desired Character Statement: The detention of stormwater will integrate with the Jack Watkins Reserve and be planted with a mix of locally indigenous landscaping species.	N	N
11	Insert	Desired Character Statement	Immediately following the words 'range of retail and commercial uses' in paragraph two insert the following words 'as well as community uses'	N	N
12	Amend	Desired Character Statement	Throughout the Desired Character Statement replace the word 'should' with 'will'	N	N
13	Delete	Desired Character Statement	Within second sentence, paragraph three delete the words 'and manage'	N	N
14	Delete and replace	Desired Character Statement	Within last paragraph delete the sentence 'This led to contamination' and replace with the sentence 'This has resulted in contamination.'	N	N
15	Insert	Desired Character Statement	Within paragraph nine, immediately following the words 'supplementary planting' insert the following words 'of locally indigenous plant species'	N	N
17	Insert	Principles of Development Control	Insert the following Principle of Development Control immediately following Principle of Development Control 1: (x) Development should include	Y	N

			<i>a minimum of 15 per cent of residential dwellings for affordable housing.</i>		
18	Insert	Principles of Development Control	<p>Insert the following sub-heading and Principles of Development Control, immediately before Principle of Development Control 7:</p> <p><i>Noise and Air Quality</i></p> <p><i>(x) Noise sensitive development should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels commensurate with those levels envisaged within the relevant zone.</i></p> <p><i>(x) Locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the noise emission source.</i></p> <p><i>(x) Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources (e.g. major roads, railway lines and industry) should:</i></p> <p><i>(a) shield sensitive uses and areas through one or more of the following measures:</i></p> <ul style="list-style-type: none"> <i>(i) place buildings containing less sensitive uses between the emission source and sensitive land uses and areas</i> <i>(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further from the emission source</i> <i>(iii) erect barriers provided the requirements for</i> 	Y	N

			<p>safety, urban design and access can be met</p> <p>(iv) use appropriate building materials with higher acoustic properties, including walls, windows, doors and roofs.</p> <p>(x) Residential development should be designed and sited to achieve the 'satisfactory' noise levels set out in AS/NZS 2107:2000 Acoustic-Recommendation design sound levels and reverberation times for building interiors.</p> <p>(x) Development with the potential to emit significant noise should incorporate attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.</p> <p>(x) Use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.</p> <p>(x) Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.</p> <p>(x) Chimneys or exhaust flues associated with commercial development, including cafes, restaurants and fast food outlets, should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:</p> <p>(c) incorporating appropriate treatment</p>		
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			<p>technology before exhaust emissions to the atmosphere;</p> <p>(d) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes account of the location of nearby sensitive uses.</p>		
19	Insert	Principles of Development Control	<p>Insert the following Principle of Development Control immediately following Principle of Development Control 10:</p> <p>(x) Development should provide for a mixture of land uses, urban form and character.</p>	Y	N
20	Insert	Principles of Development Control	<p>Insert the following Principle of Development Control immediately following Principle of Development Control 10:</p> <p>(x) Development that results in a predominance of a single land use should integrate with the design and function of surrounding developments.</p>	Y	N
21	Insert	Principles of Development Control	<p>Insert the following Principle of Development Control immediately following Principle of Development Control 11:</p> <p>(x) Vehicle parking areas should be sited and designed in a manner that will provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development, based on the consideration of the nature of activity and the likely hours of operation.</p>	Y	N
22	Insert	Principles of Development Control	<p>Insert the following Principle of Development Control immediately following Principle of Development Control 11:</p>	Y	N

(x) Car parking spaces should be provided at the following rates:

(a) for light industrial or warehouse uses:

(i) one car parking space for each 50 square metres or part thereof of the first 200 square metres of total floor area used for industrial or wholesaling uses;

(ii) one car parking space for each 75 square metres or part thereof where the total floor area exceeds 200 square metres but is less than 2000 square metres;

(iii) one car parking space for every 150 square metres or part thereof where the use exceeds 2000 square metres or for labour intensive industries (inclusive of the office component) 0.75 spaces for every employee, whichever provides the greater number of car parking spaces

(b) one car parking space per 25 square meters of total floor area for office uses

(c) five car parking spaces per 100 square metres gross leasable area for shops;

(d) three parking spaces per 100 square metres of gross leasable floor area for bulky goods

(e) two and a half parking spaces per 100 square metres of gross leasable floor area for service trade premises; and

(f) a lower car parking rate may be appropriate where there is shared car parking between adjoining developments.

23

Insert

Principle of Development Control 10(d)

Immediately following the words 'hard areas detained' insert the following words '**and reused where appropriate**'

N

N

24	Delete	Principle of Development Control 15(c)	Delete Principle of Development Control 15(c) and re-number accordingly.	Y	N
25	Amend	18 Non-complying Development	Delete reference (including the exception) to a 'Dwelling' and replace with the following text: <i>(x) Dwelling, except where it is located above ground level and in conjunction with a consulting room, office or shop.</i>	N	N
26	Amend	20 Public Notification Category 2	Delete reference (including the exception) to a 'Dwelling' and replace with the following text: <i>(x) Dwelling where it is located above ground level and in conjunction with a consulting room, office or shop.</i>	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps & Policy Area Maps)					
Amendments required: Yes					
27	Delete and replace	Concept Plans PAdE/1 and PAdE/2 within the Mixed Use (Islington Zone)	Replace with Concept Plans PAdE/1 and PAdE/2 as contained in Attachment B	N	N
28	Delete and replace	Zone Map PAdE/84 (Enlargement B)	Replace with Zone Map PAdE/84 (Enlargement B) as contained in Attachment C	N	N

ATTACHMENT A

(City of Port Adelaide Enfield Development Plan)

Crime Prevention

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

Design and Appearance

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 3 Development should provide clearly recognisable links to adjoining areas and facilities.
- 4 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 5 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 6 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 7 Balconies should:
 - (a) be integrated with the overall architectural form and detail of the building
 - (b) be sited to face predominantly north, east or west to provide solar access
 - (c) have a minimum area of 2 square metres.

Energy Efficiency

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

Interface Between Land Uses

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
- 3 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 4 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed or should be designed to minimise negative impacts.

Landscaping, Fences and Walls

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
 - (a) include the planting of locally indigenous species where appropriate
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

Natural Resources

Water Sensitive Design

- 1 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 2 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 3 Development should be sited and designed to:
 - (a) capture and re-use stormwater, where practical
 - (b) minimise surface water runoff
 - (c) prevent soil erosion and water pollution
 - (d) protect and enhance natural water flows
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (f) not contribute to an increase in salinity levels
 - (g) avoid the water logging of soil or the release of toxic elements
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 4 Water discharged from a development site should:
 - (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
 - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 5 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 6 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 7 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- 8 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.
- 9 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 10 Stormwater management systems should:
 - (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source

- (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.

Biodiversity and Native Vegetation

- 11 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.

Waste

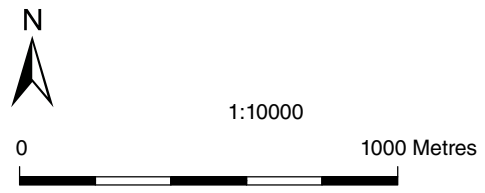
- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

ATTACHMENT B

(Concept Plans PAde/1 and PAde/2)

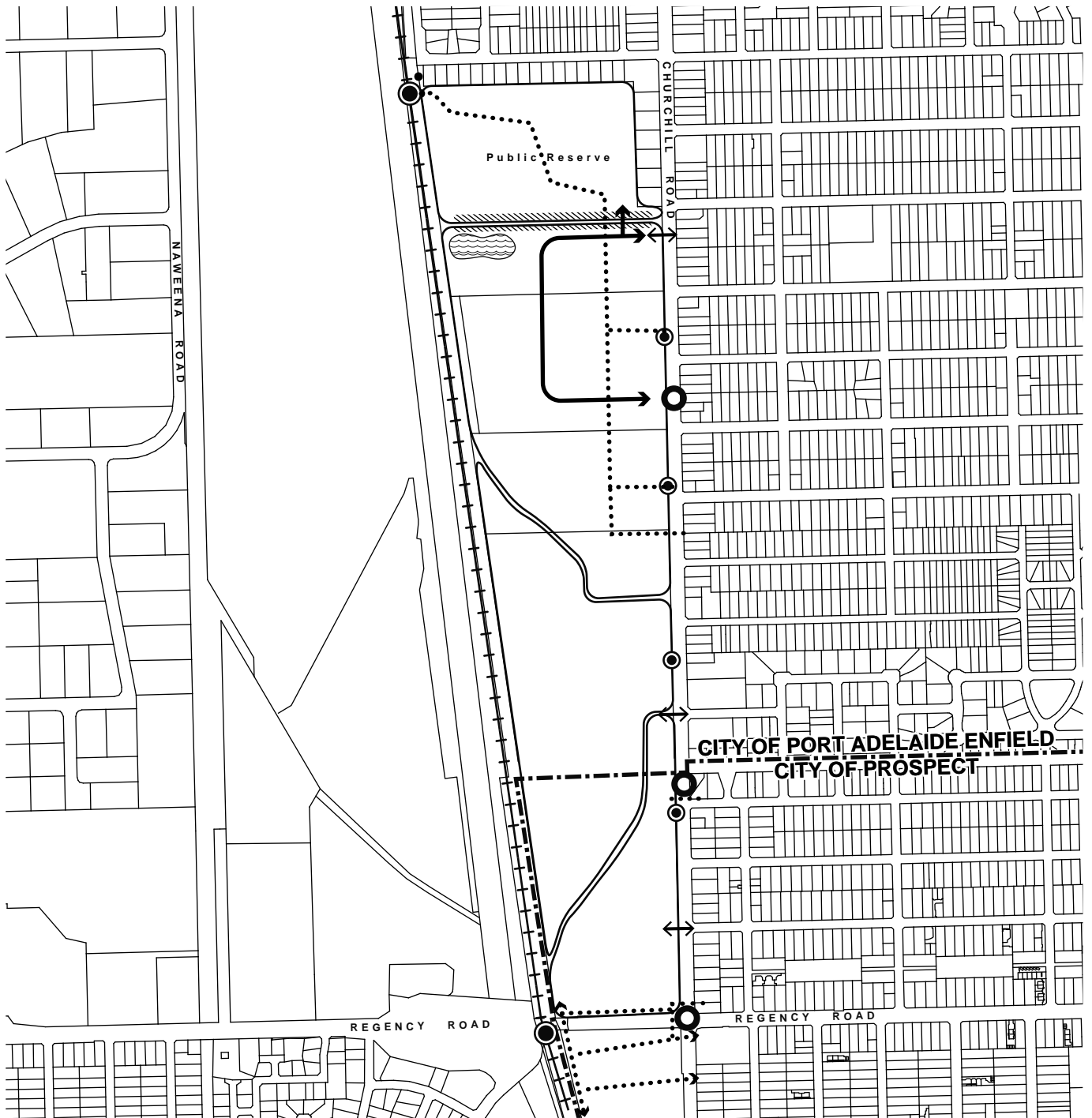










- 1** Core Retail
- 2** Light Industry/Commercial
- 3** Mixed Retail/Commercial
- 4** Bulky Goods Retail
- Land Use Transition
- Potential Future Bike Path
- Open Space/Streetscape Interface Area
- Public Transport Corridor/Node (eg, Bus Stops and Train Stops)
- Stormwater Detention Area
- Open Space Interface Area
- Development Plan Boundary

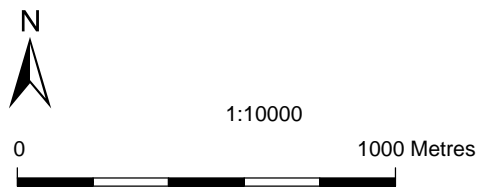


Concept Plan Fig PAdE/1

ISLINGTON LAND USE & INTERFACE



- 
Public Transport Corridor/Node (eg, Bus Stops and Train Stops)
- 
Major Vehicle Link
- 
Vehicle Access (left in, left out, right in)
- 
Traffic Control Measure
- 
Pedestrian Links
- 
Stormwater Detention Area
- 
Open Space Interface Area
- 
Development Plan Boundary



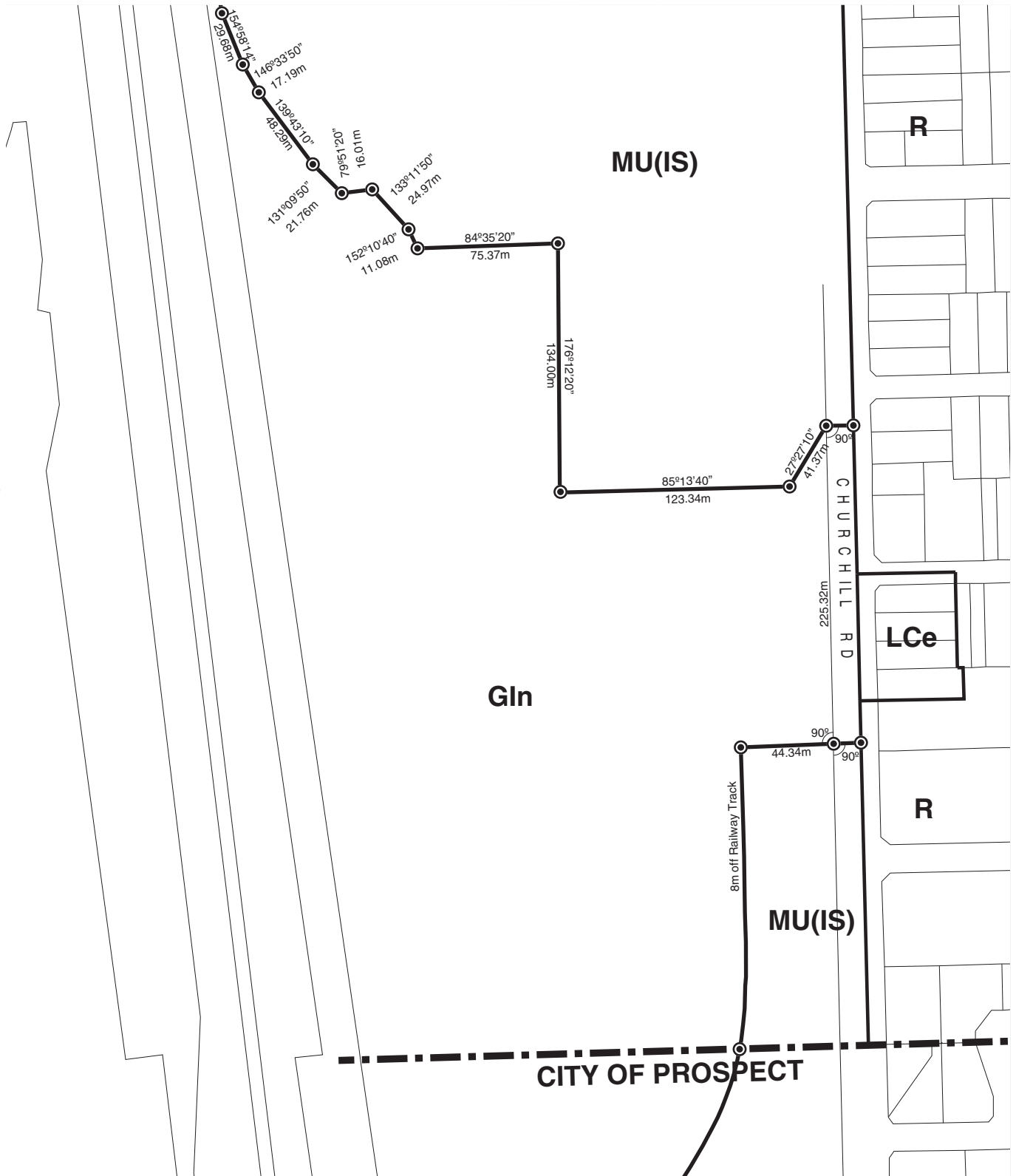
Concept Plan Fig PAdE/2

ISLINGTON ACCESS & MOVEMENT

ATTACHMENT C

(Replacement Zone Map PAdE/84)

MAP PAde/33 ADJOINS



NOTE : For Policy Areas See MAP PAde/72

- Gln General Industry
- LC Local Commercial
- LCe Local Centre
- LIn Light Industry
- MU(IS) Mixed Use (Islington)
- NCe Neighbourhood Centre
- R Residential
- SU Special Uses

-  Zone Boundary
-  Development Plan Boundary

Scale 1:3000



**PORT ADELAIDE ENFIELD (CITY)
ZONES
MAP PAde/84
(Enlargement B)**



Government of South Australia

Department of Planning
and Local Government

**City of Port Adelaide Enfield Development Plan
City of Prospect Development Plan**

Mixed Use (Islington) Zone

Approval Development Plan Amendment

By the Minister

**EXECUTIVE SUMMARY AND ANALYSIS
RELEASED FOR CONSULTATION FROM 23
SEPTEMBER 2010 TO 17 NOVEMBER 2010.**

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

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

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

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, including:
 - background information;
 - investigations;
 - recommended policy changes;
 - statement of Statutory Compliance;
- References/Bibliography; and
- The Amendment.

