



## **AGENDA**

**FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON**

**22 JANUARY 2018 AT 6:30 PM**

**IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY**

### **MEMBERS**

Cr D Pilkington (Chairman)  
Mayor G Aldridge  
Cr D Balaza  
Cr S Bedford  
Cr B Brug  
Cr D Bryant  
Cr C Buchanan  
Cr G Caruso  
Cr L Caruso  
Cr E Gill  
Cr R Cook  
Cr S Reardon  
Cr D Proleta  
Cr G Reynolds  
Cr S White  
Cr J Woodman (Deputy Chairman)  
Cr R Zahra

### **REQUIRED STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
General Manager City Infrastructure, Mr M van der Pennen  
General Manager Community Development, Ms P Webb  
Manager Communications and Customer Relations, Mr M Bennington  
Team Leader Corporate Communications, Mr C Treloar  
Governance Support Officer, Ms K Boyd  
Manager Governance, Mr M Petrovski

### **APOLOGIES**

An apology has been received from Cr D Pilkington.

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**LEAVE OF ABSENCE**

**PRESENTATION OF MINUTES**

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 11 December 2017.

Presentation of the Minutes of the Confidential Policy and Planning Committee Meeting held on 11 December 2017.

**REPORTS**

*Administration*

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*Community Development*

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*Urban Development*

1.3.1 Update on Rural (Aircraft Noise) Direk Industry and Residential Interface  
Development Plan Amendment..... 35

**OTHER BUSINESS**

**CLOSE**



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN THE  
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

**11 DECEMBER 2017**

**MEMBERS PRESENT**

Cr D Pilkington (Chairman)  
Mayor G Aldridge  
Cr D Balaza  
Cr S Bedford  
Cr B Brug  
Cr D Bryant  
Cr C Buchanan  
Cr G Caruso  
Cr L Caruso  
Cr E Gill  
Cr R Cook  
Cr S Reardon  
Cr G Reynolds  
Cr S White  
Cr J Woodman (Deputy Chairman)  
Cr R Zahra

**STAFF**

Chief Executive Officer, Mr J Harry  
General Manager Business Excellence, Mr C Mansueto  
General Manager City Development, Mr T Sutcliffe  
General Manager City Infrastructure, Mr M van der Pennen  
General Manager Community Development, Ms P Webb  
Manager Communications and Customer Relations, Mr M Bennington  
Manager Governance, Mr M Petrovski  
Governance Support Officer, Ms K Boyd  
Manager Strategic Development Projects, Ms C Milton

The meeting commenced at 6:30 pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

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## **APOLOGIES**

An apology was received from Cr D Proleta.

## **LEAVE OF ABSENCE**

Nil

## **PRESENTATION OF MINUTES**

Moved Cr R Zahra  
Seconded Cr R Cook

The Minutes of the Policy and Planning Committee Meeting held on 20 November 2017, be taken and read as confirmed.

**CARRIED  
UNANIMOUSLY**

## **REPORTS**

### *Administration*

#### **1.0.1 Future Reports for the Policy and Planning Committee**

Moved Cr L Caruso  
Seconded Cr J Woodman

1. The information be received.

**CARRIED  
UNANIMOUSLY**

**1.0.2 Minutes of the Tourism and Visitor Sub Committee meeting held on Monday 4 December 2017**

**1.0.2-TVSC1 Historical Way Finding Signage**

Moved Mayor G Aldridge  
 Seconded Cr S Reardon

1. The information within this report be received and noted.
2. That in April 2018 the committee, in a workshop with staff, develop a list of sites to be investigated and considered for signage installation.
3. That staff investigate the sites/locations further prior to discussing with DPTI.
4. Upon the agreement with DPTI about the sites/locations that staff lodge an application for the signage as budget is made available for the manufacture, installation and ongoing maintenance, as part of the 2018/19 New Initiative Bid Process.

**FURTHER RECOMMENDATION that:**

A report on Local Heritage Signs be provided following the April 2018 workshop.

**CARRIED**

*Community Development*

**1.1.1 Minutes of the Youth Council Sub Committee meeting held on Tuesday 5 December 2017**

**1.1.1-YC1 Youth Council Project Teams Update**

Moved Cr S White  
 Seconded Cr R Zahra

1. That the information be received and noted.

**CARRIED  
 UNANIMOUSLY**

**1.1.1-YC2 Twelve25 Salisbury Youth Enterprise Centre - November Update**

Moved Cr S White  
 Seconded Cr R Zahra

1. That the information be received and noted.

**CARRIED  
 UNANIMOUSLY**

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*Cr L Caruso left the meeting at 6:34 pm.*

*Urban Development*

**1.3.1 Update on Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment**

*Cr G Caruso declared a perceived conflict of interest on the basis of a family member owning land in the area. Cr G Caruso left the meeting at 06:36 pm.*

*Cr L Caruso returned to the meeting at 6:37 pm.*

*Cr G Reynolds declared a perceived conflict of interest on the basis of his employment. Cr G Reynolds left the meeting at 06:38 pm.*

Moved Cr C Buchanan

Seconded Cr J Woodman

That the item be deferred for one month.

**CARRIED**  
**UNANIMOUSLY**

*Cr G Caruso returned to the meeting at 06:42 pm.*

*Cr G Reynolds returned to the meeting at 06:42 pm.*

### 1.3.2 Salisbury Community Hub - 50% Detailed Design Report

*Cr D Balaza declared a perceived conflict of interest on the basis of being a member of the Salisbury Business Association. Cr Balaza managed the conflict by remaining in the meeting because it is a substantial item, and voting in best interest of the community.*

Moved Cr G Caruso

Seconded Mayor G Aldridge

1. That the report be received, and the current status of the Salisbury City Centre Community Hub project be noted.
2. That the Salisbury Community Hub Detailed Design Drawings – HASSELL November 2017 provided as Attachment 3 Item No. 1.3.2, Policy and Planning Committee 11/12/2017) be endorsed.
3. The Chief Executive Officer be authorised to:
  - a. proceed to a select tender process for the Salisbury Community Hub on the basis of the endorsed plans provided as Attachment 3 Item No. 1.3.2, Policy and Planning Committee 11/12/2017 in accordance with the endorsed procurement strategy; and
  - b. execute a construction contract with the preferred Principal Contractor to proceed to construction of the Salisbury Community Hub project, subject to the final negotiated tender being within the total capital budget of \$43.82million.

*Cr C Buchanan sought leave of the meeting to speak for a further three minutes and leave was granted.*

*Cr C Buchanan sought leave of the meeting to speak for a second time for five minutes and leave was granted.*

**CARRIED**

*The majority of members present voted IN FAVOUR of the MOTION  
Cr D Balaza voted AGAINST the MOTION*

*A **DIVISION** was requested by Cr C Buchanan and the following members responded to the Chairman's call as having voted IN FAVOUR of the **MOTION**:*

*Mayor G Aldridge, Crs D Pilkington, D Bryant, G Caruso, L Caruso, E Gill, R Cook, S Reardon, G Reynolds, S White, J Woodman and R Zahra*

*The following members responded to the Chairman's call as having voted AGAINST the **MOTION**:*

*Crs D Balaza, S Bedford, B Brug and C Buchanan*

*The Chairman declared the MOTION was CARRIED*

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**OTHER BUSINESS**

Nil

**CONFIDENTIAL ITEMS****1.10.1 Salisbury Community Hub - Contractor Procurement and Pre-Tender Estimate**

Moved Cr J Woodman  
 Seconded Cr S Reardon

1. *Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
  - *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
  - *information the disclosure of which would, on balance, be contrary to the public interest.*
2. *In weighing up the factors related to disclosure,*
  - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
  - *Report contains information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom Council is conducting, or proposing to conduct, business, or to prejudice the commercial position of Council.*

*On that basis the public's interest is best served by not disclosing the **Salisbury Community Hub - Contractor Procurement and Pre-Tender Estimate** item and discussion at this point in time.*
3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, and Mr Stephen Knight of Rider Levett Bucknall, be excluded from attendance at the meeting for this Agenda Item.*

**CARRIED**

The meeting moved into confidence at 7:35 pm.

The meeting moved out of confidence at 8:10 pm.



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The meeting closed at 8:10 pm.

CHAIRMAN.....

DATE.....



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<b>ITEM</b>	1.0.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	22 January 2018
<b>HEADING</b>	Future Reports for the Policy and Planning Committee
<b>AUTHOR</b>	Michelle Woods, Projects Officer Governance, CEO and Governance
<b>CITY PLAN LINKS</b>	4.3 Have robust processes that support consistent service delivery and informed decision making.
<b>SUMMARY</b>	This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

**RECOMMENDATION**

1. The information be received.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

**2. CONSULTATION / COMMUNICATION**

- 2.1 Internal
  - 2.1.1 Report authors and General Managers.
- 2.2 External
  - 2.2.1 Nil.

### 3. REPORT

3.1 The following table outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution:

Meeting Item	Heading and Resolution	Officer
19/12/2016 1.3.1	<b>Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment update</b> 4. That a further report be provided to Council on the outcomes of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment public consultation process upon conclusion of the consultation period. <b>Due:</b> April 2018	Peter Jansen
19/12/2016 P&P-OB1	<b>RAAF AP-3C Tailfin for Purposes of Display</b> That staff prepare a report working with Salisbury RSL to obtain an AP-3C Tailfin from RAAF for purposes of display within the Salisbury Council area, potentially as part of the Salisbury Oval Precinct upgrade. <b>Due:</b> June 2018	Adam Trottman
27/03/2017 NOM2	<b>Community Street Art Program</b> As part of the City Pride Agenda, staff bring back a report exploring options for the commencement of a Community Street Art Program, with a view to installing locally created artwork by youth members of the community at various locations throughout the City including, but not limited to, smaller suburban shopping centres and Council facilities such as Community Centres and Recreation Centres. <b>Due:</b> January 2018 <b>Deferred to:</b> June 2018 <b>Reason:</b> Staff are continuing to undertake research in to the various models and costs for delivery based on other Council feedback, as well as identify suitable locations on Council properties and at private locations.	Ann-Marie Arthur
24/04/2017 1.3.2	<b>Privately Funded Development Plan Amendments Policy Review</b> 2. That a review of the Privately Funded Development Plan Amendment Policy be conducted when relevant details of the Planning Reforms under the Planning, Development and Infrastructure Act are known. <b>Due:</b> March 2018	Peter Jansen
24/04/2017 1.3.1	<b>Salisbury, Mawson Lakes and Ingle Farm Car Parking Review</b> Mawson Lakes Study Area: (ii) Subject to a further Council report a trial of electronic parking controls in Euston Walk and Metro Parade to assist in utilisation and turnover of parking spaces adjacent the Mawson Lakes interchange. <b>Due:</b> March 2018	Peter Jansen

24/04/2017	<b>Salisbury, Mawson Lakes and Ingle Farm Car Parking Review</b>	Peter Jansen
1.3.1	Salisbury City Centre Study Area: (d) Retain the current exemption from car park contribution for small business with a further review in two years.	
<b>Due:</b>	June 2019	
24/07/2017	<b>Recreational Vehicle Sites in the City of Salisbury</b>	Dylan Grieve
1.0.2- TVSC2	1. That Pioneer Park is endorsed for further investigation as a location for a Recreational Vehicle (RV) site in proximity to the Salisbury City Centre. 2. That investigations be undertaken to identify the cost of installing and maintaining signage and infrastructure to comply with the requirements of the RV Friendly Destination program, a more robust understanding of the impact on the St Kilda facility and commercial operators, and ongoing management and maintenance requirements, compared with the benefits of and demand for such a facility in Salisbury City Centre. 3. That a further report be brought back to Council detailing the outcome of those further investigations.	
<b>Due:</b>	February 2018	
25/09/2017	<b>Recreational Vehicle Site in the Salisbury City Centre</b>	Dylan Grieve
1.0.2- TVSC2	1. A report be brought back addressing the issues raised during the deputation by Mr Schammell and Mr Hutchinson, in particular site location, scope of works, cost details and planning advice.	
<b>Due:</b>	February 2018	
25/09/2017	<b>Change in Opening Hours at Salisbury Recreation Precinct</b>	Adam Trottman
1.1.2	2. That a further report be presented to Council to cover concerns raised in relation to the financial impact on possible changes to opening hours, hot weather policy and minimum attendance numbers.	
<b>Due:</b>	February 2018	
<b>Deferred to:</b>	March 2018	
<b>Reason:</b>	This item was a re-scheduled from informal strategy agenda in 2017 due to urgent council business.	
25/09/2017	<b>Strategic and International Partnerships Assessment of Strategic International Relationships Workshop</b>	Greg Ratsch
1.1.4- SIPSC3	6. That staff prepare a business case assessment for the committee's consideration of the following projects discussed at the workshop held on 22nd August 2017: i. Develop the economic elements of the Linyi relationship around technical and knowledge transfer, and explore opportunities to develop a cultural component;	
<b>Due:</b>	February 2018	

25/09/2017 1.1.4- SIPSC3	<b>Strategic and International Partnerships Assessment of Strategic International Relationships Workshop</b> 6. That staff prepare a business case assessment for the committee's consideration of the following projects discussed at the workshop held on 22nd August 2017: ii. Developing a project to build strategic civic building partnerships with communities across Australia (such as indigenous communities, and intercultural communities) to enhance understanding.	Julie Douglas
<b>Due:</b>	February 2018	
27/11/2017 1.1.1- SIPSC2	<b>International Staff Exchange Program</b> 2. A report be provided to the Strategic and International Partnerships Sub Committee outlining costs associated with a three month exchange program, a one month exchange program and a two week exchange program with estimated costings for all options.	Gail Page
<b>Due:</b>	February 2018	
27/11/2017 1.1.1- SIPSC3	<b>Delegation to Mobara July 2018</b> 3. A further report be brought to the next meeting of the Strategic and International Partnerships Sub Committee in relation to the options for the duration of the delegation visit and membership of the delegation.	Jo Cooper
<b>Due:</b>	February 2018	
27/11/2017 1.1.2	<b>Regional Athletics Facility at Bridgestone Reserve</b> 3. A further report be brought back to Council for consideration regarding the detailed scope of works and operating costs, revenue streams and end user commitments associated with Council's preferred option before June 2018.	William McInerney
<b>Due:</b>	June 2018	

#### 4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

#### CO-ORDINATION

Officer: EXEC GROUP

Date: 15.01.2018

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<b>ITEM</b>	1.1.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	22 January 2018
<b>HEADING</b>	Fund My Neighbourhood
<b>AUTHOR</b>	Julie Douglas, Senior Social Planner, Community Development
<b>CITY PLAN LINKS</b>	3.1 Be an adaptive community that embraces change and opportunities. 3.2 Have interesting places where people want to be. 3.3 Be a connected city where all people have opportunities to participate.
<b>SUMMARY</b>	This report provides an update on projects that were successful in the voting phases of the Fund My Neighbourhood programme within the City of Salisbury.

### RECOMMENDATION

1. That the information be received.
2. That landowner consent be granted to Ingle Farm Sporting Club in order for the project to construct an additional playspace to proceed on Council owned land, noting that provision of a new playspace as proposed by Ingle Farm Sporting Club has an ongoing maintenance cost of approximately \$3,500.00 per annum.
3. That a further report be brought back for consideration once the project has been scoped in collaboration with the Ingle Farm Sporting Club.

### ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Fund My Neighbourhood - Adelaide North Funding Outcomes

### 1. BACKGROUND

- 1.1 The state government's 'Fund My Neighbourhood' Programme is a \$40 million participatory budgeting programme giving the South Australian community power to nominate and vote for projects to improve their neighbourhoods. Projects were required to align with the program's objectives: 'to improve local neighbourhoods, be accessible to the community and be capable of being completed within twelve months (with one-off funding)'
- 1.2 This report provides an update of projects that were successful in receiving funding as a result of the voting phase of the Fund my Neighbourhood Programme.

## 2. CONSULTATION / COMMUNICATION

- 2.1 Internal
  - 2.1.1 City Infrastructure
- 2.2 External
  - 2.2.1 Department of Premier and Cabinet

## 3. REPORT

- 3.1 On Sunday 26 November the state government announced the projects voted on to receive funding through the Fund my Neighbourhood Programme.
- 3.2 Funding was allocated per region based on population count. The City of Salisbury was located in the Adelaide North funding region, which spans from Ingle Farm and Hope Valley in the south, to Gawler in the north. The funding allocated to the Adelaide North region was \$4,061,026, for a population of 354,285 people. A total of 13,935 votes were cast for projects in the Adelaide North region.
- 3.3 The following table identifies the projects located within the City of Salisbury which received funding through the Fund my Neighbourhood Programme:

Project Name	Location	Sponsor / Landowner	Funded Amount	Votes Received
Food Glorious Food	Good Shepherd Lutheran School, Montague Rd, Para Vista	Good Shepherd Lutheran School	\$66,000	262
Nature Playground and Native Garden Development for the Community	Para Vista P-7 School, Montague Rd, Para Vista	Para Vista P-7 School / DECD	\$150,000	147
Lake Windmere B-7 School play area upgrade	Lake Windmere B-7 School, Uraidla Ave, Salisbury North	Lake Windmere B-7 School / DECD	\$38,000	143
Salvo Showers	Salvation Army, Bridge Rd, Ingle Farm	The Trustee For The Salvation Army (SA) Property Trust	\$40,000	116
<b>Ingle Farm Sporting Club Playspace</b>	<b>Ingle Farm Sporting Club, Belalie Rd, Ingle Farm</b>	<b>Ingle Farm Sporting Club Inc / City of Salisbury (land owner)</b>	<b>\$122,000</b>	<b>102</b>
Creative Nature Play Space for Primary School Children/Local Community	North Ingle School, Rothwell Ave, Ingle Farm	North Ingle School / DECD	\$15,200	86
<b>Total Funding Received</b>			<b>\$431,200</b>	



- 3.4 The only project that requires Council involvement is the playspace project nominated by the Ingle Farm Sporting Club. The description of the project provided on the Fund my Neighbourhood web site states that “ My idea is for the installation of a playground at Ingle Farm Sporting Club. A playground is a place where people are more likely to talk to each other as they enjoy watching their children play together. In that way the local community comes together and gets to know each other, which helps contribute to social cohesion. The club has over 400 kids that play sport, but there is no playground for the whole community to enjoy. A playground will encourage more local families to meet each other, socialize and become involved in their local sporting club”.
- 3.5 Further work is required to scope the precise nature of the proposal. At this stage it is unclear what the proposed location might be. A further report will be prepared for Council to identify ongoing maintenance arrangements and costs.
- 3.6 The Club itself has elected to manage the funding and deliver the project. However, as the land owner Council is required to provide landowner consent before work can commence. As part of the consent process Council staff will work closely with the Club to ensure that the playspace meets required standards and planning regulations.
- 3.7 The remaining \$3,629,826 of funding was provided to Northern Adelaide region projects outside of the City of Salisbury. Details of these projects are provided in attachment 1.

#### **4. CONCLUSION / PROPOSAL**

- 4.1 This report has provided a summary of projects funded through the state government’s Fund my Neighbourhood Programme in the City of Salisbury and the Adelaide North funding region.

#### **CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 15/01/2018



## Fund my Neighbourhood – Adelaide North Funding Outcomes

On Sunday 26 November the state government announced the projects voted on to receive funding through the Fund my Neighbourhood Programme.

Funding was allocated per region based on population count. The City of Salisbury was located in the Adelaide North funding region, which spans from Ingle Farm and Hope Valley in the south, to Gawler in the north.

The total funding allocated to the Adelaide North region was \$4,061,026, for a population of 354,285 people. A total of 13,935 votes were cast for projects in the Adelaide North region.

The following table identifies the projects located within the City of Salisbury which received funding through the Fund my Neighbourhood Programme:

TABLE 1 - FUNDED PROJECTS IN THE CITY OF SALISBURY

Project Name	Location	Sponsor / Landowner	Funded Amount	Votes Received
Food Glorious Food	Good Shepherd Lutheran School, Montague Rd, Para Vista	Good Shepherd Lutheran School	\$66,000	262
Nature Playground and Native Garden Development for the Community	Para Vista P-7 School Montague Rd, Para Vista	Para Vista P-7 School / DECD	\$150,000	147
Lake Windmere B-7 School play area upgrade	Lake Windmere B-7 School, Uraidla Ave, Salisbury North	Lake Windmere B-7 School / DECD	\$38,000	143
Salvo Showers	Salvation Army, Bridge Rd, Ingle Farm	The Trustee For The Salvation Army (SA) Property Trust	\$40,000	116
<b>Ingle Farm Sporting Club Playspace</b>	<b>Ingle Farm Sporting Club Belalie Rd, Ingle Farm</b>	<b>Ingle Farm Sporting Club Inc / City of Salisbury (land owner )</b>	<b>\$122,000</b>	<b>102</b>
Creative Nature Play Space for Primary School Children/Local Community	North Ingle School Rothwell Ave, Ingle Farm	North Ingle School / DECD	\$15,200	86
<b>Total Funding Received</b>			<b>\$431,200</b>	

\*\* The highlighted project is located on land owned by the City of Salisbury and requires consent to proceed.

The following table identifies the balance of projects located within the Adelaide North which received funding through the Fund my Neighbourhood Programme:

TABLE 2 - FUNDED PROJECTS IN THE ADELAIDE NORTH REGION

Project Name	Location	Sponsor / Landowner	Funded Amount	Votes Received
Improving Buckland Meditation Centre facilities	Buckland Park	United Vietnamese Buddhist Congregation of South Australia / Phap Hoa Temple Incorporated	\$88,000	400
Upgrade of tennis/netball courts at Banksia Park	Banksia Park	City of Tea Tree Gully	\$150,000	215
Mobile Food Trailer servicing the Gawler area	Gawler	Community Central / Hope Chapel Incorporated	\$25,000	188
BBQ & Toilet for Illyarrie Reserve Playground	Surrey Downs	City of Tea Tree Gully	\$150,000	166
Blakeview Primary School Nature Play Area	Blakeview	Blakeview Primary School / DECD	\$80,000	140
Willo's Mens Shed - New Workshop	Willaston	Gawler Rotary Club	\$20,000	136
Blakeview community carpark	Blakeview	Blakeview Primary School	\$47,000	136
Surrey Downs R-7 School Oval and Nature Playground Upgrade	Surrey Downs	Surrey Downs R-7 School / DECD	\$150,000	135
Fairview Park Kindergarten Community Playspace	Fairview Park	Fairview Park Kindergarten / DECD	\$120,000	132
Heart & Soul Food Assistance - Free Food Distribution	Elizabeth Grove	Heart & Soul Community Group Inc	\$150,000	131
Special Needs Indoor Play Area with Sensory Chill Out Room	Gawler East	Gawler Salvation Army	\$120,000	119
Volunteer Trishaw Bicycle Service	Hope Valley	LHI Retirement Services	\$38,177	119
Gawler Primary School Nature Play, Science and Outdoor Classroom	Gawler	Gawler Primary School /DECD	\$15,000	118
Golden Grove Tennis Club Community	Fairview Park	Golden Grove Tennis Club	\$150,000	118

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Project Name	Location	Sponsor / Landowner	Funded Amount	Votes Received
Improvement Project				
Nature Playground Wynn Vale R-7 School	Wynn Vale	Wynn Vale R-7 School / DECD	\$80,000	118
Community club - changerooms and toilet facilities upgrade	Modbury North	City of Tea Tree Gully	\$150,000	115
Apex Park Gawler Upgrade	Gawler	Gawler Apex Club inc	\$20,000	114
Park Fitness at Goldenfields	Golden Grove	City of Tea Tree Gully	\$150,000	111
Riverside Delight - a natural escape down by the Riverside	Gawler East	Gawler Salvation Army	\$62,000	111
Water Play Feature	Modbury	City of Tea Tree Gully	\$27,500	110
A 'Different' Free community Bus	Gawler East	Gawler Salvation Army	\$86,220	110
Wheels in Motion - Gawler	Gawler	Rotary Club of Gawler Light	\$40,000	108
Linking community to open spaces at Highbury Aqueduct	Highbury	Conservation Volunteers Australia	\$150,000	107
BMX Pump Track at Willaston	Willaston	Gawler BMX Club Incorporated	\$55,000	107
Pathway lighting Golden Fields – Golden Grove	Golden Grove	City of Tea Tree Gully	\$150,000	107
Jubilee Reserve BBQ, Toilet & Playground upgrade	Wynn Vale	City of Tea Tree Gully	\$150,000	106
Youth Outdoor Recreational Activities	Angle Vale	The Scout Association of Australia (SA Branch)	\$29,058	105
Gawler Oval Grandstand Sheltering	Gawler	Gawler Central Sporting Club Inc	\$150,000	104
Dog and Recreation Park	Willaston	Town of Gawler	\$70,000	102
A place to grow: food, friendship and community for all	Elizabeth Grove	Elizabeth Grove Primary School / DECD	\$46,800	102
Imagination Playground Virginia - STEM & Literacy through play	Virginia	Virginia Primary School / DECD	\$32,500	102
Car Parking near the Lions Lookout Wynn Vale Drive	Wynn Vale	City of Tea Tree Gully	\$150,000	102
St Agnes community	Tea Tree Gully	St Agnes School /	\$40,000	100

Project Name	Location	Sponsor / Landowner	Funded Amount	Votes Received
outdoor sporting area		DECD		
Angle Vale co-operative ECO SPACE	Angle Vale	Angle Vale Preschool	\$150,000	99
Outdoor music area	Angle Vale	Angle Vale Primary School / DECD	\$17,843	98
Blakeview Paths	Craigmore	City of Playford	\$150,000	93
Open Access Community Playground & Garden Upgrade	Gawler	The Uniting Church in Australia Property Trust (SA)	\$89,728	91
Gawler Road Safety Group Speed Trailer	Gawler	Gawler Road Safety Group Inc	\$25,000	88
Kitchen and Dining Area Upgrade	Gawler	Gawler Neighbourhood House Inc.	\$55,000	87
New Oval Lighting	Hope Valley	Hope Valley Sporting Club	\$50,000	86
Gawler Community Care Hub	Evanston Gardens	Salt Church Inc	\$150,000	85
<b>Total</b>			<b>\$3,629,826</b>	

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<b>ITEM</b>	1.1.2 <b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	22 January 2018
<b>HEADING</b>	Youth Council Membership
<b>AUTHOR</b>	Rick Henke, Manager Twelve25 Salisbury Youth Enterprise Centre, Community Development
<b>CITY PLAN LINKS</b>	4.2 Develop strong capability and commitment to continually improve Council's performance. 4.3 Have robust processes that support consistent service delivery and informed decision making.
<b>SUMMARY</b>	This report provides an update and recommendations for Youth Council membership for 2018.

