



**Development Act 1993**

**Port Adelaide Enfield (City) Development Plan**

**Land Not Within a Council Area (Metropolitan)  
Development Plan**

**Northern Lefevre Peninsula Industry and Open  
Space Development Plan Amendment**

**Approval Development Plan Amendment**

**By the Minister**

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

  
Signature

Date of Gazette

11 JUN 2009



# Approval DPA

## Background

The Northern Lefevre Peninsula Industry and Open Space Development Plan Amendment (DPA) by the Minister amends the following Development Plans:

- Port Adelaide Enfield (City) Development Plan
- Land not within a Council Area (Metropolitan) Development Plan

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

- An Initiation document agreed on 13 June 2008
- A DPA released for agency and public/council consultation from 2 October 2008 to 27 November 2008
- A Public Meeting was conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 18 December 2008.

## Consultation

A total of fifty-eight (58) public submissions (including forty [40] pro-formas), one (1) council submission, and fifteen (15) agency submissions in relation to the DPA during the consultation period. No submissions were received from Members of Parliament. Eleven (11) verbal submissions were made at the Public Meeting. The following highlights the key issues raised in the submissions:

- Reduction in area of, and access to, open space on the Lefevre Peninsula, in particular Biodiversity Park and Port Adelaide River
- Proximity to, and impact on, existing residential land by industry
- Impact on flora and fauna
- Adequacy of policy addressing industrial externalities (e.g. noise, dust, smell, smoke, vehicle movements/traffic, site contamination, wastewater)
- Adequacy of policy addressing flooding, coastal acid sulfate soils
- Inconsistencies between the DPA and the Northern Lefevre Peninsula Masterplan.

No amendments to specific policy in the Northern Lefevre Peninsula Industry and Open Space DPA have been made as a result of consideration of the submissions on the basis that:

- the DPA supports the achievement of the relevant objectives of South Australia's Strategic Plan, Planning Strategy, Strategic Infrastructure Plan and Industrial Land Strategy for Metropolitan Adelaide as they relate to the strategic importance to the State of land on the northern Lefevre Peninsula
- the DPA seeks to protect areas of high biodiversity and for Biodiversity Park to form a part of an open space linkage between the coast at North Haven and the Port Adelaide River at Mutton Cove
- the City of Port Adelaide Enfield is progressing its own Industry DPA which will include Council wide policies dealing with site contamination

- existing Development Plan policy adequately addresses noise, smell, dust, traffic, stormwater management, waste, vegetation, interface, flooding, acid sulfate soils and landscaping issues.

Only two technical matters have been amended in the DPA as a result of submissions received:

- amend 'The Amendment' section of the DPA to ensure consistent reference to 'Port Adelaide River'
- amend MAP PAdE/1 Overlays 3, 4, 5, 6 and 8 (Part A) to reflect changes resulting from this DPA that relate to open space, bicycle routes, buffer areas and stormwater management, to ensure consistency and relevance in the Development Plan.

### Additional matters

While not raised as part of any submission, Defence SA has sought clarification on the issue of the General Industry (2) Zone public notification category for General Industry, ancillary to ship building, in the Port Adelaide Enfield Development Plan.

Existing Principle of Development Control (PDC) 9 for the General Industry (2) Zone makes General Industry and Special Industry, which is ancillary to ship building and within Policy Area 49, Category 2 for the purposes of public notification. This interpretation has been confirmed by Crown Law. PDC 9 is reproduced below.

#### **Public Notification Categories**

- 9 The following kinds of development, except those designated as Category 1 or non-complying, are assigned **Category 2**:

(a) In the whole of the General Industry (2) Zone:

Telecommunication towers, masts and monopoles (where the proposed development is located less than 30 metres from a residential zone)

(b) In that part of the General Industry (2) Zone shown as Policy Area 49 on [Map PAdE/44](#):

Excavation and/or filling of land (including dredging)  
General or Special Industry in the nature of and/or ancillary to ship building, ship lifting/launching facilities, wharfing and berthing structures

This policy was introduced through the Techport DPA, with the intention that General Industry, ancillary to ship building would be a category 1 form of development for the purposes of public consultation.

Accordingly the words "General or" have been deleted from PDC 9(b) in the General Industry (2) Zone. In this way, only General Industry that is a mandatory referral to the EPA or abutting another zone would be a category 2 form of development.

In addition, this Department has identified an existing, minor technical error in the Port Adelaide Enfield (City) Development Plan. Both the 'Introduction' in Policy Area 49 and PDC9(b) need to include reference to Map PAdE/75 as it details the Policy Area 49 area. It is considered timely that the amendment be undertaken as part of this DPA rather than via a separate section 29 amendment.

## Approval Stage

Based on a review of all submissions and the recommendations of DPAC, as well as the technical error identified in the Development Plan by this Department, the following changes have been made to the Amendment:

- amend 'The Amendment' section of the DPA to ensure consistent reference to 'Port Adelaide River'
- amend MAP PAdE/1 Overlays 3, 4, 5, 6 and 8 (Part A) to reflect changes resulting from this DPA that relate to open space, bicycle routes, buffer areas and stormwater management, to ensure consistency and relevance in the Development Plan
- amend Principle of Development Control 9(b) in the General Industry (2) Zone by deleting the words "General or".
- amend Principle of Development Control 9(b) in the General Industry (2) Zone to include reference to Map PAdE/75.
- amend Policy Area 49: Osborne Maritime 'Introduction' to include reference to Map PAdE/75.





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**EXECUTIVE SUMMARY AND ANALYSIS  
RELEASED FOR CONSULTATION**

**By the Minister**





# EXECUTIVE SUMMARY

## 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, under prescribed circumstances, the Minister for Urban Development and Planning 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
- The Amendment.

## NEED FOR THE AMENDMENT

The *Industrial Land Strategy for Metropolitan Adelaide* (May 2007) identifies the Lefevre Peninsula as one of the state's three key strategic areas for industrial land development due to its significant export function, extent of infrastructure investment and future industrial land supply.

The State Government, through Defence SA (formerly Port Adelaide Maritime Corporation), is responsible for delivering South Australia's Defence Industry Strategy, including the state's responsibility for the Air Warfare Destroyer Project. Defence SA has progressed a number of investigations and studies to identify development opportunities and opportunities for physical improvements in the northern Lefevre Peninsula, including the Northern Lefevre Peninsula Masterplan. This has involved extensive and ongoing community, industry and government consultation.

Land use zoning changes to some areas on the northern Lefevre Peninsula are being proposed by this DPA to assist in the coordinated development, and strategic release, of land for port and industrial activities. The proposed changes take into consideration the existing broad range of economic, environmental and social issues that influence the form and nature of development on the northern Lefevre Peninsula.

The main constraints to industrial development on the peninsula include the finite supply of land with access to the Port Adelaide River; the relative low-lying nature of the land; the location of transport and other infrastructure; and the need for considerable new service infrastructure. Nevertheless, it is considered that the area provides significant opportunity to contribute to a well planned and integrated industrial cluster, which will support defence and port related activities that will further contribute to employment and economic growth for the state. The area also provides an opportunity to improve the infrastructure and enhance the open spaces on the peninsula for the benefit of the community and the environment.

The purpose of the DPA is to provide a framework for the appropriate development of the area to support defence and port related activities, whilst recognising open space and buffer areas, in a manner which is consistent with the objectives of the Northern Lefevre Peninsula Masterplan.

This is proposed via the modification of some of the zone boundaries on the northern Lefevre Peninsula, and minor amendments to the planning policies to complement the zone boundary changes so as to facilitate co-ordinated development across the Affected Area.

## PROPOSED POLICY CHANGES

The current development controls for this area are expressed in the Port Adelaide Enfield (City) Development Plan and the Land Not Within a Council Area (Metropolitan) Development Plan. The DPA proposes the following changes to these Development Plans:

### Port Adelaide Enfield (City) Development Plan

- The incorporation of the Deferred Urban Zone and Recreation (Buffer) Zone in the MOSS (Buffer) Zone
- Amendments to the boundaries of the Industry (Port) Zone, General Industry (2) Zone, Light Industry (2) Zone, MOSS (Conservation), MOSS (Buffer) and MOSS (Recreation) Zones on Zone Maps PAde/ 3, 4, 6 and 8.

The amendments involve no changes to the existing objectives or principles of development control (PDCs) for existing zones and policy areas in the Port Adelaide Enfield (City) Development Plan.

### Land Not Within a Council Area (Metropolitan) Development Plan

- The introduction of Industry (Port) Zone objectives and PDCs for two small parcels of land one at Pelican Point and the second north of Mutton Cove
- Minor amendment to the MOSS (Conservation) Zone PDCs to reference land immediately north of Mutton Cove
- Inclusion of a new map to incorporate land at Pelican Point and north of Mutton Cove in the Industry (Port) Zone and land immediately north of Mutton Cove in the MOSS (Conservation) Zone
- Amendment to map LNWCA(MA)/5 and extension of the Coastal Zone Policy Area 2 Osborne Marine Precinct in a southerly direction adjacent to Osborne Wharf.

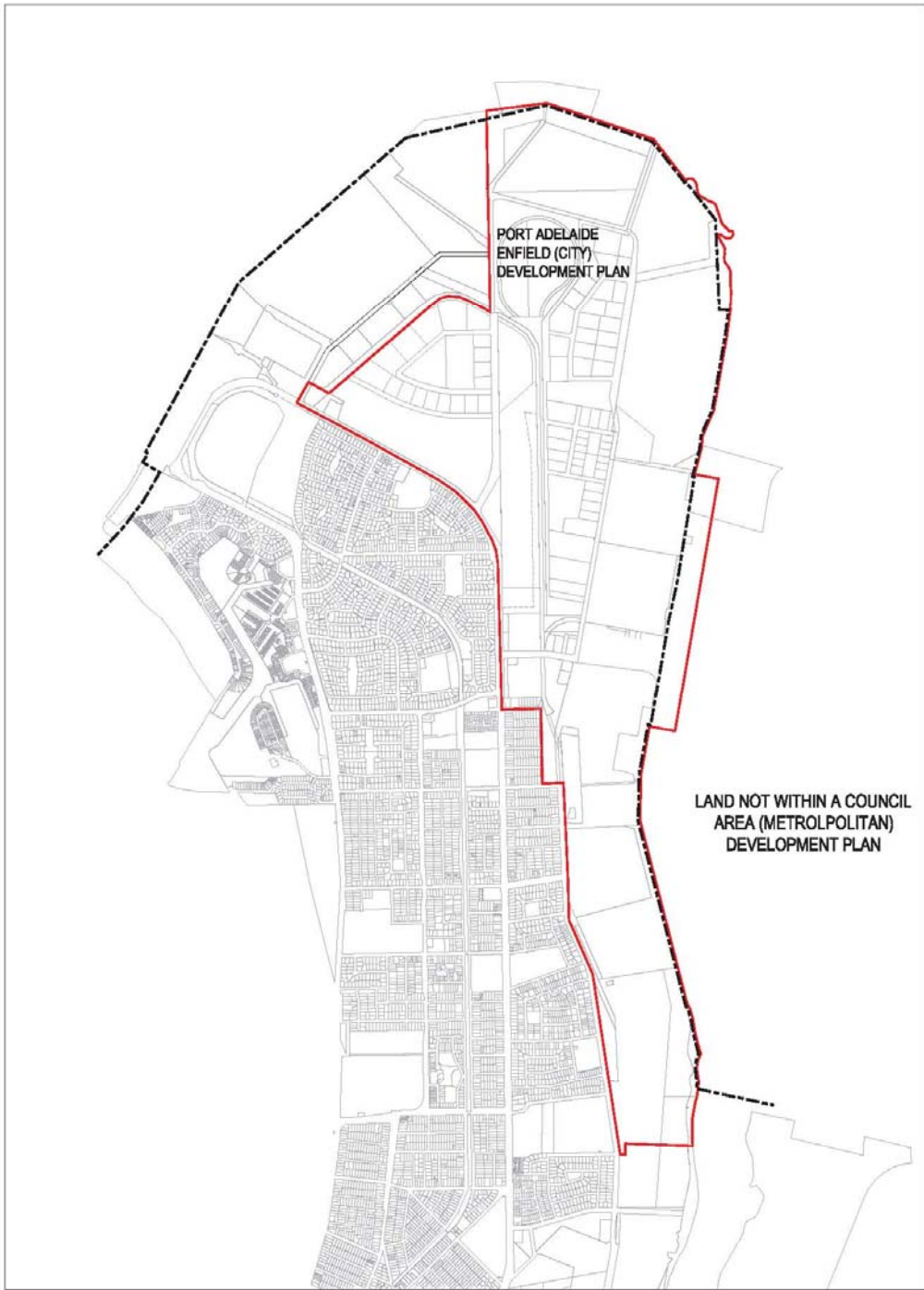
## AREA AFFECTED

The area affected by this DPA is on the northern part of the Lefevre Peninsula in the suburbs of Largs North, Taperoo, Osborne and Outer Harbor. The area includes land to the north of Willochra Street between the Port Adelaide River and the Rail Freight Corridor Mersey Road, and land north of Osborne Road between the Port Adelaide River and Victoria Road. The area affected is shown on Figure 1.

## LEGAL REQUIREMENTS

Prior to the preparation of this DPA, the Minister received advice from 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 the Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations under the *Development Act 1993*.



**Northern LeFevre Peninsula Industry & Open Space Development Plan Amendment**  
 Figure 1 - Area Affected



## CONSULTATION

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

The organisations, agencies and Members of Parliament that will be consulted on the DPA include:

- The City of Port Adelaide Enfield
- Department for Environment and Heritage
- Department for Families and Communities
  - Housing SA
  - South Australian Housing Trust
- Department of Trade and Economic Development
- Department for Transport, Energy and Infrastructure
  - Public Transport Division
  - Transport Services Division
  - TransAdelaide
  - Office of Major Projects and Infrastructure
  - Land Services Group
- Department of Water, Land and Biodiversity Conservation
- Department of the Premier and Cabinet
  - Aboriginal Affairs and Reconciliation Division
- Defence SA (formerly Port Adelaide Maritime)
- Environment Protection Authority
- Land Management Corporation
- Department of Health
- SA Water
- ETSA Utilities
- Adelaide and Mt Lofty Ranges natural Resource Management Board
- The Hon Kevin Foley, Member for Port Adelaide.

All written and verbal agency and public submissions made during the consultation phase will be recorded and considered by the Development Policy Advisory Committee (DPAC), 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. (See also 'Have your say' information box at the front of this DPA.)

## THE FINAL STAGE

When DPAC has considered the submissions received and heard any persons wishing to be heard at a public meeting, it will provide the Minister for Urban Development and Planning with a report on its findings. The Minister will then either approve (with or without changes) or refuse the DPA.

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

# ANALYSIS

## 1 BACKGROUND

The Lefevre Peninsula occupies a position of significant strategic importance to South Australia in terms of its industrial, defence and transport capabilities.

The area also has environmental significance with respect to the coast, the Port Adelaide River and, in particular, the Mutton Cove conservation reserve.

The majority of vacant land on the northern Lefevre Peninsula is held in State Government ownership and vested with Defence SA. Defence SA is responsible for: delivering South Australia's Defence Industry Strategy, including the State Government's commitments to the Royal Australian Navy's \$8 billion Air Warfare Destroyer (AWD) project; and ensuring the sustainable development of a defence and port-related industrial precinct on the northern Lefevre Peninsula.

The defence sector plays a vital and growing role in South Australia's economic future and Australia's defence capabilities. In 2002-03 the sector contributed \$1.08 billion to the Gross State Product (GSP) (approximately 2.1 percent). Under South Australia's Strategic Plan, the defence industry is projected to contribute \$2 billion to the GSP by 2013. Currently the defence sector provides a source of employment to just over 23 000 persons. This level of employment is expected to grow to over 28 000 by 2013.

Port Adelaide is the main service point for shipping in the state and is South Australia's gateway to international markets in the shipment of grains, wine, motor vehicles and automotive components, ores and concentrates.

The Port of Adelaide consists of an inner and an outer harbour, with over 20 wharves. Flinders Ports continues to expand the port's facilities to support the expansion of export and shipping activities and to develop the port as a major bulk cargo handling facility. To this end, the State Government and Flinders Ports are working on attracting more international shipping lines to Port Adelaide to ensure local importers and exporters have more efficient and direct passage for their goods to the rest of the world.

Other associated development and infrastructure projects include:

- **The Adelaide Container Terminal Extension**

A 150 metre extension to the container terminal berth providing 660 m of quay line.

- **Intermodal Facilities**

The intermodal provides for integration of the container terminal with the national rail and road system, thereby enabling the efficient transfer of cargo.

- **Outer Harbor Channel Deepening**

Deepening of the state's main shipping channel into Outer Harbor. The excavation deepened the channel by approximately 2 metres, taking it to a depth of 14.2 metres at a cost of \$45 million.

- **ABB Grain Handling and Ship Loading Facilities**

ABB has made a \$110 million investment in a 150 metre long grain conveyor, railway line and grain towers linking to the new grain berth at Outer Harbor.

- **Port River Expressway**

The Port River Expressway project is one of the key elements in the *Strategic Infrastructure Plan for South Australia 2005/6-2014/15*, which sets out more than \$1 billion in projects to improve South Australia's port, including an expressway, and new road and rail bridge connections across the Port Adelaide River.

Stage 2 and 3 of the Port River Expressway, involving an opening road bridge and rail bridge and other associated rail network improvements is being finalised so as to provide direct access to the Lefevre Peninsula and Outer Harbor for freight movement, commuters and other uses.

- **Lefevre Peninsula Transport Corridor Project**

Upgrade of the existing 7 km rail freight route on the Lefevre Peninsula to support new development on the peninsula and reinforce the Port of Adelaide as a world-class import/export hub for the state.

## **2 THE STRATEGIC CONTEXT AND POLICY DIRECTIONS**

### **2.1 Overview**

There are eight strategic documents to refer to in relation to this DPA. They are:

- *South Australia's Strategic Plan (2007)*
- *Planning Strategy for Metropolitan Adelaide (2007)*
- *Strategic Infrastructure Plan for South Australia (2005/6 - 2014/15)*
- *Naval Sector Plan (2004)*
- *Industrial Land Strategy for Metropolitan Adelaide (2007)*
- *Creating a Sustainable Future – An integrated natural resources management plan for the Adelaide and Mount Lofty Ranges Region (June 2008)*
- *The City of Port Adelaide Enfield City Plan (2004 – 2009)*
- *Northern Lefevre Peninsula Masterplan*

### **2.2 South Australia's Strategic Plan**

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

In regard to the defence industry, the Plan describes the State Government's intention to support the advancement of this industry by meeting its infrastructure requirements, strengthening the state's workforce to meet industry demands, supporting its research and development capabilities, and establishing clear growth targets. The State Government is committed to making South Australia the defence technology hub of Australia, with Techport Australia at Osborne the 'centrepiece of the state's shipbuilding industry'.

The Plan has a target of doubling the defence sector's contribution to Gross State Product from \$1 billion to \$2 billion and growing the defence industry employment base from 16 000 to 28 000 by 2013.

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

#### **ECONOMIC ENVIRONMENT**

- T1.1 Economic growth: Exceed the national economic growth rate by 2014.
- T1.13 Employment in the defence industry: Increase defence industry employment from 16,000 to 28,000 by 2013.

#### **EMPLOYMENT**

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

## **EXPORTS**

- T1.14 Total exports: Treble the value of South Australia's export income to \$25 billion by 2014.
- T1.20 Defence industry: Double the defence industry contribution to our economy from \$1 billion to \$2 billion by 2013.

## **INFRASTRUCTURE**

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

## **POPULATION**

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

## **WATER**

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

The amendments proposed in the DPA will support the achievement of these targets by providing land zoned for industrial development, particularly for defence and export related activities, and employment opportunities.