1.2 Need for the Amendment

This DPA is proposing to rezone an industrial area in the inner-northern suburbs of the Adelaide metropolitan area. The land is currently underutilised when considering proximity to infrastructure, services and population, and realisation of opportunities in line with the 30 Year Plan for Greater Adelaide (February 2010) can occur through amending existing planning policy. Consideration of the land for rezoning has occurred as a result of a surplus in Genesee & Wyoming Australia's land requirements.

The investigations within this DPA cover areas within the Light Industry Zone of the Prospect (City) Development Plan, and the General Industry Zone and Special Uses Zone of the Port Adelaide Enfield (City) Development Plan.

The Area Affected provides opportunities particularly in terms of employment, services and development within the Adelaide to Gawler major passenger transit-corridor. The rezoning also allows the Development Plan policy to address existing issues relating to the historic land contamination of the site, and interface issues between existing industrial land uses associated with the freight corridor and intermodal terminal, and adjacent residential areas.

1.3 Area Affected

The Area Affected comprises land known as the Islington workshops, and surrounding land in the suburbs of Kilburn and Prospect. It straddles the boundary separating the City of Prospect from the City of Port Adelaide Enfield Council areas. The Area Affected is bordered by existing residential land to the north, Churchill Road to the east, Regency Road to the south, and the existing rail infrastructure (including passenger and freight) to the west.

The land within the Area Affected is shown within Figure 1. The Area Affected is approximately 47.5 hectares in size and incorporates the properties:

- Allotment 44 in Deposited Plan 66165 - CT 6054/447 (frontage to Churchill Road, 38 hectares); and
- Allotment 61 in Deposited Plan 59731 - CT 5876/166 (frontage to Churchill Road, 7.7 hectares).

The allotments are large and cover land within both the City of Prospect and the City of Port Adelaide Enfield, within the suburbs of Prospect and Kilburn.

1.4 Proposed Policy Changes

The principal changes proposed to the Prospect (City) Development Plan include:

- change a portion of the existing Light Industry Zone to the Mixed Use (Islington) Zone; and
- retain a portion of the existing Light Industry Zone.

The principal changes proposed to the Port Adelaide Enfield (City) Development Plan include:

- change a portion of the existing General Industry Zone to the Mixed Use (Islington) Zone;
- additional targeted policies for those allotments abutting the Jack Watkins Reserve, providing for built form that allows for the passive surveillance of public open space; and
- retain a portion of the existing General Industry Zone.

Better Development Plan (BDP) Policy Library provisions have been incorporated into this DPA.

The application of specific zone modules to individual portions of the Area Affected was considered within this DPA (such as Bulky Goods, Neighbourhood Centre and District Centre Zones). However, the application of specific zone modules is considered more appropriate where there is existing defined land parcels and where an existing and discreet land use structure exists.

The application of a single Mixed Use Zone over the majority of the Area Affected is a policy approach which facilitates flexibility for the future redevelopment for mixed retail and commercial purposes. The zone enables diversity in land uses, including a mix of commercial, light industrial, medium density residential, office, and small scale shop land uses, and will achieve a consistent and quality character and built form across the two Council areas.

The use of a Concept Plan illustrates the preferred allocation of land uses across the Area Affected. The Concept Plan enables a flexible approach, but indicates for a transition between the interfacing existing industrial and residential land uses.

1.5 Legal Requirements

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

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

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

FIGURE 1 – Area Affected Map



1.6 Consultation

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

The organisations that will be consulted include:

- Department of Trade and Economic Development;
- Department of Transport, Energy and Infrastructure;
- Department for Families and Communities;
 - Housing SA;
- Department of Justice;
 - South Australia Police;
- Attorney General's Department;
 - Office for Recreation and Sport;
- Department for Environment and Natural Resources;
- Environment Protection Authority;
- Department of Water, Land and Biodiversity Conservation;
- Adelaide and Mount Lofty Ranges Natural Resources Management Board;
- City of Port Adelaide Enfield;
- City of Prospect;
- Bulky Goods Retailer Association;
- Local Government Association;
- Local Members of Parliament;

All written and verbal agency and 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. Subsequent changes to the DPA may occur as a result of this consultation process. (See also 'Have Your Say' information box at the front of this DPA.)

1.7 The Final Stage

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

Thereafter, the Minister may:

- a) approve the amendment;
- b) alter the amendment and approve the amendment as altered;
- c) decline to approve the amendment; or
- d) divide the amendment into separate amendments (with or without alterations) and approve one or more of those amendments, and as to the remaining amendment, give further consideration to any outstanding issues and then, if or when the Minister thinks fit, reconsider the amendment.

2.0 ANALYSIS

2.1 Background

The Area Affected by this DPA crosses the boundary of two Local Government Areas, namely the City of Port Adelaide Enfield and the City of Prospect. A Ministerial rezoning process was initiated as the view was formed that the proposed policy amendment concerns a matter of significant economic, social or environmental importance. A Ministerial process is advantageous to undertake a holistic review of policy along Churchill Road and across the two Council areas, and to enable a coordinated and consistent approach for assessment of future land uses.

The owner of the Area Affected by this Ministerial DPA is the Minister of Transport, who purchased the subject site around 15 years ago. The Area Affected incorporates the area historically known as the Islington workshops, which have had a strong role in South Australia's railway history and were originally the location for the construction and maintenance of much of Adelaide's locomotives and rail cars from the 1920's onwards. Some of the original and modified buildings that formed part of the Islington workshops are still standing.

Genesee & Wyoming Australia (GWA) currently operates nearly 5,000 kilometres of track, providing intrastate haulage of bulk commodities (including grain, steel, gypsum, and minerals) to key industries as well as short haul shunting and terminal operations. It is also a major supplier of contracted services, such as locomotives, wagons and crews to freight forwarders and infrastructure service providers operating on the interstate rail network. GWA hold what is remaining from a 99 year leasehold over the railway workshops portion of the Area Affected, and currently operate their locomotive and railcar maintenance and storage from this land. Accordingly GWA's continuing requirements will need to be accommodated within the scope of any investigations pertaining to the land within this DPA.

2.1.1 Circumstances that have led to the Review of Policy Applying to the Area Affected

The bulk of the Area Affected has been zoned for industrial purposes for some time. This has led to little in the way of development activity insofar as it remains largely vacant and underutilised.

GWA will continue to operate from their site within the Area Affected, although they have indicated a significant proportion of the land within the Area Affected is surplus to their

requirements. Axiom Properties have secured the land that is surplus to GWA's requirements and will be entering into a separate ground lease with the Minister for Transport.

While GWA's continuing requirements will need to be accommodated within the scope of any investigations pertaining to the land within this DPA, the remaining land should be considered for higher and better purposes. The study area has been zoned for industrial purposes for some time. The current zoning provides little in the way of development activity on the site and thus remains largely vacant and underutilised.

The Area Affected provides opportunities for development beyond that of an industrial nature, including creating employment opportunities. It also provides opportunities to achieve improvements to the overall appearance of the area. More recently, interest has been expressed in using part of the site for mixed uses including a range of commercial activities that could take advantage of the main road exposure, proximity to residential population and location within the Adelaide to Gawler major transit-corridor. The types of uses being contemplated (such as service trade premises, bulky goods and other retailing and in some instances residential development) are not encouraged by the current policy framework, which has been crafted to limit future development in the area to a mix of industrial uses.

Investigations undertaken to inform this DPA aim to reveal the types of land uses that would be suitable in this location. These investigations have been led by policy directions of the *30 Year Plan for Greater Adelaide* which broadly contemplates infill residential development and increased employment opportunities in major transit-corridors. Analysis of the suitability of this land for the continuation of industrial purposes has included an assessment of the land against the Rezoning Assessment Framework within the Adelaide Metropolitan Industrial Land Strategy. This assessment has determined that the surplus land is suitable for rezoning purposes given its lack of proximity to existing key industrial areas and proximity of residential areas to the site.

The Area Affected provides many opportunities in terms of development potential due to increasing land values, its inner-northern location and opportunities given surrounding neighbourhoods' limited proximity to centre facilities and supermarkets in particular. As such, the policy provisions will enable future developments within the Area Affected to fully utilise the potential of this land beyond its existing industrial use.

The State Government considers that it is necessary to review the existing policy base to investigate the potential for additional land use opportunities beyond those contemplated under the current zoning.

2.2 The Strategic Context and Policy Directions

2.2.1 Consistency with the South Australian Strategic Plan

The first South Australian Strategic Plan¹ was launched in 2004 and was updated in 2006. The Vision of the Plan is for a State which is prosperous, environmentally rich, culturally stimulating, and offers its citizens with every opportunity to live well and succeed. Relevant

¹ Although the South Australian Strategic Plan is currently being reviewed as part of a regular review process. For the purposes of this DPA the investigations have considered consistency with the existing South Australian Strategic Plan.

Objectives and Targets of the Plan to the investigations within this DPA have been selected and are outlined in the following.

Objective 1: Growing Prosperity – a dynamic economy that is competitive, resilient and diverse.

T1.1 Economic Growth: exceed the national economic growth rate by 2014.

T1.5 Business Investment: exceed Australia's ratio of business investment as a percentage of the economy by 2014.

T1.10 Jobs: Better the Australian average employment growth rate by 2014.

T1.21 Strategic infrastructure: match the national average in terms of investment in key economic and social infrastructure.

T1.22 Total population: increase South Australia's population to 2 million by 2050, with an interim target of 1.64 million by 2014.

The proposed rezoning will create an environment for development which can further contribute to the economic growth of the state beyond its existing capacity. As an industrial area, a large portion of the land is surplus, and has strong economic growth potential when considered in the context of land values, and the strategic setting for development within major transit corridors as considered within the 30 Year Plan for Greater Adelaide (as below). The rezoning will be supportive of a flexible environment to support economic development, investment, jobs creation and will consequently contribute towards economic growth.

The proposed land use mix will provide the opportunity for investment in economic and social infrastructure which will support the proposed increase in population within South Australia. In particular, the proposed land use will directly support of population increase within the Adelaide to Gawler and Churchill Road transit corridors (of the 30 Year Plan for Greater Adelaide). The policies presented to not preclude the development of social infrastructure if they are needed within the Area Affected.

Objective 3: Attaining Sustainability – a thriving and well cared for environment, sustainable development

T3.1 Lose no species: lose no known native species as a result of human impacts.

T3.5 Greenhouse gas emissions reduction: achieve the Kyoto target by limiting the state's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by 60% (to 40% of 1990 levels) by 2050.

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

The rezoning is located in an urban environment, affects cleared land, and is unlikely to have an effect on species and biodiversity within South Australia. The proposed rezoning will establish policy for the creation of an improved environment, including in terms of management of existing soil and groundwater contamination at the site, and also an improved streetscape and built form.

The rezoning will enable the development of services that will support the anticipated population growth within the existing urban area, reducing the pressure of development upon land located at the urban fringe. As the Area Affected is located within the Adelaide to Gawler transit corridor, the rezoning can be considered as sustainable given it is supportive of anticipated urban infill development and can contribute to the targets of supporting increased the use of public transport.

2.2.2 Consistency with the Planning Strategy

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

The Planning Strategy comprises several volumes, each of which apply to a specific geographic area. The volume of relevance to the Area Affected is the *30 Year Plan for Greater Adelaide* (The Plan) which was released in February 2010. The Plan in particular sets targets in terms of housing and employment growth in order to support an increased population of 560,000 people over 30 years.

The Plan is driven by 14 principles including a transit-focused and connected city, a compact and carbon-efficient city, housing diversity and choice, economic growth and competitiveness, and social inclusion and fairness. A strong rationale within The Plan is for development to occur within transit-corridors, transit-oriented developments and activity centres. In particular, policies and targets within The Plan support the provision of transit-corridors as key locations for jobs, by concentrating on the development of commercial, retail and employment activities, including in the following:

Chapter C:

The Vision for Greater Adelaide

Principle 8: Promote healthy, connected and safe communities by ensuring new and existing suburbs are walkable neighbourhoods that incorporate Crime Prevention Through Environmental Design principles and contain high-quality, accessible and useable open space and sporting facilities;

Principle 10: Economic Growth and competitiveness. Create the conditions to enable strong economic growth by... planning for the number and type of jobs that are likely to be created during the next 30 years;

Chapter D

Policies and targets – Overall spatial distributions

Policy 2: Locate the majority of Greater Adelaide's urban growth within existing built-up areas through increases in density in strategic locations

- Policy 3: Concentrate new growth within metropolitan Adelaide in transit-corridors, transit oriented developments and activity centres so that the urban character of the majority of neighbourhoods remains largely unchanged.*
- Policy 4: Locate new growth areas contiguous to transit-corridors wherever possible.*
- Policy 5: Activate and rejuvenate higher-order activity centres and provide for integrated mixed uses around transport interchanges and wherever possible at the neighbourhood level.*

Policies and targets – Transit corridors

- Policy 8: Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwelling growth and net jobs growth can be generally located within 800 metres of a major transit corridor or within 400 metres of other transit corridors*
- Policy 10: Prepare Structure Plans for transit corridors to determine up-front (or earlier in the process) the types of land uses permitted to avoid the need for individual rezoning of major sites*
- Policy 11: Ensure Structure Plans are broad and outcomes-focused; that is, describing land use and activity types that are encouraged and permissible rather than concentrating narrowly on their form and layout.*
- Policy 12: Ensure Structure Plans clearly designate key precinct within the transit corridor, which include mixed-use transit-oriented developments, activity centres, open-space precincts and, where appropriate, employment lands.*
- Policy 13: Provide specific guidelines about the types of services and densities in key locations in the transit corridors, for example, surrounding railway stations. This is to take advantage of the value of assets such as railway stations, where it will be important to create mixed-use residential and retail developments. Structure planning around railway stations may require a mixture of high- and medium-density, low- and medium-rise apartments and ground-floor shopfront activities that could combine retail, restaurants, cafes and local commercial or service activities.*
- Target 1: Locate more than 50 per cent of Greater Adelaide's net dwellings growth (about 137,000 dwellings – including 60,000 in transit-oriented developments and*

sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide's new jobs in transit corridors.

The Plan recognises the Adelaide to Gawler fixed rail line as a major transit-corridor within the Greater Adelaide region. Land which forms part of this 'transit-corridor' (ie land 800 metres either side of the rail line) is desired for the development of higher densities of housing and an increased land use mix in order to improve employment opportunities. In satisfying the provisions of The Plan, the rezoning will provide employment opportunities and improved access to facilities within the transit-corridor in support of increasing residential populations anticipated in the wider surrounding area.

Housing is a key development component of the mix of land use desired within transit corridors. As the investigations within this DPA show, there are a number of issues associated with residential development in the Area Affected (for example noise from industrial and rail associated activities within and alongside the Area Affected and widespread soil and groundwater contamination). Policies within the proposed amendment have acknowledged these issues and any future development will need to be designed accordingly, including within larger mixed use developments and with appropriate acoustic treatments.

Policies and targets – Mixed-use activity centres

Policy 28: Provide retail and other services outside designated activity centres where development will contribute to the principles of accessibility; a transit-focused and connected city; world-class design and vibrancy; and economic growth and competitiveness.

Policy 29: Ensure activity centres promote mixed-use development rather than separate residential, commercial and retail developments.

Policy 30: Develop higher-density residential developments within and adjacent to activity centres.

The purpose of activity centres is to cluster residential, commercial and employment activity to improve accessibility, productivity and the efficient use of infrastructure. Activity Centres are recognised for the provision of concentrations of business, administrative, civic, retail, entertainment, employment, research, education and community uses and, increasingly, for residential development. The nearest major district activity centre to the Area Affected (as identified by The Plan) is the Arndale Shopping Centre.

The Plan does not identify the location for the development of new activity centres; however it does specifically encourage new economic growth for jobs and retail development within transit-corridors to serve the existing and identified increase in population.

The investigations undertaken to inform this DPA have found that the Area Affected is best suited to uses which are less sensitive to noise and land contamination. The region is economically capable of supporting a greater variety in land uses including retail and, commercial land uses. The economic capability of the region is discussed within the retail analysis in Section 2.5.3.2.

The proposed policy contemplates the development of increased retail and commercial land uses. Residential development is only to occur when sensibly located on upper, floor levels, within larger mixed use developments and with appropriate acoustic treatments. Further, the proposed zoning will not preclude a higher density of residential living within the existing surrounding residential areas and will provide a buffer/interface between existing industrial and rail associated activities and existing residential areas.

Policies and targets – Urban design

Policy 2: Maximise and increase the quality of public spaces, and require excellent design in the public realm

Policy 3: Require new mixed-use medium- and high-rise developments to provide active street frontages (such as shops, services and restaurants) to encourage connectivity and increase public safety.

Policy 5: Set, through the planning controls, very high standards for urban character and quality of design in consultation with the Commission for Integrated Design

Policy 11: Provide safe and attractive streetscapes in growth areas and transit-oriented developments through street tree plantings and lighting.

Target A(i): Develop design principles for multi-unit and mixed-use developments, to be incorporated into Structure Plans. These will determine setbacks, height transitions, and scale principles based on existing character, ensuring that consistent rules apply for building renewal across Greater Adelaide. Some adaptation will be required in heritage areas. This work will include built form and structural planting to reinforce the visual identity of the arterial grid system in the metropolitan area.

