

Development Plan Amendment

By the Minister

Port Augusta (City) Development Plan

Port Augusta District Centre Expansion Development Plan Amendment

For Approval

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



.....
Minister's Signature

22 OCT 2015

.....
Date of Gazette



Government of South Australia
Department of Planning,
Transport and Infrastructure

Approval DPA

Background

The Port Augusta District Centre Expansion Development Plan Amendment (DPA) by the Minister amends the following Development Plan(s):

- Port Augusta (City) Development Plan

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

- An Initiation Document agreed on 11 May, 2015
- A DPA released for concurrent agency, council and public consultation from 16 July, 2015 to 9 September, 2015.

Consultation

A total of one (1) public submission, being from the City of Port Augusta and seven (7) agency submissions were received in relation to the DPA during the consultation period.

No requests were received to be heard in relation to the amendment and subsequently, the Public Meeting due to be convened by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 22 September, 2015 was cancelled.

Approval Stage

Based on a review of all submissions and the recommendations of DPAC, no changes have been made to the Amendment.

Amendment Instructions Table				
Name of Local Government Area: City of Port Augusta				
Name of Development Plan: Port Augusta (City)				
Name of DPA: Port Augusta District Centre Expansion				
<i>The following amendment instructions (at the time of drafting) relate to the Port Augusta (City) Development Plan consolidated on 15 November 2012.</i>				
<i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): No				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): No				
TABLES				
Amendments required (Yes/No): No				
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map(s)				
1.	Replace	MAP PtAu/14 with the contents of ATTACHMENT A	N	N