## **2.3 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 currently comprises five volumes:

- *The Planning Strategy for Metropolitan Adelaide* (December 2007)
- *The Planning Strategy for the Outer Metropolitan Adelaide Region* (December 2007)
- *The Planning Strategy for Regional SA* (December 2007)
- *The Yorke Peninsula Regional Land Use Framework* (December 2007)
- *The Greater Mount Gambier Master Plan* (February 2008)

The *Planning Strategy for Metropolitan Adelaide*, which is relevant to this DPA, includes the following strategies:

### **METROPOLITAN WIDE POLICIES**

#### **Biodiversity**

Strategy 1 Integrate the protection of biodiversity and ecosystem processes into urban development and planning policies and processes.

- (a) Identify areas of biological significance (including natural wetlands, wildlife habitats, heritage agreement areas, terrestrial and water dependent ecosystems, wetlands and floodplains) and amend Development Plans to protect them from incompatible uses, fragmentation and degradation.

Strategy 3 Increase the viability of areas of biological significance by identifying and protecting them and creating linkages between them.

The DPA supports these strategies by protecting, enhancing and linking areas of high biodiversity, for example:

- maintaining Mutton Cove as a conservation area and providing buffer areas around it
- providing a biodiversity corridor to nearby areas of high value biodiversity.

## Open Space, Recreation and Sport

- Strategy 1 Create a framework to give direction for the purchase and improvement of strategic open space with MOSS as its key element.
- (b) Ensure that places where people can be active are available, conducive to, and safe for, that activity (e.g. parks, beaches, sporting facilities).
  - (c) Design open space and recreation facilities to cater for people with special needs, including people of different cultures, ages or with disabilities.
  - (f) Support the development of major metropolitan facilities and strategic open space for public use and capitalise on the economic opportunities they present, such as tourism, recreation and increased land values.
  - (h) Ensure that the development of public and private MOSS land retains or enhances the open, natural or rural character, with buildings located and designed to blend with the surrounding land uses, including conservation.
  - (j) Ensure that open space development enhances and incorporates the surrounding environment without modifying or compromising conservation, recreation and landscape values.
- Strategy 2 Ensure that biodiversity assets are protected within the overall open space framework with a focus on enhancing the MOSS.
- (a) Integrate and preserve biodiversity and natural habitats by using the MOSS and land obtained and/or used through other programs such as the catchment water management and coastal management programs.
  - (c) Ensure that open spaces in new developments maximise linkages to existing networks of open space.
  - (d) Enhance open space linkages in built up areas by appropriate landscape treatments to adjoining road reserves and development of trails along other transport corridors.
- Strategy 4 Plan and provide a network of accessible, well-located and designed state, regional and local level recreation and sport facilities for information recreation.
- (c) Design and locate recreational activities to minimise adverse impacts on fauna, flora or other features of the natural environment, while protecting areas of high natural biodiversity value.
  - (d) Provide a sustainable and diverse network of quality trails that enhance lifestyle, public health and environment opportunities for residents and visitors.

The DPA supports these strategies by zoning land that would, among other things, enable:

- large tracts of land to be part of the Metropolitan Open Space System (MOSS) to be used for open space buffers, and passive recreation and conservation purposes
- the enhancement of open space areas with appropriate landscape treatments to meet a range of needs including cultural expression
- the establishment of a network of trails for walking and cycling, linking the coast to the Port River.

## Land Use and Transport Integration

- Strategy 4 Encourage people to walk and cycle to destinations by providing suitable infrastructure and developing safe, attractive and convenient walking and cycling environments.
- (c) Develop high-quality walking environments designed for the comfort, ease and safety of all users.
- Strategy 5 Facilitate an effective freight transport network which provides for more efficient freight logistics, channels heavy vehicle traffic onto designated routes, shifts more freight from road to rail, and is protected from encroachment by incompatible activities.
- (a) Protect access for high productivity freight vehicles to Outer Harbor and other key facilities.
  - (b) Locate new industry in areas with access to existing and identified future freight routes, intermodal facilities, terminals and ports to maximise the use of the existing freight network and avoid the proliferation of freight routes across the metropolitan area.



- (c) Ensure compatible land use and development design adjacent to freight routes, intermodal facilities, terminals and ports to facilitate freight movement while minimising the impact on the community and the environment.
  - (d) Ensure that site access for large and heavy vehicles is in appropriate locations to facilitate freight movement while minimising the impact on local communities.
  - (f) Identify, protect and promote strategic rail corridors, intermodal facilities and terminals for freight rail transport and related activity.
- Strategy 6 Recognise the strategic importance of intermodal facilities which enable efficient freight movement, particularly through linking road, rail and sea transport.
- (a) Identify and protect strategic sites for potential intermodal facilities that link to existing and future transport-related industry.
  - (b) Encourage the development of key desirable freight and intermodal facilities in suitable locations where economically viable.
- Strategy 8 Protect and manage the location and function of port facilities to meet the needs of business and provide for intrastate, interstate and international export services.
- (a) Preserve metropolitan ports for port operations, and encourage clustering of port-related activities and industries in close proximity to reduce transport costs.
  - (b) Facilitate the redevelopment of the state's export harbours to ensure efficient access to international markets.
- Strategy 9 Ensure integrated transport and land use supports quality of life outcomes.
- (b) Design and locate development adjacent transport corridors to minimise health and safety issues arising from road traffic noise and transport uses through consideration of a range of factors including distance from major transport corridors, building layout and design, the inclusion of noise attenuation measures, safe pedestrian and vehicle access points, and appropriate building ventilation.
  - (c) Minimise the negative effects of large volumes of freight transport movements in urban areas through urban design and timing of freight movements in consultation with freight, business and community representatives.

The DPA supports these strategies by establishing appropriate zones that provide for port and industrial activity and use the rail and road infrastructure.

### **Energy Efficiency**

- Strategy 1 Reduce energy requirements for transportation and buildings.
- (a) Strategically locate export industries in locations with high proximity to freight corridors and linkages to reduce the need for transportation.

The DPA supports this strategy by locating export industries in close proximity to freight corridors and linkages. Defence SA is also introducing Development Guidelines that include the mandatory implementation of ecologically sustainable development (ESD) initiatives (See Section 3.9).

### **Coastal, Estuarine and Marine Environments**

- Strategy 1 Maintain public access to the coast and waterways.
- (a) Maintain existing public access to the coast and waterways, including through new waterfront development projects, while protecting conservation and cultural values.

The DPA supports this strategy by maintaining existing public access at key locations along the Port River and the coast and protecting areas of high conservation value.

- Strategy 6 Protect and enhance the scenic amenity and cultural values of marine, coastal and estuarine areas, including maritime heritage protection.
- (a) Protect heritage and sites of Aboriginal heritage significance associated with the marine, estuarine and coastal environment.

## **Hazard Avoidance, Minimisation and Management**

Strategy 7 Improve environmental conditions and amenity in metropolitan Adelaide, particularly adjacent to primary freight routes and large industrial precincts.

The DPA supports these strategies by establishing a Development Plan framework that seeks to improve environmental conditions and the amenity of existing habitat and conservation areas, particularly those adjacent to primary freight routes and large industrial precincts.

## **Residential and Urban Development**

### **Urban Design**

Strategy 2 Create well designed and inspiring urban environments and public spaces.

The DPA supports this strategy by establishing a Development Plan framework which seeks to implement coordinated industrial and open space development. Defence SA has also prepared Development Guidelines that mandates urban design principles and ecologically sustainable development initiatives (See Section 3.9).

## **Business and Industry**

### 3.20 Employment and Business Focus Areas

Strategy 4 Assist businesses to cluster in specialised activity precincts and create links between businesses in those clusters where appropriate.

Strategy 7 Develop infrastructure to improve trade and export capabilities.

- (a) Focus priority business clusters around key road, air, rail and sea terminals, particularly intermodal facilities to maximise the economic benefits of export infrastructure, taking into consideration future expansion needs.
- (b) Protect existing and future transport infrastructure and adjoining land from incompatible development to maintain efficient transport networks.

The DPA supports these strategies by encouraging the cluster of specialised activity precincts in close proximity to key freight corridors. In particular, the DPA proposes linking open space areas and introducing Development Guidelines with mandatory ecologically sustainable development initiatives (See Section 3.9).

## **Industrial Land**

Strategy 1 Protect and ensure a timely supply of well sited industrial land to meet a projected 15 year demand.

- (a) Identify and protect strategic industrial land including land near supply chains, infrastructure and skilled workforces.
- (b) Ensure a 3 to 5 year supply of 'development ready' industrial land that accommodates forecast demand and meets the projected location and quality requirements of industry.
- (c) Manage the demand for industrial land by ensuring industries are provided with operational advantages at existing locations and by promoting industrial reuse of brownfield sites.
- (d) Ensure a net gain of industrial land across metropolitan Adelaide, particularly in strategic locations.
- (e) Provide a variety of allotment sizes to cater for a range of industries from small service industries to large export-focused industries and provide opportunities for business clustering.
- (j) Capitalise on opportunities for economic growth and industrial development associated with the Adelaide to Darwin rail link and feeder freight routes, the airports and the Port of Adelaide.

Strategy 3 Consolidate and strengthen key industrial areas to achieve operational advantages and the efficient provision of infrastructure.

- (a) Protect and improve key metropolitan industrial areas, including (but not limited to) land at Lefevre Peninsula/Pelican Point, Gillman/Dry Creek, Edinburgh Parks estate (defence at DSTO)/Burton, Seaford, Wingfield, Regency Park, Islington railyards, Gepps Cross, Parafield, Elizabeth West, Edwardstown, Mitchell Park (Tonsley industrial area), Windsor Gardens, Netley, Adelaide Airport and Lonsdale by adding the required infrastructure and preventing further encroachment of incompatible land uses.
- (e) Upgrade and develop innovation precincts and industry clusters.

Strategy 5            Manage and prevent conflicts between industry and other uses.

- (a) Protect industrial zones from incompatible activities such as the establishment or intensification of adjacent housing.
- (b) Ensure incompatible development does not encroach on industrial zones by introducing separation distances and/or buffers and other design measures to manage impacts at both sides of the interface.
- (f) Minimise conflicts at zone boundaries by locating lower-impact activities towards the edges of industry zones, and higher-impact activities towards the centre.
- (g) Ensure access arrangements for industries are designed to minimise the impact of freight movement on adjoining areas.

The DPA supports these strategies by establishing a Development Plan framework that seeks to maximise industrial development opportunities in order to foster the growth of maritime, export and defence industries by, for example:

- differentiating strategic waterfront land and support land
- reserving strategic land parcels adjacent to the waterfront
- supporting the needs of targeted industries
- balancing economic, environmental and social objectives
- targeting support services such as childcare, health, professional services and convenience retail activities
- complementing existing facilities.

#### **Specialised Activity Precincts**

Strategy 1            Recognise and strengthen the role and level of specialised activity at key locations within the metropolitan area by creating Specialised Activity Precincts.

Designate as Specialised Activity Precincts:

- (h) The Osborne Maritime Precinct and related areas of Lefevre Peninsula to recognise its role as a key defence industry and technology precinct with a focus on naval shipbuilding and supporting industry.

The DPA supports this strategy by retaining Policy Area 49: Osborne Maritime Precinct and establishing port and industrial zoned land to strengthen the role of the northern Lefevre Peninsula as a key industrial area with a focus on the defence industry, export and supporting activities.

Figure 2 is an extract from the *Planning Strategy for Metropolitan Adelaide*, which defines employment and business focus areas for Metropolitan Adelaide. The strategy incorporates a Defence Industry and Technology Precinct along with a business and industry employment area situated on the Northern Lefevre Peninsula.

The DPA is considered to be consistent with the strategy's focus for orderly and staged development of growth industries, such as the defence industry, as the envisaged uses of the affected area are critical components for the AWD shipbuilding program. The amendments also support the linkage concepts in MOSS and the Port Adelaide Enfield cycle network.

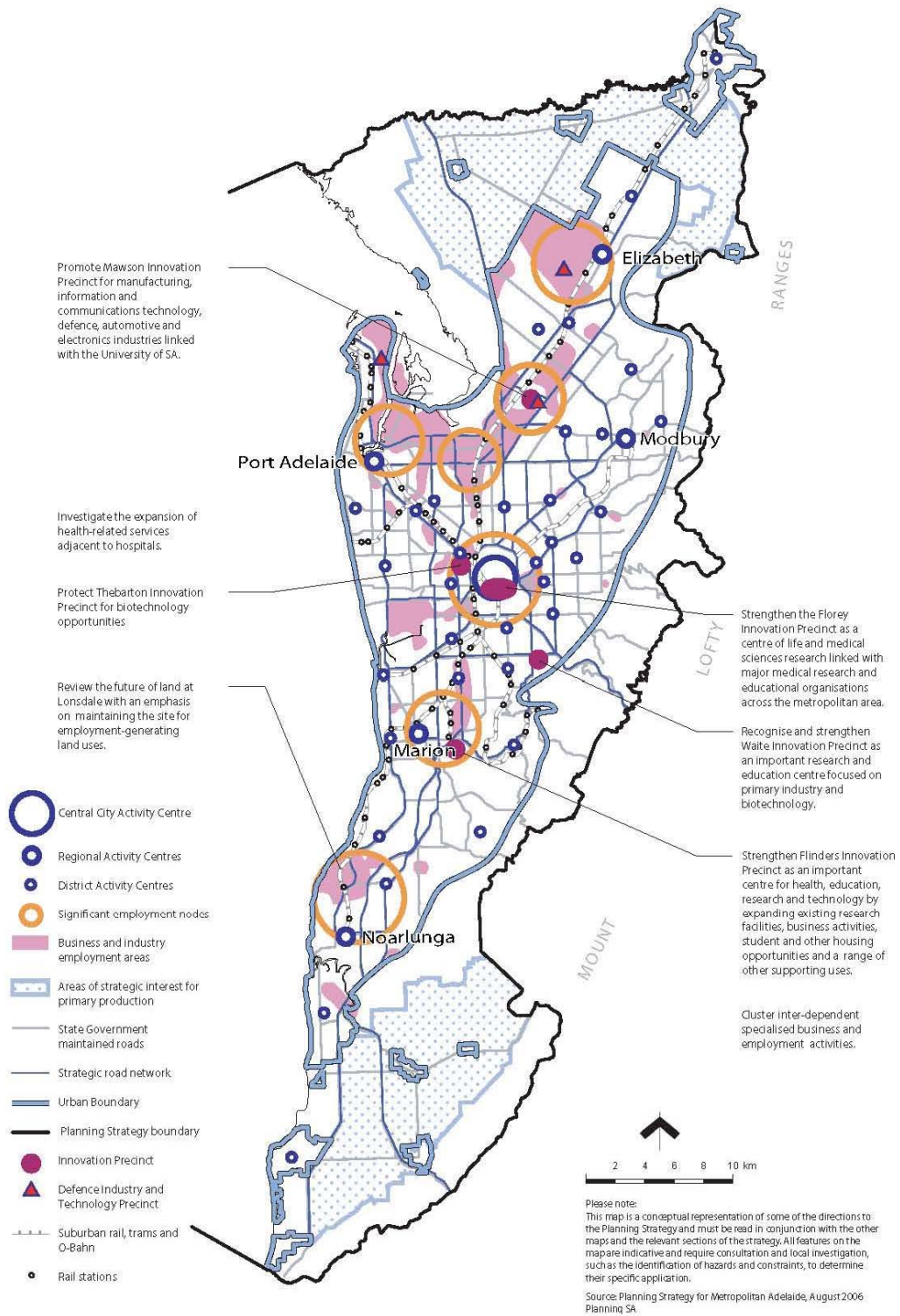


Figure 2 - Employment and Business Focus Areas

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

The *Strategic Infrastructure Plan for South Australia 2005/06-2014/15* (April 2005) identifies a number of initiatives that will influence industrial land supply and development within the City of Port Adelaide Enfield area.

The following infrastructure priorities are described in the Strategic Infrastructure Plan, all of which are supported in this DPA:

Invest in transport infrastructure:

Priority No.1. Develop and deepen Outer Harbor and sustainably improve infrastructure at the Port of Adelaide.

Invest in advanced technologies:

Priority No.1. Develop defence precincts.

Invest in skills and innovation:

Priority No.2. Build precincts for research and innovation.

Ensure our energy, water and land supplies are sustainable:

Priority No.1. Better manage our water resources, including stormwater.

Priority No.4. Be energy efficient and reduce greenhouse gas emissions.

Priority No.5. Care for our land and protect our coastline.

Activities of relevance to this DPA and the northern Lefevre Peninsula area identified in the Strategic Infrastructure Plan include:

- the continued development of industrial precincts close to infrastructure networks to ensure that the best economic and investment outcomes are secured
- the prioritisation of the development and staged release of strategic parcels of land, including 200 hectares on Lefevre Peninsula
- the expansion of the Techport Australia precinct for the construction and maintenance of surface and sub-surface naval vessels, including the construction of a ship lift for the handling of the AWDs.

The DPA has been prepared with regard to these major infrastructure intentions and their implications for industrial development on northern Lefevre Peninsula.

Figure 3 depicts energy infrastructure investment and Figure 4 depicts transport investment on and adjacent to northern Lefevre Peninsula.



**Figure 3: Energy Infrastructure**  
 Source: *Strategic Infrastructure Plan for South Australia Regional Overview 2005/6 – 2014/15*, pg. 72



**Figure 4: Transport Infrastructure**  
 Source: *Strategic Infrastructure Plan for South Australia Regional Overview, 2005/6 – 2014/15*, pg 74

## 2.5 Naval Sector Plan

South Australia's *Naval Sector Plan* (2004) outlines the State Government's intention to strengthen its standing as the centre for the construction and maintenance of Australian naval platforms and systems. The plan focuses on:

- establishing a national leadership position in shipbuilding consolidation and systems integration
- developing Techport Australia as the centre for the consolidation of the state's major naval shipbuilding programs.

The Australian Government's decision to select ASC Pty Ltd as the alliance partner to build AWDs, combined with the State Government's support for the project, will enable progress against the *Naval Sector Plan* and South Australia's Defence Industry Strategy. This will deliver outcomes that contribute to the achievement of targets within South Australia's Strategic Plan, specifically Objective 1: Growing Prosperity.

## 2.6 Industrial Land Strategy for Metropolitan Adelaide

The *Industrial Land Strategy for Metropolitan Adelaide* (April 2007), was prepared by the South Australian Government to ensure a sufficient and timely supply of industrial land (a 15 year supply) in appropriate locations to meet market demand and to ensure it is appropriately protected to sustain long-term industrial activities.

The strategy confirms that the majority of the stock of industrial land is located in the northern and western sectors of the metropolitan area. The Lefevre Peninsula is particularly recognised as one of three strategic industrial areas, based on its economic importance to the state, the extent of its infrastructure, and its industrial land supply.

The strategy describes the area as one which ‘should not be rezoned for non-industrial land uses’ due to its economic importance to the state. The strategy identifies both development ready (unconstrained) and constrained vacant industrial land. Significantly, the strategy identifies that over 95% of constrained vacant industrial land (410 ha) is located within the City of Port Adelaide Enfield area, which includes the northern Lefevre Peninsula. Refer Figure 5.

The DPA supports the following values and targets of the Metropolitan Adelaide Industrial Land Strategy:

- |              |   |
|--------------|---|
| Objective 1: | Provide a rolling 400-600 hectare supply of development-ready industrial land in Metropolitan Adelaide.   |
| Action 1 -   | Encourage Councils to adapt policies and zoning provisions within Development Plans to protect strategic and other industrial sites to secure future industrial activities. |
| Action 2 -   | Undertake timely development of key industrial sites in government ownership.   |
| Objective 4: | Review the Strategy, Assessment Framework and regulatory controls.  |
| Action 14 -  | At the time when Councils review Development Plan policies, ensure that such policies and consequent zoning protect and stimulate industrial and mixed use development.     |
| Action 16 -  | Benchmark the competitiveness of industrial development with other major Australia cities.  |

The significance of this area is reinforced by the state government’s and private sector’s investment in major projects in the region, as outlined in Section 1: Background.

## **2.7 Creating a Sustainable Future – An integrated natural resources management plan for the Adelaide and Mount Lofty Ranges Region (June 2008)**

The Plan seeks to protect, manage and enhance natural resources in this region. The Plan enables the monitoring and evaluation of the Natural Resource Management Board’s performance in achieving its vision and goals against clearly defined targets.