The 30-Year Plan sets a strong vision in terms of quality built form and urban design for future developments, and in particular those located within transit-corridors. The DPA proposes the application of policy seeking quality urban design outcomes to the Area Affected. Specifically, a high standard of urban design has been incorporated within Desired Character statements, and with a particular focus on the Churchill Road frontage. Urban design techniques are further supported through the integration of quality built form principles within the Council-wide Objectives and Principles of Development Control within each Council Development Plan. Any proposed development along the Churchill road frontage will significantly improve the amenity of the area given its existing industrial use, particularly through appropriate siting and scale, creative landscaping treatments, and active street frontages.

Further analysis of proposed policy in regards to urban design has been considered in analysis of the Churchill Road Master Plan, in Section 2.2.6 of this DPA.

Policies and targets – The economy and jobs

Policy 3: Concentrate jobs in the designated transit-corridors and the 14 transit-oriented developments. Specific targets for jobs will be set as part of planning for these areas. This includes setting aside designated corridors. New growth areas, transit-oriented developments and higher-order activity centres.

Policy 4: Promote mixed-use development in the transit-corridors, activity centres and transit-oriented developments to ensure jobs are situated close to where people live. Consideration should be given to setting specific targets for the types of services (such as retail) provided around transport interchanges to ensure job availability in major residential centres.

Policy 5: Promote, through the planning and design guidelines for the five fixed-line transit-corridors, transit-oriented developments and higher-order activity centres, a compatibility of uses by setting standards for noise and created buffer distances between potentially incompatible activities. Although the theme of the Plan is mixed-use development and easy access to jobs, it is recognised that some activities are potentially incompatible. Design guidelines will need to ensure that mixed-use communities are of a high quality and are liveable.

Target A: Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs includes:

- 6,500 in Eastern Adelaide
- 79,000 in Northern Adelaide

Target B: Distribute jobs across Greater Adelaide as

- 94,000 in transit-oriented developments and transit corridors
- 15,000 in key regeneration areas and in activity centres that are outside corridors
- 44,500 in growth areas
- 128,500 broadly distributed across the region

Table D2: Greater Adelaide additional jobs totals by key industry sector

Industry sector	Industry
Services	84,900
Community	52,400
Manufacturing	52,400
Retail	44,100
Transport/logistics/warehousing	25,200
Construction	20,000
Primary production	2,000
Mining	700
Total	281,700

The amendments proposed by the DPA support mixed use development and new job creation within a major transit-corridor identified by The 30-Year Plan for Greater Adelaide. The policies will consequently enable a positive contribution towards The Plan's job creation targets with a net generation of construction, direct and indirect jobs contributing to both the Eastern and Northern Regional targets as well as targets for the retail industry sector.

The Plan acknowledges the need to consider more flexible and site specific alternatives to locating sensitive forms of development (e.g. residential) within transit-corridors and mixed use developments. Policy that applies to the Area Affected needs to address standards for noise and buffer distances between potentially incompatible activities, including those existing activities associated with rail and existing industry. Where residential living would require a high cost investment in acoustic treatment and where future communities would not be considered 'high quality and liveable', it may be necessary to restrict the development of residential land uses. Proposed policy amendments do not preclude residential development, but rather envisage it only where it can be proved appropriate.

Policies and targets – Transport

Policy 2: Designate and protect strategic freight corridors as identified on Map D15.

Policy 3: Designed major freight routes in Structure Plans and protect their transport functionality through design guidelines that specific buffer zones, access points and setbacks from the thoroughfare. The Plan seeks to avoid compromising major freight routes by the inappropriate location of residential development.

Policy 12: Provide and extend a connected bicycle network across Greater Adelaide, using bike lanes and cycle ways as shown on Map D16.

Policy 13: Integrate into Structure Plans for major transit corridors off-road shared-use paths, on-road bicycle lanes, footpaths and cycling friendly streets to promote walking and cycling.

Churchill Road is recognised as a primary freight route by The Plan and is listed as part of the Gazetted B-Double Vehicle Route Network within the Adelaide Metropolitan region by the Department for Transport, Energy and Infrastructure. Consequently, it is essential that development within the Area Affected not compromise the functionality of Churchill Road for freight transport (considered further in Section 2.5.2). In summary, it has been found that development of the Area Affected can occur in a manner that does not have effects on the functionality of Churchill Road so long as certain improvements are undertaken. The DPA proposes application of policy that seeks such improvements to the Area Affected.

Consideration of the nature and location of cycle and pedestrian networks within the local area has informed the policy provisions within this DPA. Churchill Road currently acts as a barrier for pedestrians. Priority within the Area Affected has been given to the provision of local access and pathways to create connections to the Kilburn Railway station and increased accessibility across Churchill Road.

Chapter E:

The Area Affected is identified within both the eastern and northern regions and is located under the 'Employment' heading as an 'existing key industry area'. The following targets apply:

Table E2: Eastern Adelaide targets

Population and dwellings	Net additional dwellings	Net additional population
Within corridors (incl. transit oriented developments)	7,900	14,600
Outside corridors	10,500	23,100
TOTAL	18,400	37,700
Affordable housing	Net additional dwellings	
	2,750	
Employment	Net additional jobs	
	6,500	
Gross land supply	Hectares	
Infill up-zonings (residential and employment)	2,230	

Table E3: Northern Adelaide targets

Population and dwellings	Net additional dwellings	Net additional population
Within corridors (including transit oriented developments)		
-Infill	20,500	46,300
-fringe growth	5,500	14,300
Outside corridors		
-infill	6,000	14,400
-fringe growth	30,800	81,300
-townships	4,800	12,700
TOTAL	67,700	169,000
Affordable housing	Net additional dwellings	
	10,150	
Employment	Net additional jobs	
	79,000	
Gross land supply	Hectares	
Infill up-zonings (residential and employment)	3,380	
Fringe (including local employment)	4,290	
Townships (including local employment)	730	
New regional employment lands	1,550	

The proposed rezoning will directly align with the net additional jobs targets for the northern and western regions by providing the opportunity for generating new job opportunities that may not otherwise be realised, including 192 construction jobs, 534 on-going direct retail jobs and 332 on-going indirect retail jobs (Deep End Services, 2010).

The DPA proposes the infill up-zoning of 18.04 hectares of land for employment purposes, by introducing a Mixed Use Zone as well as retaining key industry uses and open space. Higher-order uses will enable increased employment opportunities and accordingly the rezoning will contribute to a total of 5,610 hectare target for the two regions.

Implications for DPA policy amendments:

The recommended policy provisions should be in support of the overall spatial development of transit corridors in line with the 30-Year Plan for Greater Adelaide. The recommended policy provisions should enable the strategic redevelopment of the Area Affected, with particular regard to achieving employment an, where appropriate, residential targets within transit corridors in order to meet regional targets.

Provisions should give regard to quality urban built form and provide for appropriate recreational and other bicycle and pedestrian pathways.

Recommended provisions should have regard to future development which does not restrict Churchill Road as a freight corridor.

2.2.3 Strategic Infrastructure Plan for South Australia

The Strategic Infrastructure Plan for South Australia (Department of Transport, Energy and Infrastructure (2005)) was developed to provide an overarching framework for the planning and delivery of infrastructure by all public and private infrastructure providers and sets strategic priorities up until 2015 within 14 infrastructure sectors.

Generally, the Strategic Infrastructure Plan supports investment in transport infrastructure, making efficient use out of public built assets, ensuring that energy, water and land supplies are sustainable and the alignment of health and social services to community needs. In relation to the Area Affected, The Plan acknowledges the importance of both efficient freight networks and efficient passenger transport.

Freight Transport

In particular relation to freight rail, a key strategic priority within the Strategic Infrastructure Plan is to encourage a shift of freight movements to rail (as real freight rates have dropped in recent years). This is in recognition of the importance of the continual use of freight rail infrastructure, particularly for the economic interests of regional South Australia. A specified project within Strategic Infrastructure Plan is the standardisation and upgrade of the state rail network where it has connectivity to the interstate rail line. The Australian Rail Track Corporation (ARTC) freight rail line runs parallel to the Gawler passenger line, and has lines connecting onwards to interstate.

Passenger Transport

The Strategic Infrastructure Plan encourages the use of efficient passenger rail networks and the coordination of public transport networks and facilities. Strategic priorities in terms of energy include aligning private and public infrastructure investment with business and community demands.

The Department of Transport, Energy and Infrastructure is currently implementing its Rail Revitalisation project (DTEI, 2010). This project was one of the objectives of the State Infrastructure Plan, in terms of passenger rail service. One element of the Rail Revitalisation project includes the electrification of the Gawler line, among others in Metropolitan

Adelaide. The Gawler line is expected to be upgraded by 2013. In terms of strategic planning and development, this project will provide a faster, cleaner, quieter and more efficient service for passengers. As such, the project will enable the densification of land uses including residential living along many transit-corridors within metropolitan Adelaide, as directed by The 30 Year Plan for Greater Adelaide (as in Section 2.2.1).

The location of the rail freight corridor does reduce opportunities for the development of land in terms of uses that would be sensitive to noise and air emissions. The DPA does not conflict with the directions provided within the Strategic Infrastructure Plan, as it purposely limits the introduction of land use activities which might otherwise compromise the functionality of freight rail. The location of the rail freight corridor does reduce opportunities for the development of land in terms of development that would be sensitive to noise and air emissions.

2.2.4 Adelaide Freight Rail Movements Study

In June 2010, the Federal Department of Infrastructure, Transport, Regional Development and Local Government released the Adelaide Freight Rail Movements Study (The Study). The Study assessed the current freight rail movements to and from Metropolitan Adelaide from an operational and engineering design perspective, as well as from an environmental and social perspective. As well as an assessment of the existing corridor between Murray Bridge and Islington through the Adelaide Hills, The Study examined a number of options for the relocation of the freight line, including through the Barossa Valley to the north.

The Study has found that over a 30 year evaluation period, modest social and environmental and operational benefits associated with relocation would not outweigh the capital costs that would be required to build new/upgrade existing freight rail lines.

As such, the existing intermodal facility at Islington (to the west of the Area Affected) will continue to operate in this location in the foreseeable future. This continued operation will have future implications on the appropriateness of types of land uses within the Area Affected as a result of noise, air and other emissions. The amendments proposed by the DPA are cognisant of these implications.

Implications for DPA policy amendments:

Recommended policy provisions should not restrict the operation of transport along the freight and interstate passenger rail line to the west of the Area Affected given its strategic role in economic development for the State of South Australia. It is likely that this rail corridor is not likely to be relocated in the future.

2.2.5 Metropolitan Adelaide Industrial Land Strategy

The Metropolitan Adelaide Industrial Land Strategy (MAILS, Government of South Australia, 2007) guides the planning, supply and location of industrial land to meet demand within a 15 year 'industrial land bank'. In particular, the MAILS provides an Assessment Framework for identifying prime industrial areas which are considered to be of economic importance to the state that must have protection from rezoning and encroachment.

A 'prime industrial area' is defined via assessment against criteria, including its relation relative to other industry, freight routes, supply chains, labour and infrastructure, as well as the level of opportunities and constraints, local interfaces and access arrangements. That part of the Area Affected that is currently zoned for industrial land use has been assessed

against these criteria (refer Section 2.5.3.1). Further analysis of the suitability of continued industrial land in this location, compared against the potential of the Area Affected to accommodate non-industrial land uses, has also been considered (refer Section 2.5.3.1).

The MAIIS reports a trend for the demand of industrial land to be located within outer suburban areas and, specifically, within the key strategic areas of Gillman/LeFevre, Lonsdale, and Edinburgh Park/DSTO. The investigations that informed the MAIIS identified that the value of industrial land, particularly in the north-west, increased by around 120 percent (average of around \$60 per square metre) between the period of 2001 and 2005.

The MAIIS also recognises a shift from traditionally heavy industrial land uses to a greater emphasis on 'higher order activities' (eg research and product development), the growth of smaller and medium enterprises, as well as more economic and clean production and operation methods.

While the existing industrial activities within the Area Affected (ie those undertaken by GWA and other related tenancies) will continue, it is considered that alternate industrial areas (as the industrial estate at Regency Park) are more suited to ongoing industrial uses. As such, policies within the DPA are considered to be in line with the Metropolitan Adelaide Industrial Land Strategy.

Implications for DPA policy amendments:

The introduction of new land uses within the Area Affected beyond the existing industrial use should be considered within the recommended policy provisions as the majority of existing industrial land is no longer required, and since the location of retail and commercial land uses has become appropriate. The introduction of any new industrial land uses within the Area Affected should be limited to industrial uses which will be appropriate alongside other appropriate land uses contemplated.

2.2.6 City of Prospect Strategic Plan 2008 - 2011

The City of Prospect Strategic Plan provides direction for the allocation of resources to meet the present and future needs of the community. A focus on sustainable economic growth is desired, along with preserving the existing community and lifestyle amenity. The vision of the Council is for:

"An environmentally aware, sustainably managed, vibrant and progressive City, proud of its heritage, quality of life and sense of community".

Guiding principles for The City of Prospect Strategic Plan involves leadership, community engagement, sustainability, equity, governance and innovation and creativity. The Plan also acknowledges key indicators within the City, including the level of employment within the City of Prospect.

Key strategies of the Economic Vibrancy Strategic Direction encourage and support commercial activity, business investment, foster the ongoing creation of wealth for businesses, as well as continuing to attract residents and visitors to the City.

The City has set a commitment to creating and supporting economic precincts, building critical infrastructure and developing policies and procedures that are pro-growth, socially just, entrepreneurial and innovative.

The DPA is considered to be consistent with the directions within the City of Prospect Strategic Plan as it will provide for and facilitate an environment which supports commercially activity, business investment, and the development of a key precinct.

Churchill Road Master Plan

Jensen Planning and Design undertook a Churchill Road Master Plan in late 2009. That part of the Area Affected within the City of Prospect was identified within this Master Plan for 'possible mixed/use education transit-oriented development' in line with The 30 Year Plan for Greater Adelaide.

The Churchill Road Master Plan linked the City of Prospect with the City of Port Adelaide Enfield and the TOD site at the south-western corner of Churchill Road and Regency Road. The Master Plan also acknowledged that results of the public consultation undertaken during 2009 identified that the participants generally wanted more commercial and retail land uses that create employment, and a 'gateway' style development at Regency Road. As such, the amendments proposed by the DPA are broadly aligned with the recommendations of the Churchill Road Master Plan.

2.2.7 City of Port Adelaide Enfield City Plan 2010 - 2016

The City of Port Adelaide Enfield City Plan sets the direction for the City over the next six years and enables the City to address the interests and aspirations of the community in planning for the future. It also sets a wider, longer term direction in some aspects and sets goals to be achieved within the next 30 years. The vision of the City is for:

"A City that values its rich history and cultural identify... a City that embraces and celebrates its diversity and encourages community connection... an innovative, economically thriving and environmentally responsible City... a City of opportunity – realising its potential".

The key themes are a strong and diverse community, a vibrant and resilient community, a unique, healthy and sustainable environment, a great place to live, and work and play. The City of Port Adelaide Enfield is to be a local government which is committed and accountable.

As part of the objectives which relate to a strong and sustainable local economy, The City of Port Adelaide Enfield City Plan supports and recognises business initiatives that employ local people, opportunities for economic diversification and strategic land use and infrastructure planning that supports economic development while balancing social and environmental outcomes.

The DPA is considered to be consistent with the directions within the City of Port Adelaide Enfield City Plan as it will enable the further development of the local economy, economic diversification, and a land use mix which will support the future increased populations within the Council area.

Implications for DPA policy amendments:

Recommended policy provisions should have regard to the desired character of the wider Churchill Road precinct, including for creating and supporting economic precincts and building critical infrastructure. By providing a range of land uses including retail and commercial, new light industrial, and residential (where appropriately located), the proposed rezoning should introduce an 'anchor' of land uses which should

be complementary to those land uses envisaged along the wider Churchill Road corridor.

The recommended policy provisions should be progressive towards improving both the local economy the urban environment at the Area Affected in order to generally be in line with both Council's Strategic Plans.

2.3 Concurrent Ministerial and Council DPA's

Other DPA's at varying stages of development/consultation/review within both council areas are as follows:

City of Prospect:

- Statewide Bulky Goods DPA (by the Minister) - finished public consultation on 27 July 2010 and on interim operation until 1 June 2011;
- Proposed Churchill Road Corridor DPA – currently under preparation;
 - This DPA will consider the land uses along Churchill Road, including land currently zoned for commercial and residential purposes.
 -
 - Since this DPA addresses land immediately adjacent to and within proximity to the Area Affected, investigations have covered aspects of retailing and commercial opportunities and the relationship between the Area Affected and the south of Regency Road.

City of Port Adelaide Enfield:

- Statewide Bulky Goods DPA (by the Minister) - finished public consultation on 27 July 2010 and on interim operation until 1 June 2011;
- Draft City-Wide Commercial Zones DPA - finished public consultation on 23 July 2010;
 - Of note within this DPA is the introduction of a Mixed Use (Kilburn) Zone to the north of the Area Affected. This area has been identified for medium density residential development.
 - The DPA also proposes the extension of the Commercial Zone along Churchill Road between Lehunt Street and Jersey Avenue.