### **RECOMMENDATION**

1. That the information be received and noted.
2. That the resignation of the youth members Braden Thompson and Teagan Turner be received and noted.
3. That the re-appointment of Youth Council members Joel Winder, Taylor Sawtell, Mark Verdini and Rebecca Etienne be endorsed for a further two year maximum term.
4. That the appointment of new Youth Council members; Luke Hall, Jarred Van Der Zee, Nicollette Nedelcev, Debbie Cao, Peta Hyde, Stacey Williams and Akon Dhel be endorsed for a two year maximum term.
5. That Bianca Bilsborow be appointed as a Youth Council mentor for a maximum of a two year term.
6. That Youth Council Sub-Committee meetings be scheduled to formally commence at 5.30pm.

### **ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Youth Council Sub Committee Terms of Reference

#### **1. BACKGROUND**

- 1.1 Youth Council is a formal section 41 subcommittee of Council.
- 1.2 Youth Council serves as an advisory committee to Policy and Planning Standing Committee.
- 1.3 Youth Council has a formal Terms of Reference (attached) which defines and details its purpose.
- 1.4 Prior to the commencement of each calendar year of Youth Council meetings its membership is reviewed in accordance with the Terms of Reference.
- 1.5 A call for membership applications was made in late September 2017 to serve on Youth Council in 2018.

- 1.6 Membership applications were due to close on 24<sup>th</sup> November 2017.
- 1.7 Due to the low number of applications, the closure date for applications was extended until 18<sup>th</sup> December 2017.
- 1.8 Applicants are interviewed by staff, and where possible a current Youth Council member, to clarify their suitability for appointment.
- 1.9 This report details the outcomes of the applications and interviews and seeks endorsement for appointments.
- 1.10 The report also seeks to alter the commencement time of Youth Council meetings.

## **2. CONSULTATION / COMMUNICATION**

- 2.1 Internal
  - 2.1.1 Manager Governance
  - 2.1.2 Manager Community Capacity and Learning
- 2.2 External
  - 2.2.1 None

## **3. REPORT**

### RESIGNATIONS

- 3.1 Braden Thompson tendered his resignation on 19<sup>th</sup> December 2017 as he has dual commitment to both the Salisbury Youth Council and Playford Youth Advisory Committee.
- 3.2 Playford Council has indicated a preference that he doesn't hold dual roles. As he wishes to prioritise the Playford role he has tendered his resignation for Salisbury Youth Council.
- 3.3 It is proposed that the resignation of the youth member Braden Thompson be received and noted.
- 3.4 Teagan Turner tendered her resignation on 14<sup>th</sup> December 2017 to focus on full time employment.
- 3.5 It is proposed that the resignation of the youth member Teagan Turner be received and noted.

### CONTINUING MEMBERS

- 3.6 The following members of Youth Council have completed one year of a maximum two year term and are not required to re-apply for membership:
  - Tyler Rutka-Hudson
  - Reem Daou
  - Tom Woods
  - Sam Field
  - Mimona Abdulla
  - Monu Chamlagai
  - Eric Ngirimana



COMPLETION OF MEMBERSHIP TERM - YOUTH MEMBERS

- 3.7 Nick Griguol has completed a maximum of two terms (4 years) of membership.
- 3.8 Joel Winder has completed his two year term and is re-applying for a second term.
- 3.9 Taylor Sawtell has completed her two year term and is re-applying for a second term.
- 3.10 Mark Verdini has completed his two year term and is re-applying for a second term.
- 3.11 Rebecca Etienne has completed her two year term and is re- applying for a second term
- 3.12 It is proposed that the re-appointment of youth members Joel Winder, Taylor Sawtell, Mark Verdini and Rebecca Etienne be endorsed for a further two year maximum term of membership to Youth Council.

CONTINUING MENTORS NOT NEEDING TO REAPPLY

- 3.13 The following Youth Council mentors have completed one year of a two year maximum term:
  - David Charlett
  - David Waylen

COMPLETION OF MEMBERSHIP TERM – MENTOR MEMBERS

- 3.14 Susan McNamara has completed her term as a mentor and has decided not to continue with Youth Council due to work and personal commitments.

NEW MEMBERS

- 3.15 The Terms of Reference provide that Youth Council membership consists of eighteen youth members, six mentors and three Elected Members.
- 3.16 Following a recruitment and interview process the new youth members for maximum two year term for Salisbury Youth Council are proposed as follows:
  - Joel Winder (re-appointment)
  - Taylor Sawtell (re-appointment)
  - Mark Verdini (re-appointment)
  - Rebecca Etienne (re-appointment)
  - Luke Hall
  - Debbie Cao
  - Jarred Van Der Zee
  - Nicolette Nedelcev
  - Peta Hyde
  - Stacey Williams
  - Akon Dhel

- 3.17 It is proposed that the appointment of new youth members Luke Hall, Jarred Van Der Zee, Nicollette Nedelcev, Debbie Cao, Peta Hyde, Stacey Williams and Akon Dhel be endorsed for a two year maximum term for Salisbury Youth Council.

**NEW MENTORS**

- 3.18 Bianca Bilsborow was previously a Youth Council member and applied to become a mentor.
- 3.19 It is proposed that Bianca Bilsborow be appointed as a Youth Council mentor for a maximum of a two year term.

**YOUTH COUNCIL MEETING TIME**

- 3.20 Youth Council sub-committee meets six times per annum in accordance with its Terms of Reference.
- 3.21 Meetings have historically been advertised and scheduled to commence at 5pm.
- 3.22 Feedback from members of Youth Council has indicated that a later start is preferred to accommodate members' ability to participate. In order to increase attendance and engagement it is proposed that the sub-committee meeting commence at 5.30pm, preceded by an 'informal strategy' style presentation from a speaker relevant to Youth Council's purpose. This would be advertised in accordance with the requirements of an informal gathering.
- 3.23 The speaker will be invited be at the discretion / request of the Chairperson of Youth Council.
- 3.24 It is proposed that Youth Council sub-committee meetings be scheduled to formally commence at 5.30pm.

**4. CONCLUSION / PROPOSAL**

- 4.1 Council approval is sought for the recommendations for the resignation, re-appointment and new members of Youth Council and that the outgoing members and mentors of Youth Council be thanked for their service.
- 4.2 Subject to Council's approval of these recommendations, the Youth Council will commence its 2018 term meetings and project teams with a full quota of eighteen members.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 15/01/2018



## Youth Council Sub Committee

- Terms of Reference -

Endorsed by Council: 15 December 2014

Review Date: November 2018

### 1. Purpose

- 1.1 The Youth Council provides an opportunity for the voices of young people to be heard within Council. It offers a range of benefits to both young people in the City of Salisbury and Council. In addition to formal meetings, the Youth Council will address issues of interest through Project Teams.
- 1.2 The Youth Council enables Council to consult with, and benefit from the expertise of, young people on matters relating to policy development, service provision and issues relevant to young people. This enables young people to become involved in the planning, development and delivery of relevant youth services and projects for the City.
- 1.3 The Youth Council is an approach to fulfilling the following objectives:
  - to consult with young people to contribute to more effective Council decision-making and achieve improved outcomes across Council;
  - to develop young people's skills in civic participation in fulfilling the democratic right of young people to participate in decisions that affect their lives; and
  - to enhance young people's roles as active community members in achieving outcomes towards a more inclusive community.
- 1.4 The aims of Youth Council are to:
  - act as an advocate and provide expertise to Council on issues important to young people in the City of Salisbury;
  - make recommendations to Council on issues affecting young people in the City of Salisbury;
  - address issues of concern to young people;
  - monitor and evaluate Council's youth services and Youth Action Plan;
  - monitor and evaluate Council's policy and strategic directions in other areas of interest to young people;
  - raise community awareness of issues important to young people;
  - foster better working relationships between young people and local government;



## Youth Council Sub Committee

- Terms of Reference -

Endorsed by Council: 15 December 2014

Review Date: November 2018

- undertake consultations with other young people to inform Council's policies and program development; and
- provide advice to Council on the implementation of Council strategy by undertaking projects.

1.5 The Youth Council will adopt a risk management focus in its considerations, delivery and recommendations to Council. The advice to Council will reflect both the risk and opportunities of the issue to enable Council to act as an informed and responsible decision maker representing the interests of the community.

### 2. Status and Term of the Committee

2.1 The Youth Council is formed under section 41 of the Local Government Act 1999 as an advisory committee to the **Policy and Planning Committee** for the purpose of providing advice to Council in regard to the areas listed above.

2.2 The Youth Council will exist for the term of Council.

### 3. Meeting Details

3.1 The Youth Council shall be structured to ensure maximum participation and inclusion of young people. The Youth Council will meet six times per annum (February, April, June, August, October and December).

3.2 Meetings of the Youth Council will be held in the John Harvey Gallery or Council's Committee Rooms in the second week of the month (except for the December meeting which will be held in the first week of the month).

3.3 In accordance with Section 87 of the Local Government Act, a minimum of three clear days notice of an ordinary meeting will be provided to members of the Committee.

3.4 Public notice of meetings will be given through display of the Notice of Meetings. The Youth Council Agenda will also be published on the City of Salisbury website and available for inspection prior to each meeting at 12 James Street Salisbury.



## Youth Council Sub Committee

- Terms of Reference -

Endorsed by Council: 15 December 2014

Review Date: November 2018

- 3.5 Members of the public are able to attend all meetings of the Youth Council, unless prohibited by resolution of the Committee under the confidentiality provisions of section 90 of the Local Government Act.

### 4. Membership

- 4.1 The membership of the Youth Council comprises:

- 18 young people (aged 14-25 years);
- 6 mentors;
- up to 3 elected members; and
- the Mayor (ex-officio).

- 4.2 Membership of Youth Council shall aim to include a broad range of young people from a range of ages and backgrounds.

- 4.3 Youth Council representatives must live, work, study or volunteer in the City of Salisbury.

4.4 **Youth Members**

Applicants for youth membership must demonstrate the following attributes:

- an interest in youth issues;
- an interest in community involvement;
- a commitment to being part of a project team; and
- an ability to attend all Youth Council meetings.

4.5 **Youth Members Membership Term**

- Membership for Youth Members of Youth Council shall apply for a two (2) year term.
- A minimum of 1 x 2 year term and maximum of 2 consecutive terms (a maximum of four (4) years) are available to each Youth Member).
- Youth members who wish to sit a second term on Youth Council must reapply using the member's application form.



## Youth Council Sub Committee

- Terms of Reference -

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- Applications for membership may be submitted when the applicant is 13 years of age, so long as they will have turned 14 by the time their position on Youth Council is to commence.
- Irrespective of the above, a Youth Members' term will end at the time of their 26<sup>th</sup> birthday.

#### 4.6 **Elected Members**

Council will appoint a maximum of three (3) elected members to Youth Council for the term of Council.

#### 4.7 **Mentors**

Applicants for mentor membership will be available to community members aged 18 years or over.

Mentors may apply for individual or organisational membership of the Youth Council.

All mentors should either represent a youth organisation, school, community group, business or organisation in the City of Salisbury, or as individual members, be active in the support of youth/youth initiatives.

Applications for Mentor positions must provide evidence of skills/experience in working with young people, supporting youth initiatives and encouraging youth participation.

Exiting Youth Members who have completed two terms on Youth Council may apply for Mentor positions. Where an exiting Youth Member does not meet the minimum age requirement for a Mentor position, this requirement will be waived.

#### 4.8 **Mentor Membership Term**

- Membership for Mentor Members of Youth Council shall apply for a two (2) year term.
- Mentors may reapply for membership at the conclusion of each term. There is no limitation on the number of terms a Mentor may be appointed for.
- Organisations that hold Mentor positions will nominate a primary



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representative to attend Youth Council activities. Organisations may nominate a proxy to attend activities when the primary representative is not available.

### 4.9 **Membership Selection**

- Appointments will be held annually for vacant committee positions, or as required to fill a casual a vacancy that arises during a term of appointment, for the balance of the remaining term.
- Membership will be determined via a selection process, which requires the completion and submission of the Youth Council membership application form.
- A selection committee will be convened and made up of two Youth Council members and an appropriate City of Salisbury staff member.
- Selection will be based upon assessment of the applications against the relevant criteria. Alternative opportunities for young people not selected will be available through the project teams and other youth programs.

### 4.10 **Meeting Attendance**

- All members must attend meetings and where unable to do so, must provide an apology prior to the meeting.
- Members who miss one (1) Youth Council meeting without lodging a formal apology will be contacted by the appropriate Council staff member to clarify their obligations to the Youth Council.
- Members who miss two (2) consecutive meetings without an apology will be contacted by the Council staff member at which time they will be advised that their membership status on Youth Council is under review.
- Members who provide two (2) formal apologies in a row will also have their position reviewed.
- A report will then be submitted to Youth Council to discuss the member's ongoing membership of the Youth Council. If the Youth Council determines the membership should be revoked, then a casual vacancy is created and a suitable candidate will be recruited to fill this casual vacancy. A letter will be forwarded to the Youth Council member, whose membership has been revoked, outlining the decision.



## **Youth Council Sub Committee**

- Terms of Reference -

**Endorsed by Council: 15 December 2014**

**Review Date: November 2018**

- 4.11 Members of the Youth Council must comply with the conduct and conflict of interest provisions of the Local Government Act. In particular, Sections 62 (general duties), 63 (code of conduct) and 73-74 (conflict of interest, members to disclose interests) must be adhered to.

### **5. Chairperson and Deputy Chairperson**

- 5.1 The Youth Council will elect a Chairperson for a one year term at the February meeting in each year. The Chairperson must be a youth member and have at least one year experience on Youth Council.
- 5.2 The Chairperson's role is to chair the Youth Council meetings and carry out their duties as outlined in the job description for that position. Training and support is provided to the Chairperson.
- 5.3 The Youth Council will elect a Deputy Chairperson for a one year term at the February meeting in each year. The Deputy Chairperson must be a youth member. The Deputy Chairperson role is to carry out their duties as outlined in the job description for that position. Training and support is provided to the Deputy Chairperson.

### **6. Voting Rights**

- 6.1 All members have equal voting rights. A question arising for a decision will be decided by a majority of votes cast by all members present.
- 6.2 Each member must vote on a question arising for a decision.
- 6.3 The Chairperson has a deliberative vote, but does not, in the event of an equality of votes, have a casting vote.
- 6.4 In the event of an equality of votes, the matter must be referred to the parent committee, in this instance the Policy and Planning Committee, for decision.

### **7. Meeting Procedures, Minutes and Documents**

- 7.1 All meetings of the Youth Council will be held in accordance with the Local Government Act 1999 (and relevant Regulations), the City of Salisbury Code of Practice for Meeting Procedures and the City of Salisbury Code of Practice for Access to Meetings and Documents.





## Youth Council Sub Committee

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- 7.2 Minutes will be kept of the proceedings at each Youth Council meeting. Members of Council will be provided with a copy of all minutes of the proceedings of this Sub Committee within five days after a meeting.
- 7.3 Members of the public have access to all documents relating to the Youth Council unless prohibited by resolution of the Committee under the confidentiality provisions of section 91 of the Local Government Act.

### 8. Quorum

- 8.1 A quorum shall be determined by dividing the total number of youth members of the committee by two (2) and adding one. For a committee comprising 18 youth members, the quorum is 10.

### 9. Reporting Requirements

- 9.1 The Youth Council reports to **Policy and Planning Committee**.
- 9.2 The Youth Council shall make whatever recommendations to the parent committee it deems appropriate on any area within its Terms of Reference where in its view action or improvement is needed.
- 9.3 Recommendations made by the Youth Council will be referred to the next meeting of the parent committee, through presentation of minutes, for final resolution.

### 10. Project Teams

- 10.1 Youth Council may establish at least one and up to three project teams each year to focus on a particular issue of importance to young people. Project teams will be established at the first Youth Council sitting for the year.
- 10.2 Project teams will report directly to the Youth Council.
- 10.3 Project teams will be comprised of at least six (6) youth members (14-25 years) and a minimum of one (1) mentor. Project teams are youth-led and comprise members of the Youth Council and other relevant young people. Mentors will offer support to the project teams and attend meetings.
- 10.4 Youth members must participate in at least one project team. There is no limit to the number of Project Teams a Youth Council member may join.



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**Review Date: November 2018**

- 10.5 Commitment to a Project Team requires regular attendance at project team meetings. In the event that a Project Team member does not attend project team meetings on a regular basis (with or without submitting an apology) the member may be removed from the project team.
- 10.6 The purpose of the Project Teams is to:
- develop and implement a project each year focused on a current youth issue or topic;
  - provide relevant update reports to Youth Council during the year;
  - submit a final report at the completion of the project;
  - invite other young people, community members, guest speakers and support people to attend meetings;
  - keep a record of the meetings; and
  - manage a project budget.
- 10.7 A project team leader will be appointed by the project team. They will:
- be a youth member;
  - have at least one year experience on Youth Council;
  - engage in regular communication with the project team;
  - ensure relevant reports are provided to Youth Council;
  - liaise with staff in relation to team progress; and
  - facilitate team meetings.
- 10.8 Elected members have the opportunity to attend and participate in project teams if they choose.
- 10.9 Support of project teams will be provided by relevant members of staff. Project team meetings will occur at times and locations convenient to the young people involved.

<b>ITEM</b>	1.3.1
	<b>POLICY AND PLANNING COMMITTEE</b>
<b>DATE</b>	22 January 2018
<b>PREV REFS</b>	Policy and Planning Committee      1.3.1      11/12/2017
<b>HEADING</b>	Update on Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment
<b>AUTHORS</b>	Peter Jansen, Strategic Planner, City Development Terry Sutcliffe, General Manager City Development, City Development
<b>CITY PLAN LINKS</b>	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.
<b>SUMMARY</b>	Consideration of the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment was deferred by Council at its December 2017 meeting to allow a meeting with a resident and Council representatives to clarify an issue with buffer distances as indicated in the draft land use policies of the new Urban Employment Zone. The meeting has been held, and it considered that the Development Plan Amendment can proceed to public consultation.

#### RECOMMENDATION

1. That the letter forming Attachment 2 to the Policy and Planning Committee Agenda report 11 December 2017 Item no. 1.3.1 from the Minister for Planning on the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment be noted.
2. That the Rural (Aircraft Noise) Direk Residential Interface DPA forming Attachment 2 to the Policy and Planning Committee Agenda of 22 January 2018 (Agenda item 1.3.1 ) proceed to public consultation:
  - In accordance with the Minister for Planning direction to amend the proposed Residential Zone boundary to ensure that no land located in areas that exceed the 20 Australian Noise Exposure Forecast Contour is rezoned to Residential Zone or any other zone that would result in further intensification of noise sensitive land uses; and
  - Subject to the General Manager City Development being authorised to make any minor editorial changes required that do not change the policy intent of the Development Plan Amendment.
3. That the updated investigations and mapping as required by the Minister be undertaken, and the DPA then proceed to public consultation under the current DPA process.
4. The Minister for Planning be advised of Council's resolution in relation to the DPA.

## **ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. Item 1.3.1 - Policy and Planning Committee - December 2017
2. Rural (Aircraft Noise) Direk Residential Interface DPA

### **1. BACKGROUND**

- 1.1 A report was presented to Council at its Policy and Planning Committee meeting on 11 December 2017 (Item 1.3.1) seeking endorsement to undertake public consultation on the draft Development Plan Amendment. A copy of that report is attached (Attachment 1).
- 1.2 Council resolved to defer the matter, (Minute 2224/2017) with the intent to allow a meeting between a resident and Council staff and Elected Member representatives.
- 1.3 An on-site meeting with the residents/property owners, Mr and Mrs Gavin, was held on Thursday 4 January 2018, attended by the General Manager City Development and Senior Policy Planner. Councillor Woodman and Councillor Buchanan were late apologies for the meeting and were unfortunately unable to attend. However the issues of concern to the residents were able to be discussed and explored and are canvassed in this report.

### **2. CITY PLAN CRITICAL ACTION**

- 2.1 Nil

### **3. CONSULTATION / COMMUNICATION**

- 3.1 External
  - 3.1.1 Mr and Mrs Gavin

### **4. REPORT**

- 4.1 At the meeting with Mr and Mrs Gavin, discussions occurred regarding how the land development potential might be affected by the proposed policies which refer to buffers between the proposed Urban Employment Zone and the existing Residential Zone.
- 4.2 The concerns related to the potential sterilisation of the Gavin's land that would fall within the proposed Urban Employment Zone, relating to a 50m buffer identified in the land use policies, and that it would then leave a minor amount of developable land within the Gavin's property within the Urban Employment Zone (which is also 'land locked' with no separate road frontage, and would need to be accessed via the Residential Zone portion of the site). It was advised that the use and application of the 50m buffer would depend on the adjacent activities proposed in the new Urban Employment Zone, and that there are differing ways to achieve a buffer effect. However this would be resolved at the stage of assessment of a development application under the new zoning policies and be dependent upon the impacts of the particular use being proposed.

- 4.3 The current Salisbury Development Plan contains various policies within the “Interface between Land Uses” section. These policies primarily focus upon the impact of land uses upon adjacent land uses in a different zone, and give primacy to land uses ‘desired’ in a zone over those that may be inconsistent with the primary intent (or desired uses) in the zone. For example, a residential land use in an Urban Employment Zone tends to be provided less protection than if the residential use was in an adjacent Residential Zone.
- 4.4 In addition, the Urban Employment Zone includes policies which seek to protect adjoining land uses from adverse impacts, including the following principles of development control:
- *4 Development should not impede the operation of established land uses through encroachment, over development of sites or noise/emissions or any other harmful or nuisance-creating impact.*
  - *14 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly activities requiring extended hours of operation.*
  - *16 Within 50 metres of a residential zone boundary:*
    - (a) non-residential development (including loading and unloading activities) should:*
      - (i) demonstrate appropriate acoustic performance;*
      - (ii) ensure that all noise sources including machinery, loading, unloading and other service areas on allotments nearest to the residential boundary are located within the building; and*
    - (b) development should be designed and constructed of a material to ensure noise emissions are minimised within acceptable standards.*
- (Noting again that PDC 16 refers to a residential zone boundary rather than an existing residential land use)
- 4.5 Discussions were held with the residents in relation to mechanisms for protecting the amenity of the portion of their residential property that lies within the proposed Urban Employment Zone, and this will need to be dealt with as and when a land use development application is assessed, referencing relevant policies in the Development Plan.
- 4.6 It is proposed that during the public consultation period for the DPA, staff will discuss with DPTI options for local variations to be included in the policies which better protect existing residential land uses, noting that the policies contained within the “Interface between Land Uses” section and the Urban Employment Zone are based upon the standard State Government Planning Policy library.
- 4.7 Further, Council has consistently supported the residents’ position that the zone boundary should align with the allotment boundary where appropriate, but this has not been supported by the Minister/DPTI.
- 4.8 Submissions on the DPA as a result of the public consultation as well as the recommended responses and amendments, if considered necessary, to the DPA will be presented to Council at the conclusion of the consultation process.