The Plan has developed 20-year regional targets to focus action in the region towards the highest natural resource priorities. The following targets of the plan (Volume B) are considered relevant to this DPA:

- water resources managed within sustainable limits (T3)
- conservation status of native species (terrestrial, marine, aquatic) (T9)
- improved community capacity and practices through knowledge and engagement (T13).

As identified in the plan (Volume A), the northern Lefevre Peninsula contains areas with environmental values, in particular the coast, the Port Adelaide River and the Mutton Cove conservation area.

The DPA acknowledges the environmental values of the area through the continued support for the Mutton Cove Conservation area, the provision of environmental buffers around those areas of biodiversity at Mutton Cove, and the establishment of the biodiversity corridor from the coast to the river.

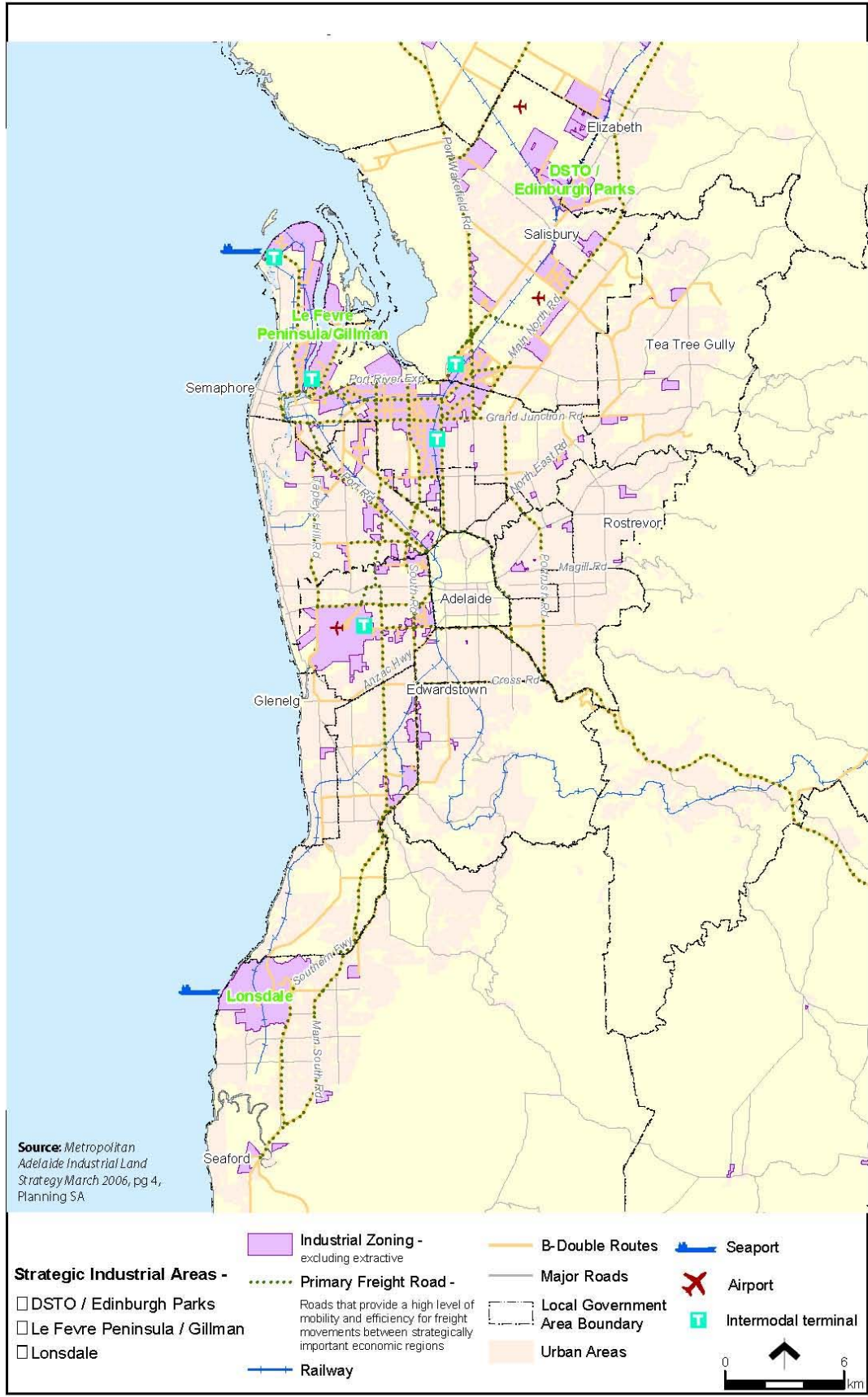


Figure 5: Extract Metropolitan Adelaide Industrial Land Strategy, March 2006



## 2.8 The City of Port Adelaide Enfield City Plan 2004-2009

The *City of Port Adelaide Enfield's City Plan 2004-2009* provides a vision statement and six goals and strategies for its area:

- Quality community assets and infrastructure that support our economic, social and environmental goals.
- A social fabric that strongly reflects community cultural identities and assures social health.
- Our community has rising living standards gained from a prosperous regional economy.
- A City known for its vibrant and diverse community, history and traditions, quality living environments, attractive centres, thriving tourism, industry and business.
- A City where the sustainable natural and built environment is managed, protected, enhanced, and enjoyed by the community.
- An attractive, accessible, safe and vibrant City with high quality public spaces, transport infrastructure, well-designed living environments and precincts designed to stimulate the growth of business and industry.

The following objectives of the plan are relevant to this DPA:

### **Economic Development**

- A common understanding of the strengths, opportunities and trends of the economy.
- Modern, affordable infrastructure and a supportive stance to business and industry.
- Strong and highly competitive key industry sectors that capitalise on growth opportunities and the uniqueness of the area.

### **Environment**

- Sustainable land management practices.
- Management of open natural spaces, parks, and reserves in the City, to preserve habitat and biodiversity needs.
- Reduced level of consumption and efficient use of natural resources (fuels, water, soil and biodiversity) and increased use of renewable energy sources.

### **City Image**

- Improve the overall appearance and environmental quality of our City.

### **Urban Development and Transport**

- Innovative industrial and commercial precincts that cater for future economic growth and are supported by appropriate transport infrastructure.
- Innovative and environmentally sustainable urban development.

### **Culture and Community**

- Maintain a network of open space and facilities that provide outlets for the expression of community culture.

The DPA through the allocation of appropriately zoned land supports the council's goals and strategies.

## 2.9 Northern Lefevre Peninsula Masterplan

Defence SA coordinated the preparation of the Northern Lefevre Peninsula Masterplan (2007) covering State Government land holdings on the northern Lefevre Peninsula. The Masterplan's purpose was to provide a framework for possible new industrial and port related development in a manner that was well planned and coordinated to optimise the economic benefit to the state and local community benefits.

The preparation of the Masterplan involved several key steps, including:

- reviewing relevant documentation and reports
- conducting a site assessment of the study areas

- engaging key stakeholders through an informal consultation process (including the local community, local industry, government agencies and the City of Port Adelaide Enfield)
- presenting a draft Masterplan for agency and public consultation
- reviewing and considering feedback from interested parties
- conducting a technical review of the Masterplan
- finalising the Masterplan.

The final Masterplan (December 2007), as shown in Figure 6, promotes a strategic response to development on northern Lefevre Peninsula and provides the following key features:

- waterfront land retained for industry and port-related activities that require a waterfront location
- concentration of defence related industry within the Techport Australia Precinct
- extension of Mersey Road, at Osborne, to provide improved road access to land on the eastern side of the peninsula
- protection of areas of high to medium biodiversity at Mutton Cove and Biodiversity Park as part of the Metropolitan Open Space System (MOSS)
- a 'coast to riverfront' open space walking and cycling trail
- enhancements to recreational open space, which serves as a buffer between port and industry activities, and the residential areas
- the establishment of 'Lefevre Cultural Park' as the focus for high quality passive recreational open space on northern Lefevre Peninsula
- improved access to, and facilities at, the public waterfront viewing and fishing points
- integrated stormwater management, retention and reuse for all new development and open space areas
- measures to manage noise impacts from new development on Defence SA land.

The DPA as drafted supports the objectives of the Northern Lefevre Peninsula Masterplan.



Figure 6 – Northern Lefevre Peninsula Masterplan

## **2.10 Other key policy documents**

### **City of Port Adelaide Enfield Industry Zones Development Plan Amendment**

The City of Port Adelaide Enfield Industry Zones Development Plan Amendment was subject to concurrent agency and public consultation (completed in mid 2007) and final recommendations received during the consultation period are being considered. The Industry Zones DPA seeks to consolidate the number of zones used for industry across the City of Port Adelaide Enfield and introduce additional objectives and principles of development control to guide industrial development. As the Industry Zones DPA is yet to be finalised, the zones and policies in the current Development Plan (consolidated 17 January 2008) have been utilised in the Northern Lefevre Peninsula Industry and Open Space DPA.

### **Development Plan Provisions of Adjoining Councils**

Torrens Island, Barkers Inlet and the associated estuary environment separate the 'Area Affected' from the Extractive Industry Zone, which is the nearest land zoned in the adjoining Salisbury (City) Development Plan. No conflict is anticipated between the proposed zoning and Salisbury's Development Plan.

### **Better Development Plans (BDP) Policy Library**

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

BDP Policy Library Version 3 was reviewed as part of the considerations for this DPA but was not incorporated as the proposed amendments involve only minor amendments to the zone objectives and principles of development control in the Land Not Within a Council Area (Metropolitan) Development Plan.

The City of Port Adelaide Enfield Industry Zones DPA has had regard to the Policy Library. The Industry Zones DPA is considered more suitable to carry forward the BDP Policy Modules due to its more general nature and application across the Council area.

## **3 INVESTIGATIONS INFORMING THIS DPA**

This DPA has incorporated information from the above policy documents. A number of other advices and reports have also been considered to inform this DPA and are listed in the References/Bibliography.

The DPA as proposed provides a coordinated and holistic framework to the development of the Northern Lefevre Peninsula in a manner which supports the objectives of the Northern Lefevre Peninsula Masterplan, and which is consistent with the Planning Strategy and the State Strategic Plan.

The following sections discuss specific issues, constraints and opportunities relating to industrial and open space development on northern Lefevre Peninsula consistent with the Masterplan's findings.

### **3.1 Land Use Investigations**

The northern Lefevre Peninsula has been the focus for port and port-related activities for many decades. The area includes:

- The Outer Harbor passenger terminal and container berth
- Australian Submarine Corporation
- ship building and repair facilities
- ABB Grain bulk handling facility.

The main issues relating to activities and land use in this part of the peninsula include the interface between industry and residential land uses, and the lack of a coordinated approach to the delivery of infrastructure services. Constraints to further development of the area include the low-lying nature of the land; the cost of filling and compacting land for development; and the cost of additional service infrastructure. While there were areas of unconsolidated fill and identified contamination, recent earthworks have successfully remediated these areas to ensure they are suitable for industrial and commercial activities. Development sites have been consolidated and raised between 3.4m AHD<sup>1</sup> and 4.0m AHD to accommodate coastal protection policies for sea level rise.

The northern Lefevre Peninsula comprises some relatively small remnant and rehabilitated natural spaces such as Mutton Cove. Biodiversity Park, while not pristine or reflective of original vegetation assemblages, appears to have a sustainable ecosystem for reptiles. Pelican Point Road east has compacted substrate with some good patches of samphire, chenopods and some significant trees. Its value in terms of vertebrates is significantly lower than that of Biodiversity Park. Snowdens Beach has a small but significant native vegetation patch just to the south of the Penrice facility. The value of this site to ground dwelling vertebrate fauna is significantly lower than that of the other two sites.

Through its proposed land zoning, the DPA enables: the provision of a linked open space network that would also act as a buffer between existing and proposed industry and existing residential areas; and the conservation of areas of high value biodiversity, recreation and stormwater management.

If implemented the DPA would lead to a net loss of MOSS and recreation zoned land of 26.68 ha or 5.1%.

The social and environmental implications of the DPA would be:

- reduced areas of MOSS and recreation zoned land. However, the majority of this land is in poor condition with no vegetation of medium to high value biodiversity, and poor public access
- removal of small areas of new plantings in the north-western section of Biodiversity Park
- the translocation of flora and fauna from areas proposed for industrial development to appropriate open space areas within (and where necessary) outside the affected area.

To offset these social and environmental implications, the DPA provides for:

- industrial zoned land being rezoned to MOSS (Buffer) to facilitate a link between Biodiversity Park, Lefevre Cultural Park and Mutton Cove
- additional environmental buffer areas to the north and west of Mutton Cove to further protect this area of high value biodiversity.

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<sup>1</sup> Australian height datum level

### **3.2 Traffic and Transport**

The existing road network consists of a major arterial road (Victoria Road) supplemented by two significant local roads (Lady Gowrie Drive to the west and Elder Road / Mersey Road to the east). Traffic volumes on Victoria Road (currently designated as a national freight route) are expected to double over the next 15 years.

The Department for Transport, Energy and Infrastructure considers Victoria Road has adequate capacity to meet these future traffic and transport demands. There is already extensive access for cyclists and an established footpath network. The configuration of the rail network is not expected to change.

The following issues relating to traffic and transport were identified as part of the Masterplan investigations:

- safe pedestrian access across Victoria Road
- access to recreation areas and vantage points along the Port River
- traffic signals at the junction of Victoria Road and Veitch Road to facilitate right turn entry for north/east bound vehicles into Techport Australia, by 2011.

The Masterplan's traffic and transport investigations recommended the following:

- the extension of Mersey Road at Osborne be provided early as it is the only alternative access into the north-eastern portion of the study area
- the extension of Coghlan Road through the Outer Harbor Container Terminal area. This would be highly desirable as it could provide an alternative access to Pelican Point Road. Any decision to extend Coghlan Road is, however, with Flinders Ports, in conjunction with the Department for Transport, Energy and Infrastructure and the City of Port Adelaide Enfield.

In addition to the recommendations made, the Masterplan also provides for:

- a limited number of crossing points to Victoria Road as part of the walk and cycle path network
- a designated crossing point at the end of Osborne Road to link the existing North Haven Shopping Centre and Railway Station to the Victoria Road Commercial Precinct, Techport Australia and other industrial areas
- the installation of traffic lights, including pedestrian control lights, are expected to be installed at Veitch Road in the next few years
- a continuous walk cycle network across northern Lefevre Peninsula linking with the Coastal Park network and the Port Adelaide bike path network. The extended network will provide relatively safe connection to existing and proposed recreation areas and to the designated vantage points along the Port Adelaide River.

These works have been incorporated into Defence SA capital works program and/or will form part of a future land division application by Defence SA. The main traffic and transport proposals are shown in Appendix 1.

### **3.3 Noise**

An Acoustic (Noise Assessment) Report was prepared by Bassett Consulting as part of the Masterplan investigations. While the focus of this study was on industrial noise, additional noise expected from transportation noise such as road, rail and shipping was also considered.

While noise criteria can be subject to change, the study found:

- emissions from some existing industry sources are approaching the highest noise assessment standards of acceptance and the cumulative effect of existing industry actually exceeds the standards in some locations (e.g. along Mersey Road)
- a high proportion of heavy vehicles use Victoria Road particularly at night, and night time and day time road traffic noise criteria limits along Victoria Road are already being exceeded. Rail noise along Mersey Road is also at the criteria limit.
- future industry and growth of existing industry will add to the cumulative noise impact.

The main recommendations from the acoustic report were that:

- subject to future development of land situated to the west of Mersey Road, a six to eight metre noise attenuation barrier/mound west of the Techport Australia Precinct should be built to help reduce future industrial noise during the day and night
- buildings containing low impact and/or noise emitting activities should be used to form a minimum six metre high continuous barrier along the industrial/residential/open space land interface north of Biodiversity Park
- where feasible and practicable, building openings should face north and east, away from residential areas.

Road and rail authorities are not obligated to address noise related issues for existing infrastructure but are obligated to consider noise abatement measures as part of new infrastructure.

The DPA therefore sets up a zoning framework that accommodates noise attenuation mounds, sound fences and walls in appropriate locations to control noise from industrial and waterfront activities proposed in the affected area.

In addition, the design of new industrial sites will have regard to permissible day and night noise criteria and incorporate features to limit the transmission of noise to sensitive areas e.g. residences.

Specific forms of development applications in industrial areas are also subject to individual noise assessment.

### **3.4 Water Management**

The affected area is generally low-lying and flat, with no consistent gradient. Ground levels vary across the study area between +0 m and +4 m AHD, with an average ground level of approximately +2 m AHD. Therefore, much of the land is potentially subject to flooding during major storm events. Currently the majority of stormwater runoff infiltrates into the soil or evaporates.

The traditional means of discharging stormwater runoff from allotments into the road drainage network may not be the most efficient means of dealing with stormwater run-off resulting from new development in the affected area. Swales and detention basins could provide alternative approaches to stormwater management with potential amenity and environmental benefits. Notably, Water Sensitive Urban Design (WSUD) seeks to avoid direct discharge of stormwater into either Port Adelaide River or Gulf St Vincent to avoid adverse impacts on the marine environment and take account of anticipated sea level rises.

WSUD can be effectively applied in new industrial areas to minimise the impacts of new development on the natural water cycle. Large scale new developments, such as that being proposed in the northern Lefevre Peninsula, offer significant opportunities for the implementation of WSUD.

For example, they provide the opportunity to integrate WSUD measures into the planning process at an early stage, without the constraints often encountered in retrofitting such measures in existing urban areas.

A WSUD approach can also enhance the attractiveness and appeal of a new development and, when combined with broad reaching sustainability principles, can contribute to improved social and environmental amenity.

AWE Consulting has proposed the following guiding principles for water management on the northern Lefevre Peninsula:

- ensure stormwater management is part of the area's total water cycle and natural resource management
- ensure stormwater management planning is precautionary and recognises inter-generational equity, conservation of biodiversity and ecological integrity
- recognise the need for site specific solutions and implement appropriate non-structural and structural solutions
- implement a multi-objective approach to stormwater management to: minimise existing and future flood risk while maximising use opportunities; reduce adverse impacts on watercourses and receiving waters; and achieve desirable urban planning outcomes associated with open space, recreation and amenity
- adopt a precinct-wide water management approach
- stipulate an on-site water retention policy for industrial development which specifies a permissible site discharge as well as an on-site storage requirement. This is consistent with the recommended precinct-wide water management approach.

These principles demonstrate best practice stormwater management and have shaped the water management proposals in the Masterplan. The principles are supported by existing principles of development control in the Port Adelaide Enfield (City) Development Plan. Further details are provided in Section 3.6: Physical Infrastructure-Stormwater. The Development Guidelines incorporating WSUD principles and techniques are referred to in Section 3.9.

### **3.5 Physical Infrastructure**

Walbridge and Gilbert, Consulting Engineers, provided the following advice on infrastructure required in the affected area. The advice draws on their investigations into stormwater, wastewater, water supply, gas, communication and electrical services. Existing and proposed infrastructure is described in Appendix 1.

#### **Stormwater**

Due to the combined effects of high tides, land subsidence and rising sea levels, floor levels for new buildings within the study area are required to be a minimum of 3.55m AHD, unless it can be demonstrated that sufficient on-site stormwater retention is provided to prevent flooding of the building floors in a combined rainfall and high tide event. Based on the WBM/Tonkin *Port Adelaide Sea Level and Flood Risk Assessment 2004*, the following combinations of tides and storm conditions need to be considered:

- 100 year ARI<sup>2</sup> storm and 1.65 m AHD tail water level in the Port River
- 5 year ARI storm and 1.65 m AHD tail water level in the Port River
- 1 year ARI storm and 3.2 m AHD tail water level in the Port River
- protection of floor levels in a 100-year ARI event.

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<sup>2</sup> Average recurrence interval between storm events



The practicality and cost of designing a free-draining gravity drainage system with discharge to the Port Adelaide River is considered very difficult and would require significant quantities of fill to be introduced across future development areas.

