

ITEM 1.4.1**POLICY AND PLANNING****DATE** 20 September 2021**HEADING** Structure Plan West Port Wakefield Road**AUTHOR** Clint Watchman, Coordinator Urban Policy, City Development**CITY PLAN LINKS** 3.4 Our urban growth is well planned and our centres are active
4.4 We plan effectively to address community needs and identify new opportunities**SUMMARY** There are a number of unique opportunities for Council to consider across land west of Port Wakefield Road. This report provides a high level analysis of the existing conditions and presents a range of opportunities for consideration with a set of actions that relate to specific planning areas.**RECOMMENDATION**That Council:

1. Adopts the West Port Wakefield Road – Planning Areas and Opportunities map which forms the basis for more detailed work and actions as required for each planning area.
2. Notes that a Strategic Growth Framework for the area shown in Attachment 5 will be prepared that supports and guides a staged (precinct based) Code Amendment roll out initiated by either Council, State Government or the private sector.
3. Notes that pursuant to Section 91(7) of the Local Government Act 1999, it is recommended that the report, attachments, presentation, discussion, recommendations and minutes for this item will remain confidential and not available for public inspection until 27 January 2025.
4. Notes that pursuant to Section 91(9)(c) of the Local Government Act 1999, the power to revoke the order under Section 91(7)(a)&(b) prior to any review or as a result of any review is delegated to the Chief Executive Officer.

ATTACHMENTS

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

1. Major Investment
2. Planning Areas and Opportunities
3. 9-Point Plan to Skyrocket SA (Eco-Industrial Park) Extract
4. Employment Land
5. Scope Map - Strategic Growth Framework

1. BACKGROUND

- 1.1 One of the City Plan 2035 Critical Actions (0-5 years) is to *Develop a structure plan for the land west of Port Wakefield Road to open up new development opportunities while preserving the existing character of Globe Derby and St Kilda.*
- 1.2 Council's Growth Action Plan (GAP) identifies a number of growth priorities that apply to land west of Port Wakefield Road, including:
 - *The ongoing provision and protection of well serviced employment land to cater for existing and emerging employment generating land uses including value-add horticulture and water resource related industries, food production, high-tech and green industries and tourism opportunities.*
 - *Maximise land use opportunities associated with provision of key infrastructure investments such as the construction of the Northern Connector.*
 - *Identify long-term urban development opportunities and work in partnership with relevant stakeholders to facilitate further investigation into the potential for development of these sites.*
- 1.3 To facilitate growth the GAP identifies that Council "*proactively plan for and develop mechanisms to support provision of appropriate infrastructure and services within identified growth areas, including transport, stormwater and social infrastructure, utilities and open space.*"
- 1.4 A draft structure plan has been prepared which identifies 10 high level planning areas based on the key attributes and opportunities west of Port Wakefield Road.
- 1.5 A high-level overview of the 10 planning areas and opportunities were presented to Council at the February 2021 weekend workshop.

2. CITY PLAN CRITICAL ACTION

- 2.1 *Develop a structure plan for the land west of Port Wakefield Road to open up new development opportunities while preserving the existing character of Globe Derby and St Kilda.*

3. CONSULTATION / COMMUNICATION

- 3.1 External
 - 3.1.1 Planning and Land Use Services (PLUS)

4. REPORT

- 4.1 The area west of Port Wakefield Road remains Council's most significant city-shaping opportunity, with the potential to accommodate more than 12,000 new dwellings, new employment development adjacent to key transport corridors, significant stormwater harvesting opportunities and the chance to enhance environmental health and biodiversity in the mangroves and along the Dry Creek and Little Para River corridors.
- 4.2 The 30 Year Plan for Greater Adelaide (2017) identifies for the area:
 - Future urban growth area (unzoned) on the Dry Creek Salt Fields;
 - Rural living area at Globe Derby;