**5. CONCLUSION / PROPOSAL**

- 5.1 This DPA has been somewhat protracted as Council sought to resolve the issues arising in relation to aircraft noise and protection of the operation of Edinburgh Defence Base and the reasonable expectations of land owners affected by the DPA.
- 5.2 It is now proposed that the draft DPA proceed to public notification. This will allow the DPA to be opened up to public comment, which will then trigger further consideration by Council and the Minister of issues raised in the consultation process.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 15.01.18

<b>ITEM</b>	1.3.1		
	<b>POLICY AND PLANNING COMMITTEE</b>		
<b>DATE</b>	11 December 2017		
<b>PREV REFS</b>	Policy and Planning Committee	1.4.1	20/08/2007
	Policy and Planning Committee	1.4.1	19/05/2008
	Policy and Planning Committee	1.5.4	19/09/2011
	Policy and Planning Committee	1.5.2	18/02/2013
	Policy and Planning Committee	1.5.4	17/06/2013
	Policy and Planning Committee	1.5.2	19/05/2014
	Policy and Planning Committee	1.5.4	16/06/2014
	Policy and Planning Committee	1.3.3	16/02/2015
	Policy and Planning Committee	1.3.1	16/03/2015
	Policy and Planning Committee	1.3.2	18/04/2016
	Policy and Planning Committee	1.3.1	19/09/2016
	Policy and Planning Committee	1.3.1	12/12/2016
<b>HEADING</b>	Update on Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment		
<b>AUTHOR</b>	Peter Jansen, Strategic Planner, City Development		
<b>CITY PLAN LINKS</b>	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.		
<b>SUMMARY</b>	The Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment has been in preparation for some time. The proposed policy has had regard to Edinburgh RAAF Air Field Base operations and Federal guidelines under the National Airport Safeguarding Framework.		

ITEM 1.3.1

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The DPA has undergone Government Agency Consultation and the Minister for Planning has been considering various approaches of Council on the residential opportunities along the eastern interface of the study area, including the most recent approach as part of the request for public consultation approval. The Minister has consistently opposed the approaches and has now required that the DPA must be amended to ensure that no additional land is zoned as Residential if it is in the areas above the 20 Australian Noise Exposure Forecast.

The Minister for Planning has offered two options to progress the DPA subject to compliance with his directions, namely the finalisation of the DPA under the current DPA process, or to include the work through the upcoming Planning and Design Code transition.

This report informs on the merits of the two processes, and concludes that the preferred option is to proceed to public consultation under the current DPA process.

**RECOMMENDATION**

1. That the letter forming Attachment 2 to the Policy and Planning Committee Agenda report 11 December 2017 Item no. 1.3.1 from the Minister for Planning on the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment be noted.
2. That the Rural (Aircraft Noise) Direk Residential Interface DPA proceed to public consultation in accordance with the Minister for Planning direction to amend the proposed Residential Zone boundary to ensure that no land located in areas that exceed the 20 Australian Noise Exposure Forecast Contour is rezoned to Residential Zone or any other zone that would result in further intensification of noise sensitive land uses.
3. That the updated investigations and mapping as required by the Minister be undertaken, and the DPA then proceed to public consultation under the current DPA process.
4. The Minister for Planning be advised of Council's resolution in relation to the DPA.

**ATTACHMENTS**

This document should be read in conjunction with the following attachments:

1. DPA Study Area
2. Minister for Planning response letter
3. Heyne Land



## 1. BACKGROUND

- 1.1 Council initiated this DPA in 2013 for the study area shown in Attachment 1. The DPA initially sought to rezone the then Rural (Aircraft Noise) Zone (now renamed as Primary Production Zone) and the Rural Living Zone at Direk to Urban Employment Zone. Consideration of the interface along the eastern boundary of the study area was given to identifying opportunities for residential development and for rationalisation of zone boundaries to more logically follow cadastral boundaries.
- 1.2 The DPA intent is to take advantage of the location benefits of the study area being adjacent to the Greater Edinburgh Parks and Edinburgh RAAF Air Field developments, and the surrounding freight and transport network linkages. Residential development opportunities were investigated having regard to the National Airport Safeguarding Framework Guidelines.
- 1.3 The draft DPA underwent Government Agency consultation in 2015. The significant comments made were in relation to the RAAF Base aircraft operations and Environment Protection Agency on environmental matters. The DPA was amended as required and received the agreement of the Minister on the 22<sup>nd</sup> December 2016 to undergo Public Consultation subject to realignment of the proposed Residential zone boundary.
- 1.4 Since then a number of attempts to settle on an agreed Residential Zone boundary alignment along the eastern interface in order to provide development opportunities for residential land owners have been opposed by the Department of Defence and the Minister for Planning due to concerns regarding the potential impact on current and future airport operations.
- 1.5 The latest approach to the Minister on the 20<sup>th</sup> July 2017 was for consideration of realigning the proposed Residential Zone boundary to follow the allotment boundary of one property which is used for residential purposes, instead of being bisected by two zones.
- 1.6 The Minister advised on 18 October 2017 that the proposed Residential Zone boundary alignment of the draft DPA is still considered to intensify sensitive land uses within the area impacted by the operations of the RAAF base and requires that, in order to proceed to public notification, the DPA be amended to ensure no new residential land is zoned that is in the areas above the 20 Australian Noise Exposure Forecast. The implications of this are that the only residential development potential that will be facilitated in this DPA applies to a portion of the Heyne nursery site at the corner of Bolivar and Waterloo Corner Roads.
- 1.7 The Minister has provided two options to progress the DPA:
  - 1.7.1 Commence the public consultation under the current legislative process, and Council commits its resources towards completing this amendment as quickly as possible, or
  - 1.7.2 Council consider whether the amendments being sought in this DPA could be more adequately addressed as part of the transition to the Planning and Design Code that will replace the Development Plans of all Councils in accordance with the Planning, Development and Infrastructure Act 2016.

ITEM 1.3.1

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1.8 This report seeks to inform on these options.

**2. CITY PLAN CRITICAL ACTION**

2.1 Not applicable

**3. CONSULTATION / COMMUNICATION**

3.1 Internal

3.2 External

3.2.1 DPTI Collaborative Work Transition Team

**4. REPORT**

4.1 The freight networks and economic growth basis of the DPA for conversion of the study area to employment lands has not altered.

4.2 However, the following background investigations will require updating in the DPA in order to progress this body of work:

4.2.1 PFAS Environmental Investigation by Defence (Per and Poly – fluoroalkyl substances on and in the vicinity of the RAAF Base) in order to obtain an understanding of the impacts on the soil, groundwater, surface water, drainage channels and aquifers, and any necessary mitigation strategies.

4.2.2 Consideration of National Airports Safeguarding Framework Guidelines being updated or prepared by the Federal Government which will likely have impacts on the study area. These are the *Managing the Risk of Building Generated Windshear and Turbulence*, a new guideline *Protecting Strategically Important Helicopter Landing Sites*, and a guideline still under preparation that is related to managing the risk in public safety zones at the ends of runways.

The public safety guideline early draft is known to indicate that authorities reference the use of the US Department of Defence Accident Prevention Zone model until such time as the Australian Department of Defence prepares its own model.

The US model has a much larger area of protection than the area identified in this draft DPA and would significantly impact on the land use policies proposed in this DPA if it is to be endorsed by the national authorities and applied to the Edinburgh base. The Department of Defence has indicated that it is not intending to seek retrofitting of the US model for public safety to existing airports, but the proposed guideline indicates that authorities should have regard to the land use controls when planning around the facilities.

4.3 Developer interest that has been made known to Council administration during the draft DPA preparation on future development of the proposed Urban Employment land has been minimal to date, with regular contact from only two owners.

4.4 The options suggested by the Minister for Planning that are available to Council to progress this DPA are:

4.4.1 Proceed using the current Development Plan Amendment process; and

## ITEM 1.3.1

4.4.2 Prepare policy for adoption in the upcoming Planning and Design Code (P & D Code) transition.

4.5 Comparison of processes:

<b>Finalise current DPA process</b>	<b>Complete through new Planning &amp; Design Code (P &amp; D Code)</b>
<p><i>Required works:</i></p> <p>Incorporate additional investigations</p> <p>Update mapping to meet Minister instructions</p> <p>Council endorsement of amendments</p> <p>Undertake consultation</p> <p>Consider comments, amend if necessary.</p> <p>Council endorsement</p> <p>Seek Minister approval</p>	<p><i>Required works:</i></p> <p>Incorporate additional investigations</p> <p>Await draft P&amp; D Code policy</p> <p>Prepare policies and mapping for integration/application as P &amp; D Code</p> <p>Council/DPTI agree on draft P &amp; D Code for whole Council area</p> <p>P &amp; D Code consultation as per Community Engagement Charter</p>
<p><i>Anticipated timeline</i></p> <p>Includes Caretaker period for March 2018 State Election</p> <p>Council endorsement after updating draft DPA investigations and holding community consultation May 2018.</p> <p>Minister approval Nov 2018 (estimate)</p>	<p><i>Anticipated timeline</i></p> <p>DPTI P &amp; D Code information indicates that background preparation is still underway, followed by tasks of drafting of Code, link to the new 'ePlanning' system, consultation, and staged application of Code.</p> <p>Estimated P &amp; D Code 'Zones' known end 2018.</p> <p>Completion of all stages 2020.</p>
<p><i>Benefits</i></p> <p>More immediate action</p> <p>Community engagement through consultation to obtain feedback.</p> <p>Option remains for Council to decline to proceed if necessary after completion of consultation.</p> <p>Indicates Council direction for future</p>	<p><i>Benefits</i></p> <p>Transition to P &amp; D Code in one step.</p> <p>Time to allow more detail on PFAS impacts / mitigation and Public Safety guideline for inclusion in P &amp; D Code.</p> <p>Transfers staff capacity to P &amp; D Code collaboration</p> <p>Allows for probable finalisation of the</p>

ITEM 1.3.1

<p>land use policy in study area</p> <p>Policy preparation for eventual transition to P &amp; D Code format</p> <p>Flags to developers and owners the intention to finalise the DPA and allow developer interest</p> <p>Lessens complications in transition to P &amp; D Code preparation, explanation and community engagement</p>	<p>NASAF guideline under preparation on public safety to give greater clarification on policy direction.</p>
<p><i>Negatives</i></p> <p>Will require later transition to P &amp; D Code format.</p> <p>Repeated community engagement of both this DPA and later P &amp; D Code may be seen as nuisance/confuse public</p> <p>Staff capacity directed to this work in place of P &amp; D Code transition efforts</p> <p>Uncertainty of application of later NASAF Public Safety Guideline under preparation on public safety. It is unknown in its application and acceptance by national authorities, but may have significant effect if imposed over existing policies. Dept of Defence has however indicated that it is not seeking retrofitting to existing airports.</p>	<p><i>Negatives</i></p> <p>Further delays in process in a long running rezoning.</p> <p>No certainty on potential outcomes of P &amp; D Code transition</p> <p>Further delays developer and owner intentions</p> <p>Increases complications in P &amp; D Code preparation, explanation and community engagement by introducing a complex change across a large area and number of properties that would require explanation of the new policy as well as the P &amp; D Code application.</p>

- 4.6 Utilising the current DPA process allows for Council to reconsider the merits of continuing with a rezoning after the public consultation period.
- 4.7 The Department of Defence has put forward a consistent position of opposing any new residential development within the areas above the 20 Australian Noise Exposure Forecast. It has supported the Urban Employment Zone development subject to the policy inclusion having regard to the other operational matters included in other NASAF Guidelines.
- 4.8 The Minister has directed that no land within the study area is to be included as a Residential Zone if it is above the 20 ANEF contour which has reduced the development opportunities for a number of land owners along the eastern interface of the study area. However, the majority of the study area retains its opportunity for future employment lands with the consideration of airport operations.

ITEM 1.3.1

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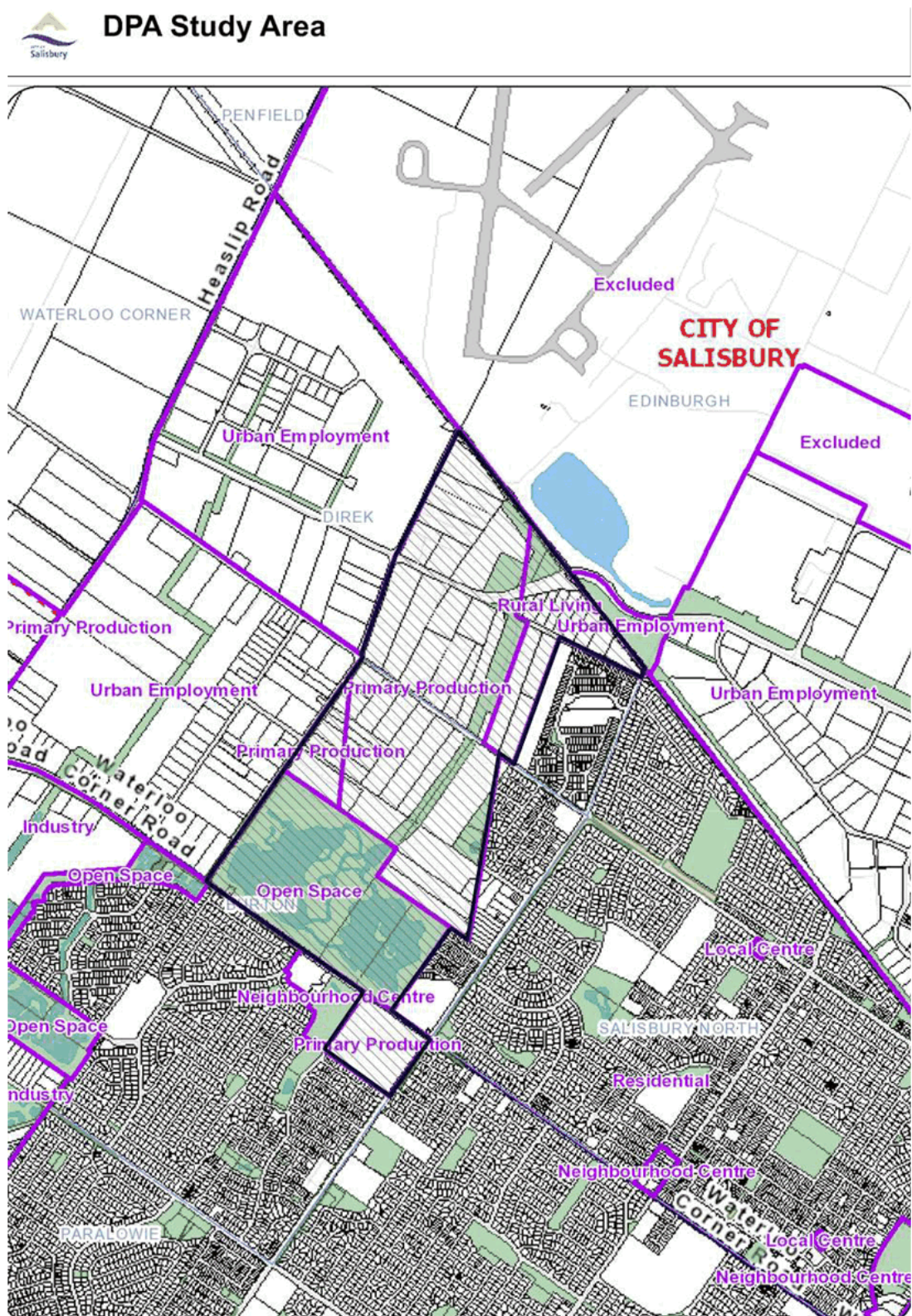
- 4.9 Continuing with the current DPA process would result in obtaining the community position on the Urban Employment Zone direction put forward in the draft DPA and if endorsed by Council, finalisation of the rezoning.

**5. CONCLUSION / PROPOSAL**

- 5.1 It is concluded that the best option for Council to pursue in this matter is to amend the current DPA including the required investigations in order to proceed to public consultation under the current process.
- 5.2 The unknowns of timing and content of the Planning and Design Code suggest that the existing pathway of the current DPA process will enable a quicker resolution.

**CO-ORDINATION**

Officer: EXECUTIVE GROUP  
Date: 04.12.17



**The Hon John Rau MP**

#11793842

18

October 2017

Mr John Harry  
Chief Executive Officer  
City of Salisbury  
PO Box 8  
SALISBURY SA 5018

**Attention:** Ms Michelle Tucker

Dear Mr Harry

Thank you for your request that the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment (DPA) be approved for consultation.

Council originally sought my approval to commence public consultation in April 2015. After giving careful consideration to the DPA and the submissions from Defence SA and the Federal Department of Defence (Defence), I wrote to Council in October 2015, advising that I did not support the proposed DPA and requested that amendments be made to the DPA prior to my final agreement.

In doing so, I acknowledged the importance of the Defence Industry and the Royal Australian Air Force – Edinburgh Defence Airfield Base and advised Council that I would be unwilling to support any proposed amendment, which would result in noise sensitive development within the Edinburgh Defence Precinct or potentially restrict the operation of the base or aircraft from operating freely either now or in the future. (A copy of my previous letter is attached).

I acknowledge that the DPA, re-submitted by Council, has been amended to address a majority of the issues raised during agency consultation however, it continues to seek the rezoning of land for residential purposes within areas that exceed the 20 Australian Noise Exposure Forecast (ANEF) Contour. Furthermore, after reviewing the proposed changes, Defence have again objected to the possibility of new residential development within the ANEF 20 contour and above. Defence also noted that the proposed subdivision is located in close proximity to the primary approach/departure flight path for the Base, approximately 2km from the southern end of the runway.

Consequently, I remain of the opinion that the DPA does not adequately address the concerns of the relevant agencies and would result in the intensification of sensitive land uses within areas that are impacted by the ongoing operations of the RAAF Base, and this would



**Government  
of South Australia**

Deputy Premier  
Attorney-General  
Minister for Justice Reform  
Minister for Planning  
Minister for Industrial Relations  
Minister for Child Protection  
Reform  
Minister for the Public Sector  
Minister for Consumer and  
Business Services  
Minister for the City of  
Adelaide  
45 Pirie Street  
ADELAIDE SA 5000  
GPO Box 464  
Adelaide SA 5001  
Tel 08 8207 1723  
Fax 08 8207 1736

further constrain the already limited opportunities for Defence to grow or modify its activities both now and in the future.

Whilst I understand Council's intent to progress the DPA, the passing of the *Planning, Development and Infrastructure Act 2016* has provided for the introduction of the Planning and Design Code (the Code), which aims to provide a consistent and contemporary planning policy framework that will ultimately replace Council's Development Plan and, as such, the policies affected by this DPA will need to be revisited as part of the transition to the Code.

Transitioning to the new Code will be a significant task and will require substantial government resources to develop, implement and service. Councils are therefore being encouraged to finalise all existing DPAs as a matter of priority, to ensure that State and Council resources can be redirected to implementing the reform agenda and to avoid the DPA process being overtaken by the implementation of the Code.

Notwithstanding this, I am willing to support the progression of this DPA under the current system provided it does not result in an outcome that would impede the operations of the RAAF Base and Council commits to focussing its resources towards completing this amendment as quickly as possible.

Accordingly, I approve the DPA to commence Public Consultation subject to the DPA being amended to ensure that no land, which is located in areas that exceed the 20 ANEF Contour, is rezoned to Residential Zone or any other zone that would result in the further intensification of noise sensitive land uses.

Alternatively I ask Council to consider whether the amendments being sought in this DPA could be more adequately addressed as part of the transition to the Code. This process would include the preparation of a collaborative work plan and would allow for work already done by Council to be used to inform the Code, both from a policy perspective and spatially through land zoning.

If there are any questions about the above please contact Jeff Sewart on 7109 7002 or by email address [Jeffery.Sewart@sa.gov.au](mailto:Jeffery.Sewart@sa.gov.au), who would be pleased to assist you.

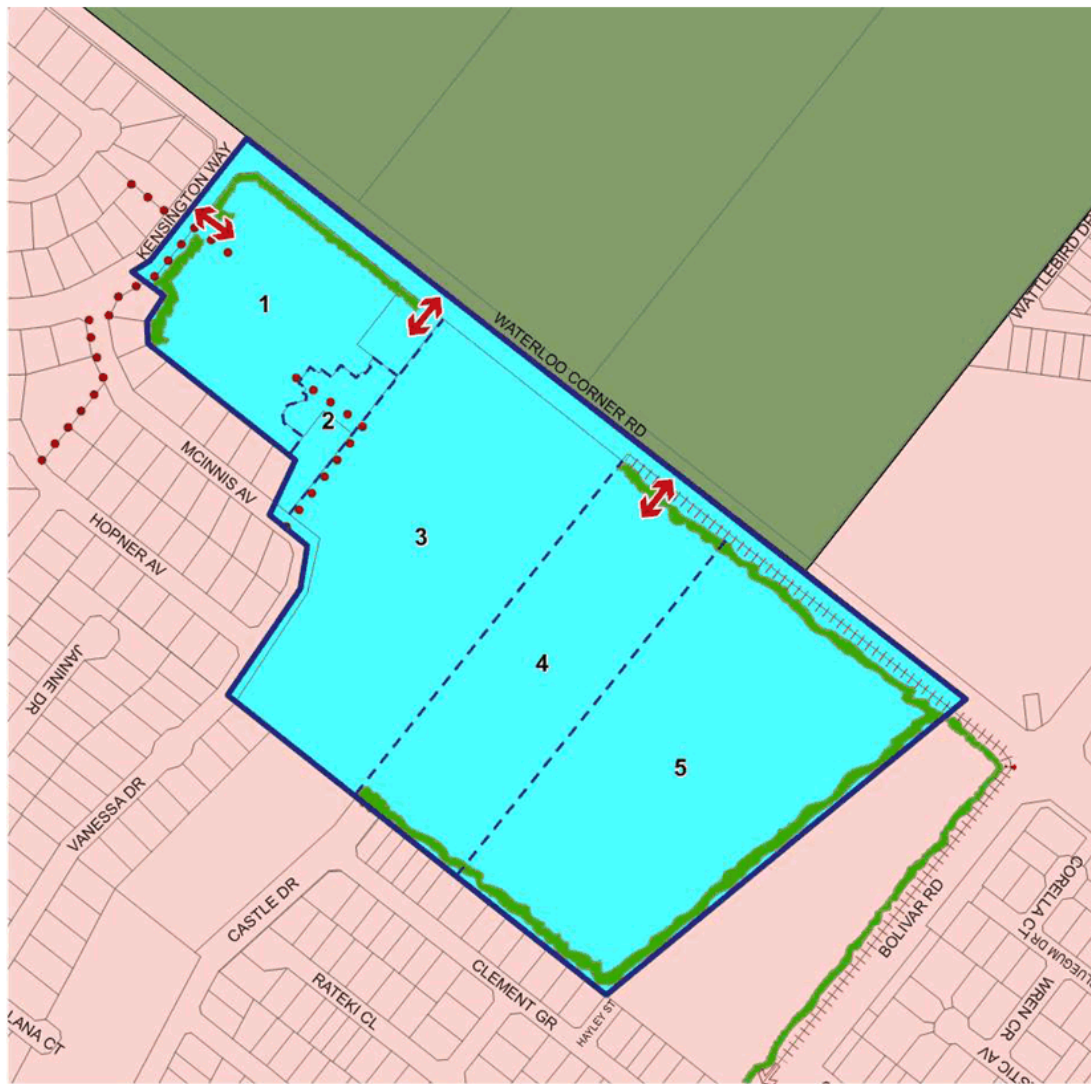
Yours sincerely



**John Rau**  
Deputy Premier  
Minister for Planning



1.3.1 Heyne Land



- Residential
- Commercial
- Open Space
- Landscaping
- Vehicle Access
- Road Widening
- Proposed Pedestrian Access
- 1 Retail/Commercial Area
- 2 Community Area
- 3 Recreation/Open Space Area
- 4 Car parking
- 5 Bulky Goods
- Concept Area Boundary

## Concept Plan Map Sal/11 WATERLOO CORNER ROAD NEIGHBOURHOOD CENTRE



# Development Plan Amendment

By the Council

## City of Salisbury

### Rural (Aircraft Noise) Direk Industry and Residential Interface

#### Explanatory Statement and Analysis

*For Consultation*

Draft DPA for Public Consultation Sept 2016

Draft DPA for Public Consultation Sept 2016

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## Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at "Click and Type" from "Insert Consultation Start Date" until "Insert Consultation Close Date" .

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to "Click and Type".

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on "Click and Type" at "Click and Type".

## Explanatory Statement

### Introduction

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

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
  - Background information
  - Investigations
  - Recommended policy changes
  - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

### Need for the amendment

The Direk area as highlighted in City of Salisbury studies in 1999 and 2004, and more recently in the Greater Edinburgh Parks investigations, is considered to have the following strengths:

- Ready linkage to major freight networks
- Access to transport distribution facilities at Port Adelaide
- Access to an intermodal transport facility
- Is adjacent the Edinburgh RAAF Air Field
- Is adjacent the Greater Edinburgh Parks industrial area.