The City of Port Adelaide Enfield's engineering requirements for road design require a minimum longitudinal grade on kerb roads of 0.5%. Defence SA consultants have successfully negotiated this to 0.3%, provided that it can be demonstrated that long term differential settlement will not affect pavement and drainage performance and that sufficient flow capacity is available within the system for major stormwater events.

The use of large, linear vegetated swales is therefore proposed as they can be constructed at flatter grades than road and pipe drainage systems and provide the secondary benefit of water quality treatment.

As part of the staged land development, combined wetlands/retention basins would be developed within major reserve areas to provide the dual benefit of water quality treatment and flood mitigation for a 100 year ARI 72-hour storm event. Pumping stations would also be required to slowly empty the retention basins after significant storm events.

It is estimated that a total retention basin capacity of approximately 80 megalitres will be required, based on an average site coverage of 80% in new development. Assuming a retention depth of approximately 1.0 m, this equates to about 80 000m<sup>2</sup> or 8 ha for the retention basins. This represents about 8% to 10% of the contributing catchment area.

The DPA is considered to provide adequate area for water management requirements, substantially in the MOSS (Buffer) Zone areas where the Link Corridor and Lefevre Cultural Park are proposed.

## **Wastewater**

The existing trunk wastewater systems on the Lefevre Peninsula are at maximum capacity. The new Techport Australia pumping station and rising main (Mersey Road) does not have sufficient capacity to receive any additional sewage from the northern Lefevre Peninsula. All future development will therefore need to be serviced through the provision of new gravity sewers draining to a series of new pumping stations that ultimately discharge back into the existing gravity drain in Railway Terrace.

SA Water has undertaken an analysis of the potential augmentation requirements based on assumed loadings from future development on the northern Lefevre Peninsula. The provision of additional infrastructure would be undertaken by SA Water.

The Defence SA Development Guidelines also promote the capture and re-use of water on a site-by-site basis. Refer Section 3.9.

## **Water Supply**

The water supply to the northern Lefevre Peninsula is operating near capacity and additional trunk mains will be required to deliver the required supply to the proposed new development areas. SA Water has undertaken a preliminary analysis based on the extent of potential development on the northern Lefevre Peninsula and advises that new water mains will be required to service the new development. The water mains would largely follow the proposed road network, thereby ensuring a linkage from Techport Australia across to Pelican Point Road via the proposed Mersey Road extension.

The existing water main is located in Sir Keith Smith Drive at North Haven and will require augmentation to service new industrial areas. It is also anticipated that the water main in Pelican Point Road from Victoria Road through to the Pelican Point Power Station will need to be duplicated.

### **Gas and Communications**

There is an extensive gas and communications network throughout the developed areas of the Lefevre Peninsula. Telstra and Origin Energy will assess the requirement to provide new infrastructure based on anticipated demand. It is unusual for either organisation to charge for the provision of new supplies unless the costs become prohibitive. It is expected that gas and communication networks will be extended north from the Techport Australia Precinct to the Pelican Point Road system and back to Victoria Drive.

### **Electrical**

The northern Lefevre Peninsula is serviced by a 7.6kV network, mostly on the western side of the peninsula and a newer 11kV network predominantly to the east. ElectraNet Transmission lines exist through the Peninsula, and in particular there is a 256kV transmission line that crosses the Port Adelaide River from the east and connects to the Pelican Point Power Station.

Augmentation of the existing electrical distribution network and local substations will be required to support the additional demand. An 11kV network will need to be extended north from the Techport Australia Precinct and connect to the existing supply in Pelican Point Road to ensure the development is fed from two directions. A combination of high and low voltage cables will be reticulated to new street systems as part of future development. ETSA advises that future development will trigger the augmentation of the Lefevre, Blackpool and Osborne Power sub-stations.

## **3.6 Sustainability and Amenity**

The northern Lefevre Peninsula is an area of mixed character and amenity. The vacant industrial areas in particular are generally in poor condition with past clearing and land fill creating denuded and inhospitable conditions. The main issues are:

- the relatively arid and saline conditions in the ground
- its position at the end of the wastewater and potable water supply network
- requirements for energy conservation, waste management and recycling.

In this regard, Defence SA, on behalf of the South Australian Government, has committed to:

- Urban Design and Ecologically Sustainable Development guidelines for new industrial and commercial development (See Section 3.9)
- Water Sensitive Urban Design principles with water conservation at the site and precinct levels (See Section 3.5)
- the pursuit of energy conservation with mandatory 5-Star Green Star Green Building Council of Australia ratings or equivalent standards in all new development
- a strategy to enhance and revegetate open space areas.

Further details are provided below.

### **3.7 Lefevre Peninsula Open Space Strategy**

Defence SA has, as part of the implementation of the Masterplan, commissioned the first stage of a 'Lefevre Peninsula Open Space Strategy'. The purpose of the strategy is to improve the quality of open space areas and quantity of recreational opportunities across the northern Lefevre Peninsula.

Stage one of the strategy has been completed and provides the following:

- background and principles of the Masterplan
- context of the Lefevre Peninsula open space network
- an introduction to open space management principles
- issues and opportunities identified to date
- proposed implementation strategy
- implementation recommendations.

The approach to stage two of the strategy will be developed in accordance with the recommendations of stage one. The strategy will apply to all MOSS zoned government land holdings on the northern Lefevre Peninsula under the care and control of Defence SA, and will provide linkages to contiguous areas of open space.

Stakeholder consultations during the development of the northern Lefevre Peninsula Masterplan revealed a passionate community with a keen interest and drive to be involved in the more detailed aspects of the Masterplan. It is therefore proposed that representatives from the local community and other key stakeholders form part of a Community Liaison Group to assist Defence SA in the development and implementation of the open space strategy.

### **3.8 Development Guidelines**

Defence SA has prepared the 'Techport Australia Development Guidelines' to guide commercial and industrial development within the Techport Australia project area in an environmentally sustainable way. The guidelines are indicative of those that will be applied to all development on government land under the care and control of Defence SA. The guidelines are structured in two parts.

Part A provides 'Urban Design Guidelines' for site planning, building design, fencing, landscaping and signage.

Part B provides 'Ecologically Sustainable Development Guidelines' to clearly articulate expectations and requirements for the sustainable management of energy, water, land use, transport and waste products.

Application of the Development Guidelines will be enforced by an encumbrance registered upon the Certificate of Title on all new allotments and will require approval of Defence SA (as vendor) prior to lodgement with the City of Port Adelaide Enfield and, if relevant, lodgement with the Development Assessment Commission.

## **4 CONCLUSIONS AND RECOMMENDED POLICY CHANGES**

### **4.1 Current Planning Policy**

The current planning policies are expressed in the Port Adelaide Enfield (City) Development Plan—consolidated on 17 January 2008, and the Land Not Within a Council Area (Metropolitan) Development Plan—consolidated on 1 November 2007.

The planning objectives, principles, zones and policy areas in these Development Plans have been reviewed as part of the preparation of this DPA and are considered to substantially address the land use requirements, subject to adjustments to some zone boundaries as outlined in Section 4.2 and minor policy changes. The current zone boundaries are shown on Figure 7.

## **4.2 Recommended Policy Changes**

The current development controls for this area are expressed in the Port Adelaide Enfield (City) Development Plan and the Land Not Within a Council Area (Metropolitan) Development Plan. The DPA proposes the following changes to these Development Plans:

### Port Adelaide Enfield (City) Development Plan

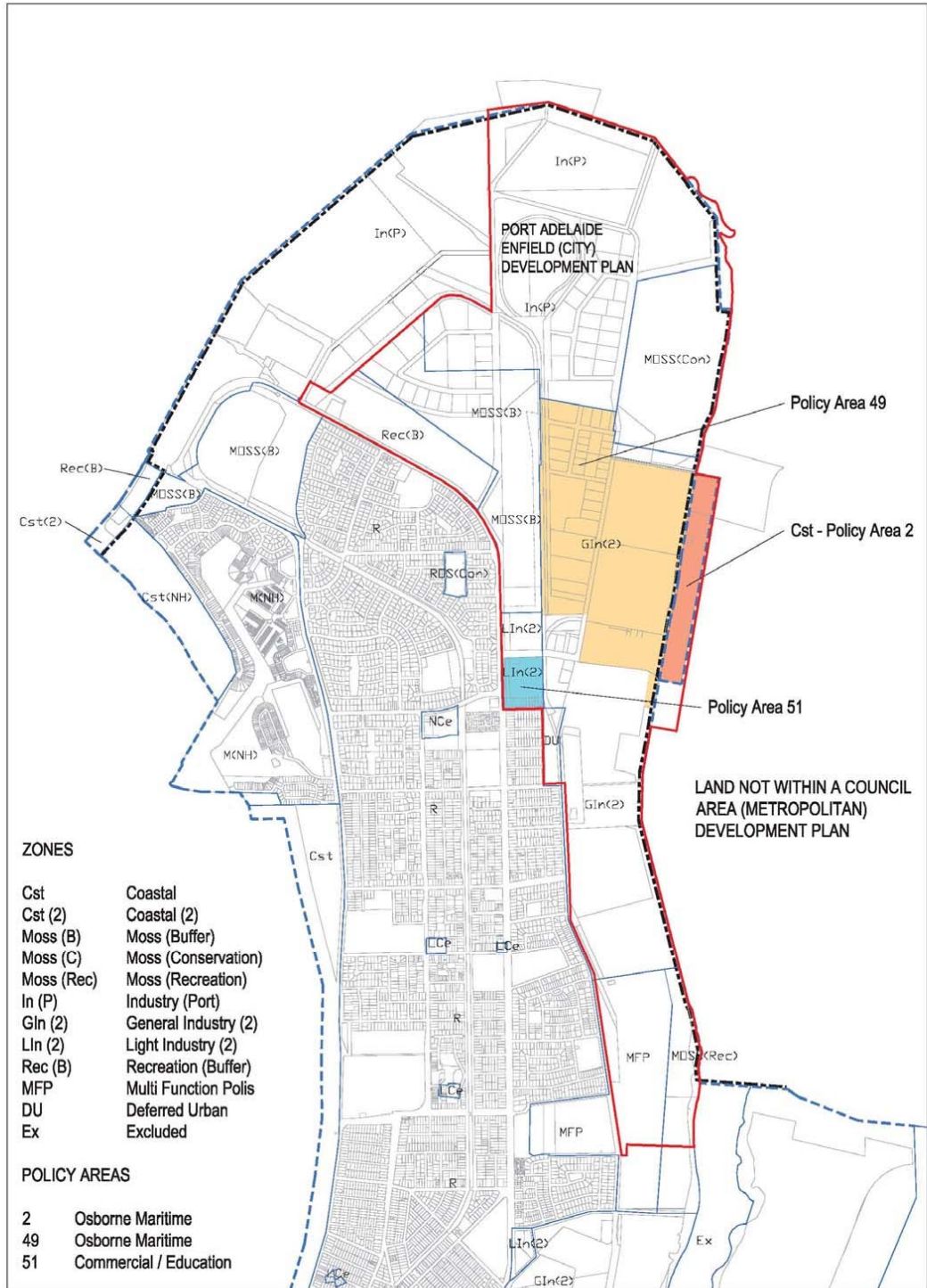
- The incorporation of the Deferred Urban Zone and Recreation (Buffer) Zone in the MOSS (Buffer) Zone
- Amendments to the boundaries of the Industry (Port) Zone, General Industry (2) Zone, Light Industry (2) Zone, MOSS (Conservation), MOSS (Buffer) and MOSS (Recreation) Zones on Zone Maps PAdE/ 3, 4, 6 and 8.

The amendments involve no changes to the existing objectives or principles of development control (PDCs) for existing zones and policy areas in the Port Adelaide Enfield (City) Development Plan.

### Land Not Within a Council Area (Metropolitan) Development Plan

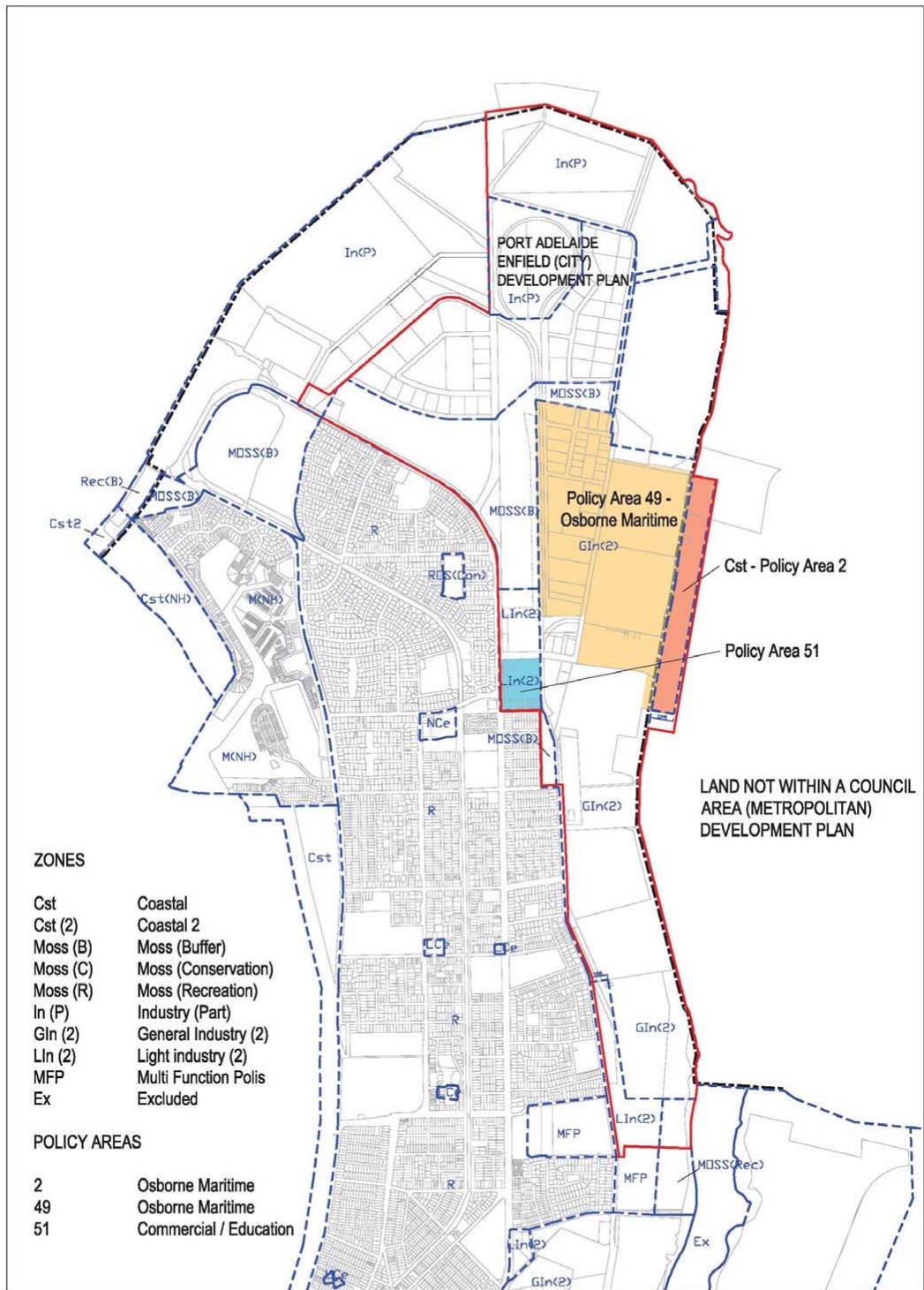
- The introduction of Industry (Port) Zone objectives and PDCs for two small parcels of land one at Pelican Point and the second north of Mutton Cove
- Minor amendment to the MOSS (Conservation) Zone PDCs to reference land immediately north of Mutton Cove
- Inclusion of a new map to incorporate land at Pelican Point and north of Mutton Cove in the Industry (Port) Zone and land immediately north of Mutton Cove in the MOSS (Conservation) Zone
- Amendment to map LNWCA(MA)/5 and extension of the Coastal Zone Policy Area 2 Osborne Marine Precinct in a southerly direction adjacent to Osborne Wharf.

The proposed zone and policy areas are shown in Figure 8.



**Northern LeFevre Peninsula Industry & Open Space Development Plan Amendment**  
 Figure 7 - Existing Zone & Policy Area Boundaries





**Northern LeFevre Peninsula Industry & Open Space Development Plan Amendment**

Figure 8 - Proposed Zone & Policy Area Boundaries

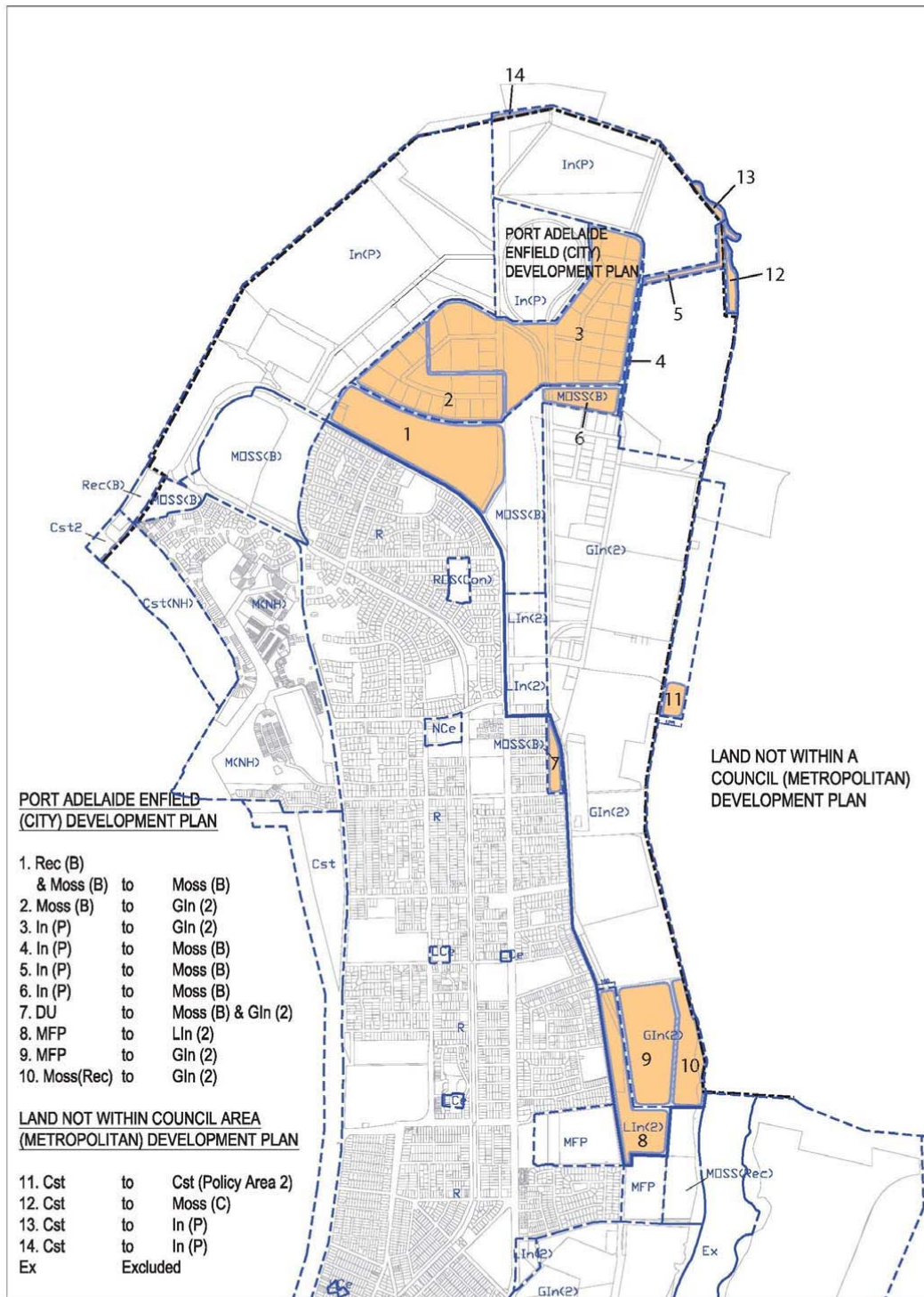


Figure 9 depicts the changes to zones and policy areas in the Port Adelaide Enfield (City) Development Plan. The changes are described here, with the numbers cited corresponding to the numbers on Figure 9:

1. rezoning the Recreation (Buffer) Zone and part of the MOSS (Buffer) Zone, north of Victoria Road and west of Pelican Point Road, to MOSS (Buffer). This will establish an open space and landscape buffer between the existing Residential Zone and the industrial areas to the north, with the exception of an allotment of land adjacent to Coghlan Road and west of the railway line, which will be in the Industry (Port) Zone
2. rezoning a portion of the MOSS (Buffer) Zone north of Victoria Road and west of Pelican Point Road to General Industry (2) Zone
3. rezoning a portion of the MOSS (Buffer) Zone and a portion of the Industry (Port) Zone, located central and around the ABB Grain facility and east and west of Pelican Point Road, to General Industry (2). This is to facilitate a broad range of industries, including transport and logistic operations and manufacturing
4. provision of a 11 to 35 metre wide MOSS (Buffer) Zone, presently in the Industry (Port) Zone, along the western edge of Mutton Cove Conservation Reserve to provide a stormwater and vegetative buffer
5. provision of a 45 metre wide MOSS (Buffer) Zone, presently in the Industry (Port) Zone, along the northern edge of the Mutton Cove Conservation Reserve to provide a stormwater and vegetative buffer
6. inclusion of an east-west connection to Mutton Cove to be rezoned from Industry (Port) to MOSS (Buffer). This will provide a formalised link between Lefevre Cultural Park and Mutton Cove and facilitate the linking of the open space network from the coast to the Port Adelaide River
7. rezoning the Deferred Urban Zone, adjacent to Mersey Road and between Marmora Terrace and Osborne Road, to MOSS (Buffer) Zone. This will provide an open space and landscape buffer between the existing Residential Zone and existing industrial area to the east, with the exception of a small triangular portion of the land currently zoned Deferred Urban and located north-east of the railway line being placed in the General Industry (2) Zone to facilitate road and rail improvements
8. rezoning of MFP zoned land, east of Mersey Road and between the current General Industry (2) Zone and the extension of Strathfield Terrace, to Light Industry (2) for a distance of 100 metres from Mersey Road and MFP zoned land, east of Mersey Road between the extension of Strathfield Terrace and south to the extension of Wandilla Street, zoned Light Industry (2). The Light Industry (2) Zone will provide some separation between the existing residential area and the proposed general industrial area adjacent to the waterfront
9. rezoning the balance of the MFP zoned land east of Mersey Road to General Industry (2) Zone
10. rezoning land presently in MOSS (Recreation) Zone adjacent to the Port Adelaide River and north of the extension of Strathfield Terrace to General Industry (2) Zone.