ATTACHMENT A

Replacement MAP PtAu/14

MAP PtAu/9 ADJOINS

MAP PtAu/10 ADJOINS



MAP PtAu/13 ADJOINS

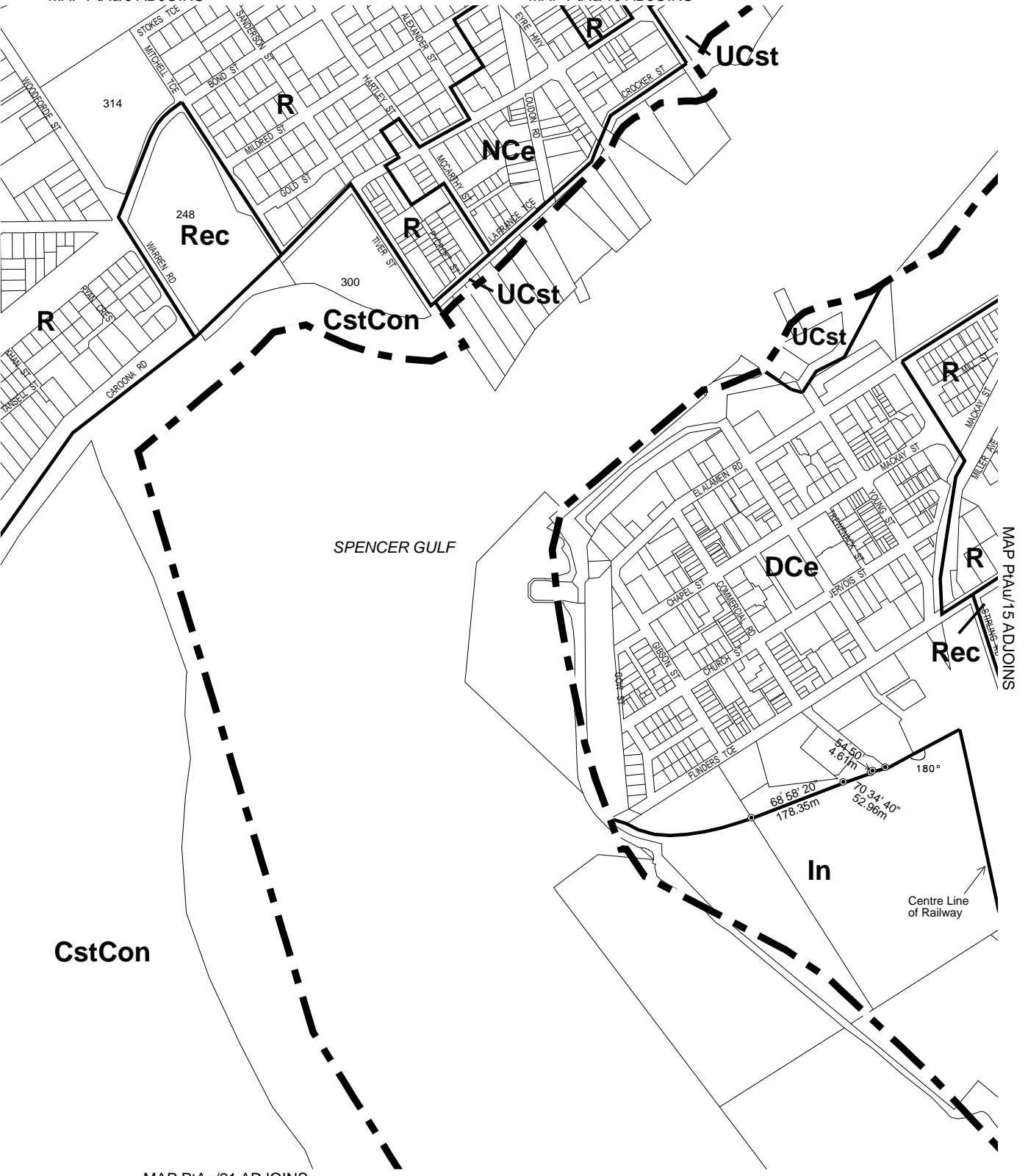
MAP PtAu/15 ADJOINS

MAP PtAu/21 ADJOINS

PORT AUGUSTA

- CstCon** Coastal Conservation
- DCe** District Centre
- In** Industry
- NCe** Neighbourhood Centre
- R** Residential
- Rec** Recreation
- UCst** Urban Coastal

-  Zone Boundary
-  Development Plan Boundary



Scale 1:10000



0 500metres

PORT AUGUSTA (CITY) ZONES MAP PtAu/14

Development Plan Amendment

By the Minister

Port Augusta (City)

**Port Augusta District Centre Expansion
Development Plan Amendment**

**Executive Summary and Analysis for
Consultation from 16 July, 2015 to 9
September, 2015**



Government of South Australia

Department of Planning,
Transport and Infrastructure

EXECUTIVE SUMMARY

1. INTRODUCTION

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

In this case, the Minister is undertaking the amendment in response to a request from the Council (Section 24(1)(a)(ii) of the *Development Act 1993*).

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

A DPA consists of:

- Executive Summary (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Appendices
- The Amendment.

2. NEED FOR THE AMENDMENT

This DPA proposes a minor expansion of the District Centre Zone to include land located between the existing District Centre Zone and the Port Augusta railway line.

This DPA is being undertaken to review the zoning of the land to ensure the land is appropriately zoned for the existing and anticipated uses and facilitate coordinated commercial/retail development within the Port Augusta District Centre.

The land affected is currently within the Industry Zone but is not utilised for industrial purposes. The land affected includes portion of Allotment 11 that houses the Port Augusta Courts building and portion of Allotment 60, a disused portion of land formerly associated with the Port Augusta railway yards.

The former railway land is surplus to the railway needs and could in future be consolidated with adjoining properties as it is otherwise land locked and separated from the railway yards by the Port Augusta Railway Workshops Track (a short spur line connected to the main Port Augusta Railway).

Allotment 60 also contains a State Heritage Place, the first railway station building for Port Augusta, now utilised as the Curdnatta Art Gallery. While the historic building is predominantly in the portion of the allotment within the District Centre Zone, the DPA proposes a minor zone boundary adjustment to ensure the building is contained entirely within the District Centre Zone.

3. AREA(S)/LAND AFFECTED/AFFECTED DEVELOPMENT PLANS

The area affected by this DPA is within the Port Augusta (City) Development Plan and encompasses:

- part of Allotment 60, CT6047/311 in D77909 owned by the Minister for Transport and Infrastructure; and
- part of Allotment 11 of D68056 of CT6030/817 owned by the Minister for Infrastructure, located between Commercial Road and Flinders Terrace at Port Augusta.

The area is shown in Figure 1.

District Centre Zone Expansion - Area Affected

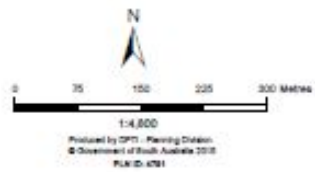


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- Area requiring rezoning / District Centre Zone expansion (1.75ha)
- Current District Centre Zone
- Current Zoning
- Cadastre



4. PROPOSED POLICY CHANGE(S)

The DPA proposes the following changes:

- To rezone the area affected by the DPA from Industry Zone to District Centre Zone.
- #### 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 26(3) of the *Development Act 1993*.