The 30 Year Plan for Greater Adelaide anticipates residential growth supported by employment growth over the period and has set regional targets. The State has set aside a significant area at Greater Edinburgh Parks as employment lands, with the intention to facilitate an enterprise precinct that takes advantage of the proximity of the Edinburgh RAAF Air Field and will act as a focus for defence related industries in particular.

The Edinburgh RAAF Air Field has been identified by the Department of Defence as a strategic base and therefore consolidated in its operations. The 7RAR Hardened and Network Army initiative has resulted in the relocation of a battalion to Edinburgh with a resultant increase in base facilities and presents an opportunity to build upon the demands for industrial land in conjunction with Greater Edinburgh Parks.

The area to the south of the runway has been zoned Rural (Aircraft Noise) and more latterly Primary Production (due to the Better Development Plan module application) to control development in proximity to the Edinburgh RAAF facility. Residential and industrial development is not permitted in the zone primarily because of the airplane noise issues. The location and shape of the Zone has somewhat been dictated by the noise forecasts from aircraft operations and is known as the Australian Noise Exposure Forecast (ANEF). The ANEF is dependent upon the type of aircraft used, the flight paths, and frequency of operation. These are reviewed periodically by the Department of Defence, usually as an outcome of a change in aircraft type and operations.

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The Edinburgh RAAF Air Field has released its latest Australian Noise Exposure Forecast for up to the year 2022 which offers the opportunity to review the land uses and zoning controls around the area.

The Federal Government has also introduced a National Airports Safeguarding Framework arising from the Aviation White Paper. The Framework has a number of matters that will require consideration of development around airports to further protect operational safety.

It is therefore considered opportune to assess the land use framework of the area in light of these policy directions.

### **Statement of Intent**

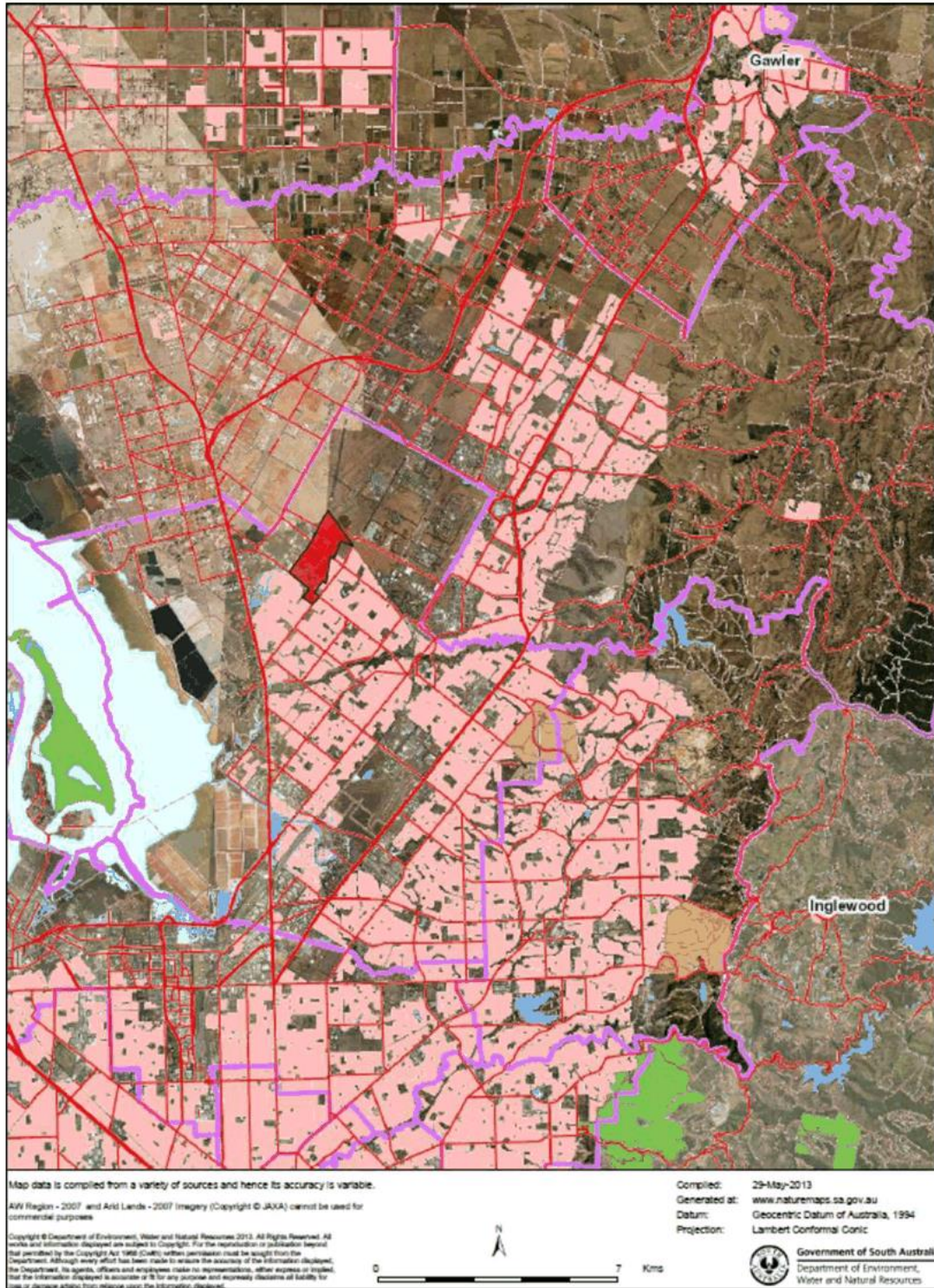
The Statement of Intent relating to this DPA was agreed to by the Minister on 29<sup>th</sup> November 2013.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

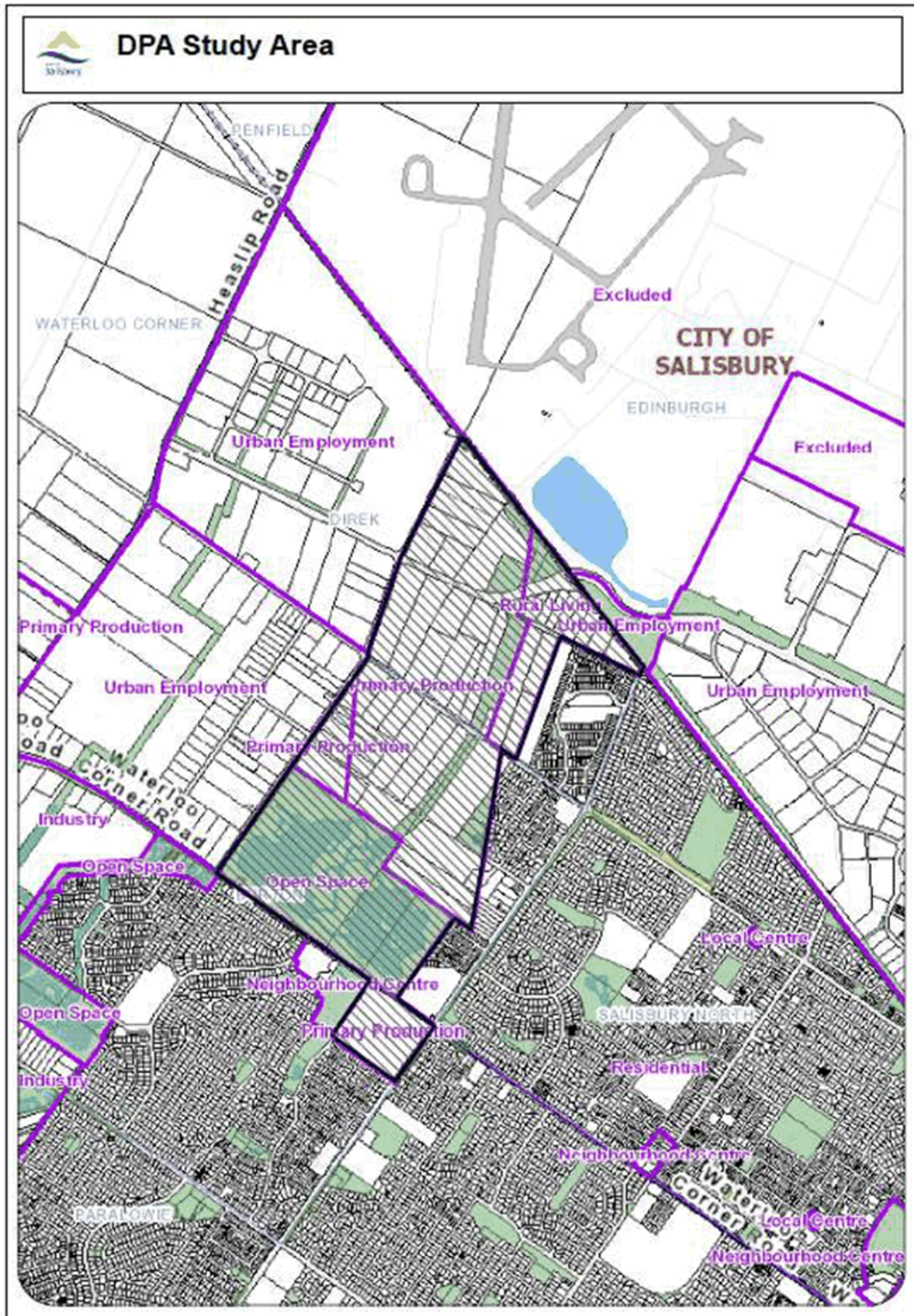
### **Affected area**

The area(s) affected by the proposed DPA is described as follows:

The land south of the runway that is within the Primary Production Zone (previously the Rural (Aircraft Noise) Zone), Rural Living Zone, and the Open Space Zone that is locally known as Kaurna Park. The Study Area is shown in its regional context in Diagram 1 and in more localised detail in Diagram 2



Draft Public Consultation DPA – January 2018



Draft Public Consultation DPA – January 2018

## Summary of proposed policy changes

The DPA proposes the following major changes:

- Use the Urban Employment Zone policy module as adapted by the Minister in the Greater Edinburgh Parks Employment Lands Part 1 DPA to replace the Primary Production Zone in the study area;
- Include Dwellings as non-complying development in the Urban Employment Zone for areas above 20ANEF;
- Update mapping for Strategic Transport Routes ;
- Amend Waterloo Corner Road Neighbourhood Centre Zone to incorporate additional land for bulky goods retail purposes and parking, amend associated Concept Plan Map Sal/11
- Amending Concept Plan Map Sal/6 to identify building height restrictions of 7.5m and 15m, a Limited Development Area and a Runway Public Safety Area over the study area
- Amend Building Near Airports policy module to reflect correct Australian Standard references
- Introducing a Concept Plan showing preferred vehicle access arrangements to part of the Urban Employment Zone of the study area, and restrictions to the adjoining Residential Zone
- Correction to the Building Near Airfields general policy to reference Australian Standard AS2021 in place of AS2022.

## Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the Development Act 1993.

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

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

## Interim operation

Interim operation is not sought for this Development Plan Amendment.

## Consultation

This DPA has undergone formal agency consultation with:

- Federal Department of Infrastructure, Transport, Regional Development and Local Government
- Department of Defence – Defence Support Group
- Defence SA
- DPTI
- SEAGas
- Epic Energy
- APA Group
- Investra
- SA Water
- Electranet
- SA Power Networks
- DEWNR

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- DMITRE
- EPA
- PIRSA
- SA State Emergency Service
- SA Metropolitan Fire Service

Preliminary consultation will also occur with the following key stakeholders:

- Australian Rail Track Corporation

The DPA is now to be released for public consultation.

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

**Important Note for Agencies:** This DPA includes modules from the State Planning Policy Library.

As the policy library was subject to agency consultation during its development, agencies are requested to comment only on the range and application of the modules selected and not on the actual policy content, except where that policy has been included as a local addition. Agencies are invited to comment on any additional issues.

### The final stage

When the council has considered the comments received and made any appropriate changes, a report on this (the Summary of consultations and proposed amendments report) will be sent to the Minister.

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

## Analysis

### 1. Background

The Direk area, as highlighted in City of Salisbury studies in 1999 and 2004, and more recently in the State's Greater Edinburgh Parks investigations, is considered to have the following strengths:

- Ready linkage to major freight networks
- Access to transport distribution facilities at Port Adelaide
- Access to an intermodal transport facility
- Is adjacent the Edinburgh RAAF Air Field
- Is adjacent the Edinburgh Parks industrial area
- Is adjacent the future Greater Edinburgh Parks Employment Lands

The Metropolitan Adelaide Industrial Land Strategy released in April 2007 identified Edinburgh Parks as a key strategic industrial area in Northern Adelaide and precinct for future industrial growth, along with the LeFevre Peninsula/Gillman area. The Strategy also flagged a partnership between the Government and Playford and Salisbury Councils on a strategic master planning exercise for the development of the Greater Edinburgh Parks area, which commenced with the formation of a cross-council and State Agency Working Group.

The 30 Year Plan for Greater Adelaide anticipates residential growth supported by employment growth over the period and has set regional targets. The State has set aside a significant area at Greater Edinburgh Parks as employment lands, with the intention to facilitate an enterprise precinct that takes advantage of the proximity of the Edinburgh RAAF Air Field and will act as a focus for defence related industries in particular. The intention is to support the anticipated population increase with new employment lands to provide opportunities for employment generating activities.

The Housing and Employment Land Supply Program (HELSP) Report released on 12 October 2010 supports the 30-Year Plan's objectives to ensure that Greater Adelaide has an adequate supply of well-located developable land spread across the region. Specifically, the Program seeks to maintain a 15-year supply target of 1665 hectares of usable industrial land across the Greater Adelaide Region at any given time. However, the Report predicts that at current consumption rates and taking constraints into account (eg. slope, contamination, residential encroachment, flooding, marketability, etc), current stocks of developable industrial land are slightly less than 12 years' supply and hence, short of the Program's 15-year supply target.

The HELSP Report also clarifies that while the Northern and Western Regions of Greater Adelaide will have a healthier industrial land stock position than other regions in the short term, high demand in these areas will put the Regions under pressure by 2018 to 2020. The immediate goal is therefore to achieve the 15 years' supply target within the next five years, with rezoning for at least 1200 hectares needed in Northern Adelaide to be accommodated by the Greater Edinburgh Parks area in the more immediate term.

The Edinburgh RAAF Air Field has been identified by the Department of Defence as a strategic base and therefore consolidated in its operations. The 7RAR Hardened and Network Army initiative has resulted in the relocation of a battalion to Edinburgh with a resultant increase in base facilities and presents an opportunity to build upon the demands for industrial land in conjunction with Greater Edinburgh Parks.

The area to the south of the runway has been zoned Rural (Aircraft Noise) to control development in relation to the noise emanating from the take-off and landing of aircraft from the runway at Edinburgh RAAF. Residential and industrial development has not been permitted in the zone primarily because of the noise issues. The location and shape of the Zone has somewhat been dictated by the noise forecasts from aircraft operations and is known as the Australian Noise Exposure Forecast (ANEF). The ANEF is dependent upon the type of aircraft used, the flight paths, and frequency of operation. These are reviewed periodically by the Department of Defence, usually as an outcome of a change in aircraft type and operations.

The Edinburgh RAAF Air Field has released its recent Australian Noise Exposure Forecast for up to the year 2022 which allows a review of the land uses and zoning controls around the area.

The Federal Government has also introduced a National Airports Safeguarding Framework arising from the Aviation White Paper. The Framework has a number of matters that will require consideration of appropriate development and land use policy controls around airports to further protect operational safety.

The opportunity has been created to investigate the appropriate land uses with regard to the restrictions imposed by the Federal Government and Department of Defence so as to protect the operational safety of airports for this study area and link to the adjoining employment lands.

### **Development Plan Amendment history**

The 1966-67 Planning Regulations Zoning controls introduced land use zones in the metropolitan area. The study area land now under investigation was zoned a combination of Residential 2 and Rural A.

In 1974 the Department of Defence produced projections of aircraft noise exposure for the Edinburgh area. This indicated that substantial areas would be seriously affected by predicted aircraft noise by 1985. As a result, a large area was to be rezoned to prohibit dwellings. A 1977 Planning Appeal Board determination established that the 30 NEF (Noise Exposure Forecast) was to be the limit to residential subdivision.

In 1979 the State Planning Minister introduced through the Ministerial Salisbury North Supplementary Development Plan restrictions on residential development in the City of Salisbury area south of Edinburgh Airfield. It was based on the American standard of 30 Noise Exposure Forecast metric. It created the Special Uses (Salisbury North) Zone over part of the existing Residential 2 zoned area.

The 1982 Ministerial Edinburgh Supplementary Development Plan introduced strengthened land use controls over part of the Rural A Zone. This in effect lengthened the area sought to be restricted from residential activities and made a continuous area from the end of the airfield to the southern end of the area identified in the 1979 rezoning.

The 1987 City of Salisbury Rural and Special Uses Supplementary Development Plan in effect consolidated the restrictions and extended the development control policies to the land north of Diment Road that was considered to be subject to severe aircraft noise.

The 1989 City of Salisbury Burton Zone Variation Supplementary Development Plan essentially kept the same policies, but changed the zone name to Rural (Aircraft Noise) Zone.

The change in Federal Government Policy from the original 30 NEF to the 25 ANEF significantly altered the extent of the areas isolated from residential development. The 1988 plot of the 25 ANEF opened a significant extent of land to the south and south west of the newly named Rural (Aircraft Noise) Zone for residential use originally isolated by airplane noise.

In 1991 Council resolved to investigate the potential residential use in light of the revised ANEF's. During these investigations, the Department of Defence produced a new ANEF forecast for 2005.

The investigations resulted in changes to the Council Development Plan through the Burton/Direk Plan Amendment Report authorised in April 1998. This allowed the creation of the Springbank Waters subdivision and opened areas along Bolivar Road but with building standards for acoustic reduction.

The Rural (Aircraft Noise) / Direk West Sector: Industry DPA authorised in 2011 rezoned a portion of the Rural (Aircraft Noise) Zone to Industry and introduced policies which controlled the extent of development adjacent the railway and Edinburgh base.

The Better Development Plans and General DPA authorised in 2013 renamed the Rural Aircraft Noise Zone as Primary Production Zone and introduced an Aircraft Noise Policy Area and Direk Policy Area over the study area.

Ministerial Greater Edinburgh Parks Employment Lands DPA Part 1 authorised on 19th December 2013 specifically investigated areas outside of this DPA's study area, but did result in some policies being applied over the study area through overlay maps.

## 2. The strategic context and policy directions

### 2.1 Consistency with South Australia's Strategic Plan

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

The DPA supports the following targets of South Australia's Strategic Plan:

South Australia's Strategic Plan 2011	
Strategic Plan Objective/Targets	Comment/Response
Goal: SA transport network enables efficient movement by industry and the community T56 Strategic Infrastructure Ensure the provision of key economic and social infrastructure accommodates population growth	Provision of employment zoned land and infrastructure to support population growth adjacent the Greater Edinburgh Parks and Edinburgh Parks areas.
Goal We want Adelaide to grow up more than out T68 Urban Development By 2036 70% of all new housing in metropolitan Adelaide will be built in established areas	Provision of urban land suitable for residential development in established areas.

### 2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning 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 following volumes of the Planning Strategy are relevant to this DPA:

- The 30 Year Plan for Greater Adelaide

The DPA supports the policies of the Planning Strategy by:

- Providing employment land adjacent Greater Edinburgh Parks, Edinburgh Parks and Edinburgh Defence Airfield base that will allow linkages to potential defence industries
- Providing infill residential development that will provide housing variety,

The DPA introduces Policy Library modules, which have been developed with reference to and have strong links to the Planning Strategy.

A detailed assessment of the DPA against the Planning Strategy is contained in **Appendix A**.

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## 2.3 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

### 2.3.1 Council's Strategic Directions Report

This DPA is consistent with Council's Strategic Directions Report (as agreed by the Minister on 28<sup>th</sup> October 2013) and helps deliver on the following recommendations/targets of this plan:

- Need for consistent land use planning framework to protect the operations of Parafield Airport and RAAF Edinburgh, limit impact on surrounding areas and consider the implications for future land uses within these areas affected by airport operations, by:
  - Ongoing collaboration with State Government to reach an agreed and co-ordinated position on a land use planning framework to safeguard airport activities and surrounding areas (RAAF Edinburgh and Parafield Airport) including consideration of appropriate land use policy for areas affected by aircraft operations (noise, public safety zones, building heights et al).

### City Plan 2030

The City Plan articulates Council's vision and proposed directions to create a flourishing City with opportunity for all

Relevant City Plan objectives are:

- Be the place for businesses to invest and grow within South Australia nationally and internationally
- Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice
- Have urban and natural spaces that are adaptive to future changes in climate

The DPA has as a significant component of the proposed land use to be employment lands which includes industrial activities. The DPA reinforces the Greater Edinburgh Parks Employment Land DPA aims and policy proposals.

### Growth Action Plan

The 2008 Growth Action Plan identified a range of residential growth opportunities throughout the City. The Plan identified Heyne's Nursery at the corner of Bolivar Road and Waterloo Corner Road which is within the study area as a potential site for rezoning. The Growth Action Plan was updated in 2016 and reinforces the site as a priority focus area for residential urban consolidation. A key action within the plan is to progress the DPA with an expected completion within 2017.

### 2.3.2 Infrastructure planning

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

The following infrastructure planning is of relevance to this DPA:

Council Infrastructure Planning	Response/Comment
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Council Infrastructure Planning	Response/Comment
Nil	Not required

Government Agency Infrastructure Planning	Response/Comment
<p><u>Strategic Infrastructure Plan for South Australia 2005/6- 2014/15</u></p> <p>Enhance existing priority strategic freight routes throughout the state in order to minimise community impacts of road freight</p> <p>Prioritise the development and staged release of strategic parcels of land such as Edinburgh Parks – automotive and defence (520 ha)</p> <p>Identify and preserve additional land suitable for industrial sites and, when appropriate, develop industrial estates: Progress investment opportunities for industrial sites in the south of Adelaide</p>	<p>Edinburgh Road is designated as a secondary freight route in the authorised the Greater Edinburgh Parks Employment Lands stage 1 DPA. This road traverses the study area. It will continue to be recognised in this DPA and protect its role and function.</p> <p>This DPA will enhance the Edinburgh Parks development and provide a variety of suitable industrial sites that can access the strategic lands and add to the use of the Edinburgh Road as a freight route.</p>
<p>A Functional Hierarchy for South Australia's Land Transport Network June 2013</p> <p>Identifies Edinburgh Road as a Major Local Freight Route. Freight routes to have limited side friction from adjacent land uses.</p>	<p>The DPA policies reinforce the role of Edinburgh Road as a freight route, and will restrict direct access onto the freight route.</p>
<p>The Integrated Transport and Land Use Plan October 2013</p> <p>Work with Local Government to implement the National Airport Safeguarding Framework within council development plans to ensure the future of Edinburgh, Gawler, Parafield, Aldinga and Goolwa Airports.</p>	<p>The DPA incorporates policies that reflect the National Airport Safeguarding Framework guidelines to ensure the airport operations.</p>

### 2.3.3 Current Ministerial and Council DPAs

This DPA has taken into account the following Ministerial and Council DPAs which are currently being processed:

Council DPAs	Response/Comment
Mawson Lakes	The DPA Part 1 has been approved and incorporated into the Development Plan. A Part 2 is subject to further work. It is site specific and will not impact on this DPA.

Ministerial DPAs	Response/Comment
Greater Edinburgh Parks Employment Lands	<p>Part 1 of the DPA has been incorporated into the Development Plan. Part 1 was associated with the areas zoned as industry and commercial in the Greater Edinburgh Parks area within the Cities of Playford and Salisbury. Part 2 is still undergoing investigation and is associated with the balance of the new employment areas in Greater Edinburgh Parks.</p> <p>This DPA will be consistent with the Ministerial DPA.</p>

### 2.3.4 Existing Ministerial Policy

This DPA proposed changes to the following, existing Ministerial policy:

Existing Ministerial Policy	Proposed Change and Justification
Addition to exceptions for 'Dwelling or Dwellings' in the Non complying development in Urban Employment Zone	Adding to exceptions to include 'except if in Precinct 19'. This is particular to the City of Salisbury Development Plan, recognises the existing dwellings in this area built when 25 ANEF was the standard and reflecting previous airplane noise forecasts for the base.
Correction to Building Near Airfields general policy module.	Reference in the current module is to Australian Standard AS2022. Correct reference should read AS2021.