Figure 9 also depicts the changes to Zones and Policy Area in the Land Not within a Council Area (Metropolitan) Development Plan which are:

11. extending the Coastal Zone Policy Area 2: Osborne Maritime Precinct over water in the Port Adelaide River at Osborne and adjacent to the Osborne Wharf



**Northern LeFevre Peninsula Industry & Open Space Development Plan Amendment**  
 Figure 9 - Proposed Changes to Zone Boundaries





12. partial inclusion of Government Owned land (CT 5660/244) adjacent to Mutton Cove and extending to Snapper Point into the MOSS (Conservation) Zone
13. partial inclusion of Government Owned land (CT 5660/244) north of Snapper Point and adjacent to the Industry (Port) Zone into the Industry (Port) Zone
14. inclusion of a small parcel of land at Pelican Point located in the Coastal Zone and adjacent to the Industry (Port) Zone into the Industry (Port) Zone.

The following tables summarise the areas of each of the existing zones and the proposed zones within the land affected by this DPA for the Port Adelaide Enfield (City) Development Plan and for the Land Not Within a Council Area (Metropolitan) Development Plan.

**Table 2: Port Adelaide Enfield (City) Development Plan**

<b>Zone</b>	<b>Existing Ha</b>	<b>Proposed Ha</b>	<b>Net Change Ha</b>	<b>% Change</b>
MOSS (Buffer)	58.4836	67.7513	9.2677	15.847%
MOSS (Conservation)	49.9363	49.9363	0	0.000%
MOSS (Recreation)	13.9735	4.4528	-9.5207	-68.134%
Industry (Port)	154.9824	93.6253	-61.3571	-39.590%
General Industry (2)	180.856	288.1258	107.2698	59.312%
Light Industry (2)	11.6514	28.5852	16.9338	145.337%
Recreation (Buffer)	26.678	0	-26.678	-100.000%
Multi Function Polis	31.8038	0	-31.8038	-100.000%
Deferred Urban	4.1117	0	-4.1117	-100.000%
<b>Total</b>	<b>532.4767</b>	<b>532.4767</b>		

**Table 3: Land Not Within a Council Area (Metropolitan) Development Plan**

<b>Zone</b>	<b>Existing Ha</b>	<b>Proposed Ha</b>	<b>Net Change Ha</b>	<b>% Change</b>
MOSS (Conservation)	Nil	0.7522	0.7522	100%
Industry (Port)	Nil	0.4821	0.4821	100%

### 4.3 Assessment Matters

No changes to the assessment matters are proposed as part of this DPA as it is framed within the existing zones and policy areas for the Port Adelaide and Enfield (City) Development Plan and the Land Not Within a Council Area (Metropolitan) Development Plan.

## **5 STATEMENT OF STATUTORY COMPLIANCE**

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

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

### **5.1 Accords with the Planning Strategy**

Relevant strategies from the Planning Strategy are summarised in Section 2.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

### **5.2 Accords with other parts of the Development Plan**

The policies proposed in this DPA are consistent with the format, content and structure of the Port Adelaide Enfield (City) Development Plan and Land Not Within A Council Area (Metropolitan) Development Plan.

### **5.3 Complements the policies in the Development Plans for adjoining areas**

The policies proposed in this DPA will not affect the Development Plans for adjoining areas (as described in Section 2.3 of this document).

### **5.4 Satisfies the requirements prescribed by the Development Regulations 2008**

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

## REFERENCES/BIBLIOGRAPHY

1. City of Port Adelaide Enfield, Draft Industry Zones Development Plan Amendment , June 2007 for Agency and Public Consultation
2. Bassett, Northern Lefevre Peninsula Master Planning Environmental Noise Planning Study August 2007
3. Defence SA, Northern Lefevre Peninsula Masterplan – Stage 2 – Final Report and Masterplan , December 2007
4. Defence SA, Northern Lefevre Peninsula Masterplan – Stage 2 - Issues & Opportunities Papers, 18 May 2007
5. Defence SA (formerly Port Adelaide Maritime Corporation) – Stage 1 – Masterplan
6. Defence SA, Techport Australia - Development Guidelines, November 2007
7. Environment Protection Authority, Guidelines for Separation Distances, August 2000 and draft Guidelines, July 2007
8. Government of South Australia, Light Industry (2) Zone – Commercial/Education Precinct Plan Amendment Report by the Minister, Approved 5 April 2007
9. Government of South Australia, Naval Sector Plan, 2004
10. Government of South Australia, South Australia's Strategic Plan, 2007
11. Government of South Australia, Techport Australia Boundary Review Plan Amendment Report by the Minister, Approved 25 October 2007
12. Office of Infrastructure Development, Strategic Infrastructure Plan for South Australia – Regional Overview 2005/06 to 2014/15, May 2005
13. Planning SA, City of Port Adelaide Enfield (City) Development Plan, South Australia, Consolidated 17 January 2008
14. Planning SA, Industrial Land Strategy for Metropolitan Adelaide, May 2007
15. Planning SA, Planning Strategy for Metropolitan Adelaide, December 2007
16. Government of South Australia, Adelaide and Mount Lofty Ranges Natural Resources Management Board, Creating a Sustainable Future – An Integrated Natural Resources Management Plan for the Adelaide and Mount Lofty Ranges Region, June 2008