- Future freight railway link along the Northern Connector Corridor;
 - Terrestrial Nature Protection Area encompassing the mangroves and Barker Inlet; and
 - Ensure land use planning in and around the district aligns with projects for industry growth and revitalization anticipated by the Northern Economic Plan.
- 4.3 It is understood that the State Government will commence a review of the 30 Year Plan for Greater Adelaide in 2022. Council's strategic planning work for this important growth area will position us well to feed into the review process and shape the growth and infrastructure agenda for land west of Port Wakefield Road.
- 4.4 Over the past few years there has been more than a billion dollars of investment in the area (Attachment 1) with bulk earthworks at the Dry Creek Salt Fields, construction of the Northern Connector, major renewable energy infrastructure installed at the Bolivar Wastewater Treatment Works and the construction of a new OTR petrol filling station.
- 4.5 Through the Northern Connector process Council engaged with the Department for Infrastructure and Transport (DIT) on a range of matters including stormwater management, road closures and renaming, acquisition of the Council site at Lot 9 Whites Road, land ownership transfers, and care and control of landscaping. Elements associated with land transfers and landscape care and control are still being negotiated.
- 4.6 Investment interest in the area is strong with the construction of the St Kilda Transmitting Station (Navy Capability Infrastructure Sub-Program, NCIS) adjacent Council's northern boundary of Coleman/St Kilda Rd (to be completed in 2022); recent engagement by Buckland Dry Creek with Council on the development of the Dry Creek Salt Fields; installation of a further 123MW electricity generation plant at Bolivar; and periodic approaches to Council by the SA Harness Racing Club for development of its Globe Derby site.
- 4.7 A range of studies and plans have been developed over the past few years (or are underway) for the area, or that impact on the area. Collectively, these studies and plans provide important background information and policy context that will need to be considered further as elements of this structure planning exercise are progressed. Neither DIT, Planning and Land Use Services (PLUS), nor Council have undertaken a formal strategic land-use planning process across the whole of the area.
- 4.8 Given the nature of land ownership and infrastructure through the area, ideally any strategic land-use planning process would be State led. It is important that Council has a position on the overall land use planning and infrastructure agenda. It is highly likely that Council will need to invest in capital works.
- 4.9 Council staff have assessed existing land uses, infrastructure requirements, land ownership and workshopped ideas internally. Ten key planning areas have been identified with each having distinct attributes (Attachment 2). These are:
1. Future Strategic Employment (potential eco-industrial park);
 2. Defence;
 3. St Kilda Township, Tourism and Boating;
 4. Bolivar/Eco-Industry/Biodiversity;

5. Environmental and Coastal Rehabilitation;
6. Accommodation and Services;
7. Biodiversity and Open Space Corridor;
8. Equestrian and Rural Living;
9. Masterplanned Community (Salt Pans Development); and
10. Shunting Yard and Cavan Industry.

Planning Area 1 - Future Strategic Employment (potential eco-industrial park)

- 4.10 The planning area is currently zoned as Deferred Urban and Primary Production (with a small area zoned Open Space) and considered “Outer Metro” within the 30 Year Plan for Greater Adelaide. The area is predominantly used for horticultural purposes across privately owned parcels, ranging in size from 0.5ha to 5ha.
- 4.1 In recent years there have been a number of development proposals that have not been pursued due to incompatible planning policy (non-complying).
- 4.2 The Rural Aircraft (Direk) DPA has been withdrawn with the release of the Planning and Design Code (the Code) due to the costs associated with upgrading intersections to service the area. Only minor boundary adjustments have been made as part of the Code release. As a consequence, the land that was earmarked as future employment land as part of the DPA will be retained as Primary Production. This combined with significant demand for land in Edinburgh Parks and Vicinity Industrial Base provide a strong rationale for investigating opportunities for alternative rezoning of this area to employment lands to support locally accessible new jobs.
- 4.3 Business SA recently released a “9 point plan to skyrocket South Australia.” Among the proposals was a call for the State Government to consider supporting the development of a holistic low emissions industrial park to showcase South Australia as the most environmentally and technologically advanced state in Australia. This concept incorporates features that companies wishing to differentiate themselves from a sustainability perspective are seeking. For example, renewable energy, recycled water, green hydrogen, maximum energy rated buildings, and an industrial symbiosis/circular economy approach to the precinct. The area is well placed to access many of these sustainability elements. An extract from the Business SA document is provided as Attachment 3 and provides greater detail around what an eco-industrial park might include.
- 4.4 The policy framework, delivery mechanisms, infrastructure and market opportunities for an eco-industrial park will be investigated further as part of the Strategic Growth Framework.
- 4.5 The planning area represents a significant opportunity for Council and economic growth within the region. These opportunities include:
 - 4.6 Rezoning the land to employment with the potential to create an eco-industry park. If the land was rezoned in its entirety it would increase Council’s gross area of employment zoned land by approximately 650ha which represents a 31% increase in employment zoned land (Attachment 4).
 - 4.7 Upgrading the road network.