### 3. Investigations

#### 3.1 Investigations undertaken prior to the SOI

Nil

#### 3.2 Investigations undertaken to inform this DPA

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken to inform this DPA:

- The provision of a comprehensive infrastructure analysis that identifies all potential infrastructure issues that will have to be addressed in any subsequent development application, and provide a strategy which offers a funding solution for each of these issues.
- Investigate the impact of the rezoning on the operation of the airport. Have regard to OLS implications, building height limits, noise implications, potential for bird strike, smoke/gas/dust emissions, lighting implications and establish appropriate buffers/policy measures where necessary.
- Investigate the need to establish public safety zones at the end of the airport runways by undertaking an assessment of the risk of death or injury to the persons on the ground in the event of an aircraft accident impacting on the proposed development.
- Investigate the potential for any interface conflict between the existing airport and proposed sensitive uses.
- Investigate and ensure that development in the affected area does not infringe the inner horizontal surface of the Obstacle Limitation Surface (OLS) for the airport.
- Investigate potential height limitations on the affected area as prescribed by the Commonwealth Airports (Protection of Airspace) Regulations comprising the Obstacle Limitation Surface (OLS) and Procedures for Air Navigation Services – Aircraft Operation (PANS-OPS) surfaces.
- Investigate and identify a suitable internal road network including a hierarchy of roads throughout the development that ensures safe and convenient access.
- Investigate and identify whether the proposed development can be supported by existing public transport networks and develop policies which support their use across the development.
- Investigate the potential impacts of proposed development on strategic transport routes and include policies to protect the strategic importance of these routes.
- Investigate and identify if any changes to the Minister's 'designated areas' (for the purposes of Clause 2A, Schedule 4 of the Development Regulations 2008) are required as a result of the proposed zone boundary changes.
- Investigate the nature and capacity of existing utility infrastructure services available to the affected area and identify any augmentation/upgrade works which might be necessary to facilitate the proposal.
- Investigate the capacity of the existing stormwater disposal network to support the proposed rezoning and identify any augmentation/upgrade works which might be necessary to facilitate the proposal.
- Undertake a desk top site history analysis to identify possible potentially contaminating activities on the land proposed for rezoning.
- Investigate and identify stormwater drainage, detention and re-use strategies, including the incorporation of WSUD policies.
- Investigate and identify policies (for example, buffers, separation distances and transition methods) to avoid, manage and / or mitigate the impact of conflicting activities (noise, odour, dust, spraydrift etc) whilst protecting the integrity of existing and desired activities.
- Investigate and identify appropriate land use interface response policies including the arrangement of land-uses and the incorporation of design responses.
- Investigate noise, odour and interface issues and identify an appropriate policy response including the use of separation distances and design construction methods.
- Investigate potential noise impacts associated with the rezoning proposals, including the need to avoid residential rezoning in areas where aircraft noise is predicted to exceed 20 Australian Noise Exposure Forecast (ANEF) units
- Department of Defence information on runway extensions.

The investigations are as follows:

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### 3.2.1 National Airport Safeguarding Framework

The Federal Government has introduced a National Airports Safeguarding Framework to protect the operational interests of airports across Australia. The Framework has been integrated into the City of Salisbury Development Plan for an adjacent area north of this DPA study area, and around the Parafield Airport in the Mawson Lakes DPA and the Salisbury South Mixed Use Bulky Goods- Retail Outlet, Entertainment and Leisure Precinct DPA.

The guidelines are to manage the following matters:

- Lighting distraction to pilots
- Intrusions into Protected Operational Airspace
- Wind Turbines
- Wild Life Strikes
- Measures for managing impacts of Aircraft Noise
- Managing the risk of Building Generated Windshear and Turbulence
- Communications / Navigation impacts
- Public Safety Areas

The Department of Planning Transport and Infrastructure has also been adopting the guidelines into the Development Plan land use zoning modules and policies.

The DPA proposes to use the Urban Employment Zone as amended by the Ministerial Greater Edinburgh Parks Employment Lands DPA Part 1 authorised on the 19<sup>th</sup> December 2013. The policy content has been written to incorporate the Framework Guidelines. The policies introduced through this DPA will not contradict the introduced policies or the Framework.

Council has also recently upgraded the Development Plan through the Better Development Plan and General DPA which introduced some elements of the Framework prior to the Ministerial DPA for Greater Edinburgh Parks.

The Edinburgh Airfield is also protected under the Defence Act and Regulations. Relevant policies have been prepared in the past in conjunction with Department of Defence advice, particularly on building heights, public safety areas and limited development areas. These defined parameters are retained in this DPA and have been extended as necessary.

#### Public Safety Areas

This Guideline is yet to be agreed to by the State Governments and has not been finalised, but it is anticipated to be introduced. Council has considered Public Safety Areas in an adjacent area to this study area that was rezoned in an earlier DPA, and at land on Kings Road adjacent Parafield Airport in conjunction with a risk analysis study, and at Mawson Lakes affecting the University of South Australia land through a DPA.

The Federal Government National Airports Safeguarding Framework contains a direction to investigate Public Safety Areas at airports. In the absence of adoption of a definitive standard to date by the Government, Council has used the standards contained in the Queensland State Planning Policy 1/02 Guideline: Development in the Vicinity of Certain Airports and Aviation Facilities, Department of Local Government and Planning, Queensland Government, 2002. Elements of this have been modified through the State Government BDP Module for Building Near Airports.

The Queensland model restricts developments that are hazardous or involve a high concentration of employees or public. The restricted area extends 1000m from the end of the runway, is 350m wide at the runway, and 250m wide at the end point. In this instance a physically defined safety area is suitable in place of a Risk Analysis which would otherwise involve detailed studies and input from Defence.

There are a number of other models used across the world for public safety areas and depend on the risk levels. There are assumed to be different levels of risk for public major airports, general aviation airports, and

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Defence airports. The Department of Infrastructure and Regional Development is undertaking a study into the various risk analysis methodologies.

#### Edinburgh RAAF Air Field Australian Noise Exposure Forecast

The area to the south of the runway has been zoned Rural (Aircraft Noise) in the past. More recently it is a policy area within the Primary Production Zone which was a renaming under the Better Development Plans and General DPA authorised in 2013. The policies seek to control development in relation to the noise emanating from the take-off and landing of aircraft from the runway at Edinburgh RAAF, in relation to the airport operational safety.

Residential and industrial development is not permitted in the zone primarily because of the noise issues. The location and shape of the zone has been dictated by previous noise forecasts from aircraft operations. The forecast noise level is known as the Australian Noise Exposure Forecast (ANEF). The ANEF is dependent upon the type of aircraft used, the flight paths, and frequency of operation. These are reviewed periodically by the Department of Defence, usually as an outcome of a change in aircraft type and operations.

The Edinburgh RAAF Air Field has released its most recent Australian Noise Exposure Forecast which is modelled for up to the year 2022. This was included in the Ministerial Greater Edinburgh Parks Employment Lands Part 1 DPA. Refer to Diagram 1 for a more detailed map of the noise contour modelling for 2022.

It is expected that aircraft movements and noise will increase as indicated by the 2022 Forecast with a potential change in the noise affected areas. It is prudent to adopt a policy that will consider airplane noise in housing design. The DPA will introduce a requirement that housing and urban development will have to meet Australian standards. This is the preferred approach by DPTI. This approach has been adopted in the previous Better Development Plans modules issued by the State, and in the recent Greater Edinburgh Parks Employment Lands Part 1 Ministerial DPA.

The draft National Airport Safeguarding Framework guideline on Measures for Managing Impacts of Aircraft Noise and the interpretation of Australian Standard AS 2021-2000 was used to prepare the basis of this DPA. It contained the following excerpts:

**How it should be used**

*There is a need to treat future development and existing development differently. Where there is no major existing or approved development, there is scope to plan ahead to take account of potential noise disturbance and in particular to minimise the zoning of noise exposed land for residential development. There may be less scope to avoid noise issues in situations of urban consolidation and infill or redevelopment of brownfield areas, but consideration should be given to the appropriate nature of that development and the balance of public interest. It is recognised that most State and Territory Governments have targets or policies that need to be met to achieve housing and employment area supply.*

*It is recognised that the pattern of flying at military airfields might not readily lend itself to the same suite of frequency based noise measurements. This is because military jets exhibit a pattern of lower frequency but higher individual noise events that may require different measures, such as N80s.*

**Rezoning of greenfield areas to permit noise sensitive uses**

*Governments agree to ask Standards Australia to undertake a review of AS2021 2000, with the review to also consider (but not limited to) the application of the following approach to land use planning:*

- *There should be no new designations or zoning changes that would provide for noise sensitive developments within a 20 ANEF where that land was previously rural or for non-urban purposes. Zoning for noise-sensitive development should be avoided where ultimate capacity or long range noise modelling for the airport indicates either:
 
  - 20 or more daily events greater than 70 dB(A);
  - 50 or more daily events of greater than 65 dB(A); or
  - 100 events or more daily events of greater than 60 dB(A).*

**Rezoning of brownfield areas to permit noise sensitive uses**

*This section applies to urban land that is currently primarily designated for non noise sensitive uses and is being considered for rezoning, for example, for residential infill or increasing residential densities, such as within a mixed use precinct near a transport corridor.*

*Whilst it would not be appropriate to allow for development that would impact on the operational safety of an airport, there may be circumstances where increasing settlement in existing areas exposed to a significant degree of aircraft noise, would be acceptable given other benefits the site has to offer.*

*Consideration should be given to measures to manage the implications. This could include conditions that require development to be undertaken in a manner that physically reduces noise impacts (e.g. through appropriate construction techniques) and requirements for a disclosure processes that ensure future residents are made aware of these impacts prior to purchase.*

The interpretation of the Guideline is that the current Primary Production Zone area of the study area is considered to be greenfields (previously rural or for non-urban purposes) and therefore should not be used for housing where it is above the 20 ANEF. This would nullify the potential for housing.

However, the current AS2021 identifies that the area between 20 and 25 ANEF is conditionally acceptable for residential development subject to acoustic treatment features but some people may still feel affected by airplane noise. The area above 25 ANEF is graded as unacceptable for housing, with a proviso that subject to the planning authority approval, any development within existing built up areas designated as unacceptable should meet the noise reduction standards

## Department of Defence position

The Defence position on housing around defence airports has consistently been that it is opposed to new residential development around its airports. Defence SA has indicated that it is also opposed to new residential development around the defence airports.

This is consistent with the Department of Defence strategy as identified in the Australian Defence Force Posture Review of March 2012:

*Air Force bases are well-located, but many currently lack the capacity to fully support new platforms, and some air bases in Northern Australia face significant logistics constraints. Encroachment pressures on air bases can be managed and the Commonwealth and State and Territory Governments should ensure that air bases are protected from encroachment.*

## Encroachment

*3.22 Encroachment is a broad concept that includes land use and development, commercial activities and environmental constraints that impact on Defence's ability to use its bases, facilities and training areas, or that is otherwise sensitive to Defence's activities. Examples include residential development, industrial development, civilian use of military airfields or naval berths and the need to protect national parks, marine parks and indigenous heritage. Most bases and training areas, including offshore exercise areas, are subject to at least some pressure as a result of greater encroachment from residential, industrial and recreational areas, and increased commercial air travel, shipping activity or resource exploration activities.*

*3.23 Restrictions on noise, vehicle movements, airspace, the storage of explosive ordnance, the location of weapons ranges and the use of electronic systems, or increased public or commercial demand on infrastructure, can constrain the ability of the ADF to use a base or training area effectively.*

### DPTI position

The DPTI position on housing above the 25 ANEF and 20 ANEF at the start of the DPA was that:

- Housing above 25 ANEF is not supported. This reflects the current policy;
- Housing between the 20 and 25 ANEF, if shown to be of an infill nature, is supported subject to noise acoustic treatment in accordance with AS 2021-2000 (now AS 2021-2015);
- Higher density residential is not supported in these affected areas;
- Current AS2021-2000 (AS2021-2015) use is supported; and
- Consideration should be given to the potential movement of ANEF contour positions as a result of future modelling and the impact of a policy that allows tight alignment of residential use along the allowable contour.

The implication is that housing in the area affected by ANEF 25 and above will not be supported in a DPA, but that it will be considered for the area between 20 and 25 ANEF provided it is not high density residential, and meets the requirements of AS 2021-2000, and complies with the other relevant NASAF guidelines.

Council considered the matter of the housing limits relative to the ANEF and resolved in May 2014 to adopt the 25 ANEF contour as the limit for the Residential Zone in this matter. The Minister for Planning advised Council that the DPA would not receive agreement to proceed to public consultation until the proposed zone configuration is altered to ensure that land in areas identified to exceed 20 ANEF is not rezoned to Residential Zone. The draft DPA reflects the Minister's position.

### AS2021 application

AS2021 is used to guide assessment authorities on the siting and construction of buildings that may be affected by aircraft noise. It provides guidance on ANEF interpretation and on measurement for areas that do not have ANEF charts. It is currently under review by Standards Australia in response to a request from the Federal Government. The current version is AS2021-2015.

The Australian Standard AS 2021 (Acoustics- Aircraft Noise Intrusion –Building Siting and Construction) recommends certain land uses for a certain ANEF range. Development may be able to be acoustically treated to make it acceptable.

AS 2021 indicates that residential development is:

- Acceptable unconditionally in the areas below the 20 ANEF.
- Conditional between the 20 and 25 ANEF contours (meaning that design techniques can be undertaken to mitigate noise impacts), and
- Unacceptable in areas above the 25 ANEF contour.

Industrial development is also guided by AS2021. Light industry location is restricted to less than 40 ANEF, and also requires acoustic treatment when located in the area above 30 ANEF.

The proposed uses envisaged through the Urban Employment Zone will require consideration against the AS2021 depending on their nature and location relative to the ANEF. This may be in conjunction with the other constraints identified in the policies of this DPA.

Table 1 reprints Table 2.1 of the AS2021.



Table 1

Building site acceptability based on ANEF zones

Building Type	ANEF zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
House, home unit, flat, caravan park	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF (Note 1)	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF (Note 1)	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

## Notes:

1. The actual location of the 20 ANEF contour is difficult to define accurately, mainly because of variations in aircraft flight paths.
2. Within the 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential or educational uses. Land use authorities may consider that the incorporation of noise control features in the construction of residences or schools is appropriate.
3. There will be cases where a building of a particular type will contain spaces used for activities which would generally be found in a different type of building (e.g. an office in an industrial building). In these cases Table A.1 should be used to determine site acceptability, but internal design noise levels within the specific spaces should be determined by reference to the Australian Standard.
4. The Australian Standard does not recommend development in unacceptable areas. However, where the relevant planning authority determines that any development may be necessary within existing built-up areas designated as unacceptable, it is recommended that such development should achieve the required Aircraft Noise Reduction (ANR) determined in accordance with the Standard. For residences, schools, etc., the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
5. In no case should new development take place in greenfield sites deemed unacceptable because such development may impact on airport operations.

Source: AS 2021- 2000

## Australian Noise Exposure Forecast System (ANEF)

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The Noise Exposure Forecast (NEF) technique was developed in the USA in the late 1960's. It is a computational procedure for determining aircraft noise exposure levels around airports. It is used to assess an average community response to aircraft noise and for land use planning around the airports.

Prior to 1982 Australian land use recommendations were similar to the criteria used in the U.S NEF system. The criterion of 30 NEF was adhered to, but in accordance with the recommendations of the House of Representatives Select Committee on Aircraft Noise in 1970, cautious restraint was urged to be applied to land zoning authorities when applying the system to Australian conditions. Where possible the 25 NEF contour was used rather than the 30 NEF as a conservative safeguard until the system was validated in Australia.

In 1979 the then Department of Transport together with the Department of Defence sponsored the National Acoustic Laboratories of the Department of Health to undertake a major socio-acoustic investigation to assess the impact of aircraft noise on residential communities in Australia. Over 3,500 residents around the major commercial airports and the RAAF Base Richmond NSW were surveyed. The study found that the weighting given to night flights was too high. The report was published in 1982.

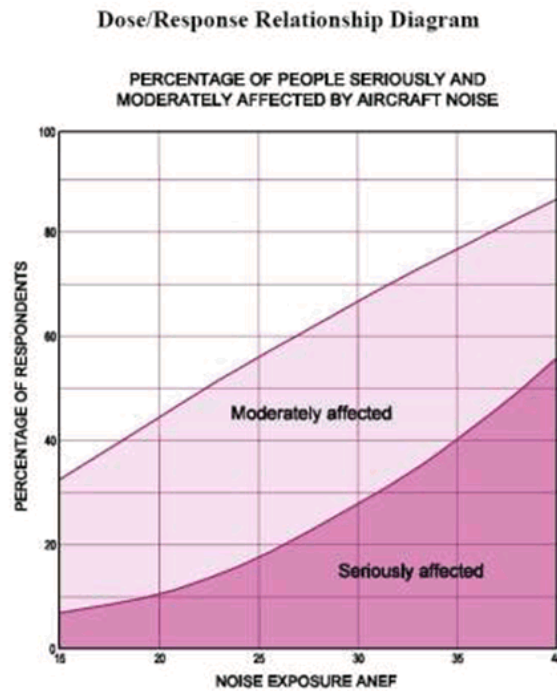
As a result the Department of Aviation decided to revise the U.S based system to reflect the Australian findings. The revision was renamed the Australian Noise Exposure Forecast system.

The ANEF unit is a measure of energy equivalence. It is a single equation of the noise levels produced by the various aircraft operating at an airport, plus a logarithmic function of the daily average number of aircraft noise events, with a weighting factor included if they occur during evening or night time hours when the sensitivity of people to noise is increase.

The National Acoustic Laboratories Report provided substantial evidence to support the use of 25 ANEF as the appropriate criterion for residential land use. This criterion was recommended in 1985 by the House of Representatives Select Committee on Aircraft Noise and adopted as policy by the Commonwealth Government.

The National Acoustic Laboratories also developed a dosage-response relationship between the ANEF and the community reactions to aircraft noise. This was used to derive the land use compatibility around airports.

Table 2



It is Australian Government policy that ANEF contours and the associated land use compatibility advice be used as the land use planning criteria around Australian airports. This policy was announced in the Government's response to the House of Representatives Select Committee on Aircraft Noise recommendations in September 1990. The ANEF system is the basis of Australian Standard AS 2021-2000 (Acoustics - aircraft noise intrusion - building siting and construction).

Three different types of aircraft noise contour maps are produced using the ANEF system. All three types are produced using the same computational process, a modified version of the US FAA's Integrated Noise Model (INM). The differences between the three types arise from the data, which have been used as input to the INM. The ANEF map is the only one of the three types of map which is intended to have status in land-use planning decisions. It will have been subjected to review by relevant authorities before release and, for civil airports, the map will display the official endorsement of Airservices Australia and the date of the endorsement. Only one ANEF map can be current at any one time, and a more recently endorsed map supersedes an earlier map.

The ANEF map is a series of contours showing the forecast of aircraft noise levels that is expected to exist in the future. The contour set may relate to a particular year, generally about 10 years from the date of issue, or it may be an "ultimate capacity" forecast. In the former case, it is based on a forecast of aircraft movement numbers, aircraft types, destinations, and a given set of runways at the airport for a particular year. In the latter case, it may incorporate several sets of such information relating to progressive stages in the development of an airport within a definite time horizon. An ANEF requires review at regular intervals (about 5 years) to ensure its continuing validity.

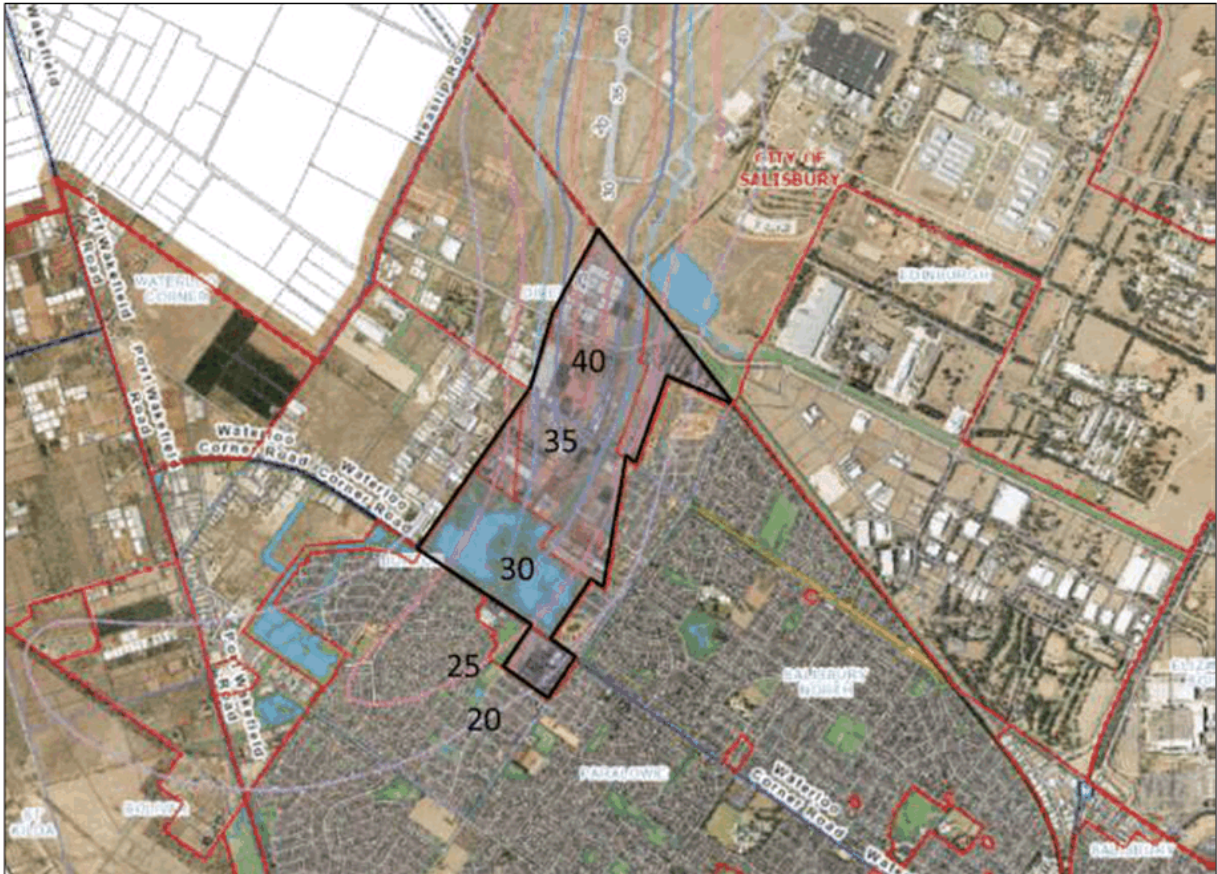
The contours are given as 20, 25, 30, 35 and 40 ANEF. They are read as being less noise intrusive at 20 ANEF with progressive noise intrusion levels as the ANEF increases.

It is necessary to understand the ANEF contour implications on the public perception of noise from airplanes. The Australian Standard is often interpreted as being that in areas less than 20 ANEF there will be little aircraft noise and no nuisance. The table actually shows that at 20 ANEF 11% of the population will be seriously affected and 44% of the population moderately affected by airplane noise.

A Zero ANEF does not indicate zero aircraft noise. It would allow for 8 aircraft overflights per day at a noise level of 66 dB(A). The doubling of aircraft overflights will result in an increase of only 3 ANEF units. (Issarayangyun 2005)

The Department of Infrastructure and Regional Development are investigating alternative methods of describing the noise impacts to assist in the public awareness of the issue, but the ANEF is the current prescribed method to be used in land use planning.

Diagram 1 ANEF overlay



The extent of the area already affected by noise is shown in Diagram 1.

There are 22 existing dwellings within the study area, 10 of which are in the Rural Living Zone section. Five dwellings are within an existing Policy Area 19 which allowed the dwellings that were built prior to a set date. The Policy area was outside of the noise affected area at the time. The new ANEF forecast impacts on the boundary of the Policy Area, but does not materially affect the dwellings as their siting is still within the 20-25 ANEF area. The remaining seven dwellings are a result of early development pre-empting the later controls which sought to control housing. These dwellings will have existing use rights, but are within areas deemed

unacceptable for housing as per the AS2021. Should the rezoning occur, dwellings will be a non-complying category and not supported as a suitable land use. Eventual transition to the land uses envisaged in this DPA is expected.