Implications for DPA policy amendments:

The recommended policy provisions will need to consider the impact of future possible zoning changes nearby to the Area Affected. In particular, this relates to the possible location of a larger Commercial Zone to the north and east of the Area Affected, and also land along Churchill Road being recognised for increased residential and commercial purposes.

The provisions within the Area Affected by this DPA should not result in over provision of commercial lands within the local area. The policy provisions within this DPA should consider opportunities to enable flexible policy in order to facilitate development which is complementary to other proposed uses, including retail land uses, and possibilities for

residential development and light industry. Future economical land uses should be considered in the context of future increased residential land uses within the transit corridor of the 30-Year Plan for Greater Adelaide.

2.4 Adoption of the Policy Library

Neither the City of Prospect, nor the City of Port Adelaide Enfield have formalised conversions to the Policy Library format and policies. It is anticipated that the new policies which are proposed to be introduced as a result of this DPA will be according to the Policy Library format and zoning policies (with local additions and modifications accordingly).

Consideration of the application of the following Policy Library modules to the Area Affected formed part of the investigations undertaken to inform this DPA (refer to following section for assessment of these zones):

- Bulky Goods Zone;
- District Centre Zone;
- Mixed Use Zone;
- Open Space Zone; and
- Industry Zone.

As Policy Library policies and format are expected to be incorporated into both Development Plans within the next 12 months, those Policy Library policies and format which will be introduced through the DPA will be limited to the Area Affected.

Implications for DPA policy amendments:

Where new zones are considered, Policy Library policies and format should be incorporated. As both affected Councils are currently preparing Better Development Plans conversions and in order to avoid duplication, where no changes are proposed, zones will be retained as existing.

Given that both the affected Development Plans (Prospect (City) and Port Adelaide Enfield (City)) have as yet not been converted into a new policy format, there is a requirement to introduce minor amendments to the Council wide policies that complement the establishment of a Mixed Use (Islington) Zone and the envisaged uses within the Zone.

2.5 Existing Zoning of the Area Affected and its Surrounds

The Area Affected is currently located within the zones shown in Figure 2, and as follows:

City of Prospect:

- Light Industry Zone

- A zone accommodating low nuisance and low traffic-generating light industrial land uses. Land uses should be, primarily, light manufacturing, fabricating, storage and ancillary office activities and marshalling yards relating to the railway line. Development should not create emissions or generate traffic which would be detrimental to the character and amenity of adjoining residential development.
- The majority of land within this zone is surplus to existing industrial uses. Under-utilised industrial land presents opportunities for alternative uses to meet the needs of the community. Land uses should complement the nearby industrial land uses which will remain.

City of Port Adelaide Enfield:

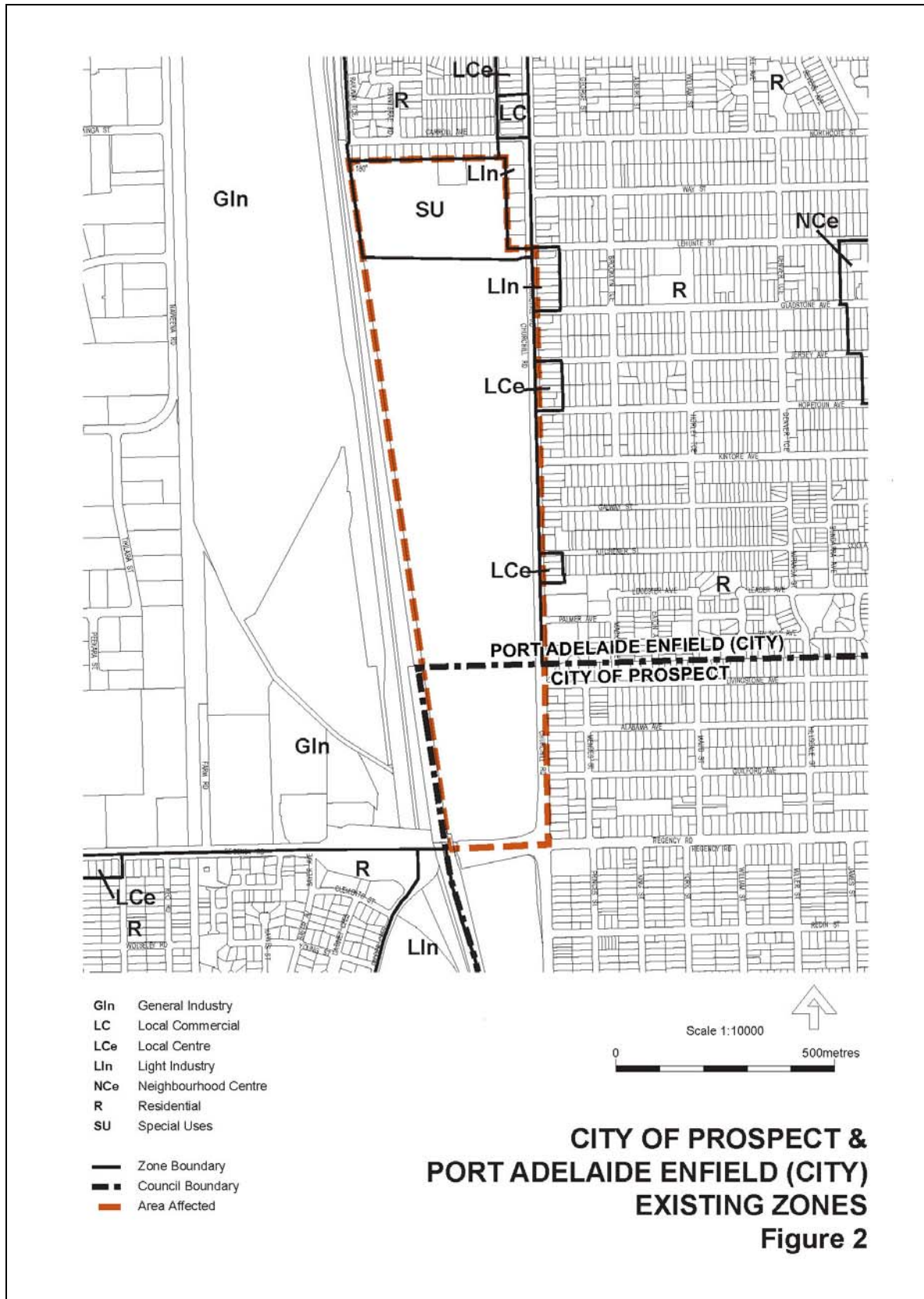
- General Industry Zone

- A zone accommodating a range of industrial, warehousing, storage, transport and other related activities. The zone specifically acknowledges the location of significant existing industrial and other activities including the rail interchange facilities at Regency Park.
- Land uses envisaged within the General Industrial Zone are not appropriate adjacent to residential zones, in particular in relation to noise issues.
- Where land is recommended to be retained for light industrial purposes, application of the Policy Library modules should be considered.

- Special Uses Zone

- Land within this zone is generally special public or private activities of an institutional or open character.
- No change to the existing land uses at this location is proposed given the existing soil contamination issues.
- A higher weighting has been given to resolve the identified issues through changes to the zoning of land adjacent public open space.
- The Special Uses Zone warrants consideration of a more appropriate zoning through adaption to Policy Library modules.

FIGURE 2 – Existing Zones



Surrounding zones of the Area Affected include the following:

City of Prospect:

- Mixed Use (Churchill Road) Zone
 - The Mixed Use (Churchill Road) Zone is desired for the development of a mix of commercial, community, aged care accommodation, student accommodation, medium density residential, office and small-scale shop land uses.
 - The Mixed Use (Churchill Road) Zone was specifically created in 2008 for the purposes of enabling higher-order land uses, and increased residential densities.
- Commercial Zone
 - A zone accommodating a range of commercial activities including warehousing, wholesaling, storage, administrative or professional offices, distribution, service activities motor vehicle related businesses and outdoor displays and service trade premises.
- Residential Zone
 - A safe, pleasant, convenient, and distinctive living environment. The Residential Zone is also divided into a number of separate policy areas, of which four are within proximity of the Area Affected.

City of Port Adelaide Enfield:

- Local Centre Zone
 - The Local Centre Zone accommodates a range of small-scale convenience shopping, office, medical and community facilities to serve the day-to-day needs of the local community. It is generally characterised by the traditional corner stores or small groups of shops.
 - The existing Local Centre Zone is limited in size and development potential having regard to existing uses.
- Light Industry Zone
 - The Light Industry Zone accommodates a wide variety of uses, namely warehousing and distribution, industrial, commercial, retail, manufacturing, engineering, automotive services, offices and storage. A number of parts of the zone interface with a Residential Zone and must minimise any adverse impacts on the amenity and function of those residential areas.
 - The Light Industry Zone is fully developed and creates a disconnect to the open space area (currently located within the Special Uses Zone), and the reduces the connection between Churchill Road and the Kilburn railway station.
- Residential Zone
 - The Residential Zone should accommodate a diverse range of housing styles. Residential development which is located within 100 metres of an Industry Zone should be designed, constructed and insulated to minimise the effects of noise. Policy areas 43 and 44 of the Residential Zone interface with the Area Affected.

- The Residential Zone is located within the 800 metre corridor for infill as the Gawler line is considered a Major Transit Corridor in the 30 Year Plan for Greater Adelaide.
- Local Commercial Zone
 - The Local Commercial Zone should accommodate local service activities which are compatible with the amenity of the locality.
 - Specifically, it is noted that a number of the existing zones surrounding the Area Affected are the subject of the Draft City-Wide Commercial Zones Development Plan Amendment by the City of Port Adelaide Enfield, as per Section 2.3.

Implications for DPA policy amendments:

Recommended policy provisions should consider the rezoning of the following zones (or portions of the following zones within the Area Affected):

City of Prospect: Light Industry Zone – a portion of this zone should be considered for rezoning as it is currently under-utilised and surplus to GWA’s requirements.

City of Port Adelaide Enfield: General Industry Zone, Special Uses Zone. Rezoning of surplus areas to a Mixed Use, within the General Industry Zone will assist in the interface conditions of adjacent residential areas.

As the rezoning of the existing Special Uses Zone to Recreation Zone at this location for recreation purposes is being considered within the Council-wide Policy Library conversion, it has not been addressed further within this DPA. The DPA has however considered the interface of this area with adjacent zones.

Generally, the rezoning will need to be mindful of the existing residential, commercial and mixed use and light industrial zones in the surrounding area. Policies should envisage land uses that would be complementary to those zones, however should be considered in the context of future increased residential populations in the area (given it is within a transit-corridor of the 30-Year Plan for Greater Adelaide).

Additional policies are proposed for the Residential Zone, Policy Area 44 Comprehensive Development Policy Area and Light Industry Zone, applying to those allotments immediately abutting Jack Watkins Reserve, providing for built form that allows for the passive surveillance of public opens space.

2.6 Investigations Previously Undertaken

2.6.1 Soil and Groundwater Suitability

A Soil and Groundwater Quality Report was undertaken by Soil and Groundwater Consulting (S&G) in December 2009 for Axiom Properties, prior to the preparation of this DPA.

This report focused on a review and summary of existing information of the contamination status of soil and groundwater within parts the Area Affected (ie known issues) while targeted soil and groundwater investigations were undertaken in respect of the southern portion of the Area Affected only (as this land is being considered for redevelopment by Axiom in the first instance). The area located central to the Area Affected (wherein existing industrial uses are to continue), and land at the northern parts of the Area Affected (as this

land is to be retained for open space purposes) was covered by a *desk-top* study of previous investigations and remediation works.

The targeted soil investigations at the southern part of the Area Affected (within the City of Prospect) found that there are known contamination issues within the Area Affected that are a result of the operation of rail workshops. Soils generally comprise of contaminated fill materials between depths 0.2 and 0.35 metres across the whole area, and there are also specific areas of contamination to greater depths including concentrations underneath existing buildings. Contamination of metals, hydrocarbons and asbestos is resulting from areas of fill, a wash-down area and triple interceptor pit and un-bunded waste oil storage areas.

Approximately one third of the vacant areas of the central part of the Area Affected have been previously remediated through the excavation of surface soils and containment within the Jack Watkins Reserve repository. In addition, known hexavalent chromium and trichloroethene impacted groundwater plumes have been remediated by DTEI to remove a significant mass of containment from the source area and to prevent off-site migration of the impacted groundwater.

Across the central part of the Area Affected (and where areas have not been remediated to form the repository in Jack Watkins Reserve), further investigations will be required to determine the level of contamination at the site. Soil investigations to date have generally identified widespread impacts to surface soils by metals, hydrocarbons and asbestos. An area of capping covers approximately 330 square metres of hexavalent chromium (Cr(VI)) and trichloroethylene (TCE) affected soils is likely to be the source of a substantial groundwater plume, which has been historically reported as impacting as far north as the Area Affected boundary at the north. Future investigations will focus largely on soils beneath building footprints, rail lines, known contaminant source areas (under this capped area) and in areas where no data exists from previous investigations.

Whilst the general location of soil and groundwater contamination across the Area Affected has been identified by the various investigations, the true extent of contamination will not be known until excavation occurs. When excavation is undertaken, the depth and spread of contamination will be determined and targeted remediation can occur simultaneously. In some instances, further testing may provide that where the proposed land use is not sensitive to the contamination that exists, remediation will not be required where hard surfaces are proposed (eg bitumen, buildings).

The DPA proposes the application of policy to the Area Affected that will address soil and groundwater contamination. This policy seeks that further investigations and remediation works be undertaken prior to development occurring. In summary, this work can involve:

- **Additional soil and groundwater investigations** involving the installation, sampling and testing of groundwater monitoring wells. Such investigations will input into a Site Contamination Audit Report where required by the planning authority.
- An **Environmental Site Assessment Report** to consider the contamination status of the site and to comment on the risks posed in the context of the proposed use.
- A remediation strategy to be documented in a **Remediation Action Plan Report**.
- Adherence to strict occupational health and safety and environmental management procedures during all earthworks and construction activities.

Supervision of earthworks will be required by a suitably qualified environmental consultant with a **Remediation Completion Report** completed at the end of the work.

- Following completion of the remediation, preparation of an **Environmental Management Plan** and provision of this to all tenants so that they can be aware of the health and environmental management requirements should maintenance activities require exposure of fill materials in the future.

Based on the known historical uses of the Area Affected and the data that has been obtained to date by S&G and others, there is no known contamination that will pose a significant impediment for the development of commercial or retail land uses, although remediation and management will be required.

The study considered possible remediation activities for commercial and retail developments but not the development of residential land uses. If residential land uses are proposed within the Area Affected, further investigations concerning the suitability and feasibility of remediation to support this land use will need to form part of a formal development application. Where residential development is considered, it should be located to prevent impacts from land contamination (for example, by locating residential development at the first floor or above). The DPA proposes application of a policy seeking this outcome.

Effectively, the above steps represent further investigation and remediation on the issue of site and groundwater contamination, prior to development proceeding. Key policies (both existing and proposed) will facilitate the requirements for site contamination issues to be dealt with at the development application stage.

Implications for DPA policy amendments:

The recommended policy provisions should require appropriate remediation of contaminated soils and groundwater prior to any development occurring.

It is likely that the majority of the proposed land uses (e.g. commercial and retail uses) will not be sensitive to any existing contamination. Where residential land uses are proposed which will be sensitive to any existing soil and groundwater contamination issues, policy provisions should require that residential land uses are located at least on the first storey or above.

2.7 Investigations Initiated to Inform this Development Plan Amendment

2.7.1 Infrastructure

Infrastructure and servicing investigations have been undertaken by BCA Engineers (2010). These have been based upon preliminary discussions with authorities revolving around of the establishment of bulky goods and other commercial/retail type development (such as a supermarket) within the Area Affected.

Any augmentation of existing infrastructure on-site required as a result of development undertaken pursuant to the amendments proposed by this DPA would be funded by the proponent at the time of development.

2.7.1.1 Electricity

The development will require the installation of up to seven new transformers (between 500 and 2,000 kV in size). This would be the responsibility of any developer of the Area Affected. The site will also require the diversion of existing overhead powerlines on the site.

Alterations will also need to be made to existing road lighting along Churchill Road as a result of changed access arrangements.

2.7.1.2 Water Supply

The water supply network has adequate capacity locally to support development of a nature and scale contemplated by the DPA. The Area Affected is currently provided with an existing 100 millimetre domestic water metre at its southern end. Given the nature of the land uses contemplated by the DPA, head-works will not need to be undertaken.

A new 200 millimetre main for fire fighting purposes will need to be laid within the water easement at the southern portion of the Area Affected and will have capped off connections.

2.7.1.3 Sewer

The Area Affected will need to be provided with a new 150 millimetre sewer connection at a maximum depth, which will drain to an existing 300 millimetre SA Water sewer in Churchill Road. Site sewer reticulation will also need to be provided around new buildings.

2.7.1.4 Stormwater

Stormwater investigations undertaken to date involving the Area Affected have been undertaken by Wallbridge & Gilbert.