- 4.8 Setting up infrastructure through an infrastructure agreement to service the area for future land use. State Government funding for infrastructure could be sought given the opportunity for the area to provide for economic growth of State significance. It is highly likely Council will need to invest in capital works. The timing and cost of any capital works are unknown at this time and are not reflected in the Long Term Financial Plan.
- 4.9 Establishing a corridor of open space from Port Wakefield Road to St Kilda (primarily along St Kilda Road) to accommodate storm water, connect cycle ways, and provide a biodiversity corridor.
- 4.10 Staging development within the area to align with the sequencing of infrastructure provision. Planning policy may be used to reflect staging and infrastructure requirements across the area.
- 4.11 To progress the rezoning opportunities, investigate high level infrastructure needs, consider staging options, and assess the industry market demand it is recommended that Council prepare a Strategic Growth Framework (scope area shown on Attachment 5) that:
- Assesses the physical infrastructure gaps for recommended land-use changes;
 - Provides recommendations for land-use changes and target sectors based on a detailed industry needs analysis, including the evaluation of an eco-industrial park;
 - Provides options to release and stage infrastructure to best facilitate industry investment aligned with the recommended targeted sectors;
 - Assesses the potential impact on demand, and opportunity arising from, designating the area as an area focused on sustainability principles;
 - Identifies actions to make the land development ready for a “precinct by precinct” staged rezoning approach;
 - Investigates and make recommendations for infrastructure agreements;
 - Provides a high-level cost breakdown of infrastructure requirements by landowner/service provider;
 - Seeks commentary from State government agencies in relation to infrastructure and land-use planning requirements;
 - Provides advice relating to environmental considerations;
 - Identifies a broad transport planning network to facilitate envisaged growth;
 - Is informed by landowner consultation; and
 - Provides maps and high-level structure plans at a precinct by precinct level.
- 4.12 It is proposed that the Framework would support and guide a staged (precinct based) Code Amendment roll out that could be initiated by either Council, State Government or the private sector. Planning Areas 2, 6 and the northern portion of 7 are included in the Strategic Growth Framework (see Attachment 5).

Planning Area 2 - Defence

- 4.13 The land in this planning area is owned by the Commonwealth Government and a Defence radar facility is currently located on the south western portion.
- 4.14 The St Kilda Transmitting Station is currently under construction which is being developed as part of Department of Defense Navy Capability Infrastructure Sub-Program (NCIS).
- 4.15 Planning area 2 is included in the Strategic Growth Framework scope of works to ensure land use planning and infrastructure interfaces are considered.

Planning Area 3 - St Kilda Township Tourism and Boating

- 4.16 Various planning exercises have been undertaken for St Kilda over the past two decades. These have included the St Kilda Township Plan in 1998, the St Kilda Township Planning Framework in 2014, and consequent master planning exercises for the Stage 1: St Kilda Adventure Playground area and Stage 2: Marina Precinct and Mangroves. The progression of Stage 1 has seen significant improvements to the Playground cementing its role as one of northern Adelaide's premier visitor attractions. Works on Stage 2 have commenced with a new boat ramp, channel works and an RV Park scheduled to be delivered within the next twelve months. There is no commitment to further upgrade St Kilda beyond the current Stage 2 works.
- 4.17 The Management Plan for the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara identifies that *"the foreshore precincts at Thompson Beach and St Kilda are the primary access points for the park. They require infrastructure improvements to create a sense of arrival to the park, orient visitors, and provide them with information. Work within and adjacent to these precincts requires coordination between State Government departments, local communities, the City of Salisbury and the Adelaide Plains Council."*
- 4.18 The Plan further identifies that *"bird watching tourism has capacity to expand in the park, raising awareness of the park's significance, supporting local businesses and contributing to shorebird conservation goals. The park also provides the opportunity to develop new tourism experiences based on Kurna culture, ecologically sensitive accommodation, outdoor education activities, or participation in ecological research and monitoring. While the primary purpose of the park is to protect migratory shorebirds, the beaches and other intertidal areas within the park provide opportunities for a range of compatible recreational activities including fishing, boating [and] canoeing"*
- 4.19 Other opportunities exist to examine expansion of the marina, cycle path extension, Disability Discrimination Act (DDA) compliant walking trails, school camp programs and facilities, augmented reality experiences and improved peninsula amenity.