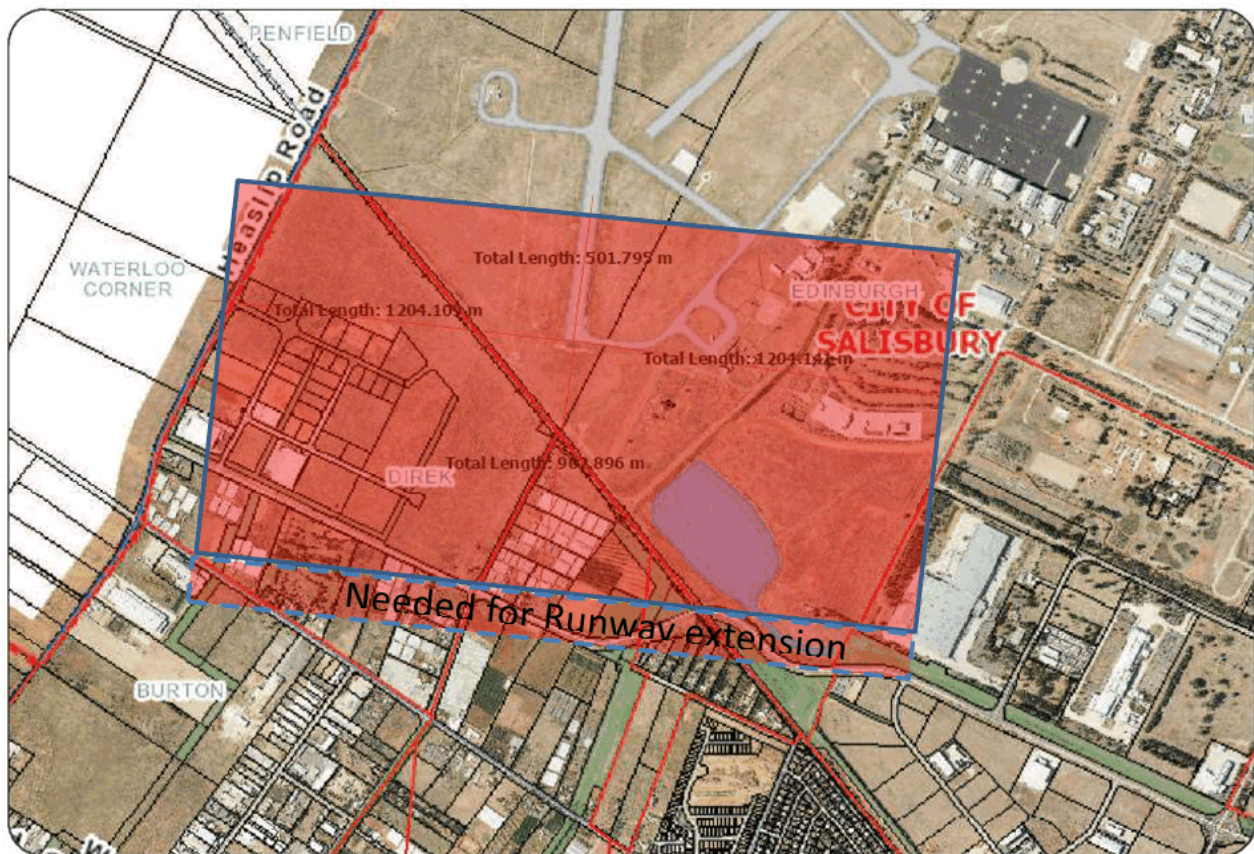
**Windshear**

The Windshear area guideline describes the impacts of windshear and turbulence on aircraft movements at take-off and landing and has policy advice on building design to minimise the impacts. It defines the geographic area at the end of runways that has the potential to impact on the aircraft from buildings. The area is shown in Diagram 2.

The recognition of the need to protect aircraft from air turbulence now exists in the Building Near Airfields policy module that has been adapted by the Ministerial Greater Edinburgh Parks Employment Lands DPA Part 1. This adapted module is being inserted into the City of Salisbury Development Plan.

The area affected the most within this DPA study area by the Windshear Guideline application also has a number of other constraints,

**Diagram 2 Windshear Affected Area**



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The Department of Defence is extending the runway at the Edinburgh base. A 100m extension to the southern end of the main runway is to occur, and the Department requires an adjustment to the existing and proposed No Structures and Development Area, Limited Development Area and Runway Public Safety Area to cater for the proposed runway extension. The restricted areas were established through a DPA on adjacent land and will be extended into the affected area through this DPA. The areas are shown more clearly on proposed Concept Plan Map Sal/6.

The Building Near Airfields Module that has already been inserted into the City of Salisbury Development Plan also contains planning policy on development impacts near airfields, including lighting, wildlife hazards, intrusions into airspace, building heights and land use.

### 3.2.2 Other Investigations

#### Land Use and Contamination

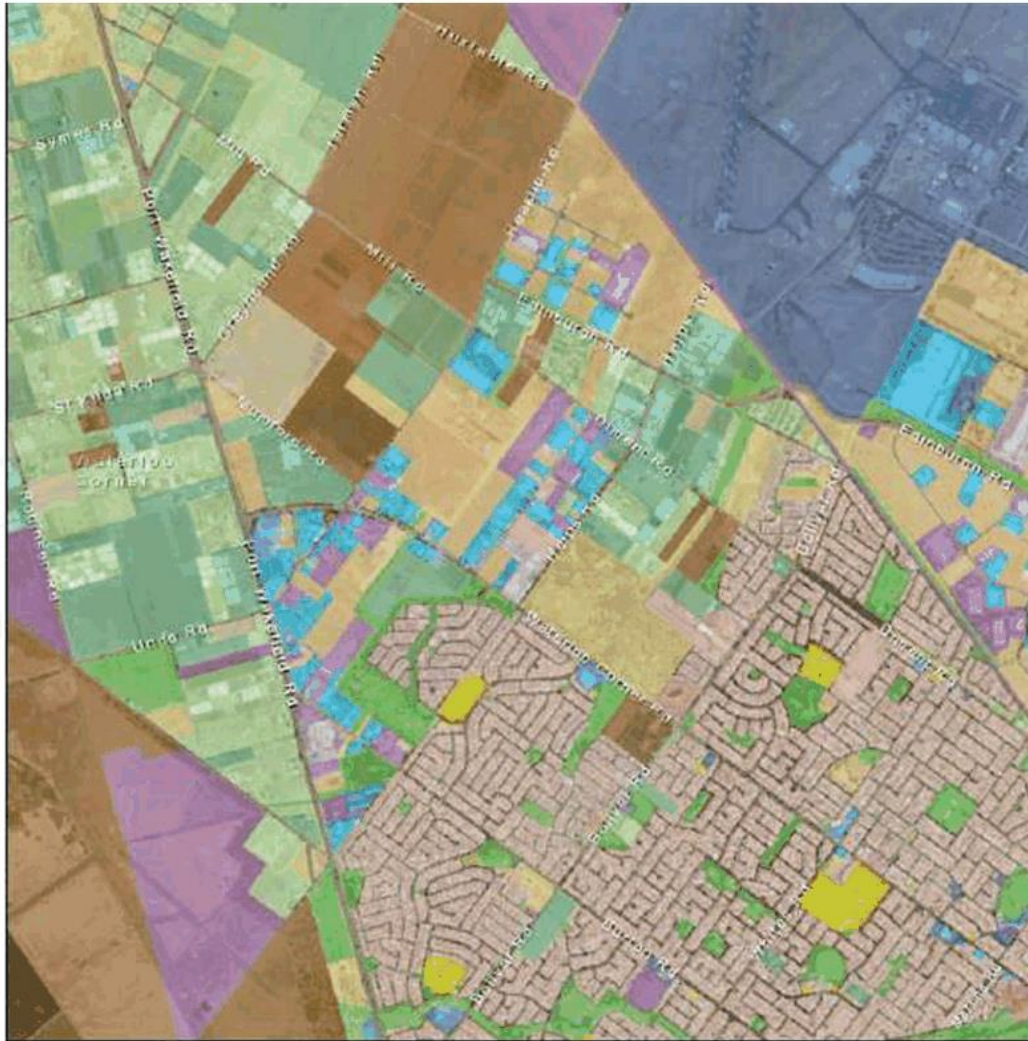
The Advisory Notice 20 sets out the responsibilities for Planning Authorities when addressing site contamination through the Development Plan Amendment process and when assessing development applications. The National Environment Protection Council has a National Environment Protection (Assessment of Site Contamination) Measure (NEPM) (10th Dec 1999). The desired outcome is to "...provide adequate protection of human health and the environment, where site contamination has occurred, through the development of an efficient and effective national approach to the assessment of site contamination" (Planning SA Advisory Notice 20 December 2001)

It is a requirement that site assessments are carried out in accordance with the Schedules of the NEPM and should include definitive statements that the site does not pose unacceptable risks to human health and the environment taking into account the intended uses.

The default process for development assessment has been as per Planning Bulletin Advisory Notice 20. The relevant authority requires a preliminary site assessment that reveals the potential for contaminating activity, and if so, then a more detailed site assessment is carried out in accordance with the NEPM. The findings are considered when assessing land divisions for release. Individual site applications are also affected if there is a potential for contamination.

The Study area uses are predominantly horticulture, market gardening, and rural in nature. Anticipated contamination would include spraying and chemical uses and storage practices. The Urban Employment Zone component is generally a conversion to a non-sensitive land use. The Residential Zone area and Neighbourhood Centre Zone that may be created in this DPA would require contamination assessments at the development assessment stage for land division and dwelling applications. The Department of Defence is investigating potential contamination from Perfluorooctane Sulphonate (PFOS) and Perfluorooctanoic acid (PFOA) on Defence Bases around Australia. Testing is to occur. The Federal Government has also announced a review of the toxicity references for drinking water. Consultation with the EPA will occur on policy adjustments that may be required.

Diagram 3 Land use



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Strategic Roads

The Ministerial Greater Edinburgh Park Employment Lands Part 1 DPA introduces the Strategic Routes Overlay into the Salisbury City Development Plan. The purpose of the Overlay is to distinguish between strategic routes and other routes along corridors. Specific policies about protecting the strategic importance of the road as a strategic transport route have been included in the Overlay. The routes are identified and are intended to protect movement and industrial traffic access along the routes. This DPA identifies the additional properties along the routes in the Study Area.

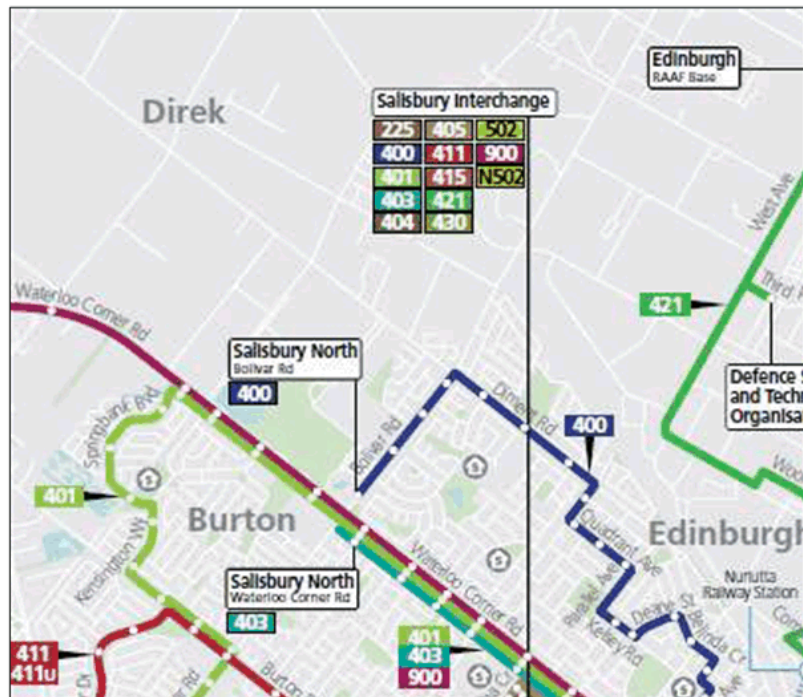
Public Transport

The 400 bus route along Bolivar Road to the Salisbury Interchange services the area. Additional residential development along the Bolivar Road interface will assist in the service viability. The 401, 403 and 900 routes are along Waterloo Corner Road connecting to Salisbury Town Centre. The proposed rezoning will not detrimentally affect existing routes, and will likely increase patronage potential and viability.

There are no passenger train services in this area. Linkage to the Salisbury Town Centre Interchange is required.

Services to the proposed Urban Employment Zone of the Study Area will require State Agency support. The Greater Edinburgh Parks development will be the likely trigger for any services.

Diagram 4 Bus Routes





### Interface between Land Uses

The Ministerial DPA for Greater Edinburgh Parks Employment Lands indicates that the application of the proposed Urban Employment Zone in a greenfields context is based on a premise that those land uses which establish in the Zone first will, in turn, establish some of the fundamental planning parameters for future development of that locality. For example, if a more significant industrial premise is the first land use to establish within the Zone, then future surrounding development that is more sensitive (eg. offices/consulting rooms) will need to incorporate design features/siting that mitigate against the impacts of the pre-existing industry.

The policies support a range of general provisions to address interface and amenity impacts in the Salisbury (City) Development Plan. The BDP conversion for the Salisbury Development Plan contained policies to address interface between land uses in the Salisbury Development Plan through the Interface Between Land Uses module. The Ministerial GEP Employment Lands DPA has contained policy to protect the residential zone boundary from the non-residential developments by identifying a 50m distance in which developments must have acoustic treatments and ensure noise sources area located inside buildings.

Industrial traffic from the proposed Urban Employment Zone should not directly link to the adjoining Residential Zone because of nuisance and impacts. It is proposed to identify a no direct vehicle access area between part of the zone and the Residential Zone adjoining Beadell Street by way of an identified buffer area at the rear of the residential properties and also no access to Beadell Street. The buffer can be in the form of a landscaped buffer, or combination of landscape and low-impact activities (in terms of visual impact, noise etc.) dependent upon the specific site circumstances.

### Utility services

The required infrastructure is generally available at the 'Vicinity' industrial area, but localised upgrading of water supply mains will be necessary but can be staged. Further, there will be a sewerage pumping works charge for new land divisions to contribute to the augmentation of the Helps Road pump station required from the Greater Edinburgh Parks Employment Lands development. The Vicinity Industrial estate is adjacent the area proposed to be developed as Employment Lands in this DPA and will provide linkage and connection opportunities for development.

### Electricity

ETSA has advised through the GEP Ministerial DPA that a substation is required for the Heaslip / Diment Roads area at Waterloo Corner and will be supplied from new 66kV overhead line extension from the Bolivar and Virginia substations

Existing 66kV sub-transmission electricity lines generally run along Bolivar Road into defence land. Given the location of this infrastructure along or adjacent to roads and rail, no major impediments to development are foreseen as a result of easements or building clearance requirements. Connection for new development will be available.

### Stormwater

The Ministerial Greater Edinburgh Parks Employment Lands DPA Part 1 recognises and promotes WSUD, including harvesting, treatment and reuse of stormwater at the neighbourhood and street level and on individual development sites to reduce demands on water resources and ensure sustainability. Development Plan policies seek to protect water quality of wetlands. This includes wetlands identified in the DPA based on

the Greater Edinburgh Parks Stormwater Management Strategy (March 2011), aquifer storage and recovery sites and prescribed watercourses in the Northern Adelaide region, including the Gawler and Little Para Rivers and the Northern Adelaide Plains Prescribed Wells Area. This Council DPA incorporates the policy prepared for the Ministerial DPA.

The Ministerial DPA and therefore by default, this DPA will support these targets by advancing the objectives, strategies and recommendations of the Greater Edinburgh Parks Stormwater Management Strategy finalised in March 2011.

This includes:

- reinforcing existing city-wide planning policies to ensure that development is located away from flood prone areas or designed to avoid entry of flood waters and risk of inundation
- reinforcing existing city-wide planning policies that ensure water quality is maintained and risk of pollution of water sources minimised
- introducing local policies that promote integration of water sensitive urban design, including the harvest, treatment, storage and reuse of stormwater at the neighbourhood, street, site and building level to take advantage of large allotment sizes and impervious areas in the Area Affected
- introducing a Concept Plan that, among other things, shows potential locations for wetlands / detention basins and open drainage networks to reinforce the value of water harvesting, reduce demand on water supply infrastructure, ensure adequate flows are allocated for enhancement of the local environment and open spaces, and provide opportunities to re-establish vegetation corridors and promote biodiversity

Following completion of the Greater Edinburgh Parks Strategy Development Study the Cities of Playford and Salisbury identified a need to prepare an integrated stormwater management strategy for the Greater Edinburgh Parks to assist in prioritising stormwater works within the area based on future development envisaged by the Study.

Council has been completing detention works and networks and has created additional drainage reserves within this DPA study area which link the RAAF base flows and provides a connection to the Kaurna Park detention basin. This will augment the Aquifer Storage Recovery (ASR) scheme at Kaurna Park. The DPA policies retain the network and do not impact.

Road Network

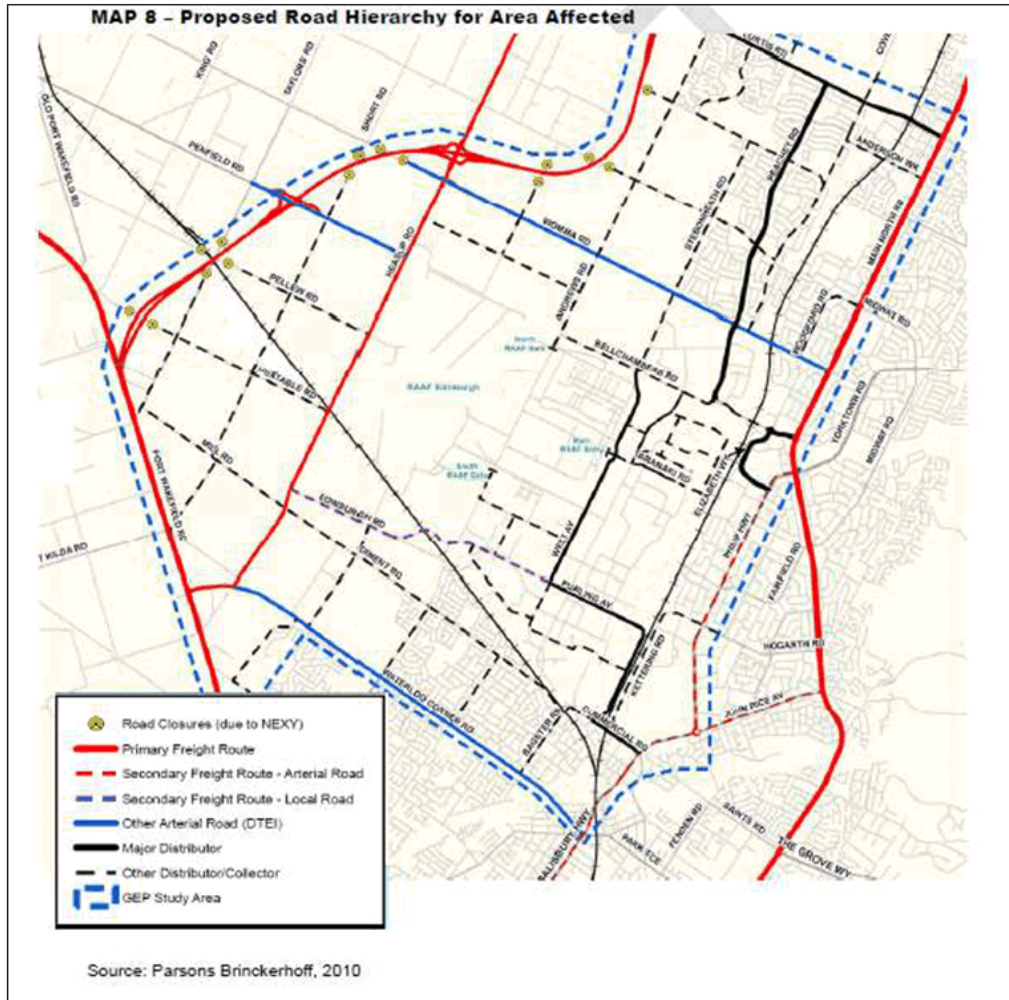
The State Government is currently implementing a package of transport infrastructure upgrades around the Greater Edinburgh Parks area to improve access and support further industrial expansion and are also intended to support the relocation of the 7th Royal Australian Regiment Battle Group (7RAR) to RAAF Edinburgh. The improvements include:

- Duplication of Commercial Road from Purling Avenue to Salisbury Highway, including upgrades to two roundabouts and traffic signals
- Conversion of roundabouts on West Avenue at Taranaki Road and Bellchambers Road to dual lane roundabouts
- Conversion of the roundabout at Womma Road and Peachy Road to a dual lane roundabout

A number of local roads that provide key distributor roles, including Edinburgh Road which forms the main heavy vehicle access route into Edinburgh Parks, linking to the Northern Expressway and via Port Wakefield Road from Port Adelaide and transport nodes in Gillman and Regency Park.

The DPA recognises the role of Edinburgh Road and the importance of the linkages for freight movement. The study area properties along the Strategic Routes have been identified, and the Strategic Routes Overlay has been inserted into the policy.

Diagram 5 GEP Ministerial DPA Road network



Activity centres

The Ministerial GEP DPA introduced a network of local activity centres within Greater Edinburgh Parks to assist in providing key services to the whole of the region, and all surrounding centres can be expected to respond to increasing demands. The Strategy Development Study identified six (6) potential locations for the

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establishment of local activity centres. However, based on a further analysis of these proposed sites three (3) of these sites were designated as local activity centres in the Ministerial DPA. The relevant site for this study area and DPA was at Heaslip Road / Edinburgh Road in close proximity to the developing 'Vicinity' industrial estate.

The existing Waterloo Corner Road Neighbourhood Centre at the corner of Kensington Way is comprised as a typical conventional retail centre with supermarket and some speciality shops, medical facilities, and a petrol filling station. There is a Community Centre and a Recreational Precinct. The Zone was established prior to the current ANEF contour alignments and is now in area above 25 ANEF.

### 3.3.3 Proposed Zone discussion

The Ministerial DPA investigations concluded that the existing zoning patterns clearly showed progressive expansion of industrial activity and the gradual replacement of agricultural and horticultural activities. However, some variation and inconsistency existed between the various industrial and enterprise zones in the area in terms of desired land uses. This encouraged a less comprehensive, coordinated and flexible approach to development of the wider area that may impact on achieving local and State strategic directions.

It also concluded that the Enterprise Zone in Salisbury was developed to guide high quality industrial outcomes for the Edinburgh Parks industrial estate being developed by the URA and closely aligns with strategic vision, land use and development outcomes for the wider Greater Edinburgh Parks area. While the policy content of the Zone was considered excessive and a more flexible approach to land use is required for the wider employment area, it nevertheless provided a model approach to industrial planning in many regards and has been considered in developing the proposed Urban Employment Zone.

The Ministerial GEP for Urban Employment Zone DPA Part 1 consolidated a number of existing zones identified to ensure a comprehensive and integrated outcome for the Area Affected. The Zone established a desired character for the area based on a set of broader Objectives, which is further supported by Principles of development control. While the focus for the Zone is on accommodating industrial and enterprise activities, a flexible policy approach is proposed to accommodate support activities and emerging industries.

Local policy additions to the Urban Employment Zone, particularly the new policies introduced for the Direk industrial area as part of Council's recently approved Rural (Aircraft Noise)/Direk West Sector: Industry DPA and the restrictions placed on land from RAAF operations based on extensive discussions between Salisbury Council and the Department of Defence have also been made.

The proximity of the new Urban Employment Zone and the desired land uses and consideration of Department of Defence needs is recognised as an appropriate policy control for the Study Area. The principle of flexibility to allow land use adaption to market requirements is considered a suitable response for the study area. The linkages to Edinburgh Parks, Greater Edinburgh Parks and the RAAF Base, and the adjoining industrial areas with transport routes will result in the Study area being an attractive location for activities.

An additional area of land is proposed to become Residential. This is on part of the Heyne nursery site and is limited to the area below the 20 ANEF contour. An area currently zoned Rural Living that is below the 20 ANEF contour adjacent the railway is not put forward for changing to a Residential Zone because of the property configuration, their proximity to the railway line and the RAAF base, and the Edinburgh Road. This area has been considered to best remain as Rural Living as it offers a buffer to the constraints while allowing a continued use.

The Precinct 19 area along Helps Road identifies housing as acceptable provided it is only occurs on allotments created prior to October 1988. It exists under earlier noise standards and airport noise forecasts and previous rezoning investigations. The new ANEF contour alignment has moved relative to these properties. It is not intended to alter the policies over this Precinct. General policy provisions will require future dwelling design to comply with noise impacts. It is likely there will be a slow transition to Urban Employment land uses..

The area between the railway line, Edinburgh Road and Helps Road has a number of constraints over it. These constraints will apply irrespective of the zoning. The policy consideration of the same constraints in the adjacent Vicinity estate resulted in the area being retained in the then Industry rezoning because there were still some opportunities for development. The 100m extension of the runway southern end to accommodate airport enhanced operations requires an amendment to the existing policy controls that exist over the land adjoining the study area, and inclusion of the same controls over an area immediately to the south of the airport land within the study area. Some properties will have significant reduction in development opportunity as a result of the extended controls.