Stormwater is expected to be managed on-site largely through the utilisation of existing stormwater drains. Given the majority of the Area Affected has already been covered with impermeable surfaces, it is not expected that the volumes of stormwater will be very different from the existing volumes of stormwater generated. The Stormwater Management Plan developed by Wallbridge & Gilbert seeks utilisation of the existing network of stormwater pipes within the Area Affected which are currently under capacity, and to utilise stormwater retention on site up to a 1 in 100 ARI.

The Area Affected is largely flat however there is a slight slope to the north-west, to the west and to the south-west along the western boundary. Currently, the northern parts of the Area Affected drain to an existing 900 millimetre diameter stormwater pipe discharging north-west underneath the railway corridor, the capacity of which is around 800 litres per second (around a one in one year average recurrence interval - one year ARI). To cater for events greater than a one year ARI, a detention pond will need to be incorporated into any design at the north-west part of the Area Affected with storage of around 4,000 cube metres (which corresponds to an area of around 5,000 square metres).

The central part of the Area Affected drains west and south-west underneath the railway corridor into two separate drains, of 1,200 millimetre diameter and 600 millimetre diameter (both draining to the west of the adjacent intermodal facility). The DPA does not propose amendment to the policies applying to the bulk of this part of the Area Affected and, therefore, will not lead to changes in stormwater drainage.

The southern part of the Area Affected drains in a south-westerly direction towards Regency Road. This land drains to twin 1,500 diameter pipes that run parallel to Regency

Road. Calculations have shown that these pipes can cater for five year ARI flows from any developed area.

The finished floor levels of all new buildings within the Area Affected will need to sit above the 100 year ARI flood level. Furthermore, stormwater runoff from all new buildings will need to be contained within respective allotment boundaries. This will be achieved in part by site works that enable up to 100-150 millimetre depth of inundation for up to 100 year events (such as in non-critical car park, hardstand or landscaped areas).

As far as practical, runoff from impervious surfaces should be discharged through approved proprietary brand treatment devices prior to entering existing drains. Due to the likely existence of soil contamination over much of the Area Affected, the use of open swale drains etc is likely to be unacceptable. Detailed Stormwater Management Plans will need to form part of any formal application proposing development within the Area Affected pursuant to the DPA.

2.7.1.5 Telecommunications

Telstra will be engaged to relocate existing infrastructure within Churchill Road to allow for road widening and proposed new entrances. In-ground conduits and draw pits will need to be installed for the reticulation of communication services.

2.7.1.6 Community and Local Services

The Area Affected straddles both the City of Prospect and the City of Port Adelaide Enfield. Community facilities in the wider area include the Kilburn Returned and Services League at 2 Way Street, Kilburn, the Kilburn Community Centre at 59 Gladstone Avenue, Kilburn, the Lutheran Community Care and Clothing Shop at 307 Prospect Road, Blair Athol, and the Community Food SA non-profit organisation at 30 Cromwell Road, Kilburn SA. Limited small scale retail and commercial properties are located along Churchill Road.

Jack Watkins Reserve (which comprises the northern part of the Area Affected) is the only community facility within the Area Affected. This incorporates children's play equipment and seating, however the primary purpose of this land is for storage and monitoring of contaminated fill material, transported from the southern parts of the Area Affected. The reserve is currently underutilised, and is often the subject of anti-social behaviour. This is largely due to the lack of passive surveillance in that it has limited visual interface with Churchill Road, and rather is bound by the rear of residential properties to the north, the rear of industrial properties to the east, a largely vacant industrial area to the south, and rail infrastructure to the west.

The location of higher order land uses generating activity and the opportunity to facilitate a public road interface to the south of Jack Watkins Reserve will enable increased activity and the better utilisation of this open space area. The DPA proposes application of policy seeking better integration of Jack Watkins Reserve with land to the south.

Additional policies are proposed for the Residential Zone, Policy Area 44 Comprehensive Development Policy Area and Light Industry Zone, applying to those allotments immediately abutting Jack Watkins Reserve, providing for built form that allows for the passive surveillance of public opens space.

Implications for DPA policy amendments:

As investigations have shown that the Area Affected can be appropriately serviced, there are no policy implications. The majority of augmentation will most likely be developer funded.

Incorporation of Crime Prevention Through Environmental Design provisions and a review of land use interfaces to the south of Jack Watkins reserve should be undertaken to improve community safety and activity at this location.

2.7.2. Transport

2.7.2.1 Arterial Road Upgrades

Investigations have been undertaken by Wallbridge & Gilbert (2010) in regards to the effect of any potential rezoning on vehicular volumes and access arrangements to and from the Area Affected.

Churchill Road falls under the care and control of the Department of Transport, Energy and Infrastructure (DTEI). The existing Average Annual Daily Traffic (AADT) volumes along Churchill Road area in the order of 28,000 vehicles per day. Projected traffic volumes provided by DTEI indicate there will be a decrease of traffic along Churchill Road with the introduction of the 'South Road Superway'. The projections indicate that future volumes will drop to around 21,100 vehicles per day by 2031.

The assessment has taken into consideration the potential development of the land to accommodate retail (core and bulky goods), industrial and commercial land uses.

The Area Affected is currently zoned for industrial purposes, albeit is largely vacant and underutilised at this point in time. Assessment of the DTEI base data, which is believed to not include any development at the Area Affected, indicates that the Regency/Churchill intersection will be operating beyond its capacity in 2031. The predominate factor influencing future upgrades is a strong increase in traffic utilising Regency Road, as a result of the planned upgrade of the 'South Road Superway'. Additional traffic generated by development undertaken within the Area Affected as a result of the DPA will place demands on this intersection but these demands are not the trigger for infrastructure upgrades.

Along Churchill Road between the intersections of Grand Junction Road and Regency Road, if the Area Affected is utilised for retail/commercial/industrial purposes, traffic volumes are expected to be in the order of 30,000 vehicles per day in 2031.

Between the intersections of Grand Junction Road at the north and Regency Road at the south, Churchill Road varies between one and two lanes of traffic flow in either direction. Churchill road exists as a two lanes of traffic in either direction for 1,750 metres south of the Grand Junction Road intersection. One lane of traffic exists in either direction for 1,050 metres around the central southern part of the site, and the most southerly 150 metres of Churchill Road before the Regency Road intersection is two lanes of traffic flow.

Realisation of development contemplated by the DPA would trigger a need for the upgrade of Churchill Road from one lane to two lanes in both directions at its full length and the provision of right turn 'storage' lanes on its eastern side. This upgrade would

require widening of Churchill Road by approximately 3.0 metres, likely to be accommodated within the existing road corridor.

The above being said, the upgrading of the Churchill Road/Regency Road intersection would be required by 2031 whether development contemplated by the DPA occurs or not. It is likely that this upgrade option would address the capacity constraints at this intersection for all scenarios.

2.7.2.2 Local Access Arrangements

Realisation of development contemplated by the DPA will trigger a need for two new signalised junctions to be installed on Churchill Road between the intersections of Grand Junction Road and Regency Road. Signalised junctions will be required to adequately cater for the increase in right turning traffic into and out of the Area Affected.

Existing pedestrian crossings are located near the intersection of Palmer Avenue/Churchill Road and the existing entry point into the Islington workshops site. The DPA proposes application of policy to the Area Affected that seeks that this latter existing pedestrian crossing be incorporated into a signalised intersection which will also provide for left/right vehicle movements into this site. This crossing point will be appropriately located considering existing traffic lights to the south of this site.

It is likely that as a result of increased formalised intersections along Churchill Road, some local road movements connecting with Churchill Road to the east may be affected. This is not expected to be significant given the grid street layout in the local area (providing opportunities to travel along alternate parallel/perpendicular roads).

In some instances, the installation of traffic lights will create issues with the noise of brakes and acceleration of trucks given the proximity of residential land uses. Projected traffic volumes provided by DTEI indicate that there will be a decrease of traffic along Churchill Road with the introduction of the 'South Road Superway'. The reduction in traffic volumes will include a proportionate reduction in freight traffic volumes, which will improve the interface issues along this corridor.

The land uses that the DPA contemplates within the Area Affected are unlikely to attract vehicular access after 9.00pm. Therefore, it is unlikely that glare from vehicle headlights will be a significant issue after this time. Policy to address the impacts associated with the location of signalised intersections has been recommended. Any issues with vehicular headlight glare will need to be addressed at the individual development application stage, and through careful placement of any proposed intersections.

Any augmentation to the local road network required as a result of this DPA will be subject to detailed design and incorporated within subsequent development applications. It should also be funded by the proponent of development that gives rise to the need. As a result of any changed access arrangements, augmentation to infrastructure and services within the Churchill Road corridor may need to be undertaken and will also be funded by the proponent at the time of subsequent development works.

2.7.2.2 Public Transport

Consultation was undertaken with the Public Transport section of the DTEI during the preparation of this DPA. The Area Affected is currently serviced by both bus and rail public transport.

Churchill Road is a 15 minute Go Zone to the Central Business District with buses passing at least every 15 minutes during weekdays, sooner during peak periods in the direction of flow and around 30 minutes at night time and on weekends and public holidays. The Area Affected is serviced by five bus stops located along the Churchill Road frontage. Although existing patronage does not warrant the current high level of service, this service will be maintained due to the existing socio-economic profile and potential population increases as a result of the 30 Year Plan deliverables.

In regards to passenger trains, TransAdelaide currently operate the Gawler passenger line. Train services from the Islington station are around every 15 minutes during the day (with services dropping to half hourly before 7.30am and after 7.00pm daily). A number of express trains do not service the Kilburn station, and services are generally every half an hour. Weekend services to both stations are hourly. Both stations are currently undergoing upgrades for compliance with the Disability Discrimination Act. Advice has been received that it is unlikely that major upgrades will be proposed for either stations in the near future (major upgrades are based on patronage and are currently focused around the major metropolitan stations), although it is likely that Kilburn Station will have an increased status and have more frequent use under a revised timetable.

The Strategic Infrastructure Plan has set a target for the electrification of the Gawler passenger line, as well as others in metropolitan Adelaide, enabling a faster, cleaner and more efficient service. This direction corresponds to the direction set by *The 30 Year Plan for Greater Adelaide* which is for increased densities, including residential living and employment lands, within transit-corridors (ie 800 metres either side of a rail line). This target will allow for efficient movement and land use/transport integration and more frequent services to the Area Affected.

The Area Affected is provided with a high level of public transport service, with additional future improvements and frequency to the train system proposed. It is considered that the most likely patronage increases that might result from development enabled by the DPA will be for travel to the Area Affected for employment purposes as well as for local shopping trips. Policies proposed by the DPA will encourage the provision of safe pedestrian and cyclist access to the Kilburn station in particular. This might, in turn, encourage further public transport usage.

2.7.2.3 Rail Freight

South Australian strategic policy, including that contained in the Strategic Infrastructure Plan, acknowledges the importance of efficient freight networks, the continual use of freight rail infrastructure and the standardisation and upgrade of the state rail network.

A rail freight corridor is located alongside the Gawler passenger rail line (and therefore the Area Affected) at Islington. This freight corridor is currently operated by the Australian Rail Track Corporation and rail service providers include Pacific National, Specialised Container Transport and the Great Southern Railway.

It is acknowledged that while the majority of heavy freight is diverted from Dry Creek to Port Adelaide for shipment (thereby avoiding the Area Affected), freight operations along the standard line gauge still occur and will continue to occur into the future. It is unlikely that the use of this rail line for freight purposes will reduce over time given the economic reasoning provided in the report *Adelaide Freight Rail Movement Study* (Department of Infrastructure, Transport, Regional Development and Local Government). The location of

the rail freight corridor does reduce opportunities for the development of sensitive land uses within the Area Affected.

The policies proposed within this DPA seek a rational arrangement of land uses in the Area Affected, given the land use constraints presented by the noise impacts of the existing freight rail corridor. Future land uses should provide for the continued use of this rail freight corridor, and not restrict future rail freight operations. Where residential land uses are contemplated, the policies proposed within this DPA seek development which satisfies the required acoustic standards.

2.7.2.4 Walking and Cycling

Consultation was undertaken with the Office of Cycling and Walking of the Department of Transport, Energy and Infrastructure (DTEI) during the preparation of this DPA. Given the historic use of the site for industrial and railway purposes, it is not unusual that very few walking and cycling facilities are not currently provided within the Area Affected.

Public access across the Adelaide-Gawler line is limited given access is provided at Islington station (at-grade crossing) and across the Regency Road bridge at the southern end of the Area Affected however not again until the Grand Junction Road bridge to the north of the Area Affected (approximate distance 2.8 kilometres). A single off-road walking/cycling path is located through the open space area between Kilburn station and linking near the intersection of LeHunte Street and Churchill Road and a nearby off-road cycling path is located within Dudley Park (north-south between Pym Street and Regency Road, extension of Harrison Road). No on-road cycle paths are located near to the Area Affected and footpaths are only located selected footpaths in the surrounding area.

The State Government released a policy statement entitled 'Greenways and Cycle Paths' in 2010. This links with directions set by *The 30 Year Plan for Greater Adelaide* in regards to the location of recreational pathways along transit-corridors. Initial investigations by the Office of Cycling and Walking for a walking and cycling path along the Gawler Major Transit Corridor have entirely avoided the Islington rail workshops for the following reasons:

- existing spur lines from the freight rail corridor (which will not be relocated);
- the occupation and operation of the railway infrastructure across much of the land;
- land ownership patterns;
- the need for security to the rear of commercial/retail land uses proposed to be located at the southern portion of the Area Affected; and
- the amount of land that would be needed to develop a separation between the rail and adjacent land uses to develop a green walking/cycling corridor.

These constraints have led the Office of Walking and Cycling to identify the following (south to north) route;

- along the rail corridor;
- west along Pym Street;
- north along the existing off-road cycle path along the extension of Harrison Road;

- north along an upgraded and extended Naweena Road; and
- east along Grand Junction Road.

The Office of Walking and Cycling advise that the development of a high quality pedestrian orientated urban form along the frontage to Churchill Road, and improved pedestrian connections either side of Churchill Road, are of greater importance than provision of a recreational pathway along the rail corridor.

In this light, the DPA proposes application of policy to the Area Affected that seeks provision of local linkages. This will enable increased focus on walking and cycling provision within future developments at the Area Affected, and adjacent residential areas to the east. In further support this approach, *The 30 Year Plan for Greater Adelaide* identifies as a target for Western Adelaide, the creation of walkable transit-orientated mixed use communities. The DPA also incorporates policy provisions for Crime Prevention through Environmental Design (CPTED) to provide for safe walking and cycling linkages.

2.7.2.5 Flight Paths

The Area Affected is located within an area of the Adelaide Metropolitan region where developments exceeding 100 metres above existing ground level require referral to the Federal Airports Corporation.

It is highly unlikely that structures exceeding 100 metres above existing ground level will be developed within the Area Affected pursuant to the DPA (as, using 3.5 metres per storey, this equates to structures greater than or equal to 28 storeys above existing ground level). The DPA does not propose specific policy guidance in this context, and relies on existing Council-wide policy concerning this matter contained in both affected Development Plans.

Implications for DPA policy amendments:

The timing of proposed road upgrades along Churchill Road will be likely pushed forward following the proposed rezoning. Recommended policy provisions should ensure that any future land uses are appropriate alongside Churchill Road as a busy and noisy arterial road.

The preparation of a Concept Plan for inclusion within the recommended policy provisions should assist in the appropriate location of new intersections to reduce any impact of the movement of traffic on adjoining residential areas. The introduction of any new intersections should not affect wider freight movement following the construction of the South Road Superway.

The existing public transport should cater for any future working, living and shopping populations at the Area Affected. Recommended policy provisions should assist local connections, and in particular for the safety and priority of pedestrian and cyclist movements between the Area Affected and adjacent areas to bus stops along Churchill Road and to both Kilburn and Islington train stations. A high quality and pedestrian predominant urban form along Churchill Road, incorporating CPTED provisions should also be considered.

Development above 100 metres in the Area Affected requires referral to the Federal Airports Corporation. Both to Prospect and Port Adelaide Council Council-wide provisions within Development Plan's provide adequate provisions for height limits.

2.7.3 Land Use

2.7.3.1 Industrial Land Suitability

As introduced in Section 2.2.5, the Metropolitan Adelaide Industrial Land Strategy (MAILS, Government of South Australia, 2007) guides the planning, supply and location of industrial land to meet demand within a 15 year 'industrial land bank'. The MAILS identifies three 'Key Industrial Areas' of Gillman/LeFevre, Lonsdale and Edinburgh Park/DSTO. It also provides an assessment framework for identifying primary industrial areas which has been undertaken to determine the industrial land suitability of land at the Area Affected.

A 'prime industrial area' is defined via assessment against criteria including location relative to other industry, freight routes, supply chains, labour and infrastructure and the level of opportunities and constraints, local interfaces and access arrangements. The land does not form part of the Key Industrial Areas identified by the MAILS, being Gillman/LeFevre, Lonsdale, and Edinburgh Park/DSTO.

Where replacement of existing industrially zoned land is being considered, the MAILS seeks justification of firstly whether land is suitable for on-going industrial use and secondly whether there is good reason for a land use change. The resulting methodology is for the retention of appropriately zoned industrial land, however also allows rezoning where suitable land can be released for higher and better uses.