Planning Area 4 - Bolivar/Eco Industry/Biodiversity

- 4.20 The Bolivar Wastewater Treatment Plant is owned and operated by SA Water. Treatment works cover a large portion of the site although there are large buffer areas between the sedimentation ponds and the Northern Connector.

- 4.21 Deloitte's Economic Vision for the City of Salisbury 2019 recommended that "*options for alternate land use within existing buffer zones should be undertaken to identify the potential for more productive industrial and commercial uses, as well as to gauge the appetite among existing infrastructure and utilities stakeholders and market participants.*" Potential new opportunities could be eco-industrial and/or biodiversity focused to complement the proposed surrounding land uses and strengthen the sustainability outcomes for the entire broader project area.
- 4.22 The buffer zone could also be investigated for covered horticulture utilising the water earmarked for Northern Adelaide Irrigation Scheme (NAIS) given there has been no or minimal interest in purchasing water via that scheme to date.
- 4.23 Due to its scale, the Wastewater Treatment Plant provides a significant barrier between the Northern Connector and the coast. The potential to utilise the open stormwater drain channels for stormwater, biodiversity and cycle corridors should be explored to enable greater levels of connectivity between the Northern Connector, existing linear trails, the proposed coastal trail and St Kilda via the Tramway Museum.
- 4.24 Opportunities for reuse from the wastewater treatment plant including biogas, recycled water and biosolids. The potential to use these resources in adjoining areas should be considered as part of any land-use change and infrastructure planning.

Planning Area 5 - Environmental and Coastal Rehabilitation

- 4.25 The 10,000 year old mangrove forest encompasses an important ecosystem that provides a 'buffer' between the land and sea, traps sediments and nutrients, and prevents coastal erosion. The forest provides habitat for a broad range of terrestrial and marine fauna.
- 4.26 Samphires provides habitat for a number of samphire-dependent species and threatened bird species.
- 4.27 The samphires are experiencing threat from the invasion of mangroves as well as human alterations to the landscape, i.e. recreational activities, illegal dumping and the perception that these areas are wasteland. Samphires are unable to respond to these impacts by migrating inland due to the saltfield. Measures should be taken to ensure samphire protection.
- 4.28 All remnant native vegetation, including the mangroves and samphires found west of Port Wakefield Road, is protected under the *Native Vegetation Act 1991* (SA) and the *South Australian Management Fisheries Act 2007*.
- 4.29 The Adelaide International Bird Sanctuary (Winaityinaityi Pangkara) is located at the southern end of the East Asian-Australasian Flyway (EAAF) and is one of the key feeding and roosting sites for migratory birds. Birds fly from as far as Siberia and Alaska, passing through 22 countries. This area provides crucial habitat used by more than five million birds per year. The Sanctuary supports species of State and National conservation significance, and continued protection of this habitat is critical for their survival.