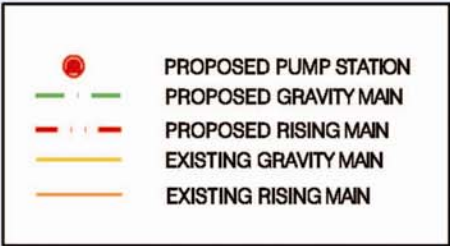


# **APPENDICES**

## **Infrastructure & Transport Proposals**



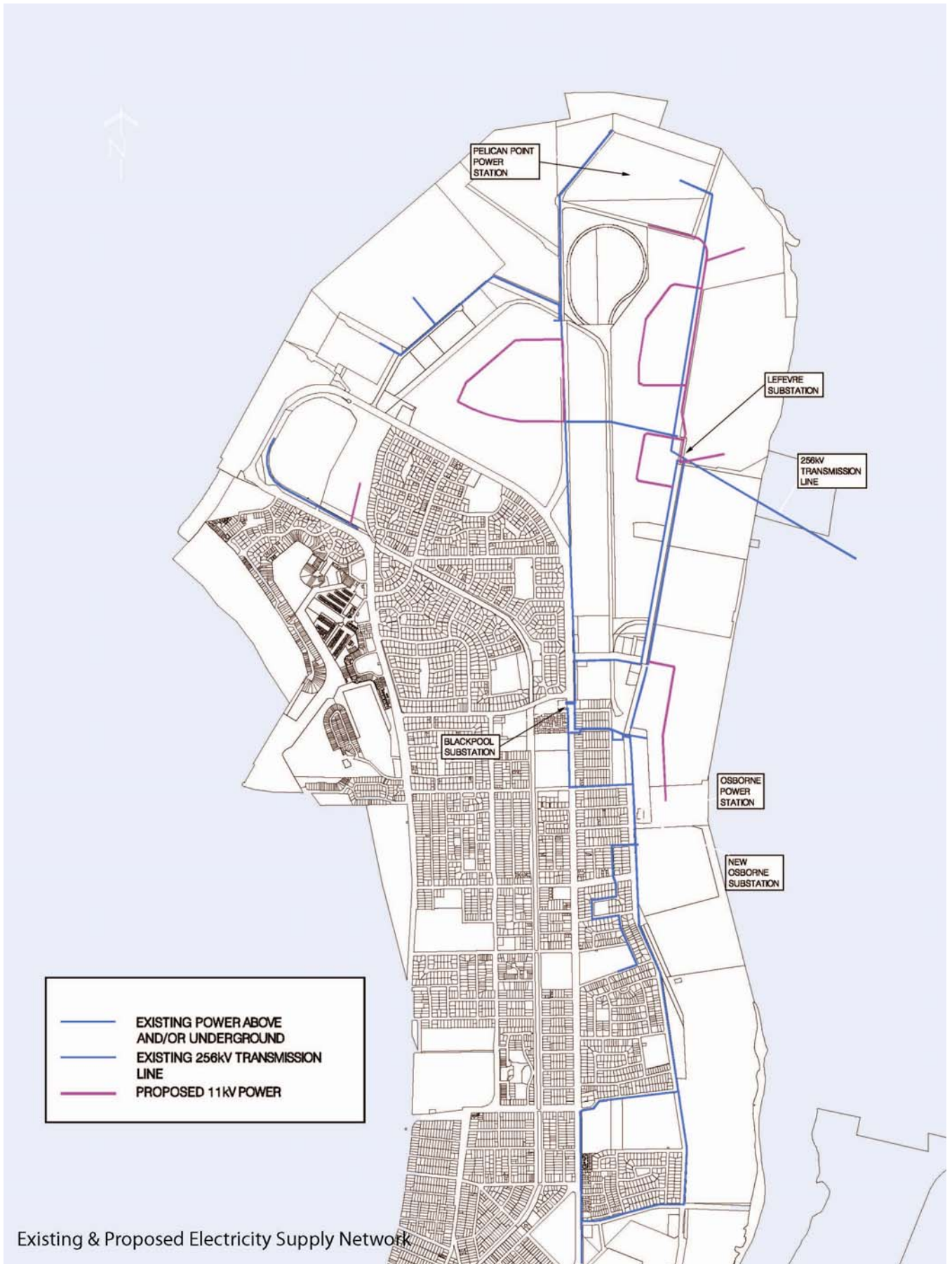


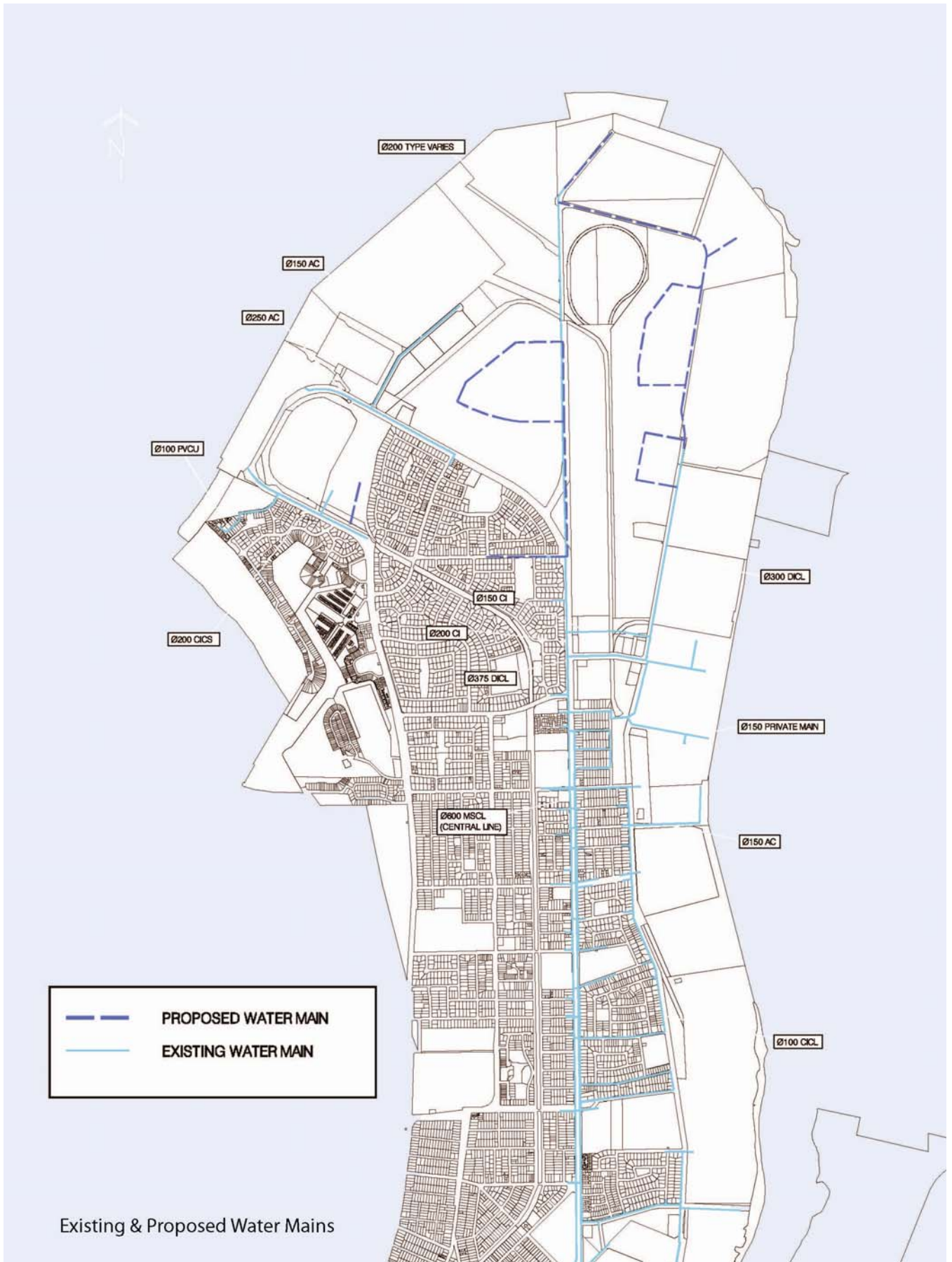


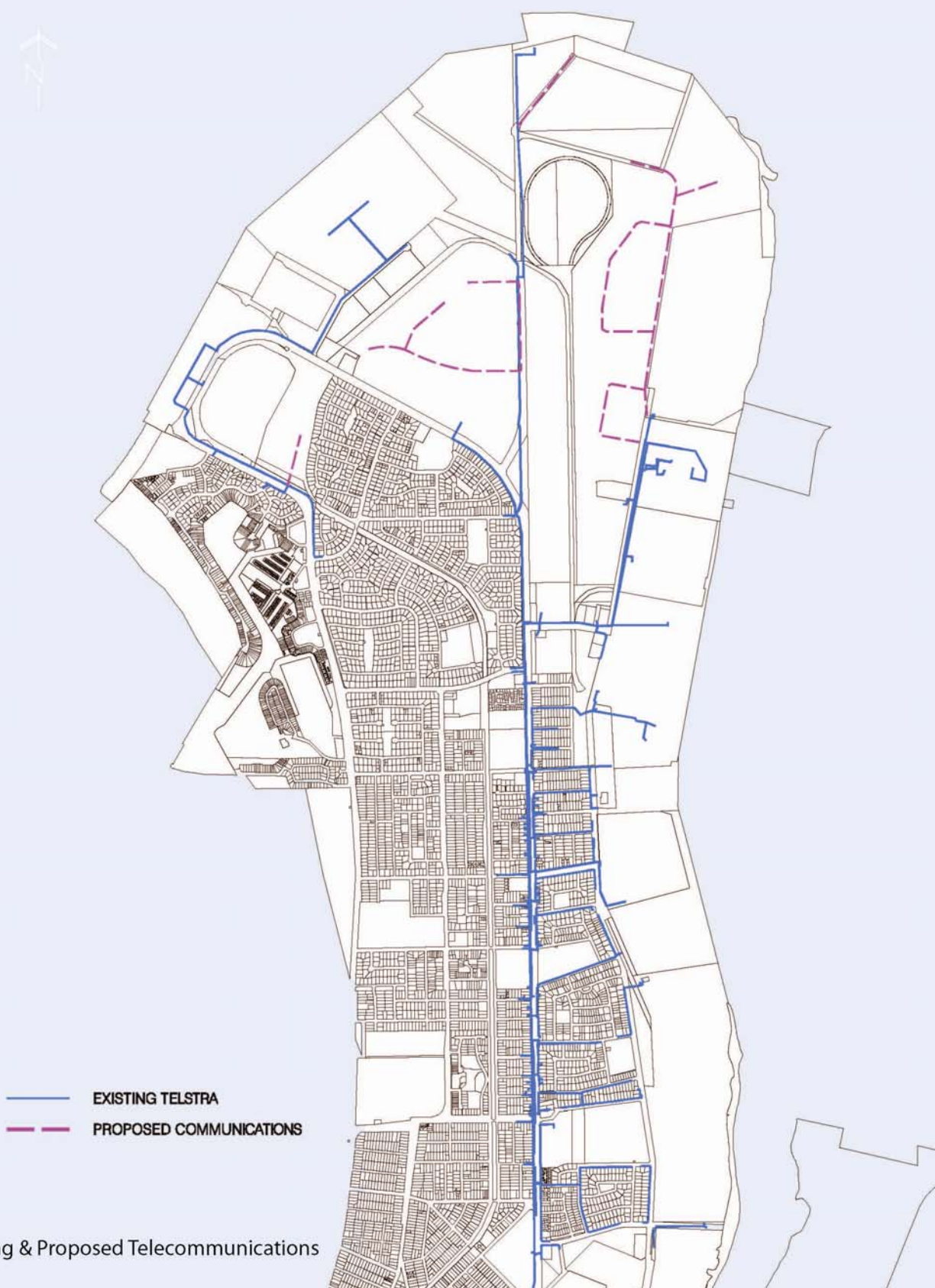
Existing & Proposed Sewer Network





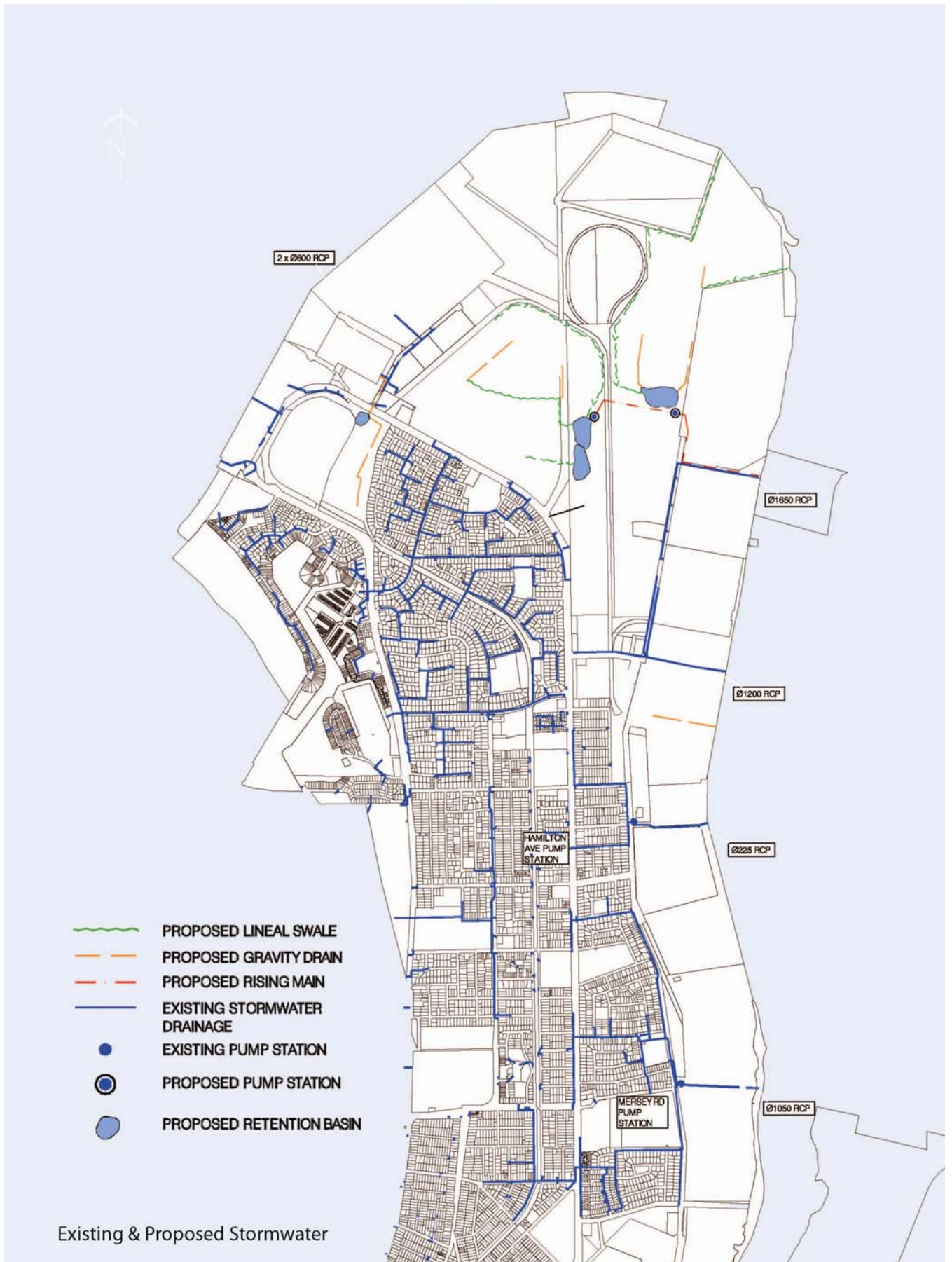






- EXISTING TELSTRA
- - - PROPOSED COMMUNICATIONS

Existing & Proposed Telecommunications







**Development Act 1993**

**Port Adelaide Enfield (City) Development Plan**

**Land Not Within a Council Area (Metropolitan)  
Development Plan**

**Northern Lefevre Peninsula Industry and Open  
Space Development Plan Amendment**

**Approval Development Plan Amendment**

**THE AMENDMENT**

**By the Minister**







# Development Act 1993

## Amendment Instructions Table – Development Plan Amendment

**Name of Local Government Area(s):**  
City of Port Adelaide Enfield

**Name of Development Plan(s):**  
Port Adelaide Enfield (City) Development Plan

**Name of DPA:**  
Northern Lefevre Peninsula Industry and Open Space Development Plan Amendment




















*The following amendment instructions (at the time of drafting) relate to the Port Adelaide Enfield (City) Development Plan consolidated on 26 February 2009. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.*

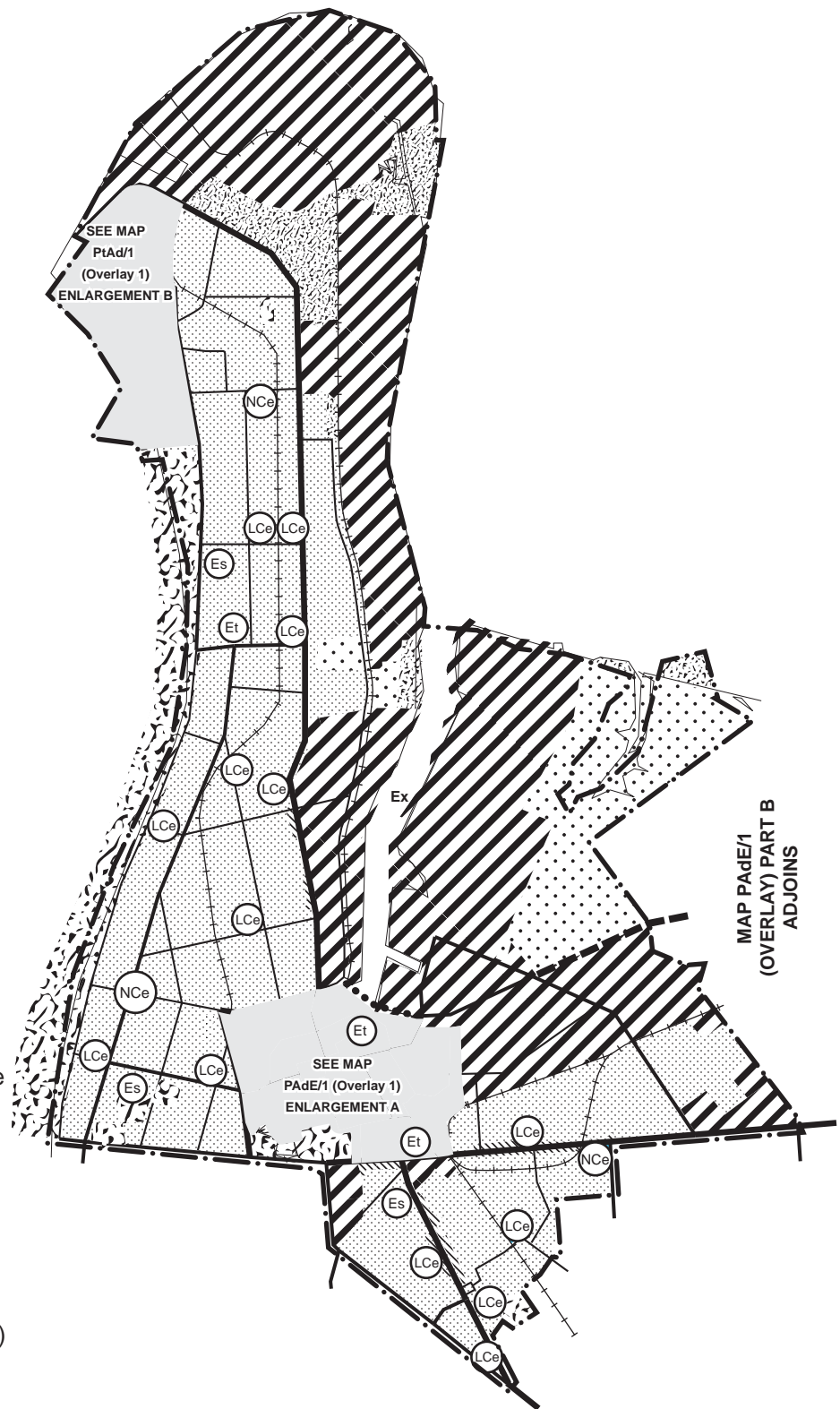
Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>REGIONAL OR METROPOLITAN PROVISIONS (including figures and illustrations contained in the text)</b>					
No amendments required					
<b>COUNCIL WIDE / GENERAL PROVISIONS (including figures and illustrations contained in the text)</b>					
No amendments required					
<b>ZONE AND/OR POLICY AREA PROVISIONS (including figures and illustrations contained in the text)</b>					
<b>LIGHT INDUSTRY (2) ZONE</b>					
1	INSERT	Introduction	INSERT the term '8,' immediately after '7,' in the first sentence of the introduction.	N	N

<b>DEFERRED URBAN ZONE</b>				
2	DELETE	Whole of Zone	DELETE the whole of the Deferred Urban Zone	N N N
<b>RECREATION (BUFFER) ZONE</b>				
3	DELETE	Whole of Zone	DELETE the whole of the Recreation (Buffer) Zone	N N N
<b>GENERAL INDUSTRY (2) ZONE</b>				
4	DELETE	PDC9(b)	DELETE the words "General or".	N N N
5	REPLACE	PDC9(b)	REPLACE the reference 'Map PAdE/44' with the reference 'Maps PAdE/44 and PAdE/75'.	N N N
<b>POLICY AREA 49: OSBORNE MARITIME</b>				
6	REPLACE	Introduction	REPLACE the reference 'Map PAdE/44' with the reference 'Maps PAdE/44 and PAdE/75' in the first sentence of the introduction.	N N N
<b>TABLES</b>				
No amendments required				
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps &amp; Policy Area Maps)</b>				
7	REPLACE	Structure Plan MAP PAdE/1 (Overlay 1) Part A, (Overlay 3), (Overlay 4), (Overlay 5), (Overlay 6) and (Overlay 8) PART A.	REPLACE with ATTACHMENT A	N N N
8	REPLACE	MAP PAdE/3, 4, 6 and 8	REPLACE with ATTACHMENT B	N N N

# **Attachment A**

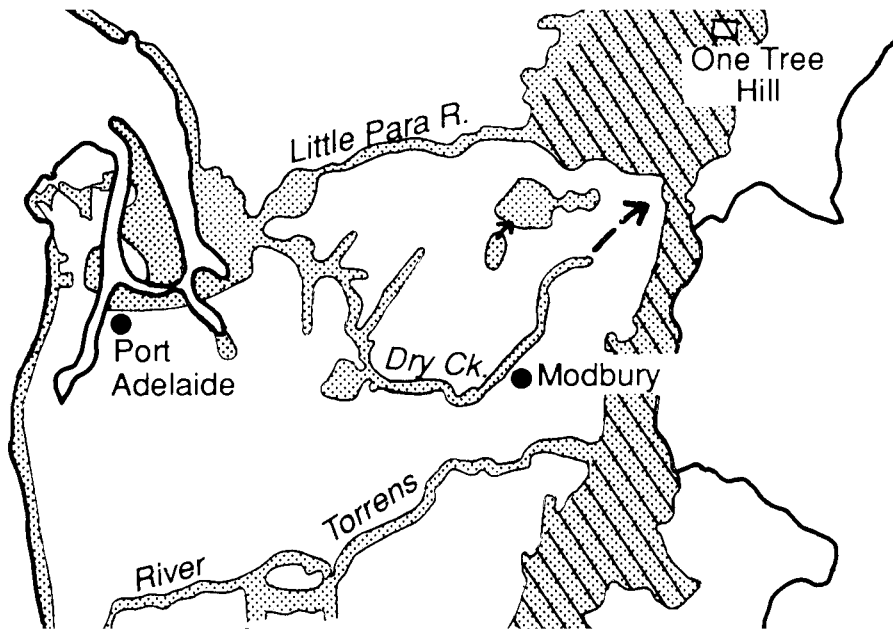


-  Living
-  Deferred Urban
-  Neighbourhood Centre
-  Local Centre
-  Commercial
-  Business
-  Industry
-  MOSS
-  Education (Secondary)
-  Education (Tertiary)
-  Open Space
-  Excluded
-  Primary Arterial Road
-  Secondary Arterial Road
-  Collector Road
-  Proposed Controlled Access Arterial Road
-  Possible Road/Rail Corridor
-  Existing Railway
-  Development Plan Boundary






MAP PAGE/1  
(OVERLAY) PART B  
ADJOINS

# PORT ADELAIDE ENFIELD (CITY) STRUCTURE PLAN MAP PADE/1 (Overlay 1) PART A

























NOTE: This Map is indicative only. The State Government and Councils will undertake studies of each area resulting in detailed zoning maps to designate the boundary of MOSS and the policies relating to various areas (The inclusion of private land in MOSS does not indicate an intention to purchase that land).

-  Metropolitan Open Space System
-  Metropolitan Open Space System / Hills Face Zone
-  Metropolitan Open Space System - Proposed



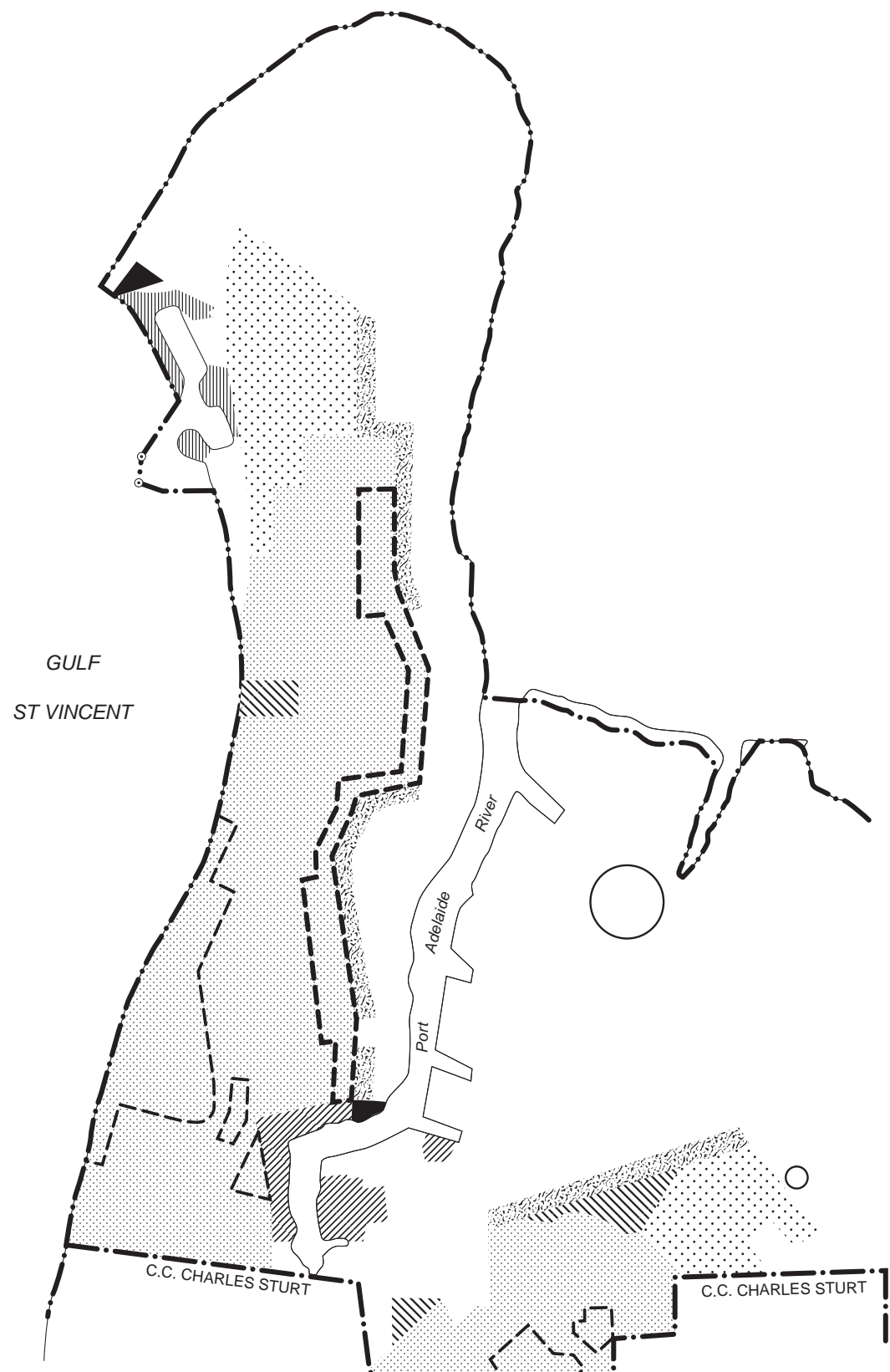
Kilometres 5 10 15 20

## PORT ADELAIDE (CITY) METROPOLITAN OPEN SPACE SYSTEM MAP PtAd/1 (Overlay 3)

-  MFP Urban Development (including Parklands, Fields and Forests)
-  Future Urban Development
-  Open Space / Recreation / Mangrove Retreat
-  Conservation Area
-  Landscape / Buffers
-  Power Station
-  Quarantine Station
-  Railway Corridor
-  Proposed Railway Corridor
-  Arterial Road
-  Proposed Arterial Road
-  Possible Road / Rail Corridor
-  Collector Road
-  Proposed Collector Road
-  Possible Collector Road
-  Walking and Cycle Path System
-  Road Access Point
-  Lake System
-  Stormwater Retention
-  Industry Hazard / Air Quality Restriction on Urban Development
-  Inlet / Outlet
-  Thematic Axes - Viewlines / Vistas



**PORT ADELAIDE  
ENFIELD (CITY)  
ADELAIDE PLAN MAP  
MAP PAde/1  
(Overlay 4)**

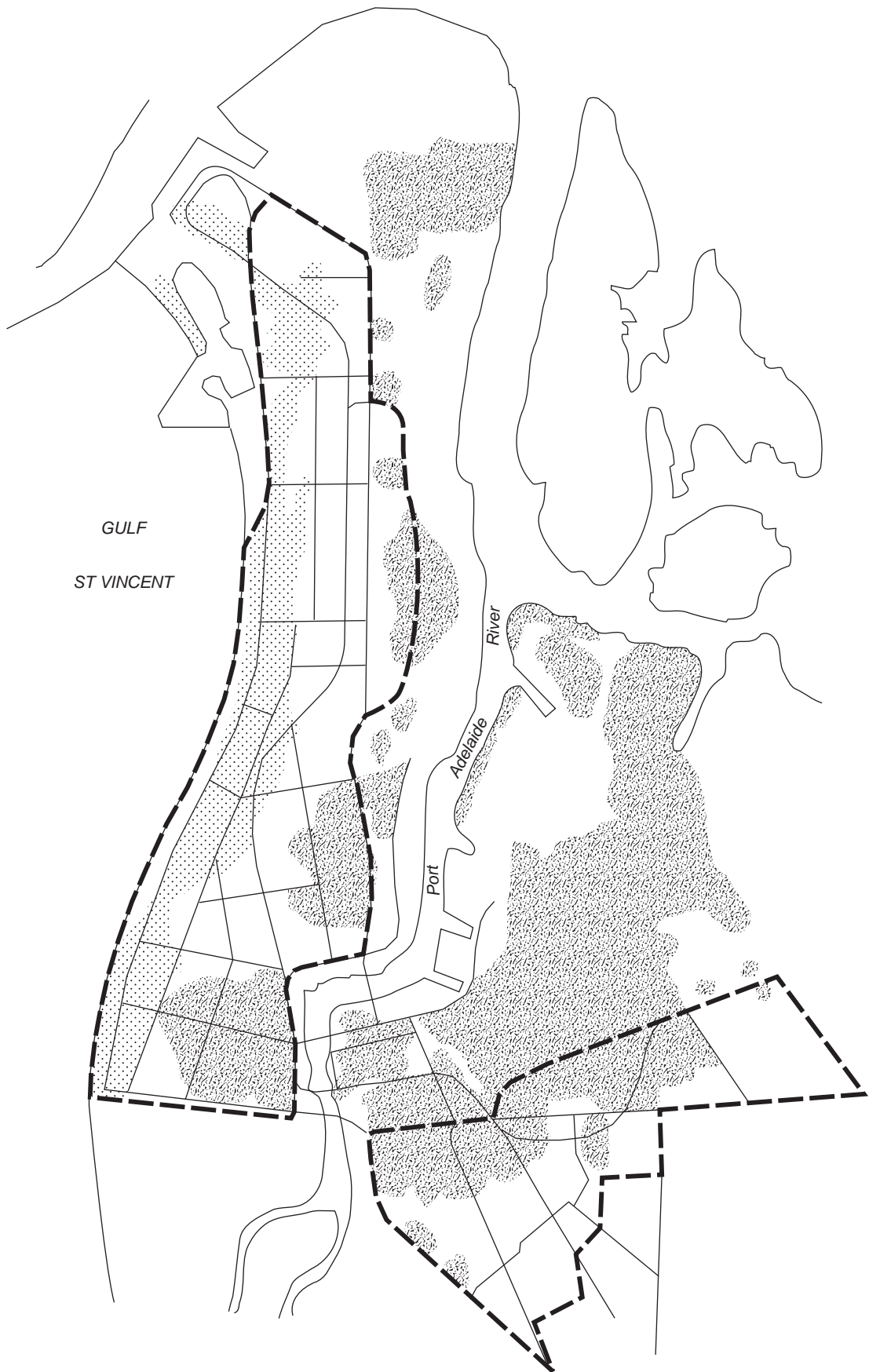


-  Deferred Development
-  Minor Infill Residential
-  Infill Residential
-  Residential Development
-  North Haven Marina Residential Area
-  Port Adelaide Centre Residential Area
-  Heritage/Special Character Area
-  Industry Hazard Area
-  Proposed Industrial / Residential Buffer
-  Possible Future Residential and other development
-  Local Government Area Boundary