Industrially zoned land which is being considered for rezoning must not be part of any 'key industrial area' and must be land which is no longer conducive to industrial use. There should be compelling reasons for allowing an alternative use, and if changed to another use, those future land uses will not restrict the operation of existing adjacent industrial areas.

To provide an assessment of whether the Area Affected qualifies as a 'prime industrial area', and also to assess whether there are any compelling reasons for rezoning, the Area Affected has been scored 1, 2 or 3 for each criterion listed as part of the Rezoning Assessment Framework within the MAILS. The following scores have been taken into consideration:

- 1 if the site is clearly not well aligned to the criteria;
- 2 if the site is aligned to the criteria, but with some qualifications; and
- 3 if the site is clearly well aligned to the criteria.

The results of the two assessments are detailed in the following Table 1:

Table 1: Metropolitan Industrial Land Strategy – Rezoning Assessment Framework

Prime Industrial Area Assessment Criteria		Score	Rezoning Potential Criteria		Score
a.	Being adjacent to other industrial precincts.	2	a.	Not a Prime Industrial Area.	3
The Area Affected is located within proximity to the Regency Park Industrial Estate and Intermodal terminal, although is separated by the rail corridor thereby reducing any locational efficiencies.			The Area Affected is not listed as a 'Prime Industrial Area' under the MAILS.		
b.	Relationship to supply chains.	2	b.	Not conducive to industrial use.	2
The Area Affected is separated from other industrial precincts, thereby reducing the connection to supply chains.			The land has been historically used for industrial uses and could potentially continue, however adjacent land uses (primarily residential) pose a constraint to future intensification for industrial purposes.		
c.	Potential for expansion or renewal.	3	c.	Compelling reasons for change.	3
Limited potential for expansion and renewal given adjacent land uses (residential) pose a constraint to future intensification for industrial purposes.			Strategic directions within the 30 Year Plan for Greater Adelaide support increased employment activity and residential land uses within transit corridors. The Churchill Road Master Plan supports increased activity along the Churchill Road corridor. A market for retail and commercial activity at the site exists.		
d.	Relationship to skilled labour pools.	2	d.	No adverse impacts on existing industry.	3
The Area Affected is centrally located and provides connections to a skilled labour pool.			The land uses proposed for rezoning will not restrict existing industry either within or adjacent to the Area Affected. Where residential development is proposed, it must be developed to a suitable acoustic standard as in Section 2.5.3.3.		
e.	Infrastructure connections.	3	e.	Pre-existing non-industrial development.	2
The Area Affected would be adequately serviced to provide for future industrial expansion or renewal.			Industrial land uses at the Area Affected consists of the rail workshops (core) and various mechanical land uses at land which is surplus to the core land use. While non-industrial development is specifically existing, surplus land to core rail workshops is vacant and underutilised.		
f.	Freight connections.	2	f.	High commercial prospect.	3
The South-Road Superway will redirect a significant proportion of existing freight connections from Churchill Road, reducing the direct nature of existing freight connections.			Analysis has been undertaken in Section 2.5.3.2 and a high commercial prospect has been identified.		
g.	Suitability for small industry.	3	g.	High economic prospect.	3
The Area Affected would be suitable to a range of sizes of industrial enterprises.			Analysis has been undertaken in Section 2.5.3.2 and a high economic prospect has been		

Prime Industrial Area Assessment Criteria		Score	Rezoning Potential Criteria		Score
			identified.		
h. Parking and manoeuvring capacity.		2	h. Proximity to railway station.		3
Only limited access points from Churchill Road exist.			The Area Affected is within immediate proximity to both the Kilburn and Dudley Park railway stations.		
Capacity for 24 hour operation.		1	i. Small number of affected owners.		3
Capacity for 24 hour operation is limited due to location of sensitive residential land uses in proximity.			The majority of the Area Affected is under the Department of Transport, Energy and Infrastructure. The northern part of the Area Affected is the Jack Watkins Reserve and is owned by the City of Port Adelaide Enfield.		
j. Absence of adjoining use constraints.		1	j. To resolve an interface issue.		3
Sensitive residential land uses are in proximity of the Area Affected.			The proposed rezoning directly relates to resolving interface issues between industrial land uses and nearby residential sensitive land uses.		
k. Unconstrained vehicle access and exit		2	k. Isolated pocket.		3
Only limited access points from Churchill road exist.			The Area Affected is located to the east of the railway line and is segregated from the larger Regency Park industrial estate to the west of the railway line.		
TOTAL		23/33	TOTAL		31/33

The Table ranks the Area Affected as:

- 23 out of a possible 36 for the industrial land assessment, which suggests that is marginal in terms of being considered a 'prime industrial area', although the area still has significant merit from an industrial sense; and
- 30 from a possible 33, which suggests a high rezoning potential overall.

The main reasons for the rankings presented above are:

- The Area Affected has been identified as surplus to the adjacent industrial activities associated with GWA. All intermodal facilities are now located to the west of the rail line and no rail facilities are located within the City of Prospect council area (following the relocation of the rail workshops south of Regency Road and the rezoning of this land to the Mixed Use (Churchill Road) Zone in 2007).
- The Area Affected being isolated from the wider industrial area (being the Regency Park Industrial Estate) by the rail corridor. It is likely that the Regency Park Industrial Estate will continue to be used for 'prime' industrial activities given this area has fewer constraints in terms of adjacent land uses.

- The Area Affected is constrained in terms of its proximity to adjacent sensitive land uses. These areas include residential land immediately to the east of Churchill Road, as well as the future proposed mixed use and residential land to the south of Regency Road.
- While there are issues relating to site contamination which will need to be addressed prior to any development occurring (refer to Section 2.4.1) (including remediation and management plans) there is at present, no known contamination that will pose a significant impediment to the development of a retail/commercial land use. Site remediation will be the responsibility of any the developer and considered at the development assessment stage.
- The Area Affected is located within a major transit corridor where the 30 Year Plan for Greater Adelaide anticipates infill rezoning for higher-order land uses to make positive contributions to employment and population targets.
- The interface of the area with the adjacent public open space area does not promote public safety.

Notwithstanding, a portion of the industrial land can be considered for retention, being that area currently utilised by GWA. It is likely that the retention of this land for rail or related activities is likely to continue into the future.

The loss of a portion of industrial land within the Area Affected is not expected to have significant impact on the wider availability of industrial land within the wider northern and eastern regions.

2.7.3.2 Retail

This section of the report provides a broader review of the potential retail catchment of the Area Affected within a regional context (i.e. the inner-northern suburbs of the Adelaide Metropolitan area)

As outlined earlier, the South Australia Strategic Plan (Government of South Australia, 2004) sets six objectives for business, the community and government in the areas of economic prosperity, improving wellbeing, attaining sustainability, fostering creativity and innovation, building communities and expanding opportunity. The South Australian Strategic Plan also sets an ambitious target to increase South Australia's population to two million by 2050 (with an interim target of 1.64 million by 2014). *The 30 Year Plan for Greater Adelaide* has proposed the land use changes which need to occur in order to support a population increase of 560,000 within the Greater Adelaide Region over the next 30 years (up until 2038).

Increased densities within proximity to transit-corridors (such as at Islington) will place increased pressure on services and facilities, including retail services, within the region. The amendments the DPA proposes to the affected Development Plans will enable provision of the retail capacity needed to cater for that proportion of such population increase that is forecast (and desired) to occur within the inner northern suburbs of Adelaide.

Centre Analysis

A retail market analysis for the Area Affected was undertaken by Deep End Services (2010). This retail analysis considered and made conclusions in terms of the volume of retail floor space that would be required to meet the needs of both the current and potential future

population. The analysis covered a radius of suburbs between 2.0 and 5.0 kilometres from the Area Affected, including the existing hierarchy of retail activity centres within inner-northern Adelaide. The study also considered current and likely future concentrations of bulky goods, discount department stores and supermarket floor space in the area.

The nearest District Centre (Sefton Park) is located nearly 2.0 kilometres east of the site. Following this, the centres of Arndale Shopping Centre (located around 3.0 kilometres west of the site) and Hindmarsh (incorporating the Entertainment Centre and roadside shops is located around 4.0 kilometres to the south of the site). Two smaller Neighbourhood Centres are located along Prospect Road.

Retail analysis focused on the City of Port Adelaide Enfield was undertaken by Alistair Tutte Pty Ltd (2009). This incorporated analysis of supermarkets and other retail offerings within the council area and informed the amendments proposed and ultimately implemented by the City of Port Adelaide Enfield City-Wide Policy and North East Road Boundaries and Environs Development Plan Amendment (approved and consolidated in May 2010).

The Tutte analysis identified areas currently provided with poor accessibility to supermarket facilities. More particularly, it identified residential areas within the City of Port Adelaide Enfield and its surrounds that are more than 2.0 kilometres from a large supermarket (ie more than 1,500 square metres) and more than 1.0 kilometre from a smaller supermarket (ie between 500 and 1500 square metres). The study has shown that the development of supermarkets and other retail land uses within the Area Affected would provide such residential areas with better and more convenient access to supermarket facilities.

- *Alternate locations for large scale bulky goods/retail/commercial development.*

A Bulky goods retail market analysis has also been undertaken to determine if there are any other areas that would provide a suitable location for a similar sized bulky goods and retail/commercial land uses. Tables 2 and 3 provide a description and overview of existing land uses and allotment sizes within surrounding centre zones, and potential alternative sites not currently zoned as activity centres.

Table 2: Alternate sites for large scale bulky goods/retail/commercial development (existing centre zones)

Council Area	Location	Distance to subject site (approximate, at closest point)	Current Zone	Proximity to Transport	Current Land Use	Allotment Size	Physical Barriers	Commentary
Prospect	Prospect Road (south of Gladstone Road intersection), Prospect	1.3 kilometres south-east	Neighbourhood Centre	Bus go-zone along Prospect Road. Not located within a major transit-corridor.	Prospect Road encompasses small scale retail, commercial uses.	Small, multiple ownership	-	Land would be unsuitable for consideration for large commercial/retail purposes unless significant land purchases and amalgamation was undertaken.
Prospect	250 Churchill Road, Prospect	Adjacent to southern boundary	Mixed Use (Churchill Road)	Bus go-zone along Prospect Road and frequent train services at Islington station.	Vacant	Large, single ownership	Rail corridor acts as a barrier for accessibility from the west	<p>This site was rezoned for redevelopment of mixed-use purposes, including for increased residential densities. The area has been fully remediated, and doesn't have the same interface with industrial land.</p> <p>Currently, this area is being further investigated for higher density residential purposes. This site is more suited to higher density residential development, to achieving the 30 Year Plan targets for residential development (when compared to the Area Affected). The Area Affected is more suited to accommodating retail/commercial development that will service the projected population increase.</p>
Prospect	Main North Road (south of Regency Road), Prospect	1.6 kilometres south-east	District Centre	Bus go-zone along Main North Road.	Northpark Shopping Centre	Large, single ownership	-	<p>Land is currently used for the Northpark shopping centre and services the surrounding community.</p> <p>Works in conjunction with Sefton Park and Regency Park shopping centre (as below).</p> <p>Lack of available land within zone restricts the opportunity for retail expansion.</p>
Port	Main North Road	1.8 kilometres	District Centre	Bus go-zone along	Sefton Park and	Large, single	-	Land is currently used for the Sefton

Adelaide Enfield	(south of Hurtle Avenue), Enfield/Broadview	south-east		Main North Road.	Regency Park Shopping Centres	ownership		<p>Park and Regency Park shopping centres and services the surrounding community.</p> <p>Works in conjunction with Northpark shopping centre (as above).</p> <p>Lack of available land within zone restricts the opportunity for retail expansion.</p>
Port Adelaide Enfield	Prospect Road (north of Clifton Street), Kilburn/Blair Athol	1.0 kilometre north-east	Neighbourhood Centre	Bus go-zone along Prospect Road. Not located within a major transit-corridor.	Prospect Road encompasses small scale retail, commercial uses	Small, multiple ownership	-	Land would be unsuitable for consideration for large scale bulky goods unless significant purchases and amalgamation were undertaken.
Port Adelaide Enfield	Trafford Street (north of Cowan Street); Angle Park	2.3 kilometres north-west	Neighbourhood Centre	Buses along Trafford Street and Cardigan Street to Arndale and City. Not located within a major transit-corridor.	Supported accommodation, reserve	Large, single ownership	Land is not on an arterial road (lack potential for passers-by as customers)	It is likely that this land will be continued to be used for supported accommodation. The site is located on a local street and would not support likely traffic volumes associated with bulky goods outlets/retail/commercial development.
Charles Sturt	Port Road (south of Port Road), Bowden/Brompton/Hindmarsh	4.0 kilometres south	District Centre	Bus go-zone along Port Road and Outer Harbour and Grange trains.	At Hindmarsh, this DC incorporates the Entertainment Centre and commercial 'strip' properties along Port Road	Medium, various ownerships	Port Road and rail corridor as significant barriers. Large distances between site and population to be serviced.	Land is well developed, recent investment in the Entertainment Centre. Part of this land has been considered within recent master planning of the Bowden site. Land is too far south to be considered of merit to service those areas identified for poor supermarket access.
Charles Sturt	Torrens Road (north of Humphries Terrace), Kilkenny	3.0 kilometres west	District Centre (Major District within 30 Year Plan for Greater Adelaide)	Bus go-zone along Torrens Road, 100 'Circle Line' bus. Not located within a major transit-corridor.	Arndale Shopping Centre, vacant	Medium, various ownerships	-	Land located to the north-east of the existing shopping centre is currently vacant, this land has a direct interface with a minor residential street.

Table 3: Alternate sites for large scale bulky goods/retail/commercial development (not currently zoned as activity centres)

Council Area	Location	Distance to subject site (approximate, at closest point)	Current Zone	Proximity to Transport	Current Land Use	Allotment Size	Physical Barriers	Commentary
Port Adelaide Enfield	Days Road (south of Regency Road), Croydon Park	1.0 kilometres west (Days Road site)	Light Industry	100 'Circle Line' bus along Regency Road. Buses along Days Road. Not located within a major transit-corridor.	Light industry and some bulky goods	Large, various ownerships	Rail corridor to east a significant barrier.	This site to the west of the Area Affected is considered too close (1.2 kilometres) to an established district centre (Arndale) to warrant rezoning for other purposes. Would not service those areas identified within the suburbs of Kilburn to the north-west due to rail corridor barrier.
Port Adelaide Enfield	Grand Junction Road (west of Prospect Road), Kilburn	2.2 kilometres north-east (Junction markets site)	General Industry	Buses along Prospect Road and Grand Junction Road. Not located within a major transit-corridor.	General industry	Large, single ownership	-	Land could potentially be considered for rezoning as part of a separate process. This area would service surrounding areas lacking access to supermarkets, however would not cater for those located further south and considered within the catchment of the Area Affected. The rezoning of this land could co-exist with rezoning of the Area Affected for retail facilities.

As identified in Tables 2 and 3, the majority of existing Centre Zones in the locality, have been considered inappropriate given they either:

- are inappropriate for the scale of land uses contemplated at the Area Affected;
- are not located within a major transit-corridor;
- are located within close proximity to existing Major-District centres;
- are already built-up (with only few areas of vacant land/un-divided land which is not already being considered for development);
- are located on residential streets;
- would be unsuitable for the scale of development unless large-scale land purchases and amalgamation were undertaken.

As such, the Area Affected is one of the few suitable sites for mixed commercial and retail purposes.

An area to the north-east of the site, located at the intersections of Prospect and Grand Junction Road, might be considered for rezoning to service areas currently with poor access to supermarkets. However, the location of this is such that it might potentially better service residential populations to the north (ie in the tertiary catchment of the Area Affected). This site has not been considered further within this DPA given it is outside of the Area Affected and the implications of this DPA does not preclude its future rezoning.

The location of retail land uses within the Area Affected, in comparison to the location of retail land uses at alternate sites, also has additional benefits in terms of providing opportunity to remediate the existing soil and groundwater contamination issues. The provision of an improved visual amenity along Churchill Road, and also an improved activity interface at Jack Watkins Reserve will assist in reduction of existing land use interface issues between industry and residential land uses. Given that industrial land uses have not taken up to the Area Affected, retail and commercial land uses are appropriate in the Area Affected.

Retail spending trend analysis

Retail spending trend analysis was undertaken as part of the studies by Deep End Services. The analysis has been based upon current retailing demands which may change subject to economic situations.

The study found that retail spending (including both food and non-food and services spending) within the study area had grown by 33 percent between the period of 2004 and 2009 to \$1,101.8 million.

The study modelled both a base and aspirational population target for the area according to ABS statistics² and the population targets set within the 30 Year Plan for Greater

² The 'base' population scenario is informed by Statistical Local Area (SLA) forecasts prepared by the Australian Bureau of Statistics for the Australian Government Department of Health and Ageing in 2009.

Adelaide respectively to determine a base and an aspirational retail spending market size between now and 2024.

Utilising a base scenario of population growth (of around 1.0 percent), retail market spending is forecasted to grow at an average rate of 4.6 percent per annum to reach \$1,380.9 million in 2013. Further, subsequent growth in population and spend per capita rates will see the study area retail spending market reach \$1,697.3 million in 2018 and \$2,122.8 million in 2023.