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

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

6. CONSULTATION

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

The organisations and agencies that will be consulted include:

- Department of Justice
- Department for Environment, Water and Natural Resources (Heritage)
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Environment Protection Authority
- Electranet Pty Ltd
- Epic Energy
- SA Power Networks
- Australian Rail Track Corporation Ltd
- SA Water.

All 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. Changes to the DPA may occur as a result of this consultation process.

7. THE FINAL STAGE

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

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

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

ANALYSIS

1. BACKGROUND

This DPA is being prepared in order to:

- ensure the highest and best use of land located on the edge of the Port Augusta District Centre Zone no longer required for its previous use as part of the railways land;
- contain a portion of the area affected within a single Development Plan zone that reflects its current land use and forms a contiguous edge to the District Centre Zone; and
- provide an opportunity for a coordinated retail/commercial development on suitably sized and located land within the Port Augusta District Centre in keeping with Port Augusta's status as the major regional service centre for the Far North region.

2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking state-wide progress against the targets on a periodic basis.

In preparing this DPA, consideration has been given how it delivers against a range of Objectives and Targets set out in the Strategic Plan. The following table identifies relevant targets from South Australia's Strategic Plan and how this DPA supports their achievement.

South Australia's Strategic Plan	
Strategic Plan Objective/Targets	Comment/Response
OUR COMMUNITY	
Vision: Our Communities are vibrant places to live, work, play visit.	The DPA will encourage the continued revitalisation and enhancement of the Port Augusta as the regional service centre for the Far North region of our State.
Goal: We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging. Target 1: Urban spaces Increase the use of public spaces by the community (baseline: 2011)	
OUR PROSPERITY	
Vision: A strong, sustainable economy that builds on our strengths Goal: South Australia has a resilient, innovative economy. Target 35: Economic growth Exceed the national economic growth rate over the period to 2020 (baseline: 2002-03)	The DPA will provide opportunities for a range of land uses to support employment growth.

**Port Augusta District Centre Expansion DPA
by the Minister
Analysis**

Target 36: Labour productivity Exceed Australia's average labour productivity growth rate through to 2020 (baseline: 2002-03)	
Target 38: Business investment Exceed Australia's ratio of business investment as a percentage of the economy by 2014 and maintain thereafter (baseline: 2002-03)	
Goal: All South Australians have job opportunities.	The DPA supports a range of commercial land use opportunities to support employment growth and employment.
Target 47: Jobs Increase employment by 2% each year from 2010 to 2016 (baseline: 2010)	
Target 49: Unemployment Maintain equal or lower than the Australian average through to 2020 (baseline: 2004)	

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

2.2 Consistency with The Planning Strategy

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

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

Planning Strategy for Regional SA

The Planning Strategy for Regional SA comprises stand-alone volumes for each of the country regions.

The following volumes of the strategy are relevant to this DPA:

2.2.1 Far North

The Far North Region Plan was published in July 2010. It also covers the region's unincorporated (out of council) areas, which are administered by the Outback Communities Authority.

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

One of the Aims of the Vision for this Plan is to build sustainable local service towns and communities supported by strategic infrastructure and services.

Principle 13 seeks to: '*Focus commercial development in key towns and ensure it is well sited and designed.*' Policies related to this include:

- Policy 13.1: Reinforce the primary commercial role of Port Augusta...
- Policy 13.2: Situate commercial activities in existing town centres or commercial zones. These centres/zones should be expanded where necessary to support activity commensurate with the township role.
- Policy 13.6: In general cluster commercial facilities in main streets and/or local/town centres and ensure they are designed to support the desired town character.

Principle 16: reinforce the role, functionality and vibrancy of towns and settlements. Policies related to this include:

- Policy 16.1: reinforce the role of Port Augusta as the region's main centre, focussing in it the major retail, commercial, administrative, education, health and justice developments.

Principle 18: Design towns to provide safe, healthy, accessible and appealing environments.2.3
Consistency with other key policy documents

2.3.1 Port Augusta Structure Plan

The Port Augusta Structure Plan, July 2010, was developed by the South Australian Government in collaboration with the Port Augusta City Council and the Northern Regional Development Board. The Plan aims to ensure that Port Augusta will have a supply of well-located, market ready and affordable industrial, commercial and residential land and further, offers a blueprint for growth based on an assessment of existing infrastructure and environmental assets, future trends and principles of good urban planning.