**PORT ADELAIDE ENFIELD (CITY)  
RESIDENTIAL AREA  
STRUCTURE PLAN  
MAP PAde/1 (Overlay 5)**









GULF  
ST VINCENT

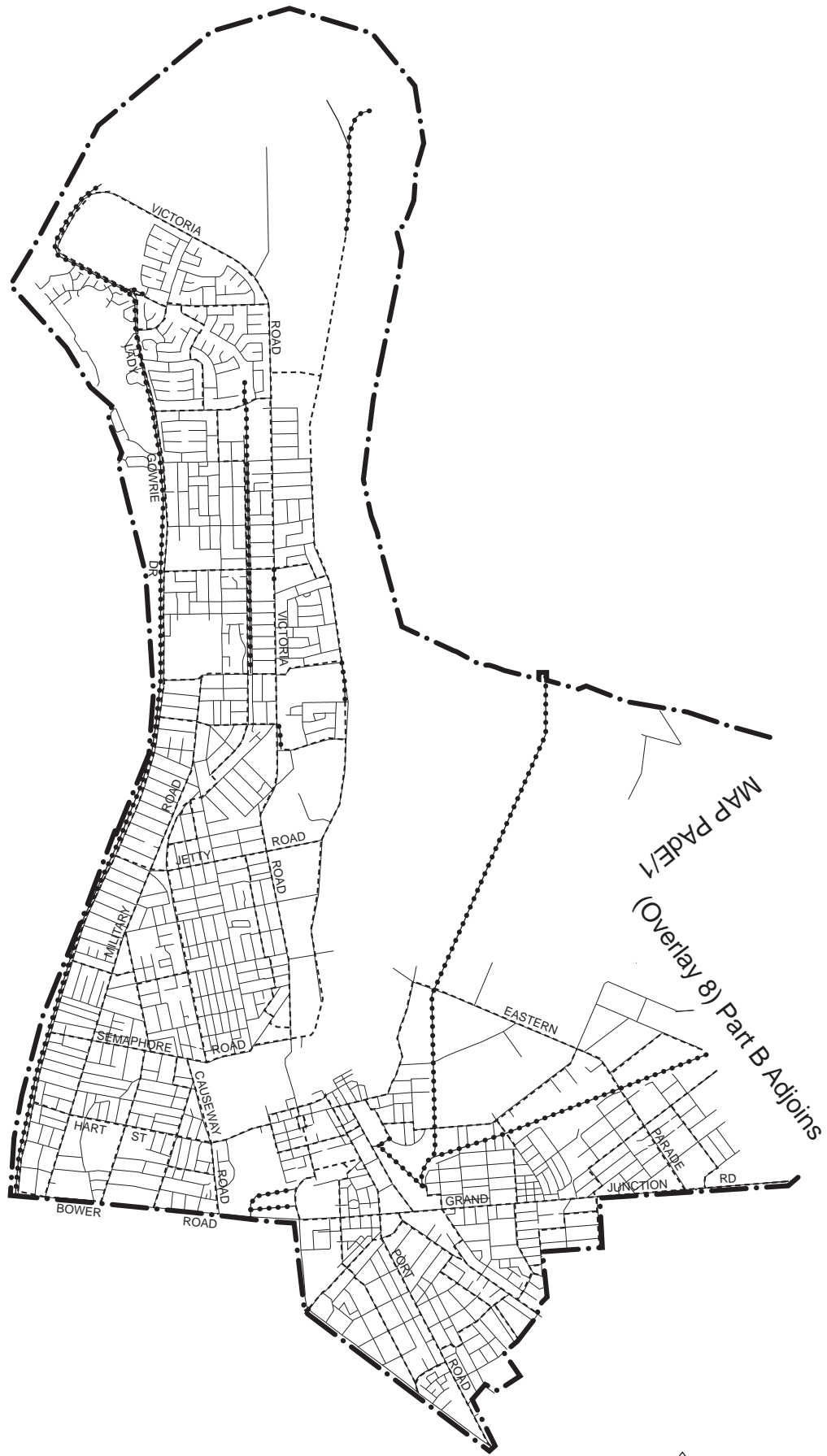
Port  
Adelaide  
River



0kilometres 1 2 3

-  Areas Below 2m A.H.D.
-  Areas Above 4m A.H.D.
-  Road Network
-  Residential Study Area

**PORT ADELAIDE ENFIELD (CITY)  
LOW LYING AREAS  
MAP PAdE/1 (Overlay 6)**



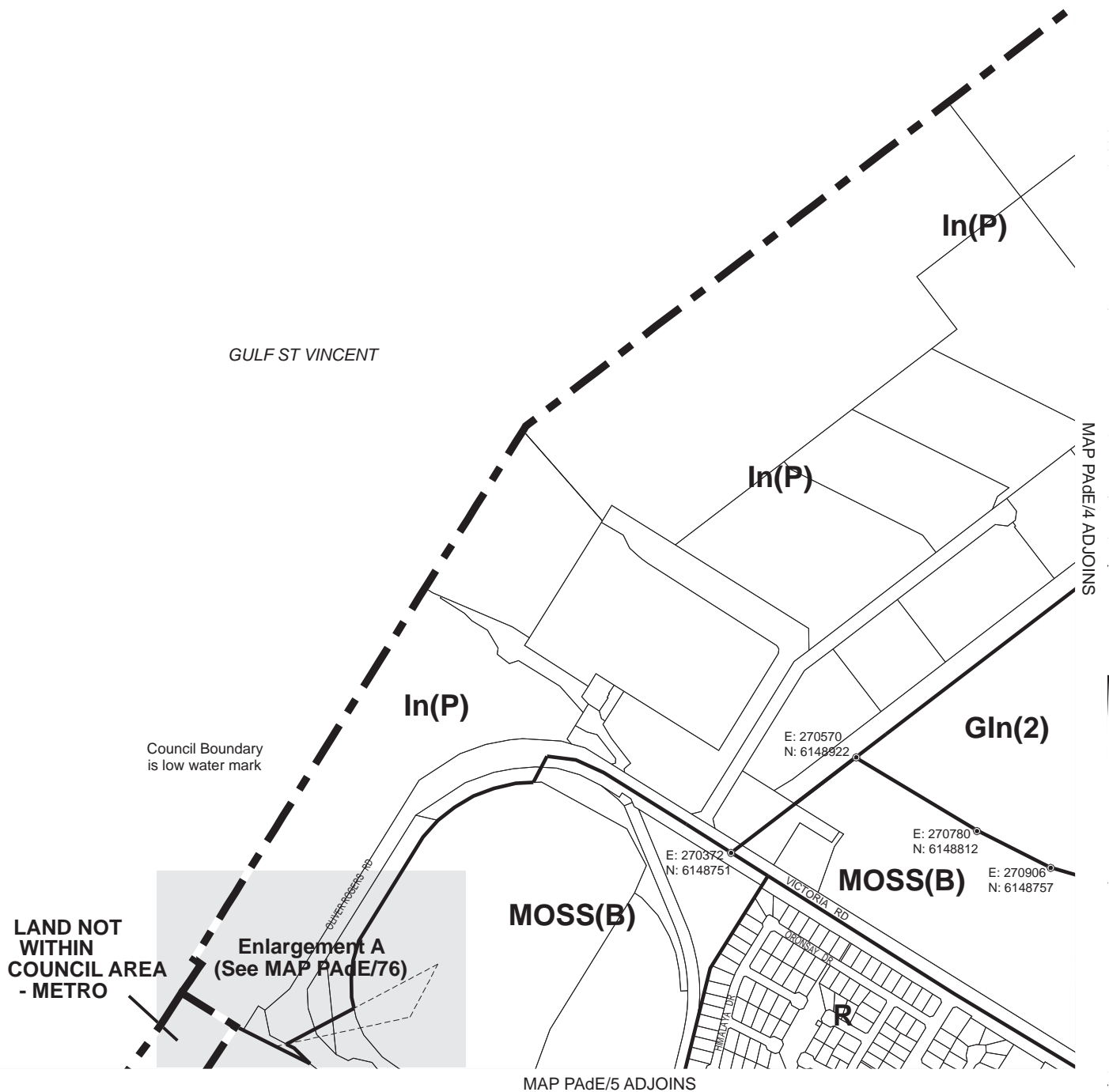
- Bicycle Route – On Road
- ..... Bicycle Route – Off Road
- Street
- Development Plan Boundary

**PORT ADELAIDE ENFIELD (CITY)  
BICYCLE NETWORK  
MAP PAdE/1 (Overlay 8) PART A**



# **Attachment B**





Coordinates are shown in UTM MGA Zone 54

**NOTE : For Policy Areas See MAP PAde/42**

**In(P)** Industry (Port)  
**GIn(2)** General Industry (2)  
**MOSS(B)** Metropolitan Open Space System (Buffer)  
**R** Residential

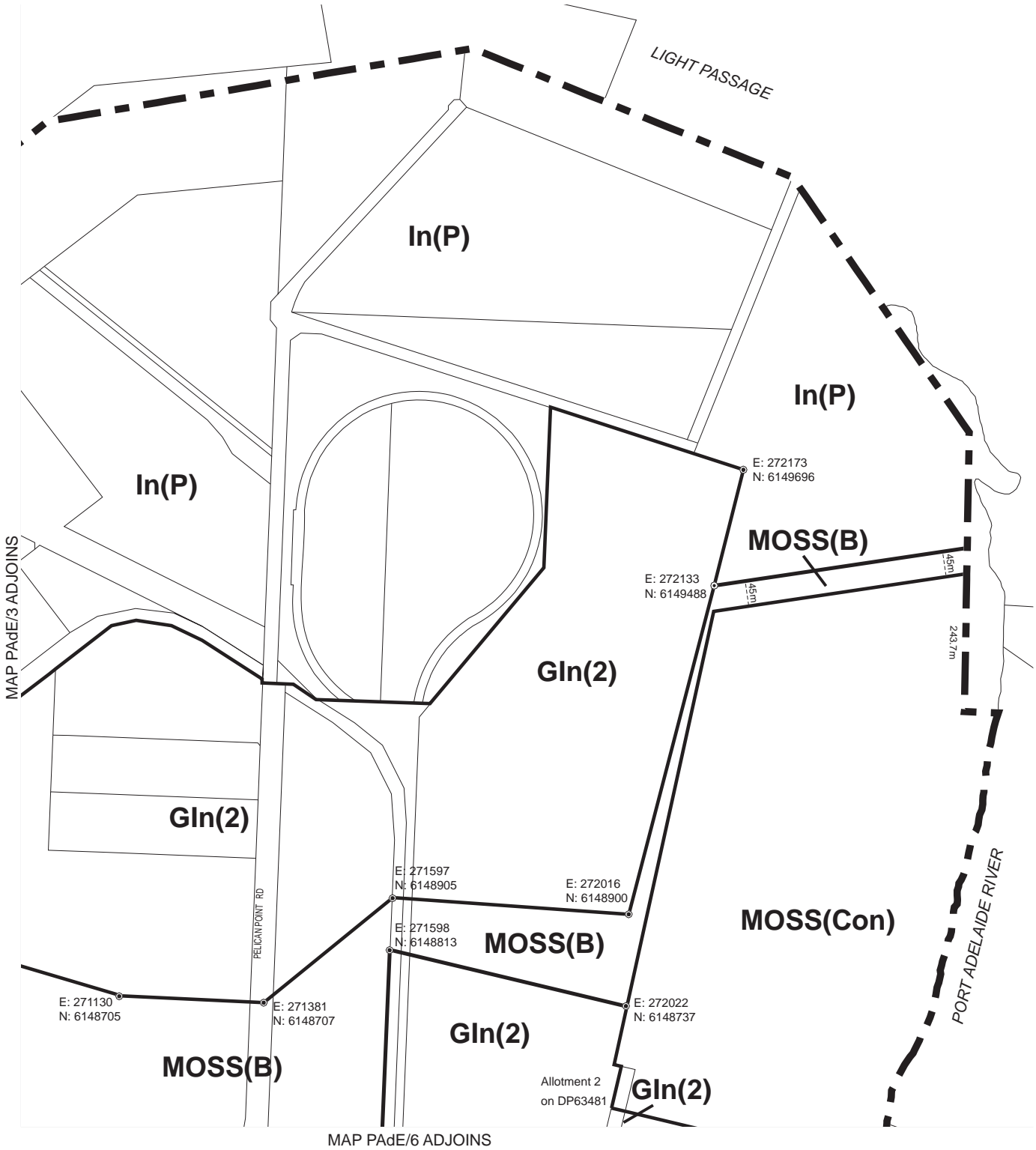


Scale 1:10000



# PORT ADELAIDE ENFIELD (CITY) ZONES MAP PAde/3

— Zone Boundary  
 - - - Development Plan Boundary



Coordinates are shown in UTM MGA Zone 54

**NOTE : For Policy Areas See MAP PAde/75**

- Gln(2)** General Industry (2)
- In(P)** Industry (Port)
- MOSS(B)** Metropolitan Open Space System (Buffer)
- MOSS(Con)** Metropolitan Open Space System (Conservation)