Utilising an 'aspirational' scenario of population growth and with focus on the Major Transit Corridor growth (the population of Greater Adelaide to grow by 560,000 in the 30 years between 2009 and 2038), retail market spending is forecasted to grow at \$1,819.5 million in 2018 and to \$2,425.2 million in 2023.

While, the retail market analysis identifies an undersupply of retail floor space within the primary and tertiary catchment sectors based on current populations within these sectors (as a comparison of the Adelaide average provision of retail floor space per person), together with the aspirational population targets anticipated through the implementation of the 30 Year Plan for Greater Adelaide, there is a clear provision for land to be rezoned for retail purposes to serve existing and proposed populations within the region.

Retail Conclusions

The provision of retail land uses within the Area Affected directly aligns with the provision of targets of the 30 Year Plan for Greater Adelaide for employment concentrations within transit corridors and mixed use activity centres. The retail provision particularly is to provide for future growth and employment in line with those targets set for the northern corridor over the next 30 years. Consequently, retail provision is one of the key desired land uses within the recommended policy outcomes which will support increased population growth adjacent to the Area Affected and within the transit-corridor.

It is difficult to determine a precise retail and bulky goods retail demand over a 30 year timeframe, and accordingly the need for a more flexible approach becomes apparent. The facilitation of a mix of uses within a designated zone allows for the development of retail and other uses (commercial, office), in line with demand and supply with the region and as the market dictates.

The size of the Area Affected, coupled with the desire for a transition in land use from industry/freight to the west to sensitive uses in the east. These constraints, together with the economic reality of the retail market, will ultimately be the determinant of retail floor space provision.

A flexible approach is consistent with Report Card (COAG, 2009) of the Business Regulation and Competition Working Group, as part of the Council of Australian Governments (COAG). Among other matters, the Report Card ensures a committed focus on the competitive benefits which can be secured through an appropriately balanced planning and zoning system. COAG agreed to commit to ensuring that *"processes are in place to maintain adequate supplies of land suitable for a range of retail activities"*. Arguably, the provision of mixed use retail, bulky goods and commercial uses as proposed as part of a mixed use activity centre (ie the Mixed Use (Islington) Zone) meets the COAG commitment for the supply of land catering for a range of retail activities into the future, without the constraints of competition.

Future retail provision may potentially comprise a reasonable portion of land at the Area Affected, although it represents the ultimate development scenario over a longer period of time. The Concept Plans prepared for each Council area provide an indicative framework for future retail land uses within the Area Affected.

2.7.3.3 Residential Living

Residential living is generally considered an appropriate land use within an Activity Centre and Mixed Use Zone, as it encourages a point of social activity and after hours use of the zone. Within the Better Development Plans Planning Policy Library (Version 5), the Mixed Use Zone directs that the development of medium and high density housing should be incorporated at the rear of or above non-residential land uses.

The Planning Policy Library also states that the development of both residential and non-residential uses should not prejudice the operation of existing or future non-residential activity within the zone. As identified, existing industrial activities within the Area Affected are likely to continue (i.e. those undertaken by GWA within the central portion). Additional industrial, retail and commercial activities (all of which have the potential to emit noise through loading/unloading bays, refrigeration equipment etc) are envisaged within the Area Affected. These activities may impact upon the potential for any residential land uses within the Area Affected.

Further to the above, land surrounding the Area Affected will continue to be used industrial purposes in association with the freight rail corridor. These areas include those to the west of the rail corridor. The Strategic Infrastructure Plan establishes the importance of rail freight connections, placing an emphasis on encouraging the use of efficient freight networks, encouraging a shift of freight movements from road to rail, particularly for the economic interests of regional South Australia which are reliant upon the continued operation of these lines and interstate connectivity.

Land to the west of the Area Affected (including the railway lines) is currently zoned as General Industry. The statement of desired character within the General Industry Zone of the Port Adelaide (City) Development Plan provides:

"The Zone should be protected from any incursion of sensitive or other land uses that may impinge on the ability of industry or other appropriate uses to operate on a 24 hours basis".

As such, the development of sensitive land uses in areas adjacent to the General Industry Zone is inappropriate, where it may prejudice the ongoing operations of existing industrial areas. Locating high density living along a heavy freight line is generally inappropriate considering potential impacts of noise, air and other emissions. Further, the general amenity of areas surrounding freight rail is often unattractive and unmarketable for residential living. As such, it is unlikely that the market will be likely to deliver intense land use development within close proximity to freight rail lines.

Given the proximity of noisy land uses, if any housing were to be located within the Area Affected, it would be likely that it would require extensive acoustic treatment. Adding to this, given the existing site contamination issues at the site (Soil and Groundwater Consulting, 2010), it is unlikely that it would be feasible to remediate the subject site to a level which would be required for the development of residential purposes at ground level.

As such, it is considered that the development of residential living within the Area Affected is not generally appropriate. This being said, residential development has been envisaged where it does not prejudice adjacent industrial areas and other envisaged land uses.

While it is acknowledged that a direction within the 30 Year Plan for Greater Adelaide is for increased densities of residential living within transit-corridors of the metropolitan area; the direction for employment lands in transit-corridors is of equal consideration.

Given the proximity of industrial lands, and the potential land use impacts caused by these industrial areas, the degree of site remediation which will be required on-site, it is considered that the development of this land for employment purposes is consistent with state strategic planning policy. Opportunities for increased residential densities in existing residential zones within the Major Transit Corridor through subsequent up-zoning of the land will be subject to separate review of Residential Zones in both Council areas, and subject to separate DPA processes.

Implications for DPA policy amendments:

The analysis of the industrial land suitability at the Area Affected has found that it is appropriate for a portion of existing industrial land be maintained where it is required by GWA. Other areas for industrial land are justifiable for alternative, higher-order land uses and should be considered for re-zoning within the recommended policy provisions.

Increased residential densities within transit corridors will place increased pressure on services and facilities provision within the Area Affected, and will largely support an increase of retail land uses which are recommended for the wider area. In particular, the development of retail facilities in the form of supermarkets has been recognised as currently under-supplied in the local area. The development of this land for retail/commercial purposes is consistent with retail growth and demand analysis undertaken, and also is consistent with supplying future population growth within the wider transit-corridor.

Residential living is a key desired land use within the transit corridors of the 30-Year Plan for Greater Adelaide. Despite this strategic direction, recommended policy provisions will need to consider the site specific constraints posed by this individual location, including the continued operation of industrial land uses both within the Area Affected and immediately to the west of the Area Affected (which would require significant acoustic measures), and the location of contaminated soils and groundwater. Residential development should not be precluded in the recommended provisions, however will need to be appropriately considered within the context of these constraints.

2.7.4 Significant Trees

An Arborist Report has been undertaken for the southern portion of the Area Affected, (which identified a total number of 31 significant trees). The majority of the significant trees within the Area Affected are within the southern portion of the site as the majority of the northern section has previously been cleared.

Given the types of development contemplated within the zones that currently apply to the Area Affected (eg large buildings with associated car parking areas), and the size of Tree Protection Zones which will be required in some instances, the retention of significant trees

located central to the Area Affected is unlikely to be viable considering balance judgements that would need to be made (in terms of achieving appropriate development).

Assessment of any proposal to remove or damage a significant tree will include consideration of the health and structure of the tree and the contribution it makes to amenity. New development should establish landscaping, incorporating native trees where the greatest benefit will be experienced (for example, adjacent Churchill Road and within car parking areas).

Implications for DPA policy amendments:

Policy affecting significant trees is already adequately covered within the Council-wide provisions of both the City of Prospect and the City of Port Adelaide Enfield Development Plan, and assessments would be undertaken on an individual basis. Consequently, no provisions affecting significant trees within the DPA policy are required.

2.7.5 Heritage

Heritage sites located within the Area Affected are associated with the Islington railway operations and are located within one central area, as shown in Figure 3.

The Islington workshops complex is recognised as fundamental to the history and development of South Australia. The complex of sheds and workshops was responsible for the production of large and complicated machinery, and also played a particularly important role in producing war materials during World War II.

The workshops were originally built before the proliferation of railway lines demanded more dispersed maintenance of rolling stock. While some changes have occurred over time to the buildings (including additions and some demolition) they are of State Heritage significance. Six buildings are listed as State Heritage items by the South Australian Heritage Register, all located within the City of Port Adelaide Enfield. The six buildings are listed in Table 4.

Table4: Heritage items within the Area Affected

Name	Stage Heritage Branch ID
Islington Railway Apprentice School	10708
Islington Railway Electrical Shop	10709
Railway Structure – Foundry	14688
Railway Structure – Fabrication Shop Annex	14687
Railway Structure – Fabrication Shop	14686
Railway Structure – Chief Mechanical Engineer's Office	14685

All six heritage items are currently located within the General Industry Zone of the Port Adelaide Enfield (City) Development Plan.

The proposed rezoning will not affect the policy affecting state heritage places (namely existing Council-wide Provisions and relevant sections of the *Development Act 1993*). Accordingly, there has not been any need to incorporate further policy provisions in regards to State Heritage places within this DPA.

Implications for DPA policy amendments:

Policy affecting State Heritage items is already adequately covered within the Council-wide provisions of both the City of Prospect and the City of Port Adelaide Enfield Development Plan, and assessments would be undertaken on an individual basis. Consequently, no provisions affecting State Heritage items within the DPA policy are required.

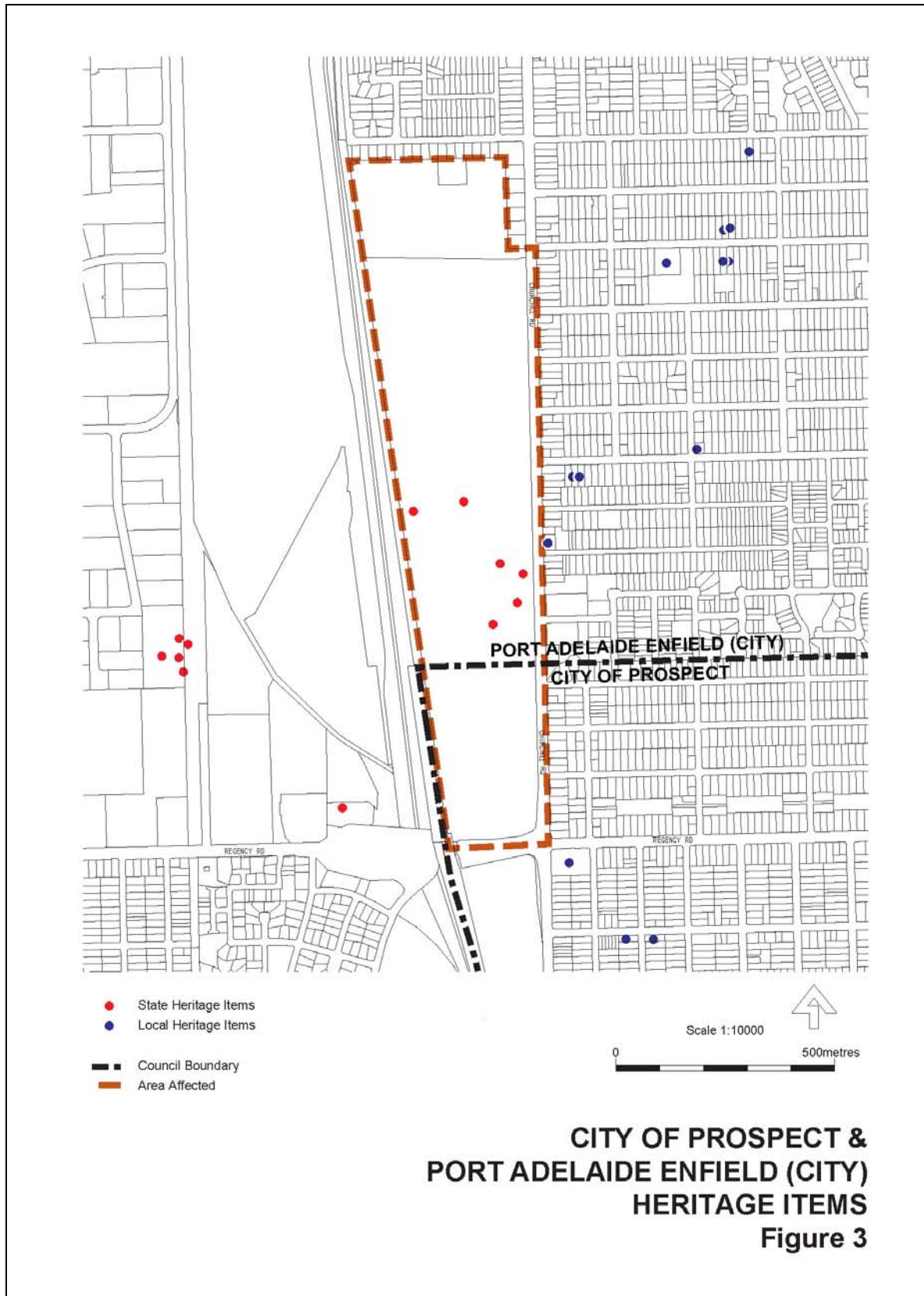
2.7.6 Native Title

A letter dated 28 July 2010 from the Crown Solicitor's Office confirms that native title has been extinguished over all the Area Affected by this DPA. Therefore, all future activities proposed in relation to the land can proceed without further consideration of native title issues.

Implications for DPA policy amendments:

No provisions affecting Native Title are required.

FIGURE 3 – Heritage Items



2.7.7 Interface with Adjoining Land Uses

Land uses in the area include industry and rail infrastructure to the west of the site, open space and residential areas to the north of the site, two small local centres and commercial land uses along Churchill Road to the immediate east, and the future development of intense mixed use land uses, including residential land uses (as zoning allows) to the south of the site. The arterial roads of Churchill Road and Regency Road exist along the eastern and southern boundaries of the Area Affected, with a passenger and freight rail corridor along the western boundary. A land use map is provided in Figure 4.

The interface issues of relevance to the Area Affected generally relate to the location of heavy industrial activity within close proximity to residential land uses. The most prominent land use impact is the noise generated by various rail, industrial and traffic noise within and surrounding the Area Affected (as addressed in Section 2.5.7.1). A secondary impact is the effect that the heavy industrial activity to the west of the Area Affected has on the outlook that is gained from the Area Affected.

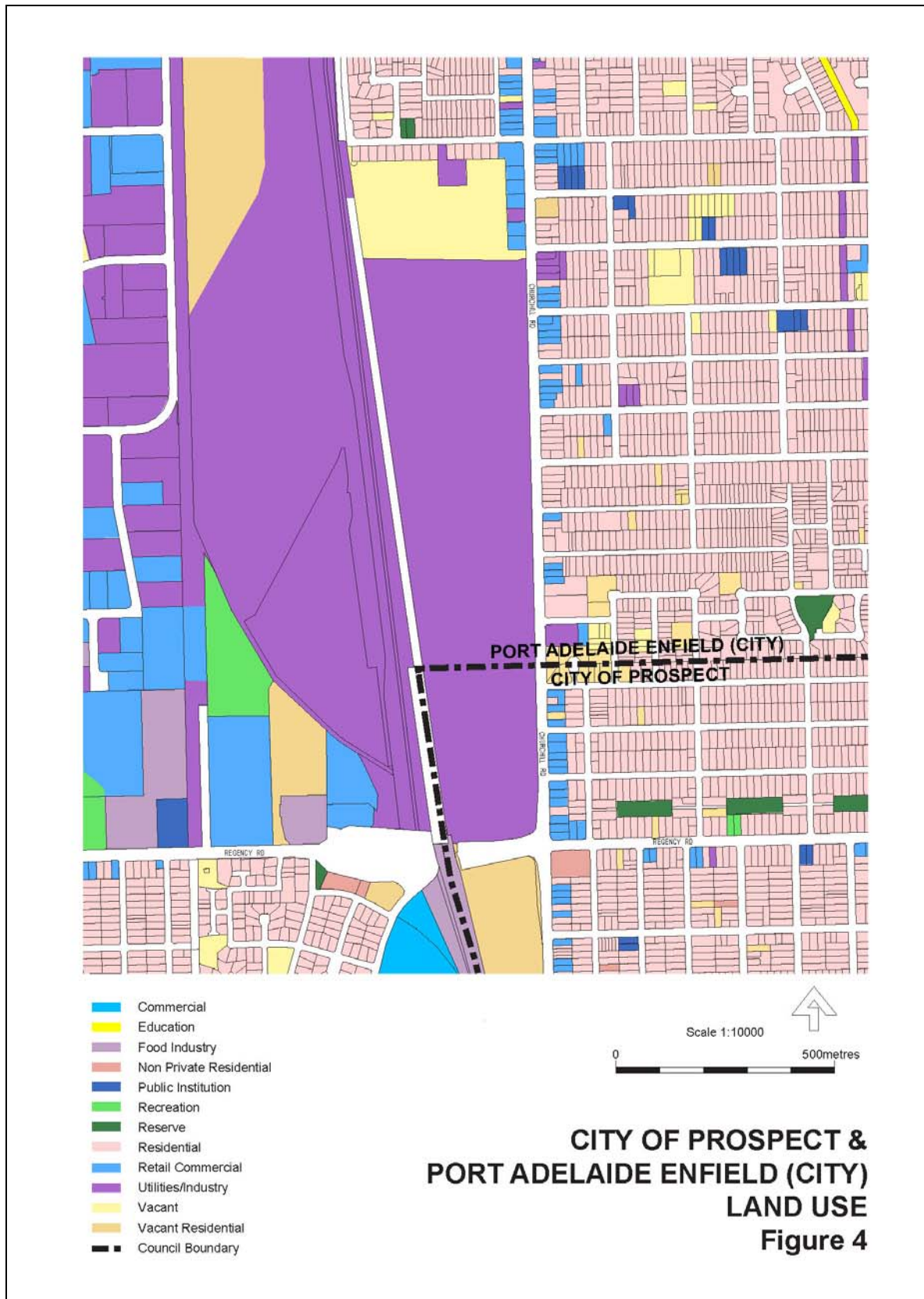
The policy regime proposed by the DPA seeks realisation of a buffer of 'bulky goods' and other retailing and commercial land uses between the existing industrial and residential areas, both to the north, the east and the south of the Area Affected. Existing arterial roads (Regency Road and Churchill Road) currently act as a barrier in terms of accessibility, amenity and land use interface. The recommended policy provisions provide the opportunity to improve the amenity of built form along Churchill Road. In particular, policy provisions should consider the siting of buildings to provide for landscaping treatments and according to the bulk and scale of buildings, high quality design and materials, and the promotion of active street frontages. The provisions should also consider an appropriate form of advertisements for the envisaged land uses.