Of relevance to this DPA the Plan seeks to:

- Provide greater employment, recreation and other opportunities to retain young people.
- Promote industrial, commercial and residential growth in designated areas.
- Strengthen the role of Port Augusta as the major regional city servicing the Far North Region.
- Ensure commercial development is well sited and designed to support the city's role and function.

Specific components of the Port Augusta Structure Plan are discussed in further detail under the relevant headings.

2.3.2 Related Development Plan Amendments

Council

The proposed DPA takes into account the following related Council DPAs:

- Port Augusta Urban Growth (Part 2) DPA

The policy amendments envisaged in the Port Augusta Urban Growth (Part 2) DPA do not directly relate to the area affected but may result in complementary general amendments to the council wide provisions in the Port Augusta (City) Development Plan.

Ministerial

There are no current Ministerial DPAs that would affect the subject area/land.

Other relevant Development Plans

The proposed amendments will have no impact on adjoining Development Plans.

2.4 The State's Planning Policy Library

While the Port Augusta Development Plan has not yet been converted to the SA Planning Policy Library format it contains equivalent and adequate planning policies to guide future development. The existing District Centre Zone contains appropriate policies to guide the development of a range of commercial, business, community, entertainment and medium to high density residential developments. No other changes to policy are required as a result of the proposed amendment.

2.5 Infrastructure Planning

2.5.1 Utilities

The Port Augusta Structure Plan identifies the following infrastructure and services provision key issues for Port Augusta:

- expanding the capacity of water and wastewater infrastructure to support the growth of population, tourism and industry, including the re-use of stormwater and wastewater;
- investing in infrastructure to support economic and population growth; and
- making the best use of existing and planned road and rail infrastructure.

Initial information obtained from key service providers has not identified any specific issues or challenges presented by the proposed rezoning of the land from Industrial to District Centre.

2.5.2 Transport

The area affected is well located in terms of proximity to the rail network and arterial road networks for transportation of goods. Port Augusta is a transport hub for distribution services crossing Australia. Nearby Spencer Junction is the busiest inland rail junction in the nation. Port Augusta also has a triple road train consolidation centre.

2.5.3 Health and Education Services

Port Augusta provides a comprehensive range of education and health services, including a regional hospital and allied services, health training programs, emergency ambulance and Royal Flying Doctor services, a range of public and private schools as well as indigenous health and education services.

2.5.4 Justice

Port Augusta is the regional centre for policing and dispensing justice in the Far North Local Service Area. The city has a recently upgraded the courthouse, which houses a full range of courts and tribunals, and Port Augusta Prison.

2.5.5 Arts and Culture

Recent investment has resulted in a number of significant arts and cultural venues within the Port Augusta city centre to meet the needs of the population. These include the Cultural Centre, Yarta Putli located in the central business district.

Implications for DPA:

There are no infrastructure planning issues related to the proposed rezoning of the land from Industry to District Centre.

3. INVESTIGATIONS PREVIOUSLY UNDERTAKEN

3.1 Retail

3.1.1 Port Augusta Retail Review

In 2006, Jones Lang LaSalle undertook a retail study which identified that (at that time) there was approximately 28,100 square metres of retail floor space within the Port Augusta District Centre Zone.

The review further identified that retail development along the southern portion of Commercial Road 'is disparate' from the development at the north of the road. Vacant retail spaces and incompatible uses had

diminished the function and activity levels in the southern portion of Commercial Road. The review recommended the consolidation of underutilised sites and increased activity along the entirety of Commercial Road. The land affected by this DPA lies immediately to the south of Commercial Road.

3.1.2 Port Augusta Structure Plan

The retail supply analysis undertaken in 2009 to inform the Port Augusta Structure plan indicates that there has been significant commercial investment made in recent years within the District Centre including two major retail developments and tourist accommodation focussed around the foreshore area.

The median site area of allotments being developed for commercial purposes (between 2005 and 2007) was 1755 square metres, with several medical centres and tourist accommodation developments on much larger sites. There is a present need for medium to large sites for a variety of commercial uses including supermarkets, hotels, motels, bulky goods retail, medical services and showrooms.

3.2 Industrial Land Supply

The Port Augusta Structure Plan identifies a need for development-ready industrial land in strategic locations on road and rail routes. Four strategic locations have been identified on the north western and southern perimeters of the city. The rezoning of a small portion of industrially zoned land in the commercial heart of the city is not critical or influential in the longer term industrial land supply for Port Augusta.