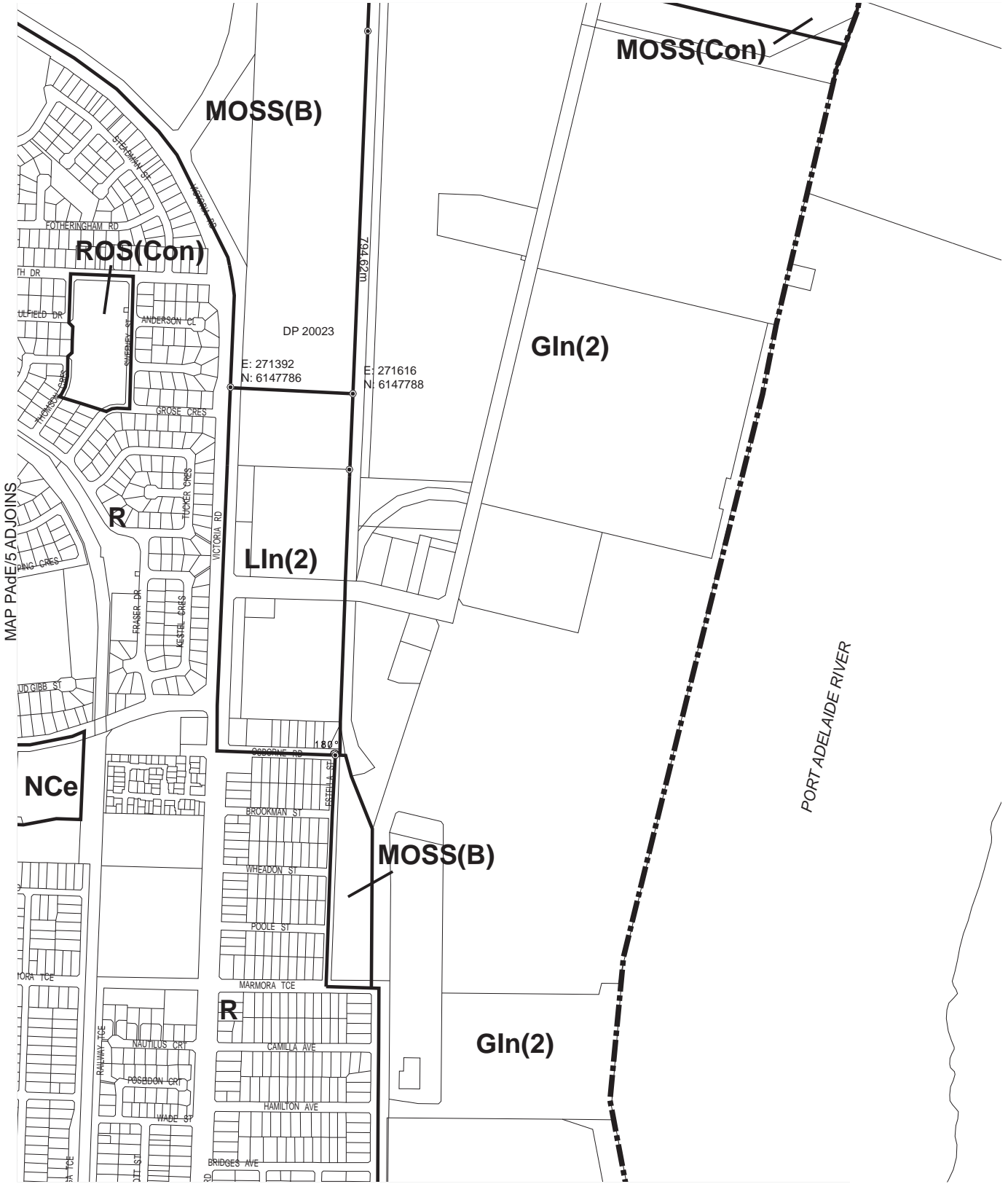


Scale 1:10000



# PORT ADELAIDE ENFIELD (CITY) ZONES MAP PAde/4

- Zone Boundary
- Development Plan Boundary



MAP PAde/5 ADJOINS

MAP PAde/7 ADJOINS

MAP PAde/8 ADJOINS

Coordinates are shown in UTM MGA Zone 54

**NOTE : For Policy Areas See MAP PAde/44 and 75**

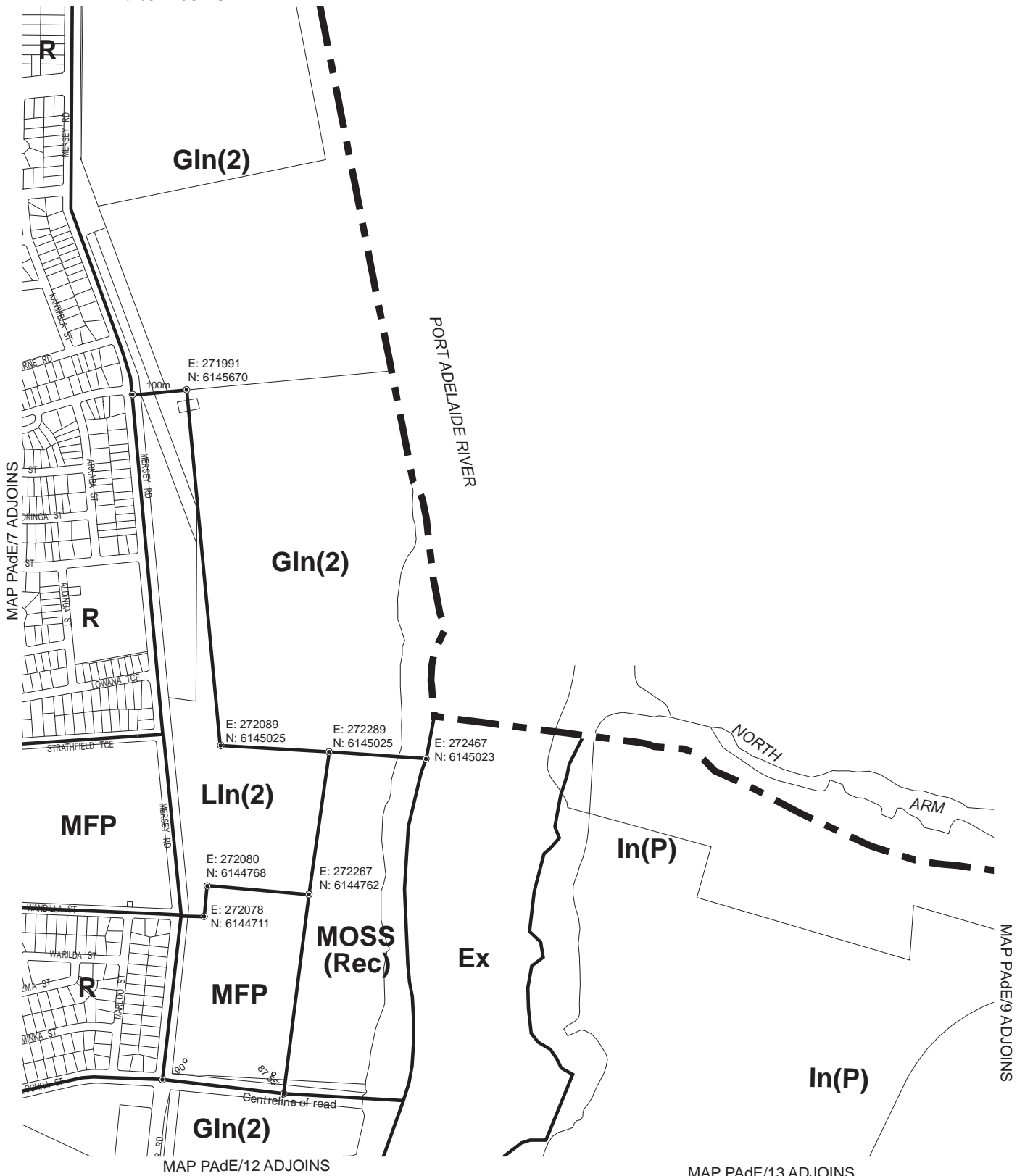
<b>Gln(2)</b>	General Industry (2)
<b>LIn(2)</b>	Light Industry (2)
<b>MOSS(B)</b>	Metropolitan Open Space System (Buffer)
<b>MOSS(Con)</b>	Metropolitan Open Space System (Conservation)
<b>NCe</b>	Neighbourhood Centre
<b>R</b>	Residential
<b>ROS(Con)</b>	Regional Open Space (Conservation)

Scale 1:10000



# PORT ADELAIDE ENFIELD (CITY) ZONES MAP PAde/6

— Zone Boundary  
 - - - Development Plan Boundary



Coordinates are shown in UTM MGA Zone 54

**NOTE : For Policy Areas See MAP PAde/46**

<b>Ex</b>	Excluded
<b>Gln(2)</b>	General Industry (2)
<b>LIn(2)</b>	Light Industry (2)
<b>In(P)</b>	Industry (Port)
<b>MFP</b>	Multi-function Polis
<b>MOSS(Rec)</b>	Metropolitan Open Space System (Recreation)
<b>R</b>	Residential

MAP PAde/13 ADJOINS



# PORT ADELAIDE ENFIELD (CITY) ZONES MAP PAde/8

— Zone Boundary  
- - - Development Plan Boundary





# Development Act 1993

## Amendment Instructions Table – Development Plan Amendment

**Name of Local Government Area(s):**  
Out of Council

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

**Name of DPA:**  
Northern Lefevre Peninsula Industry and Open Space Development Plan Amendment

*The following amendment instructions (at the time of drafting) relate to the Land Not Within a Council Area (Metropolitan) Development Plan consolidated on 1 November 2007. Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.*

Amendment Instruction Number	Method of Change	Detail what material 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.
<b>REGIONAL OR METROPOLITAN PROVISIONS</b> (including figures and illustrations contained in the text)					
No amendments required.					
<b>COUNCIL WIDE / GENERAL PROVISIONS</b> (including figures and illustrations contained in the text)					
No amendments required.					
<b>ZONE AND/OR POLICY AREA PROVISIONS</b> (including figures and illustrations contained in the text)					
<b>MOSS (CONSERVATION) ZONE</b>					
1	INSERT	PDC 6(c)	INSERT the words 'Port Adelaide River,' immediately before the words 'Barker Inlet'	N	N

2	DELETE	PDC 6(d)		DELETE the word 'and' at the end of PDC 6(d)	N	N
3	INSERT	PDC 6(e)		INSERT the words 'Mutton Cove,' immediately before the words 'North Arm' where it first appears in the PDC. INSERT the word '; and' at the end of PDC 6(e). INSERT the following immediately after existing PDC 6(e): (f) the establishment of a buffer strip and landscaped swale for stormwater along the northern edge of Mutton Cove.	N	N
4	INSERT	New PDC 6(f)			N	N
<b>NEW ZONE – INDUSTRY (PORT) ZONE</b>						
5	INSERT	New Industry (Port) Zone		INSERT ATTACHMENT A immediately after the Coastal 2 Zone.	N	N
<b>TABLES</b>						
No amendments required						
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps &amp; Policy Area Maps)</b>						
6	REPLACE	MAP LNWCA (MA)/2 and 3		REPLACE with ATTACHMENT B	N	N
7	RENUMBER	MAP LNWCA (MA)/3, 4 and 5		RENUMBER existing MAP LNWCA (MA)/3 to /4 RENUMBER existing MAP LNWCA (MA)/4 to /5 RENUMBER existing MAP LNWCA (MA)/5 to /6	Y	Y
					Y	Y

# **Attachment A**



# INDUSTRY (PORT) ZONE

## Introduction

The objectives, proposals and principles of development control that follow apply in the Industry (Port) Zone shown on Map LNWCA(MA)/3. They are additional to those expressed for the whole of the area.

## OBJECTIVES

### Form of Development

- Objective 1:** A zone comprising land for the long-term growth of the port and accommodating activities dependent on a port-side location.
- Objective 2:** The selective use of land in a manner commensurate with the strategic and economic State significance of the zone for the handling of export and import commodities.
- Objective 3:** Land with direct water frontage being developed to accommodate only those activities which rely upon that water frontage.

The waterfront land encompassing Outer Harbor, the northern portion of the Lefevre Peninsula and the northern portion of the Port River north of Inner Harbor East is to accommodate immediate and long-term port activities. It is important that development within the zone, and particularly on that land with direct water frontage, should not adversely affect the ongoing strategic and economic function and role of the port as the States major import/export/transshipment facility. Accordingly, port related activities which do not require a direct water frontage should be sited in the inland portions of the zone.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Industry (Port) Zone should be, primarily, activities dependent on a port-side location.
- 2 Only those activities which require direct frontage to the water should be located on the water fronting portions of the zone. These activities are limited to those functions of the port involving waterborne vessels and/or the movement of products or items from the water to the land and vice versa and may include: gantry and loading structures; wharf facilities and berthing operations; harbour installations and navigational aids.
- 3 Port activities which require location immediately adjacent the activities detailed in principle 2 include:

Transshipment Facilities  
Customs Operations  
Intermodal Cargo Transfer Facilities  
Container Terminals  
Bunker Facilities

Cargo Handling Facilities

Storage Areas used for the temporary holding of port cargo

Ship Repair Facilities

Offices associated with port activities where the office is ancillary to the port activity

- 4 Port related activities which should be sited inland include those activities which are engaged in the transporting, processing, making, storing or handling of products or items to be, or which have been, transported by ship.
- 5 Development adjoining the waterfront should incorporate, where possible, formal landscape plantings such as lawns and large trees to screen unsightly storage areas otherwise open to public view and enhance the appearance of the development and the waterfront and provide an amenity for employees on the site.
- 6 Buildings and structures should be constructed of good quality materials and maintained in good repair and condition.
- 7 Outdoor storage and/or work areas should be screened from public view.
- 8 Development should not pollute the water of Port Adelaide River.
- 9 Special industry should be located, designed and developed such that the industry present no danger to adjoining industry or any detrimental impact on nearby residential development or public open space.
- 10 The extent of port related activities and other industrial activities should not jeopardise the attainment of the objectives of the zone.
- 11 The following kinds of development are complying in the Industry (Port) Zone:

Berthing Operation

Coastguard Station

Fire Station

Gantry and Loading Structures

Harbour Installation

Navigational Aid

Telecommunication towers, masts and monopoles (where the proposed development is located greater than 30 metres from a Residential Zone)

Telecommunications Antennae

Wharf Facilities

- 12 The following kinds of development are non-complying in the Industry (Port) Zone:

Abattoir

Agriculture

Amusement Machine Centre

Amusement Park

Auction Room

Billiard Saloon

Boarding House

Bowling alley

Builder's Yard

Bus Depot  
 Caravan Park  
 Cemetery  
 Concert Hall  
 Consulting Room  
 Crematorium  
 Dance Hall  
 Detached Dwelling  
 Dog Track  
 Drive-in Theatre  
 Exhibition Hall  
 Fun Fair  
 Golf Driving Range  
 Junk Yard  
 Landfill that constitutes waste disposal requirement to be licensed as a waste depot under the Environment Protection Act 1993  
 Motel  
 Motor Race Track  
 Motor Showroom  
 Multiple Dwelling  
 Prescribed Mining Operations  
 Primary School  
 Private Hotel  
 Racecourse  
 Residential Club  
 Group Dwelling  
 Intensive Animal Keeping  
 Residential Flat Building  
 Row Dwelling  
 Semi-detached Dwelling  
 Shop or group or shops with a gross leasable area of greater than 250 square metres  
 Show Ground  
 Skating Rink  
 Stadium  
 Stock Salesyard  
 Telecommunication towers, masts and monopoles located within (or within 100 metres of) a Heritage Conservation or State Heritage Policy Area, or within 100 metres of a State or Local Heritage Listed Item  
 Theatre  
 Used Car Lot  
 Welfare Institution

### **Public Notification Categories**

- 13** The following kinds of development are assigned to Category 1 in the Industry (Port) Zone:

Bunker Facility  
 Cargo Handling Facilities  
 Container Terminals  
 Customs Operations  
 Harbor Installations  
 Intermodal Cargo Transfer Facilities  
 Navigational Aids

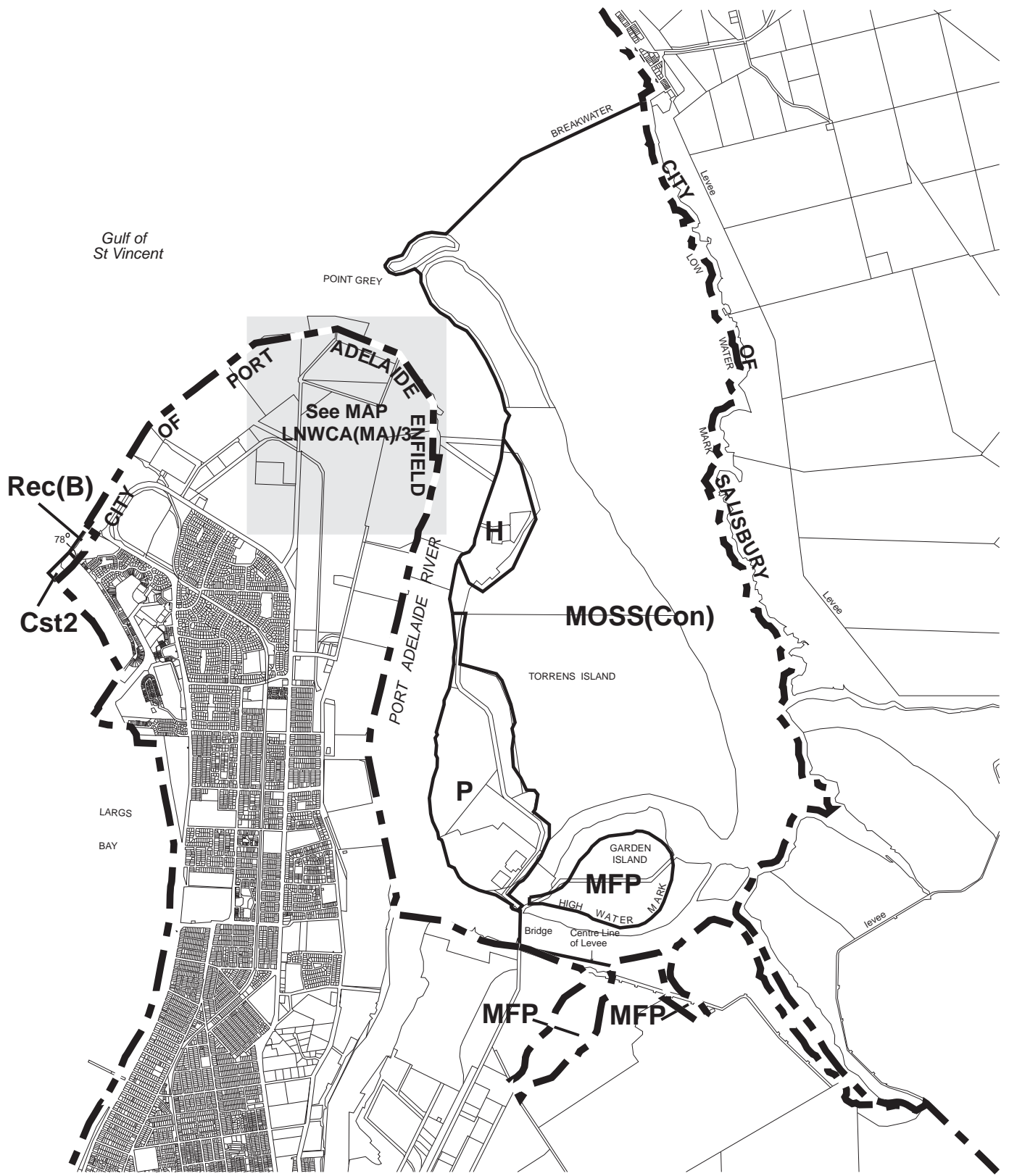
Offices associated with port activities where the office is ancillary to the port activity  
Ship Repair Facility  
Storage Area used for the temporary holding of port cargo  
Telecommunication towers, masts and monopoles (where the proposed development is located greater than 30 metres from a Residential Zone)  
Telecommunications Antennae  
Transshipment Facilities

- 14** All kinds of development, except those designated as Category 1 or non-complying, are assigned to Category 2 in the Industry (Port) Zone.



# **Attachment B**





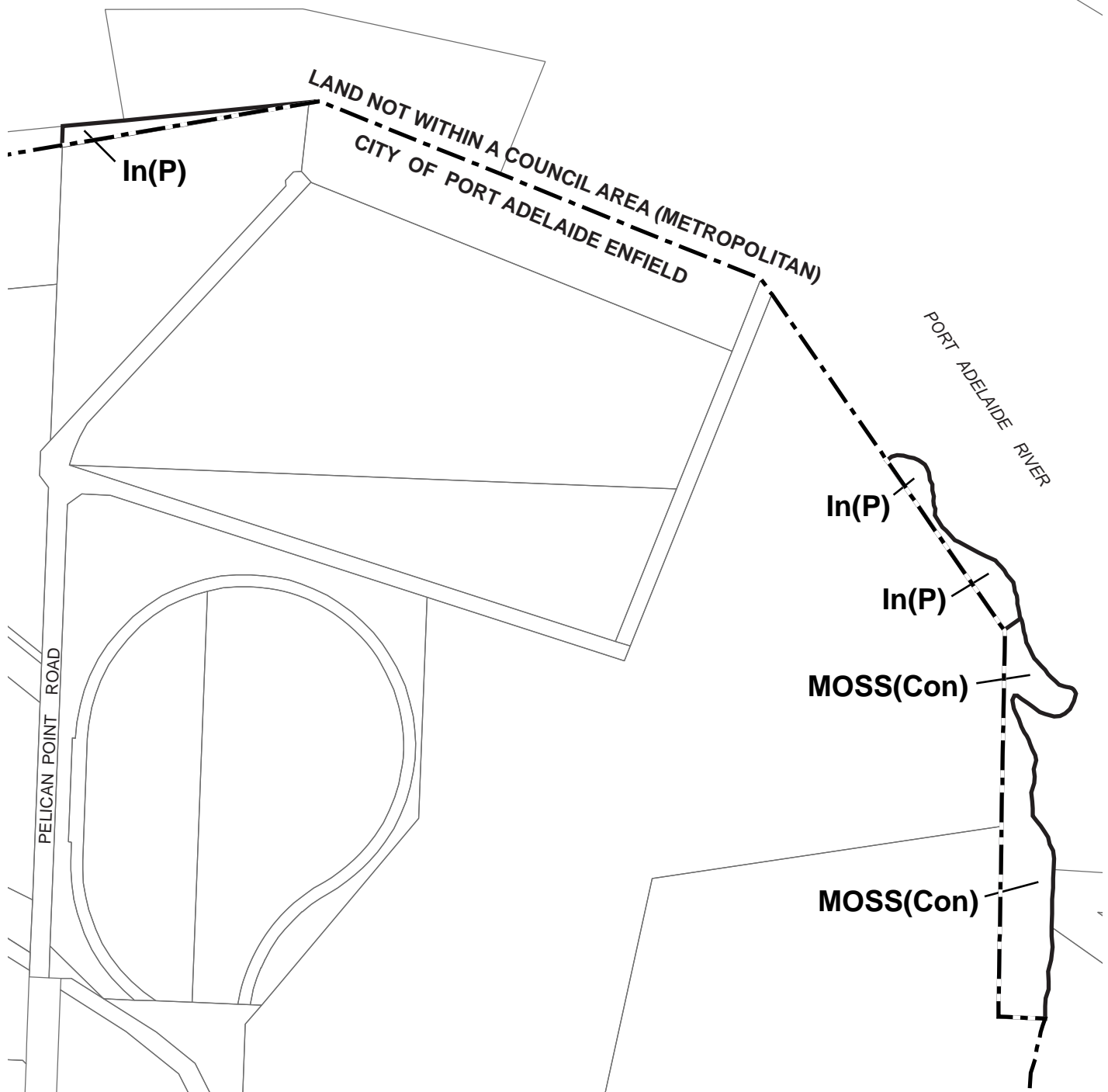
**NOTE: For Policy Areas See MAP LNWCA(MA)/6**

- Cst2** Coastal 2
- H** Public Purpose (Quarantine Station)
- MFP** Multi-function Polis
- MOSS(Con)** Metropolitan Open Space System (Conservation)
- P** Public Purpose (Power Station)
- Rec(B)** Recreation (Buffer)

-  Zone Boundary
-  Development Plan Boundary



**LAND NOT WITHIN A COUNCIL AREA  
(METROPOLITAN)  
ZONES  
MAP LNWCA(MA)/2**



**In(P)** Industry (Port)  
**MOSS(Con)** Metropolitan Open Space System (Conservation)

— Zone Boundary  
 - - - Development Plan Boundary

**LAND NOT WITHIN A COUNCIL AREA  
 (METROPOLITAN)  
 ZONES  
 MAP LNWCA(MA)/3**