The proposed rezoning will likely result in the installation of signalised intersections which will enable improved vehicular and pedestrian accessibility between either side of the Churchill Road corridor. Given that Churchill Road currently accommodates a comparatively high number of truck movements, this could potentially result in increased brakes and acceleration noise, and vehicle headlights being directed towards adjacent residential properties. As indicated in Section 2.5.2.1, truck movements along Churchill Road are expected to proportionately reduce over time as DTEI has indicated that vehicle movements are to be diverted to the South Road Superway once developed.

There will be no interface issues between discrete general industry areas (ie between the existing activities undertaken by GWA and those occurring to the immediate west of the railway corridor). Similarly no interface issues between the retail, commercial and bulky goods land uses envisaged by the DPA and these general industry areas are anticipated as the former are not considered sensitive to emissions (such as noise and air).

Currently the open space area located in the northern part of the Area Affected (Jack Watkins Reserve) is not well utilised, quite possibly because it has no active interface. The amendments the DPA proposes to the affected Development Plans will address existing interface issues between Jack Watkins Reserve and the existing industrial land to the south by requiring any future development at the southern edge of the park to provide an adequate active frontage in terms of visual connectivity, and passive surveillance of the public open space.. The recommended policy also incorporate Crime Prevention through Environmental Design (CPTED) provisions to improve the safety of members of the community when using this space.

FIGURE 4 – Land Use



2.7.7.1 Noise

Sonus Pty Ltd has undertaken an assessment of the viability of residential land use within the Area Affected considering noise levels likely to be experienced. This assessment considered the noise criteria set by the following policy/guidelines:

- The Environment Protection (Noise) Policy, 2007;
 - The following are indicative noise levels for residential development within different land use categories:

Land use category	Indicative noise levels dB(A)	
	Day	Night
Residential	52	45
• Light Industry	57	50
Commercial	62	55
• General Industry	65	55

- Based on the above, a dwelling in a zone that principally promotes commercial development can be subject to levels of up to 62 dB(A) during the day and 55dB(A) at night. These levels are 10dB higher than the ideal residential amenity.
- If the noise source and the sensitive noise receiver are situated in different land use categories, then the policy stipulates that the indicative noise levels are averaged as a compromise in accordance with the following:

Land use category	Indicative noise levels dB(A)	
	Day	Night
Residential	52	45
• Light Industrial	55	48
Commercial	57	50
• General Industry	59	50

- Further, given the character of noise within the existing and proposed environment, a 5dB(A) penalty is likely to be warranted. This is an additional 5dB(A) to the measured noise levels from the shunting yard and to the noise levels of potential general industrial and commercial activity.
- The Department of Transport, Energy and Infrastructure 'Road Traffic Noise Guidelines';
 - The DTEI Guidelines provide a 'desirable range' for traffic noise of between 55 and 65dB(A) during the day and between 50 and 60dB(A) during the night (external to a dwelling).

- The South Australian Environment Protection Authority 'Draft' guidelines for the assessment of noise from rail operators'
 - For noise sensitive development adjacent to existing railway lines, the draft Guidelines specify that rail noise is to be of no consideration if the development is situated outside of certain specific distances namely beyond 70 and 180 metres for passenger and freight rail respectively.
 - Where residential development is located within the above setback distances, the draft Guidelines specify criteria for the most exposed sensitive facade of the dwelling, being:
 - DAY: 60dB LAeq, 15h and 80dB LAmax
 - NIGHT: 55dB LAeq, 9h and 80dB LAmax
- The Australian/New Zealand Standard AS/NZS2107 'Acoustics – Recommended design sound levels and reverberation times for building interiors';

The assessment has summarised that the Area Affected is constrained by significant noise sources on all boundaries and within the area itself. This includes the following:

- Vehicles on Churchill Road, which vary between 73 dB LAeq 15min during the day and 65dB LAeq 15min during the night. This exceeds the DTEI Guidelines and the 'desirable range' for traffic noise exposure of 65 dB(A) during the day and 60dB(A) at night.
- Rail yard shunting noise which is continuous at around 60 dB(A) during both the day and night periods. Although this activity is located within a General Industry Zone, noise levels in any future adjacent residential development would need to achieve the night time indicative noise level of 50dB(A). This is 15dB in exceedance of the ideal external residential acoustic amenity of 45dB(A).
- Rail traffic noise at night time will be in the order of 57dB(A). This exceeds the level recommended by the draft Guidelines (55dB(A)).
- Existing industrial activities within the Area Affected which are to remain (although noise levels generated by these were not measured as part of this noise assessment, the introduction of any new residential areas would require industrial land uses to comply with noise standards);
- New retail and commercial development within the Area Affected may introduce noise sources including loading bays and large air conditioning and refrigeration systems.

Based on the observations and noise level measurements made at and in the vicinity of the Area Affected, the relevant criteria are expected to be easily exceeded at future residential land uses.

Residential development within the Area Affected would need to incorporate and rely on significant and specific acoustic treatments, including acoustic barriers along its boundaries and extensive dwelling facade upgrades.

Notwithstanding the inclusion of significant acoustic treatment provisions, noise levels outside of any proposed dwellings in the Area Affected are expected to exceed the noise levels associated with ideal residential amenity.

Future developments will be assessed upon their merits and individual noise assessments will likely need to be undertaken where any sensitive development is proposed.

2.7.7.2 Separation distances

The Environment Protection Authority has *Guidelines for Separation Distances 2007*. Recommended separation distances are to be used as a tool in the assessment of development proposals to ensure that incompatible land uses are located in a way that minimises impacts caused by noise, odour, polluting air emissions and/or water polluting activities.

Given that the railway operations within and adjacent to the Area Affected are listed as an activity of Major Environmental Significance under Schedule 22(7)(2) of the *Development Regulations 2008*, separation distances according to the *Guidelines* are relevant.

(2) Railway operations is the conduct of any of the following activities associated with a railway:

(a) the construction or operation of rail infrastructure; and

(b) the operation of rolling stock on a railway; and

(c) other activities conducted on railway land,

but excluding:

(d) any activities associated with:

i. a railway with a track gauge that is less than 600 millimetres; or

ii. a railway in a mine which is underground or predominately underground and used in conjunction with the performance of mining operations; or

iii. a slipway; or

iv. a crane-type runway; or

v. a railway used solely for the purposes of horse-drawn trams; or

vi. a railway used solely for the purposes static displays; or

vii. a railway at an amusement park used solely for the purposes of an amusement structure under Schedule 2 of the Occupations Health, Safety and Welfare Act 1968; or

(e) an activity that the Environmental Protection Authority is satisfied will be conducted for such limited purposes or which such limited impact that

requirement of an environmental authorisation under Part 6 of the Environment Protection Act 1993 would not so be justified.

Under the EPA *Guidelines*, while air quality separation distances are not required, noise separation distances will require an individual assessment.

Implications for DPA policy amendments:

Rezoning as part of this DPA can assist with reducing existing land use impacts caused by minimal existing interface between general industrial and residential areas. Recommended policy provisions should provide for a range of land uses which are less sensitive to industrial land uses, and can provide an interface for residential land to the north and east. Policy can provide for a quality built form, appropriate siting and provision of landscaping. Policy provisions should also provide for improved connections either side of Churchill Road; with consideration of intersections to minimise the effect of vehicle brakes and headlights on adjacent sensitive land uses. Rezoning policy should consider appropriate land uses and orientation fronting Jack Watkins Reserve at the north of the Area Affected to provide an adequate frontage in terms of land use, visual connectivity, and accessibility. CPTED provisions should be incorporated to improve pedestrian safety in this instance.

Measurements have found that noise criteria are expected to be easily exceeded at future residential land uses at the Area Affected. The recommended policy provisions should provide that future residential developments should be assessed upon their merits and individual noise assessment will likely need to be undertaken where any sensitive development is proposed.

The Environmental Protection Authority Noise and Separation Distances Guidelines will be used in the assessment of future residential developments at the site. A policy reference to the Environment Protection Policy on Noise has been incorporated into the DPA, notwithstanding the existing 'triggers' that will enable the application of noise policy and separation distance requirements, through the Development Regulations 2008.

3.0 CONCLUSIONS AND RECOMMENDED POLICY CHANGES

3.1 Conclusions

The investigations initiated to inform this Development Plan Amendment have indicated that the rezoning of the Area Affected is justified.

An industrial land assessment has been undertaken and given that the Area Affected is largely isolated from the wider industrial area (Regency Park Industrial Estate and the rail marshalling yards to the west of the rail lines) and is constrained in terms of its proximity to adjacent sensitive land uses (including land to the immediate east and south). While there are known site contamination issues affecting the land, there are no issues with remediating the site to be used for purposes of commercial/retail land use.

Notwithstanding, a portion of the General Industry Zone within the City of Port Adelaide Enfield (that land currently used by GWA) is proposed to be retained. This is due to the likelihood that this will continue to be used for freight rail purposes into the foreseeable future.

The rezoning of the Area Affected from the Light Industry and General Industry zones is supported strategically by *The 30 Year Plan for Greater Adelaide*. The rezoning will enable realisation of the full potential of the site in terms of employment opportunities within a major transit-corridor. Whilst it is acknowledged that a key provision within *The 30 Year Plan for Greater Adelaide* is for transit-corridors to incorporate residential living at higher densities, this is considered generally inappropriate at this location given the retention of industrial land within the Area Affected and to the west and possible impacts including noise and air emissions. Notwithstanding the evident constraints to the development of residential land uses, the proposed policy does not preclude the development of residential land uses in the form of upper level dwellings in mixed use developments where it will not prejudice the adjacent industrial areas and other envisaged land uses.

Retail and spending assessments have been undertaken in order to consider the impacts and justification of locating retailing land uses within the Area Affected. The proposed policy amendments will improve access for residential areas that have poor accessibility to retail services, and to satisfy retail demand of future population growth within the transit-corridor. Further, investigations have shown that there are limited opportunities for developing larger scale retailing/bulky goods within nearby centre zones.

3.2 Policy Approach

3.2.1 Discussion

In considering the development of appropriate policy for the Development Plan Amendment resulting from the matters identified in the investigations, the following Policy Library policy modules were contemplated and assessed for suitability:

- Bulky Goods Zone;
- Neighbourhood Centre;
- District Centre;

- Mixed Use.

The designation of specific zone modules for portions of the Area Affected was considered throughout the preparation of this DPA. The concluding analysis was that the application of individual zones would be ineffective in this instance, in respect to:

- the Area Affected is a split site (one land parcel within the Area Affected crosses the boundary between the City of Prospect and the City of Port Adelaide Enfield). Any proposed policy should have regard to providing consistency across the two Council areas for this reason;
- the difficulty of accommodating residential land uses within the Area Affected, which is based on the existing interface (noise) issues including the location of the rail freight yards and intermodal facility to the west, and contaminated land issues. Policy provisions have sought to not preclude residential development, but rather introduce specific provisions to ensure that any residential areas are developed and located in a manner which neither prejudices neighbouring industrial land uses, nor uses envisaged as part of the retail and commercial development of the zone; and
- unknown future direction of the retailing and commercial market at this location, and need to provide a flexible planning approach to enable the land use transition desired. While a flexible approach is preferred, unacceptable outcomes are addressed within the recommended policy.

The Bulky Goods Zone Module does not lend itself to application to the Area Affected because it places undue restrictions on the development of other retail facilities (including takeaway food) and land uses such as Petrol Filling Stations. It is considered land uses these will contribute to an appropriate mix of land uses fronting Churchill Road, development of a high quality urban form along Churchill Road and activity within the Area Affected that is not confined to limited times of the week.

Both the Neighbourhood Centre Zone and the District Centre Zone Modules are predisposed to development providing a range of retail, cultural and community facilities and housing opportunities as opposed to the desired mix of land uses which have a strong focus on both commercial and retail facilities and include industrial uses, with opportunities for residential only where they do not prejudice existing adjacent use or proposed future non-residential activities within the zone. Furthermore, the size of that part of the Area Affected within which new land uses are desired is greater than that required to accommodate a Neighbourhood Centre.

It is acknowledged that the adoption of the Bulky Goods, Neighbourhood Centre or District Centre zones would be not be inappropriate to facilitate the development of the area affected in an orderly and economic manner, however are considered more appropriate in circumstances where there are definitive land parcels or where a predetermined and discreet land use structure exists.

3.2.2 Recommended planning policy

The recommended planning policy for inclusion within the Prospect (City) and Port Adelaide Enfield (City) Developments Plan's is the introduction of a Mixed Use Zone policy as adapted from the Policy Library.

In a general sense, the Mixed Use Zone policy module envisages a functional and diverse area, accommodating a mix of commercial, community, light industrial, medium density residential and small-scale shop land uses. The Mixed Use Zone has been amended to reflect the employment/commercial nature of the desired character identified for this area.

The Mixed Use Zone has been selected because it will enable flexible boundaries between different land uses, and will allow for a transition between existing industrial land uses to the west and adjacent sensitive residential land uses to the north, east and south. The facilitation of a mix of land uses allows for development of envisaged land uses to occur across the zone as the market dictates and will ultimately determine the provision of retail floor space at the zone.

This policy (subject to adaptation as described), is considered the 'best fit' to encompass the existing characteristics of the site (the majority of which exists as large and undeveloped land parcels). The use of a single policy over the Area Affected will facilitate flexibility for future redevelopment options as a mixed commercial retail precinct.

The existing industrial and rail activity operating within the Area Affected will be maintained within the existing Light Industry and General Industry zones of each respective Development Plan. Both the City of Prospect and the City of Port Adelaide Enfield are currently undertaking Better Development Plan conversion DPAs and it is understood that industrial zones will be converted as part of those DPA's. Accordingly, no changes are proposed by this DPA to either the Light Industry or General Industry Zones.

Existing policy inconsistencies in relation to Jack Watkins Reserve at the northern part of the Area Affected will be addressed in the City of Port Adelaide Enfield Better Development Plan conversion process and as such no policies have been recommended. The policies proposed within this DPA will however enable an increased interface between this open space area and the new Mixed Use Zone to the south, which will enable an activated edge, better utilisation of this area and increased safety through casual surveillance.

The policy that has been recommended contemplate and enable establishment of an intensity of quality built form that is, largely 'higher-order' retail and commercial land uses which are in alignment with the employment targets set by *The 30 Year Plan for Greater Adelaide* thereby providing services to provide for the needs of increased populations in line with South Australia's Strategic Plan.

The recommended policy will enable the following:

- efficient and coordinated use of land which is surplus to the requirements of the existing rail workshops within the Area Affected and the intermodal facility which is to the west of the railway lines;
- the maintenance and protection of existing industrial land uses within the Area Affected, which are considered to be of prime industrial importance and not suitable for rezoning given their strategic operation in the delivery of freight across South Australia; and
- an appropriate interface between existing industrial and residential areas adjacent to the Area Affected. This particularly includes those industrial areas which will remain to the east of the railway lines, but also the larger rail marshalling yards to the west of the railway lines. The accommodation of bulky goods, retail and

commercial developments will provide a buffer in terms of noise, air and visual emissions from industrial activities.

3.2.3 Statement of Statutory Compliance

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

- accords with the Planning Strategy;
- accords with other parts of the Development Plan;
- complements the policies in the Development Plan for adjoining areas; and
- satisfies the requirements prescribed by the Regulations.

Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Section 3.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

Accords with Other Parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of both the Prospect (City) Development Plan and the Port Adelaide Enfield (City) Development Plan.

In formulating this DPA policy, consideration has been given to adjoining land uses and zoning and with policies guiding future development at Islington.

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.

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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