- 4.30 The Adelaide International Bird Sanctuary Collective Plan identifies Council as an important partner to have a role in the sustainable future for the Bird Sanctuary.
- 4.31 The Collective Plan states *“The Bird Sanctuary provides a unique opportunity for the City of Salisbury (COS) and Northern Adelaide to showcase not only its natural assets, but also the full range of its regional attractions, experiences, museums and green and low carbon achievements in areas such as sustainable water management and wetlands creation. The COS Tourism and Visitor Strategy 2016-2021 outlines the development of facilities that will support the implementation of tourism and wetland infrastructure partnerships and funding opportunities. This includes Stage 2 focus on development of tourism opportunities at St Kilda, southern Gateway to the Bird Sanctuary.”*
- 4.32 In addition, *the Bird Sanctuary offers opportunities such as connecting with COS with Smart-Cities technologies and applications as well as being a demonstration site for climate change adaptation - supporting the Adapting Northern Adelaide priority actions. Collaborative partnerships would include offset opportunities such as Northern Connector Significant Environmental Benefits, Edinburgh Parks Stormwater Project, SA Water Mixing and tidal flow projects. These would be a key area of benefit for the COS towards enhancing amenity, habitat and visitor experiences.”*
- 4.33 The Adelaide Dolphin Sanctuary is home to about 40 bottlenose dolphins, with about 400 others visiting at various times. The Sanctuary includes the mangrove forest, seagrasses, saltmarsh, tidal flats and creeks, all of which contribute to the dolphins’ habitat and food. The mangroves and saltmarsh in particular provide protection from predators and a nursery habitat. The Kaurna People have lived in these areas for thousands of years and the area continues to hold significant historical and cultural value. Several traditional stories are connected with the Sanctuary area.
- 4.34 The State Government’s Blue Carbon Strategy 2020-2025 identifies our coastal ecosystems, including seagrass, saltmarshes, mangroves and soils, as significant carbon sinks. It also acknowledges a wide range of environmental, economic and livelihood benefits, with restoration and protection enhancing these benefits, improving resilience to climate change and helping to reduce greenhouse gas emissions. The Strategy has four key objectives: connect blue carbon ecosystem restoration to carbon markets; deliver research to quantify benefits; identify and implement blue carbon demonstration projects; and integrate blue carbon into coastal policy, planning and management strategies.
- 4.35 In early 2020 Council staff became aware of the decline in health of areas of the mangroves directly south of St Kilda Township. Stakeholder workshops in 2021 have included:
- 4.35.1 The Department for Environment and Water (DEW) and Council have held stakeholder workshops with attendees from State and local government, the local community and academia to discuss and develop plans for the restoration of the areas impacted around St Kilda.
 - 4.35.2 In the most recent workshop in March 2021, DEW and Council brought together key researchers and community members to discuss the restoration of areas impacted at St Kilda and the Little Para River

(outside of the Salt Fields). The outcomes from this workshop will form the basis of an action plan for the impacted areas.

- 4.35.3 A small working group of DEW, Council and the community has been established to further develop the Action Plan, seek resources to implement it and work closely with other stakeholders in the delivery of actions.

Planning Area 6 - Accommodation & Services

- 4.36 This planning area is currently occupied by the Highway One Caravan Park, Caltex Service Station, On the Run and Whitehorse Inn. In addition, Council also owns land and a strip of SA Water land with native landscape has been severed from the SA Water site by the Northern Connector.
- 4.37 OTR and the Whitehorse Inn are currently zoned rural. Ownership of Highway One Caravan Park changed a couple of years ago and the new owners have spoken to Council about the potential of expanding into Council owned land at the northern end of the Caravan Park to develop affordable accommodation.
- 4.38 Council owned land is currently designated as drainage reserve and is underutilised apart from some east-west stormwater flows on the northern end and a Little Para River overflow channel on the southern end. The Port Wakefield Road frontage could be utilised more effectively allowing for the expansion of the caravan/tourist park without compromising drainage functions.
- 4.39 The opportunities in this planning area include assessment of the accommodation proposal, opportunities for stormwater management and consideration of the best use for the SA Water landscaped strip.
- 4.40 Planning area 6 is included in the Strategic Growth Framework scope of works.

Planning Area 7 - Biodiversity and Open Space Corridor

- 4.41 This is the coastal end of the little Para River. A large portion of the area is owned by Council and zoned as Open Space, with some portions being in the Primary Production Zone. The area is predominantly used for stormwater management, passive recreation and to support biodiversity. The Little Para River corridor is heavily landscaped with native and remnant vegetation. The Northern Connector bikeway meanders along the Little Para River and connects the area to Gawler and Port Adelaide via a dedicated sealed link. Parcels owned by SA Water have now been severed from the SA Water site by the Northern Connector.
- 4.42 Council is currently negotiating with SA Water to transfer land into Council ownership. It is envisaged that the majority of this land will be used partly for Council earthworks operations due to the closure (as part of the Northern Connector) of Council's site further south.
- 4.43 The following opportunities have been identified for further consideration in the area:
- Enhance stormwater, wetlands and environmental function;
 - Protect and enhance remnant vegetation and biodiversity function;
 - Planting programs and rehabilitation;
 - Education programs and/or school and "scout camp" facilities; and
 - Council ownership and care and control of the "cut off" SA Water parcels.

- 4.44 The northern portion of planning area 7 is included in the Strategic Growth Framework scope of works.