Implications for DPA:

The rezoning of the land from Industrial to District Centre is consistent with the general directions of the strategic planning for Port Augusta in regard to the future allocation of industrial and commercial land.

4. INVESTIGATIONS UNDERTAKEN TO INFORM THIS DPA

4.1 Local transport, access and movement

Initial information obtained from the City of Port Augusta administration has not identified any specific transport access or movement issues presented by the proposed rezoning of the land from Industrial to District Centre.

The surplus railway land (portion of Lot 60) that is north of the railway line does not have direct access to a public road and would therefore be unsuitable for development as an individual development site (either for industrial or commercial uses). The proposed rezoning of this land will encourage its consolidation with adjoining land to the north of the railway line that has access from the existing roadways (Commercial Road and Flinders Terrace).

4.2 Interface between land uses

Given that the DPA seeks to rezone land adjacent the Port Augusta Railway and the Port Augusta Railway Workshops Spur Track, it is pertinent to consider the potential impacts between future land uses in the District Centre Zone and the continued operation of the rail track network.

The Port Augusta Council Development Plan contains a number of policies in the General Section, titled 'Interface Between Land Uses'. It is considered that these provisions are adequate to address any potential conflict during the assessment of future development applications. The existing 'Interface Between Land Uses' are consistent with the current version of the SA Planning Policy Library.

Implications for DPA:

The railway line forms a logical boundary for separation of the District Centre uses from the railway uses and encourages orderly and integrated development of the commercial hub of Port Augusta.

4.3 Land contamination

Given the former railway use of portion of the area affected (Lot 60) a Preliminary Site Assessment Report has been prepared by Golder Associates to determine if site contamination associated with the past use may significantly impact on future use of the site or pose public health and/or environmental risks. This assessment included soil sampling and testing which indicated that while there was evidence of land fill, there is no contamination present which exceeds National Environment Protection measures nor is there an unacceptable risk for ongoing commercial/industrial use of the site.

Implications for DPA:

The area proposed to be rezoned is suitable for a range of commercial uses as envisaged for the District Centre Zone.

4.4 Heritage

The area affected is adjacent a State Heritage Place that is located at 105 Commercial Road, Port Augusta. The building was the first Port Augusta Railway Station and is now utilised as the Curdnatta Art Gallery. This building was entered on the Sate Heritage Register in October 1993.

The building is on portion of Allotment 60 (DPTI land) that is predominantly within the existing District Centre Zone but, like the Courts building, a small portion of the site is located within the Industrial Zone. The DPA proposes to contain the entirety of the Heritage Place within the District Centre Zone and thus protect the Heritage Place from encroachment from industrial uses.

Implications for DPA:

The DPA rationalises the location of the zone boundary in this locality to ensure that an existing State Heritage Place is contained and protected within one single and appropriate zone.

5. SUMMARY OF RECOMMENDED POLICY CHANGES

Issue	Current Policy	Comment and Recommended Policy
The boundary between the District Centre Zone and the Industry Zone follows an arbitrary line and dissects the site of the Port Augusta Courts building and a State Heritage Place.	Portion of two sites within the area affected are contained within two zones (District Centre and Industry).	The current zone configuration does not reflect the way in which the land is used nor is it desirable to have existing commercial uses straddling the boundary of two zones. The land should be contained within one zone (District Centre).
The land affected is inappropriately zoned for industrial use which will inhibit the future development of the Port Augusta District Centre	Land is contain within the Industry Zone	The land is to be included within the adjacent District Centre Zone. The railway line will then form the boundary between the District Centre and Industry Zone.

6. STATEMENT OF STATUTORY COMPLIANCE

6.1 Section 26 of the Development Act 1993

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

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

6.2 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Section 2.1 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

6.3 Accords with other parts of the Development Plan

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

6.4 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 (as described in Section 2.3.2 of this document).

6.5 Satisfies the requirements prescribed by the Regulations

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

REFERENCES/BIBLIOGRAPHY

Port Augusta Structure Plan, Government of South Australia, 2010

Port Augusta Community Vision and Strategic Plan, City of Port Augusta, 2013

Port Augusta Regional Service Centre Report, Collins Anderson Management, 2006

Port Augusta Retail Review, Jones Lang LaSalle, 2006

Preliminary Site Assessment Report for Portion Allotment 60 Downer EDI Leased Area
Port Augusta Railyards, South Australia, Golder & Associates, June 2015