It is proposed that the site at the corner of Waterloo Corner and Bolivar Roads (known as the Heyne plant nursery) is proposed to have the area that is less than 20 ANEF included within the Residential Zone, and the balance of the site included as Neighbourhood Centre Zone linking it to the existing adjacent Neighbourhood Centre Zone. This use is considered the best option considering the restrictions from the airport. Discussions with DPTI of the development potential of this site indicated that bulky goods retail within the Neighbourhood Centre zone component is acceptable. The Building Near Airfields general policy module contains policy for noise affected areas and covers the area of land that is proposed to be included in the Neighbourhood Centre. This module is already incorporated into the Development Plan.

The Building Near Airfields general policy module references Australian Standard AS2022. The correct reference is AS2021.

## 4. Recommended Policy Changes

Following is a list of the recommended policy changes based on the investigations of this DPA:

- Use the Urban Employment Zone policy module as adapted by the Minister in the Greater Edinburgh Parks Employment Lands Part 1 DPA to replace the Primary Production Zone in the study area;
- Make dwellings non-complying in the Urban Employment Zone unless associated with industry and for short term accommodation, or if for alterations and additions to existing dwellings, and if located in Precinct 19
- Update Overlay maps Sal/9 and Sal/10 Strategic Transport Routes
- Include in the Residential Zone the portion of the property at the corner of Waterloo Corner Road and Bolivar Road (Heyne's Wholesale Nursery) that is identified as being less than 20 ANEF.
- Include in the Neighbourhood Centre Zone the portion of the Heyne site that is above the 20ANEF contour
- Amend Waterloo Corner Road Neighbourhood Centre Zone to incorporate additional land for bulky goods retails purposes and parking, amend associated Concept Plan Map Sal/11.
- Amending existing Concept Plan Map Sal/6 to identify building height restrictions of 7.5m and 15m, a Limited Development Area and a Runway Public Safety Area over the study area to recognise the 100m extension to the runway.
- Introducing a Concept Plan showing preferred vehicle access arrangements to part of the Urban Employment Zone of the study area, and restrictions to the adjoining Residential Zone
- Correction to the Building Near Airfields general policy to reference Australian Standard AS2021 in place of AS2022.
- Consequential changes to the Primary Production Zone policies
- Mapping as required

### 4.1 State Planning Policy Library update

Council resolved in the SOI that it would update the Development Plan to the latest version of the State Planning Policy Library – version 6. A summary and analysis of the changes is contained in the **Appendices**.

## 5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

The amendment to the Residential Zone boundary will result in the current Residential Zone policies being incorporated into the new area resulting from this DPA. The Residential Code applies to the Residential Zone already in the City of Salisbury Development Plan. The Residential Code will therefore apply to the new area. No further gazettal of residential code boundaries variations is required.

## 6. Statement of statutory compliance

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

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

### 6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

### 6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 29<sup>th</sup> November 2013. In particular, the proposed investigations outlined in the Statement of Intent have been have been addressed in section 3 of this document.

### 6.3 Accords with other parts of the Development Plan

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

For instance, the recommended Zoning and policy controls in this DPA use existing Zones and modules that are incorporated into the Development Plan and there is considered to be no impact with the other elements of the Development Plan.

### 6.4 Complements the policies in the Development Plans for adjoining areas

The DPA proposes to use policies that were installed by the Minister over the City of Playford and City of Salisbury Development Plans through the Greater Edinburgh Parks Employment Lands DPA Part 1. This DPA is consistent with the Playford policies and does not impact on either City of Port Adelaide-Enfield or the City of Tea Tree Gully

Accordingly, the policies proposed in this DPA will not affect and will complement the policies of the Development Plans for adjoining areas.

### 6.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council area, as discussed in section 3.2.2 of this document.

## **6.6 Satisfies the requirements prescribed by the Regulations**

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

## References/Bibliography

- Metropolitan Adelaide Industrial Land Strategy 2007
- 30 Year Plan For Greater Adelaide
- Housing and Employment Land Supply Program 2010
- National Airports Safeguarding Framework
- Ministerial Greater Edinburgh Parks Employment Lands DPA part 1 2013
- South Australian Strategic Plan 2011
- City of Salisbury Strategic Directions Report 2013
- City of Salisbury City Plan 2030
- City of Salisbury Growth Action Plan
- Strategic Infrastructure Plan for South Australia 2005-2015
- Edinburgh RAAF Airfield ANEF
- Australian Standard 2021-2000 and 2021-2015
- Australian Defence Force Posture Review 2012
- DPTI Planning Advisory Notice 20

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**Schedule 4a Certificate**

**CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER**

**DEVELOPMENT REGULATIONS 2008**

**SCHEDULE 4A**

*Development Act 1993 – Section 25 (10) – Certificate - Public Consultation*

**CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A  
DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC  
CONSULTATION**

I "Insert Full Name" , as Chief Executive Officer of "Insert Name of Council" , certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the "Insert Name of Council" and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

"Insert Name of Person"

DATED this "Insert Date" day of "Insert Month" 20"Insert Year"

.....  
Chief Executive Officer

## **Appendices**

### **Appendix A - Assessment of the Planning Strategy**

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## Appendix A - Assessment of the Planning Strategy

Policy	How the policy will be implemented:
The 30 Year Plan for Greater Adelaide	
<b>New Transit corridors, growth areas, transit oriented developments and activity centres</b>	
<i>Overall Spatial Distribution</i>	
<b>2</b> Locate the majority of Greater Adelaide's urban growth within existing built up areas through increases in density in strategic locations.	DPA will support potential growth within existing built up areas by being located adjacent Greater Edinburgh Parks.
<i>New metropolitan and township growth areas</i>	
<b>32</b> Ensure new urban growth occurs in designated urban and township expansion areas shown on Map D7. This map shows the indicative areas of land that will be considered for urban growth. The actual boundaries of land will be identified for public consultation when the process of updating the relevant Development Plan is undertaken.	DPA is adjacent expansion area and existing built up areas.
<b>Urban Design</b>	
<b>7</b> Ensure building design can be adapted in the future to minimise new building requirements and maximise the re-use and redevelopment of existing infrastructure.	DPA will provide for flexible and adaptable building design.
<b>8</b> Develop guidelines in Structure Plans to help create unique characteristics and identity across different neighbourhoods, suburbs and precincts.	DPA structure plans will be individualised to the locality
<b>Housing Mix, affordability and competitiveness</b>	
<b>3</b> Integrate a mixture of competitive housing styles, types, sizes and densities into the wider housing market, including medium-density low rise and attached dwellings.	DPA housing investigations if adopted, will provide for a variety of housing types.
<b>The Economy and Jobs</b>	
<i>Employment distribution</i>	
<b>7</b> Focus business clusters around key transport infrastructure such as road, air, rail and sea terminals, particularly intermodal facilities to maximise the economic benefits of export infrastructure.	DPA study area is near Intermodal facility and will add to available land for development that can maximise economic benefits.
<i>Manufacturing</i>	
<b>23</b> Ensure planning controls are flexible enough to adapt to new industry structures	DPA will utilise BDP modules and have flexible policies to allow for new industry models
<b>24</b> Locate major manufacturing hubs near key	Freight corridors run through and are adjacent the study

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**Rural (Aircraft Noise) Direk Industry and Residential Interface  
City of Salisbury  
Appendices**

**Appendix A - Assessment of the Planning Strategy**

Policy	How the policy will be implemented:
freight and transport corridors.	area
<b>25</b> Create sufficient buffer activities and design guidelines to prevent manufacturing lands being lost to encroachment by residential activities and to prevent land use conflicts between residential and manufacturing activities	DPA will provide any necessary buffering between Industry and residential uses.
<b>26</b> Maintain manufacturing industry clusters at Greater Edinburgh Parks – automotive...	DPA will not impact on industry clusters at Greater Edinburgh Parks
<i>Defence</i>	
<b>28</b> Foster the development of defence companies and the winning of defence projects by securing land for defence jobs around Adelaide's three distinct defence precincts: Greater Edinburgh Parks...	DPA will support defence industry by providing land for industrial purposes adjacent the Edinburgh Parks and Greater Edinburgh Parks.
<b>29</b> Provide for appropriate buffers to residential developments to minimise conflicts between defence developments and incompatible land uses.	DPA will investigate appropriate buffers between Industrial uses and residential interface.
<b>Transport</b>	
<b>2</b> Designate and protect strategic freight corridors as identified on Map D15	DPA will identify and protect existing strategic freight routes.
<b>3</b> Designate major freight routes in Structure Plans and protect their transport functionality through design guidelines that specify buffer zones, access points and setbacks from the thoroughfare. The Plan seeks to avoid compromising major freight routes by the inappropriate location of residential development.	DPA will designate major freight routes and provide design guidelines to protect role of the freight routes, and identify appropriate locations for residential development.
<b>9</b> Ensure planning policy protects airport sites by restricting incompatible uses of land in surrounding areas. Development Plans should identify areas adjacent to airports and under flight paths where new development is inappropriate due to building height restrictions and aircraft noise impacts.	DPA will investigate requirements of the Federal Government National Airports Safeguarding Framework and of operational safety at Edinburgh Airfield.
<b>10</b> Require new housing and other noise sensitive developments permitted in locations adjacent to airports and under flight paths to incorporate appropriate noise attenuation measures to minimise the impact of aircraft noise and airport activities.	DPA will require acoustic attenuation of dwellings in affected areas
<b>11</b> Develop, in cooperation with the Australian Government, a clear policy on the definition of public safety zones around airports for incorporation in Development Plans.	DPA will investigate public safety areas.
<b>Infrastructure</b>	

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Policy	How the policy will be implemented:
<b>6</b> Prioritise the rollout of new growth areas (where practical) to areas that are contiguous to existing infrastructure, to ensure that infrastructure augmentation can be delivered at least cost to the community	DPA study area is adjacent existing urban area and will be adjacent new Greater Edinburgh Parks area which will allow infrastructure augmentation.
<b>Biodiversity</b>	
<b>2</b> Contain growth where possible to areas inside identified urban lands	DPA is within existing urban lands
<b>Climate Change</b>	
<b>1</b> Contribute to South Australia's target of a 60% reduction of greenhouse gas emissions by 2050 through the implementation of the policies in the Plan that will lead to a more compact and less carbon intensive urban form.	DPA will introduce policies that will contribute to reduction of greenhouse gas emissions through the development of an area within existing urban lands.
<b>14</b> Encourage commercial and industrial developers to include green buffers and shady areas in their developments to make workplaces more liveable.	DPA will investigate policies for green buffers.
<b>Water</b>	
<b>1</b> Incorporate water sensitive urban design techniques in new developments to achieve water quality and water efficiency benefits.	DPA will incorporate WSUD techniques.
<b>7</b> Identify and protect locations for potential stormwater harvesting schemes, including those areas identified in Map D22	DPA will recognise existing stormwater harvesting schemes and locations.

## Targets

Target	How the target will be implemented:
The 30 Year Plan for Greater Adelaide	
<b>New Transit corridors, growth areas, transit oriented developments and activity centres</b>	
<i>New Metropolitan and Township growth areas</i>	
<b>P</b> Plan for strategic new growth areas, comprising a net land supply of 10,650 ha (gross total of 14,200 ha, including the 25% buffer identified in Target R)	Provision of approximately 120 hectares of land for urban development
<b>Q</b> Provide for 124,000 dwellings and 44,500 jobs in these areas as well as the existing urban land supply and other fringe growth opportunities.	Provision of employment lands and investigation of housing potential for interface areas with existing residential area.
<b>Housing Mix, affordability and competitiveness.</b>	
<b>A</b> Plan for net growth of 258,000 dwellings over 30 years, or an average construction target of about 10,100 dwellings a year	The DPA will add to the construction target by provision of urban lands

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Target	How the target will be implemented:
<b>B</b> Plan for the regional distribution of these new dwellings as identified in Map D9	The DPA site is adjacent the Greater Edinburgh Parks development site which will allow integration.
<b>Health and Wellbeing</b>	
<b>A</b> Closely connect new dwellings to shops, schools, local health services and a variety of destinations within a walking range of 400m. Residents will have easy access to open space for physical activity and recreation.	Potential residential development areas within the DPA study area will be integrated with existing services
<b>The economy and jobs</b>	
<i>Employment Distribution</i>	
<b>A</b> Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is 79,000 in Northern Adelaide.	DPA will contribute to employment provision and distribution by providing employment lands
<b>B</b> Distribute jobs across Greater Adelaide as 44,500 in growth areas	DPA will contribute to jobs in growth areas by its proximity to Greater Edinburgh Parks.
<b>D</b> Plan for net growth of at least 2 Million sqm of extra employment floor space.	DPA will contribute by providing employment lands for development of buildings.
<i>Manufacturing</i>	
<b>I</b> Plan for 52,400 additional manufacturing jobs in Greater Adelaide	DPA will provide employment lands and provide industrial opportunities
<b>J</b> Protect 2580 hectares of employment land for manufacturing purposes	DPA will provide additional employment lands.
<i>Defence</i>	
<b>K</b> Plan for 9,100 additional defence jobs in Greater Adelaide	DPA will provide additional employment lands which have the potential to be used by defence based industries
<b>L</b> Protect more than 1800 ha of land in defence hubs.	DPA will provide opportunities for industries adjacent defence hubs and free up land in hubs for defence
<i>Transport</i>	
<b>B</b> Prioritise residential and employment growth in areas where transport infrastructure is planned.	DPA will be adjacent the Greater Edinburgh Parks area which will have transport infrastructure
<b>E</b> Protect primary and secondary freight roads that are gazetted for use by restricted access vehicles.	DPA will recognise freight routes within the study area
<b>Climate Change</b>	
<b>A</b> Implementation of the Plan results in a reduction on South Australia's overall greenhouse gas emissions of around 17% over the Plan's 30 Year life.	DPA will support policies that seek quality development to minimise greenhouse gases.
<b>Water</b>	
<b>A</b> Reduce demand on mains water supply from new development through the	DPA will continue with Council's water sensitive design policies.

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Target	How the target will be implemented:
introduction of water sensitive urban design.	



# City of Salisbury

## Rural (Aircraft Noise) Direk Industry and Residential Interface

### The Amendment

#### *For Consultation*

Declared by the Minister responsible for the administration of the *Development Act 1993* to come into operation on an interim basis pursuant to Section 28, of the *Development Act 1993*.

.....  
Minister's Signature

Date.....



<b>Amendment Instructions Table</b>					
<b>Name of Local Government Area:</b> City of Salisbury					
<b>Name of Development Plan:</b> City of Salisbury Development Plan					
<b>Name of DPA:</b> Rural (Aircraft Noise) Direk Industry and Residential Interface					
<i>The following amendment instructions (at the time of drafting) relate to the City of Salisbury Development Plan consolidated on 7<sup>th</sup> July 2016.</i>					
<i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i>					
Amendment Instruction Number	Method of Change	Detail what 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>COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)</b>					
Amendments required (Yes/No): <b>Yes</b>					
<b>Building Near Airfields General Section</b>					
1.	Replace	Reference to AS2022 in Principles of Development Control 6	Replace with reference to AS2021	No	No
2.	Replace	Reference to AS2022-2000 in Principle of Development Control 9 under RAAF Base Edinburgh	Replace with reference to AS2021-2015	No	No
3.					
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)</b>					
Amendments required (Yes/No): <b>Yes</b>					
<b>Primary Production Zone</b>					
4.	Replace	All of zone provisions	Replace with Attachment A	No	No
5.					
<b>Urban Employment Zone</b>					
6.	Insert	After PDC 24 and before Land Division	PDC 25 "Development should be undertaken in accordance with Concept Plan Map Sal/35 Urban Employment Zone"	Yes	No
7.	Insert	Immediately after PDC 25 Land Division, and before Procedural Matters	Attachment B	No	No
8.	Insert	In Non-Complying Development, Form of Development, Dwelling or Dwellings Exceptions, after	Insert (c ) if located in Precinct 19	No	No

		(b) for alterations and additions to existing dwellings.			
<b>"Insert Policy Area name here" Policy Area</b>					
9.					
10.					
<b>"Insert Precinct name here" Precinct</b>					
11.					
12.					
<b>TABLES</b>					
Amendments required (Yes/No): <b>No</b>					
<b>Table</b>					
13.					
14.					
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>					
Amendments required (Yes/No): <b>Yes</b>					
<b>Map Reference Table</b>					
15.	Delete	Policy Area Maps	Aircraft Noise Policy Area 16		
16.	Insert	Concept Plan Maps	Urban Employment Zone Plan Sal/35		
<b>Map(s)</b>					
17.	Replace	Strategic Transport Route Overlays Sal/9 and Sal/10	Insert Attachment C maps		
18.	Replace	Zone Maps Sal/9, Sal/10, Sal/17	Insert Attachment D maps		
19.	Replace	Policy Area Maps Sal/9, Sal/10, Sal/17	Insert Attachment E maps		
20.	Replace	Concept Plans Sal/6, Sal/7, Sal/11	Insert Attachment F maps		
21.	Replace Insert	Concept Plan Sal/11 New Concept Plan Sal/36	Insert Attachment G maps		
22.					
23.					

## Attachment A

### Primary Production Zone

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

#### OBJECTIVES

- 1 The long term continuation of primary production.
- 2 Economically productive, efficient and environmentally sustainable primary production.
- 3 Allotments of a size and configuration that promote the efficient use of land for primary production.
- 4 Protection of primary production from encroachment by incompatible land uses and protection of scenic qualities of rural landscapes.

#### PRINCIPLES OF DEVELOPMENT CONTROL

##### Land Use

- 1 The following forms of development are envisaged in the zone:
  - bulk handling and storage facility
  - commercial forestry
  - dairy farming
  - farming
  - horticulture
  - tourist accommodation (including through the diversification of existing farming activities and conversion of farm buildings).
- 2 Development listed as non-complying is generally inappropriate.
- 3 Industry and warehousing should only be developed if it supports primary production, processing, storage and distribution of local primary produce or products produced on the same site, and should be developed where:
  - (a) it has a direct relationship with primary production
  - (b) it is unlikely to limit or inhibit the use of adjoining land for primary production
  - (c) the particular use requires a site in proximity to a particular natural resource or other product or materials sourced from the locality
  - (d) it will not result in the alienation of land or water resources identified as significant for primary production or ecological reasons
  - (e) the use would be inappropriate within a township
  - (f) the capacity of the infrastructure, including roads, is capable of supporting the use without detriment to existing users.
- 4 A dwelling should only be developed if:
  - (a) there is a demonstrated connection with farming or other primary production

- (b) the location of the dwelling will not inhibit the continuation of farming, other primary production or other development that is in keeping with the provisions of the zone
  - (c) it is located more than 500 metres from an existing intensive animal keeping operation unless used in association with that activity
  - (d) it does not result in more than one dwelling per allotment.
- 5 Tourist accommodation should not be converted to dwellings and should be designed to preclude the conversion of buildings into dwellings such as through shared facilities, common utility services, grouped accommodation and/or shared parking.
- 6 A shop should be:
- (a) ancillary to primary production or processing uses or tourist accommodation or other tourist development
  - (b) located on the same site as the primary use.

#### **Form and Character**

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Development should not occur within 500 metres of a National Park, Conservation Park, Wilderness Protection Area or significant stands of native vegetation if it will increase the potential for, or result in, the spread of pest plants.
- 9 Development should provide an access way of at least 3 metres wide that provides access for emergency vehicles to the rear of the allotment.
- 10 Buildings should primarily be limited to farm buildings, a detached dwelling associated with primary production on the allotment and residential outbuildings that are:
- (a) grouped together on the allotment and set back from allotment boundaries to minimise the visual impact of buildings on the landscape as viewed from public roads
  - (b) screened from public roads and adjacent land by existing vegetation or landscaped buffers.
- 11 Buildings should be set back at least 30 metres from the top of the banks of the Little Para River west of Port Wakefield Road.
- 12 Alterations or additions to the hotel/motel complex at Bolivar should:
- (a) be limited to the existing site
  - (b) be designed to complement existing buildings on the site
  - (c) have minimal visual impact from Port Wakefield Road through the use of extensive landscaping and tree planting.
- 13 Horse keeping (not associated with stables) should only occur on allotments of 4 hectares or more and be designed to ensure that adequate ground cover is able to be maintained at all times to avoid soil degradation.
- 14 Horse keeping should not occur on allotments of less than 4 hectares, except in combination with stabling.
- 15 Keeping or stabling of horses and other animals, and associated development, should be undertaken with the minimum impact upon the environment and be designed to avoid the following:

- (a) denudation of pastures
  - (b) dust or erosion
  - (c) odour
  - (d) the proliferation of pest plants, vermin, or flies or other insects
  - (e) noise nuisance
  - (f) unsightly and exposed structures
  - (g) any unhealthy conditions which may be created by the inadequate disposal or treatment of waste.
- 16 Development within the suburb of Bolivar should not be undertaken if it will significantly impact on the operations of the Bolivar Waste Water Treatment Works.

**Land Division**

- 17 Land should only be divided where no additional allotments are created partly or wholly in the zone.

## Horticulture Policy Area 16

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

### OBJECTIVES

- 1 A policy area primarily for horticulture.
- 2 The establishment of appropriately scaled industries for washing, processing and packaging primary produce, and servicing and supporting horticulture.
- 3 The long-term sustainability of horticultural production by preventing the further division of land and supporting the amalgamation of rural allotments into viable horticultural units.
- 4 Enhancement of the appearance of localities through appropriate landscape, design and siting of development.
- 5 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

It is desirable for land to be predominantly open in character in association with commercially sustainable horticultural production. Buildings, structures and car parking areas are expected to be unobtrusive and well set back from public roads. Landscaping is also expected to be a prominent feature, consisting of a range of native vegetation along road frontages and around buildings and structures.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the policy area:
  - farming
  - horticulture
  - light industry and service industry associated with the processing, packaging and distribution of produce
  - small-scale tourist development in association with wineries, farms and local heritage places.
- 2 Retail sales of goods produced and processed within the policy area are appropriate providing such sales remain ancillary and incidental to the principal horticultural, farming or processing use of the land.
- 3 Commercial development should be limited to the handling, storage, packing or wholesaling of primary produce and non-residential tourism.

#### Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 5 There should be no more than 1 dwelling per allotment and an additional dwelling should only occur where it achieves all of the following:
  - (a) it is located on an allotment that has accommodated a detached dwelling prior to 17 July 1997
  - (b) it is designed as an integral extension of the existing detached dwelling

- (c) it is constructed of materials which are of a colour and texture to match the existing detached dwelling
  - (d) it results in a building containing no more than 2 dwellings
  - (e) the resultant building retains a character, scale and external appearance resembling a detached dwelling.
- 6 Activities that produce or store hazardous organic, chemical or other intractable wastes should not occur within the policy area.

**Land Division**

- 7 Land division should only occur where it achieves all of the following:
- (a) no additional allotments wholly or partly in the policy area, including the excision of a second dwelling from an allotment
  - (b) all resulting allotments have a frontage to a public road of not less than 25 per cent of the average depth of the allotment.

**PROCEDURAL MATTERS****Complying Development**

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

**Non-complying Development**

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Advertisement and/or advertising hoarding where the development achieves at least one of (a) or (b): <ul style="list-style-type: none"> <li>(a) is adjacent to a road with a speed limit of less than 80 km/h</li> <li>(b) has an advertisement area of 2 square metres or less and achieves all of the following:               <ul style="list-style-type: none"> <li>(i) the message contained thereon relates entirely to a lawful use of land</li> <li>(ii) the advertisement is erected on the same allotment as the use it seeks to advertise</li> <li>(iii) the advertisement will not result in more than two advertisements on the allotment.</li> </ul> </li> </ul>
Bed and Breakfast	Except where the maximum number of guests which can be accommodated does not exceed five.
Caravan Park	
Consulting room	
Dwelling	Except where one or more of the following applies: <ul style="list-style-type: none"> <li>(a) it is located outside of the Horticulture Policy Area 16 and it does not result in more than one dwelling on an allotment</li> <li>(b)</li> <li>(c) it is located within the Horticulture Policy Area 16 and it achieves one of the following:               <ul style="list-style-type: none"> <li>(i) it does not result in more than one dwelling on an allotment</li> <li>(ii) it results in an additional dwelling on an allotment that has accommodated a detached dwelling prior to (17 July 1997) and the additional dwelling achieves all of the following:                   <ul style="list-style-type: none"> <li>(A) it is designed as an integral extension of the existing detached dwelling</li> <li>(B) it is constructed of materials which are of a colour and texture to match the existing detached dwelling</li> <li>(C) it results in a building containing no more than 2 dwellings</li> <li>(D) the resultant building retains a character, scale</li> </ul> </li> </ul> </li> </ul>



Form of Development	Exceptions
	and external appearance resembling a detached dwelling.
Hospital	
Hotel	
Indoor recreation centre	
Industry	Except where it achieves all of the following: (a) it is ancillary to and in association with packaging or processing sheds that are associated with horticulture activities (b) it does not include direct access onto Port Wakefield Road.
Intensive animal keeping involving the keeping of poultry, pigs or cattle	
Land division	Except where: ( no additional allotments are created wholly or partly within the zone.
Motor race track	
Motor repair station	
Nursing home	
Office	Except where it is ancillary to and in association with one of the following land uses: (a) primary production (b) tourism development (c) horticultural.
Petrol filling station	Except where it is located outside of the Horticulture Policy Area 16
Place of worship	
Pre-school	
Primary school	
Racecourse	

Form of Development	Exceptions
Residential flat building	<p>Except where it is located within the Horticulture Policy Area 16 and it achieves all of the following:</p> <ul style="list-style-type: none"> <li>(a) it is located on an allotment that has accommodated a detached dwelling prior to (17 July 1997)</li> <li>(b) the resulting residential flat building achieves all of the following:                             <ul style="list-style-type: none"> <li>(i) it is designed as an integral extension of the existing detached dwelling</li> <li>(ii) it is constructed of materials which are of a colour and texture to match the existing detached dwelling</li> <li>(iii) it results in a residential flat building containing no more than 2 dwellings</li> <li>(iv) the resultant residential flat building retains a character, scale and external appearance resembling a detached dwelling.</li> </ul> </li> </ul>
Road transport terminal	
Service industry	
Service trade premises	
Shop or group of shops	<p>Except where it is located outside of the Horticulture Policy Area 16 and it achieves all of the following:</p> <ul style="list-style-type: none"> <li>(a) it is ancillary to and in association with a petrol filling station or a primary production or tourism development</li> <li>(b) it has a maximum gross leasable area of no more than 150 square metres.</li> </ul>
Stadium	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

**Public Notification**

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

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

Category 1	Category 2
------------	------------

Category 1	Category 2
The following forms of development:	
(a) commercial forestry	
(b) farm building	
(c) farming	
(d) horticulture	
(e) horticultural building	
(f) stable.	