Planning Area 8 - Equestrian and Rural Living

- 4.45 Globe Derby is zoned as rural living and primarily supports the horse-related activities for Globe Derby Park and the equestrian facility off Whites Road. Council has sought to retain this style of land use in the area by specifically including the words “*preserving the existing character of Globe Derby*” into the critical action relating to the development of this structure plan.
- 4.46 Over the past few years Council has been approached by the SA Harness Racing Club to rezone portions of its land in order to unlock funds that could be reinvested into the operation of the Club. In 2015 land adjacent to Port Wakefield Road was rezoned to Commercial. Planning consent has been granted for a land division on the southern corner and provision for the extension to Elder Smith Road has been made subject to finalising land swap negotiations. Last year Council declined to progress a rezoning to support medium density development outcomes on land utilised for harness racing.
- 4.47 The SA Harness Racing Club has had preliminary discussions with staff in relation to plans for a new clubroom and gaming facility, however no plans have been formally submitted.
- 4.48 It appears that the sport of harness racing is facing significant issues. The Independent Review into Harness Racing (2017) noted “*how fractured and polarized the industry is.*” Further the report stated “*the lack of unity and working together for the benefit of all has serious implications for the industry if it is seeking any potential government support for infrastructure initiatives or other strategic issues.*” Recent reports in The Advertiser indicate such divisions still exist.
- 4.49 Although the Northern Connector Land Use and Transport Study identified an opportunity to increase density within the residential areas, given the above and the proposal for significant residential development on the salt pans, the progression of up-zoning this area is a lower and longer-term opportunity.
- 4.50 Rezoning of the salt pans (Planning Area 9) could have a significant impact on this planning area (eg stormwater, traffic, utilities and social infrastructure). These impacts should be considered as part of any rezoning/Code Amendment process associated with the salt pans.

Planning Area 9 Masterplanned Community (Salt Pans Development)

- 4.51 The salt pans land is in both State (predominantly Renewal SA) and private ownership. The land is zoned as Deferred Urban which means it requires rezoning to be developed.
- 4.52 The total deferred urban zoned land at Dry Creek has an area of 950 hectares and it is estimated that it could accommodate between 12,000-15,000 dwellings. Over 300 hectares of the land is privately owned.

- 4.1 Given the significant size, strategic location and broad impact that development of the site would entail, it is considered that any rezoning should be undertaken within the context of a site masterplan that also considers impacts on adjoining areas and communities.
- 4.2 This is a current priority area of focus as the early involvement in the development of the master plan and future development of the land is critical to ensure acceptable outcomes for the City of Salisbury. Involvement in the master plan process and redevelopment of the land will require significant resources and financial investment over multiple years. The timing and cost are unknown at this time and are not reflected in the Long Term Financial Plan.
- 4.3 Given the complexity of the Salt Pans development both from a technical and governance perspective a further report will be brought back to Council to provide an update and recommendations.

Planning Area 10 - Shunting Yard and Cavan Industry

- 4.4 This area is currently zoned Strategic Employment. Planning policy reflects the existing land use as an industry/employment area. The Open Space Zone along the northern portion of Port Wakefield Road and immediately east of the planning area currently triggers unnecessary public consultation requirements for straightforward development applications and should be reviewed as part of Council's forward policy planning agenda.
- 4.5 The future role of the shunting yard should be considered in the event the freight rail route is realigned along the Northern Expressway.

5. CONCLUSION / PROPOSAL

- 5.1 In conclusion, the land west of Port Wakefield Road represents significant growth opportunities for Council that align with its vision for a Progressive, Sustainable and Connected Community (City Plan 2035). At a high level the city vision can be achieved across the area by;
 - Expanding employment zoned land and investigating opportunities associated with a potential eco-industrial approach;
 - Continuing to plan for visitor and tourism uplift within St Kilda;
 - Continuing to collaborate with DEW to progress the Bird Sanctuary and mangroves agendas; and
 - Ensuring appropriate and well planned development of the Dry Creek Salt Pans into a master planned community.
- 5.2 In relation to Council's role the following proposed next steps will be progressed:

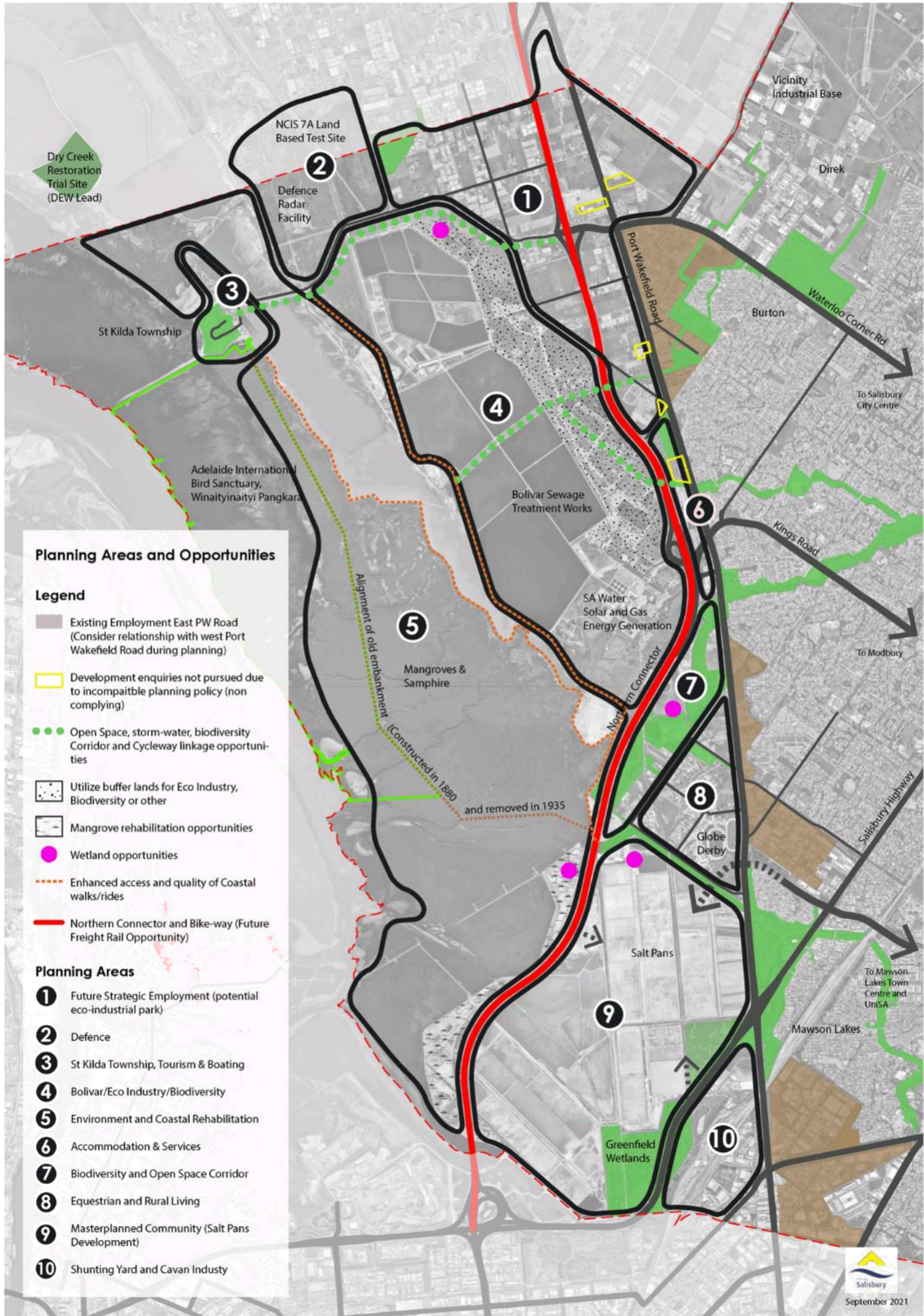
Planning Area	Achievement/Next Steps	Priority for Council Action
Planning Area 1 - Transport Logistics, Employment and Eco Industry Planning Area 2 - Defence	Prepare a Strategic Growth Framework that supports and guides a staged (precinct based) Code Amendment roll out initiated by either Council, State	High