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## Attachment B

### PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct(s).

#### Precinct 19 Limited Residential Precinct

- 27 Detached dwellings should not be developed within the precinct unless they are to be located on an allotment that existed prior to 20 October 1988.

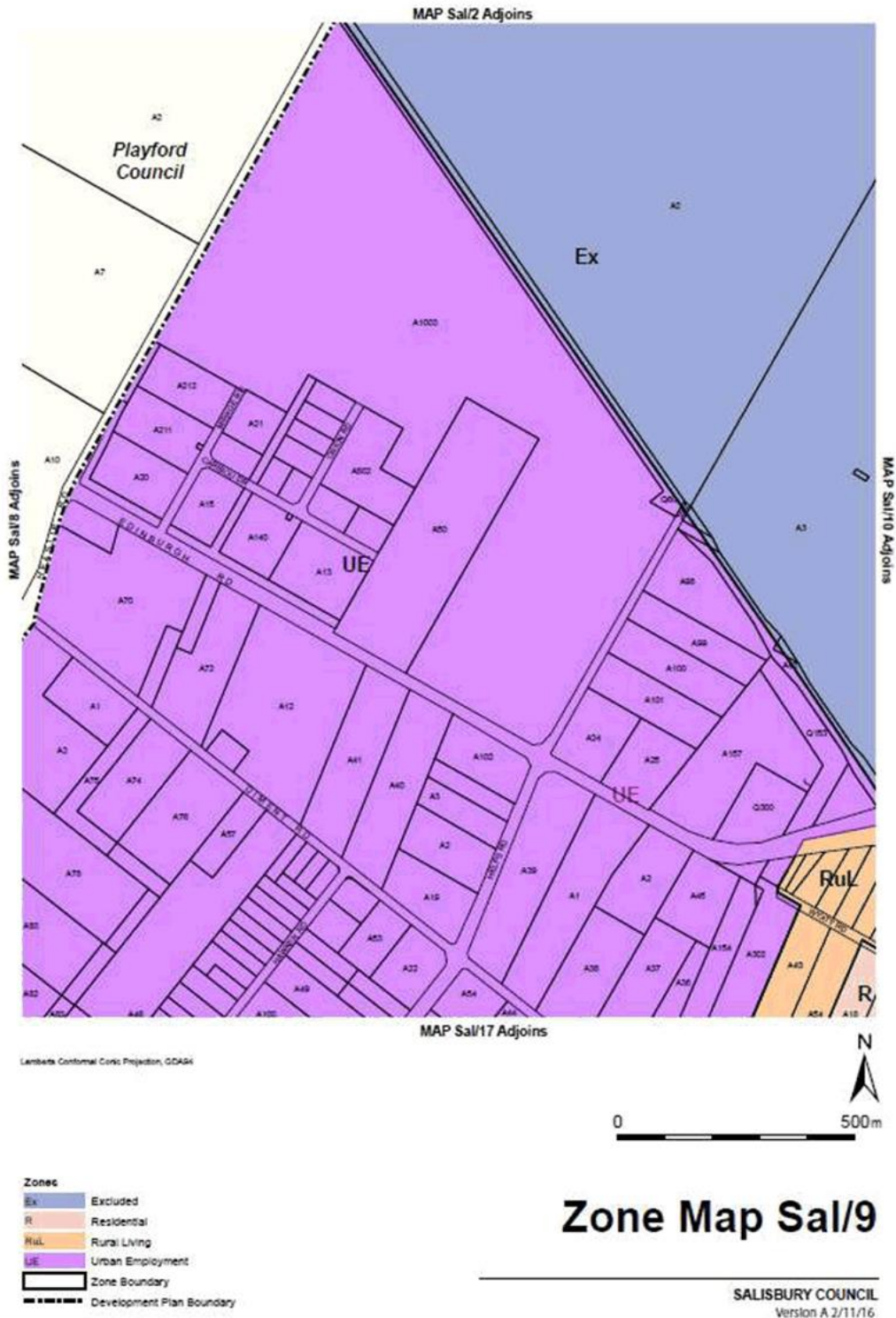
**Attachment C**



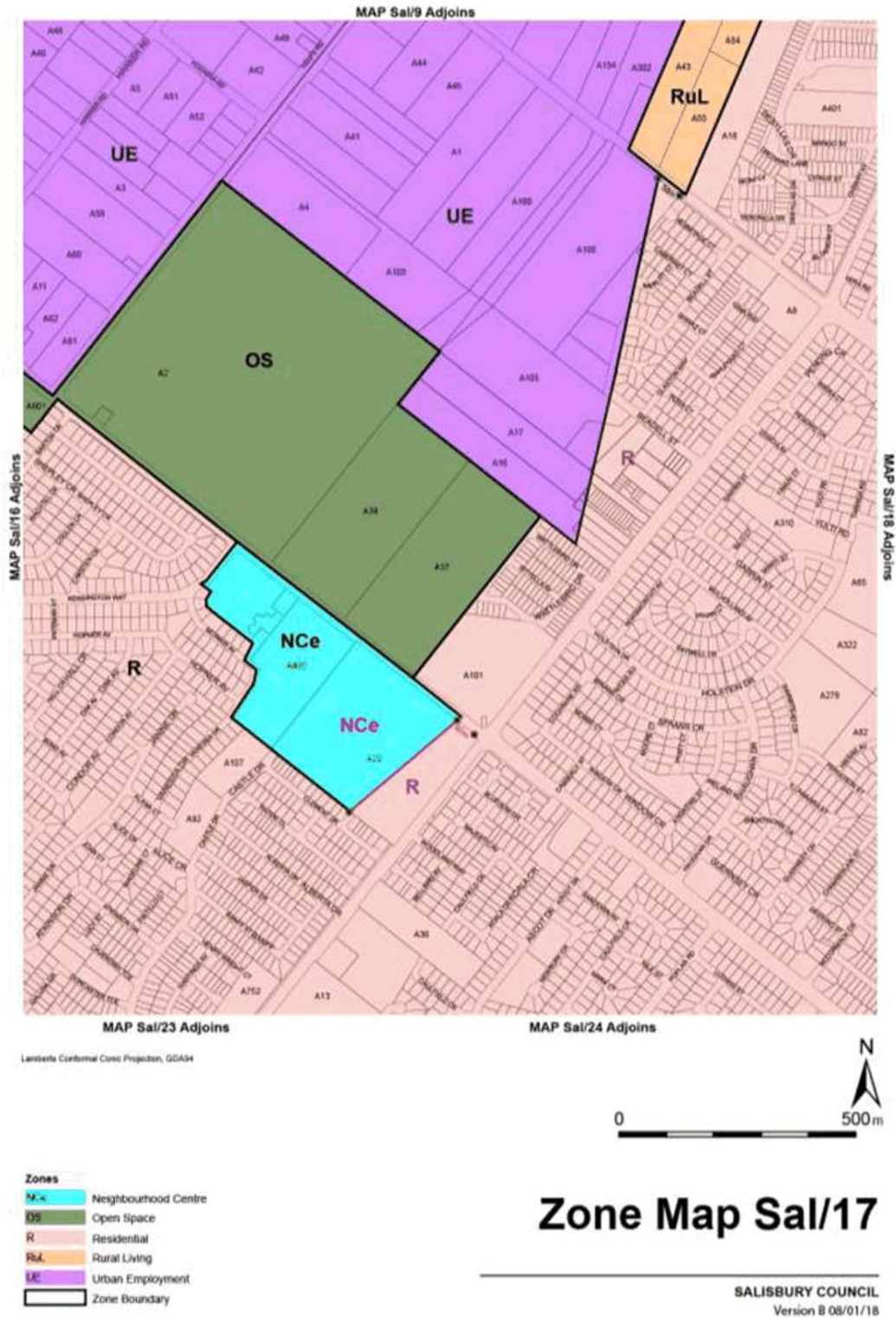
Item 1.3.1 - Attachment 2 - Rural (Aircraft Noise) Direk Residential Interface DPA



**Attachment D**



Item 1.3.1 - Attachment 2 - Rural (Aircraft Noise) Direk Residential Interface DPA



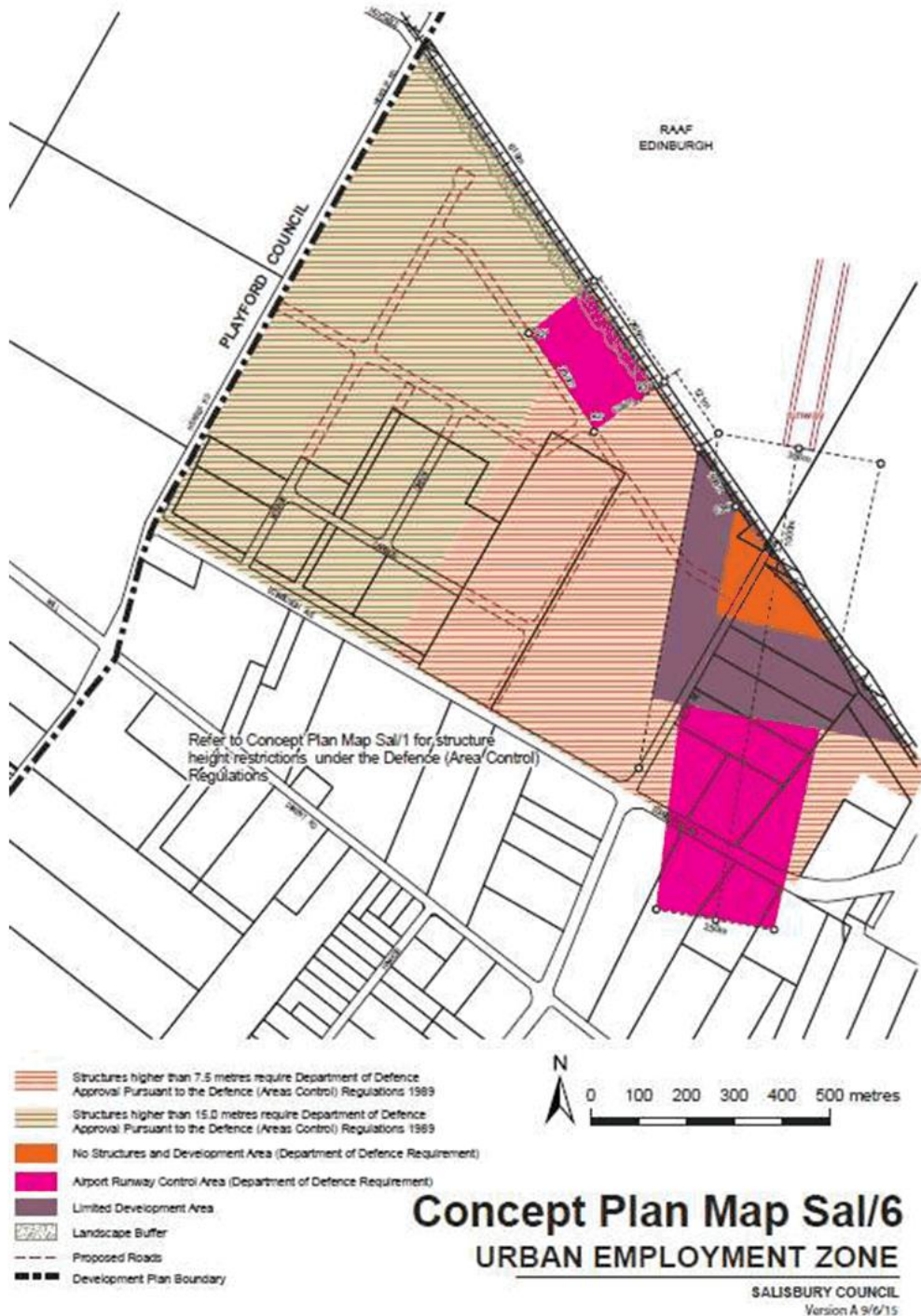


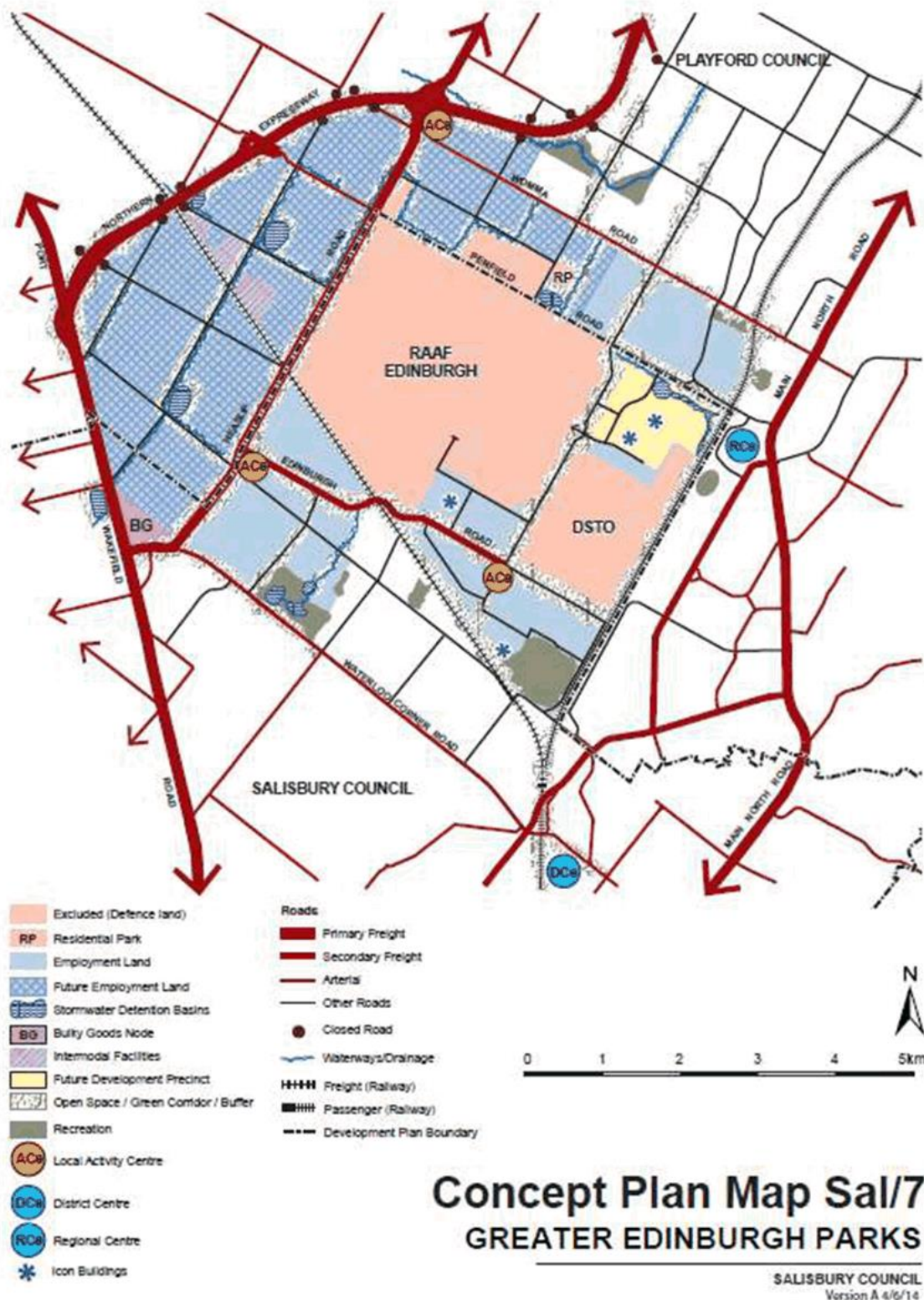
# Attachment E

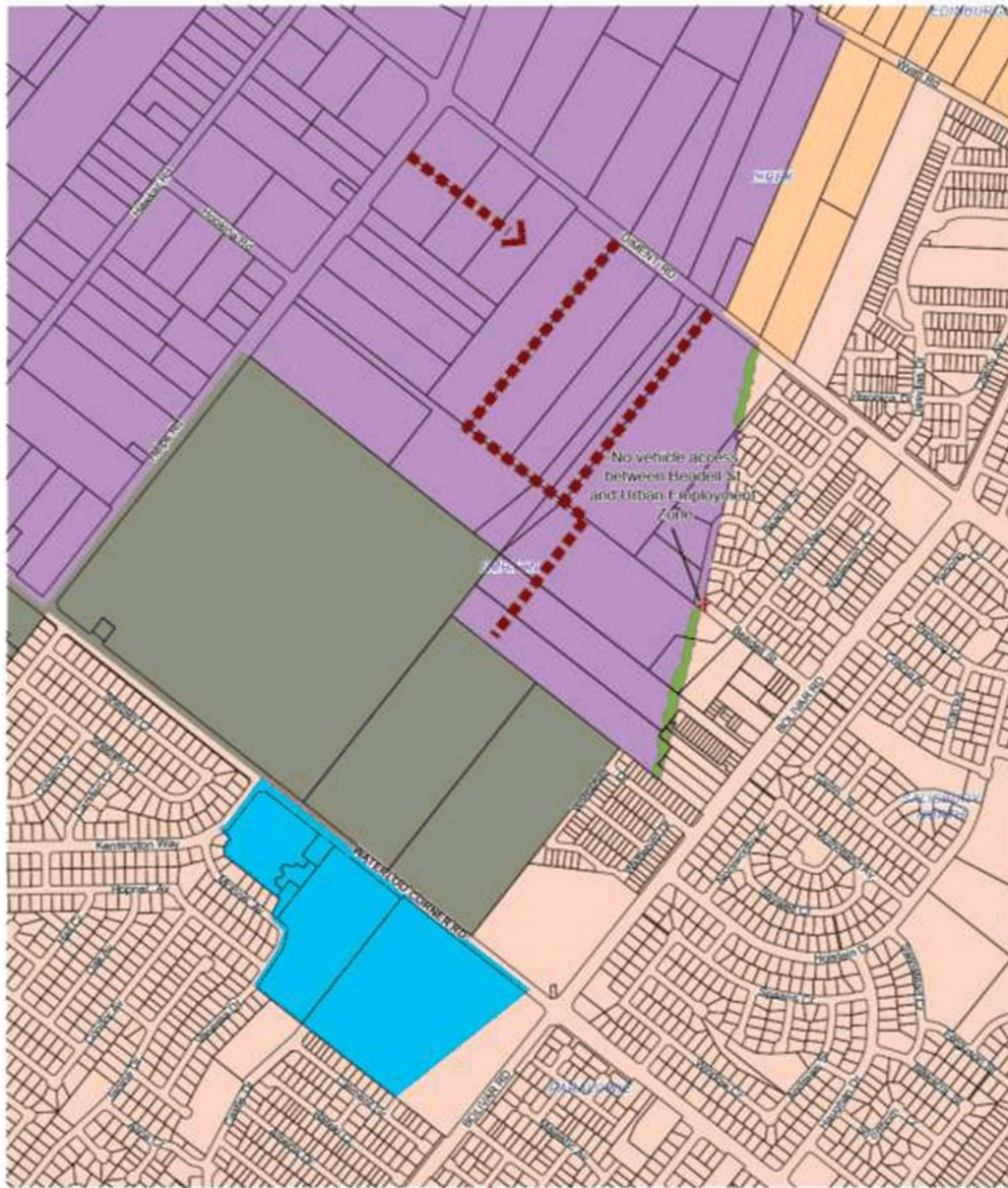




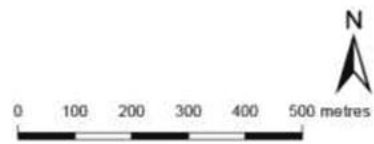
**Attachment F**







- Residential
- Neighbourhood Centre
- Open Space
- Rural Living
- Urban Employment
- Buffer
- Road Connections

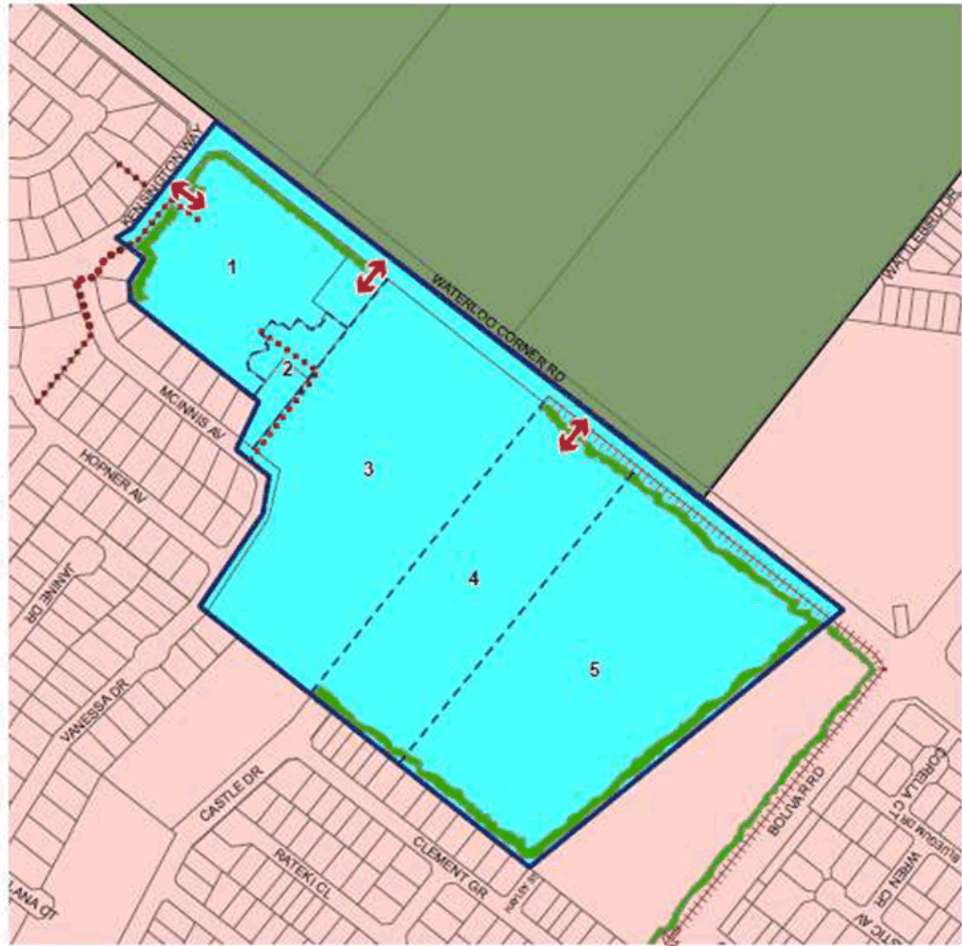


## Concept Plan Map Sal/35

### URBAN EMPLOYMENT ZONE

SALISBURY COUNCIL  
Version B 08/01/18

**Attachment G**



- Residential
- Commercial
- Open Space
- Landscaping
- Vehicle Access
- Road Widening
- Proposed Pedestrian Access
- 1 Retail/Commercial Area
- 2 Community Area
- 3 Recreation/Open Space Area
- 4 Car parking
- 5 Bulky Goods
- Concept Area Boundary



**Concept Plan Map Sal/11**  
**WATERLOO CORNER ROAD**  
**NEIGHBOURHOOD CENTRE**  
 SALISBURY COUNCIL  
 Version A 8/12/16