Planning Area 6 - Accommodation and Services Planning Area 7 - Biodiversity and Open Space Corridor (northern portion)	Government, or the private sector.	
Planning Area 3 - St Kilda township	Proceed with actions identified in the St Kilda Masterplan stage 2 as appropriate and investigate further opportunities to enhance the precinct as a visitor and tourism area.	High
Planning Area 4 - Bolivar Wastewater Treatment Plant	Initiate discussions with SA Water regarding the buffer zone and site access.	Medium
Planning Area 5 - Coastal environmental	Actively participate in the DEW/Council partnership to develop plans for the restoration of the areas impacted around St Kilda by the mangrove dieback. Progress discussions with DEW regarding care, control and management of this area and potential joint opportunities.	High Low
Planning Area 8 - Equestrian and rural living	No action at this time, however will be elevated if renewed interest arises.	Low
Planning Area 9 - Masterplanned community	Further report to Council.	High
Planning Area 10 - Shunting yards and Cavan industry	No action required at this point.	Low

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 13/09/2021





5

9-point Plan to Skyrocket SA
Business SA

POINT FIVE

Kickstarting the development of a holistic eco-industrial park

Business SA recommends the development of a holistic low emissions industrial park (eco-industrial park) to showcase South Australia as the most environmentally and technologically advanced state in Australia. This should incorporate all features for companies seeking to differentiate themselves from a sustainability perspective, including but not limited to renewable energy, recycled water, hydrogen, maximum energy rated buildings and industrial symbiosis/circular economy. Eco-industrial parks are communities of businesses located together to enhanced environmental and economic performance through collaboration. Worldwide, eco-industrial parks (EIP) are on the rise. There are about 250 self-styled eco-industrial parks operating or under development worldwide today, while just as recently as 2000, there were fewer than 50.¹⁸

The businesses who choose to develop in EIPs are often a mix of manufacturing and service businesses seeking to collaborate in managing environmental and resource issues including energy, water, and materials. By working together, a community of businesses receive a collective environmental and economic benefit that is greater than the sum of the individual benefits each company would realise if it optimised its individual performance only. According to the World Bank Mainstreaming EIP report, the main drivers for eco-industrial parks (EIPs) remain grounded in business competitiveness and this should be a focus of the park's development.¹⁹ Business SA is not advocating for the development of an eco-industrial park with uneconomical operating costs, instead, this project must be grounded with sound economic principles. We also acknowledge that tenant selection is going to drive the economies of scale for certain features.

While there are many EIPs around the world, rather than a more holistic offering, the focus to date has been on limited areas of environmental improvement. For example, the Dandenong LOGIS EIP in Victoria, includes recycled water, rainwater tanks, solar hot water, natural ventilation and the maximising of the solar aspect of the buildings.²⁰ Typical attributes seen in EIPs overseas and interstate include building construction with sustainable and/or recyclable materials, energy-efficient design and heating and cooling systems, "green" landscaping, and strict environmental guidelines for tenant companies.

Table 3 – Eco-Industrial Parks that have adopted selected sustainable measures

	Numbers	Percentages
Waste Management	109	51%
Energy Efficiency	106	50%
Industrial Symbiosis	95	45%
Resource Efficiency	75	35%
Renewable Energy	74	35%
Water Management	70	33%

Business SA suggests an eco-industrial park development that extends beyond the parks developed overseas and interstate and uses South Australia's environmental credentials to develop a world leading facility. In February 2020, the State Government announced its aim for South Australian greenhouse gas emissions to reduce by more than 50% below 2005 levels by 2030. The Government is aiming to achieve net zero emissions by 2050.²¹ The creation of a holistic EIP will demonstrate to all businesses the environmental and economic benefits from operating environmentally sustainable businesses and help to achieve the State's zero emissions target.

A key to a unique and innovative EIP is the creation of hydrogen hubs. This incorporates locations where users of hydrogen are co-located. These hubs will make infrastructure more economic, allow for efficiencies of scale, foster innovation, facilitate the sharing of expertise and services and promote sector coupling.²² Business SA recognises that local businesses being able to adopt hydrogen at scale even if it was readily available and price competitive is still low, but the co-location of businesses who wish to use hydrogen as an energy source will reduce and distribute such costs within the EIP.

¹⁸ World Bank Group, "Eco-Industrial Parks Emerge as an Effective Approach to Sustainable Growth", January 2018

¹⁹ World Bank Group, "Mainstreaming Eco-Industrial Parks", July 2016

²⁰ Premiers Design Awards, "Architectural Design Dandenong LOGIS Eco-Industrial Business Park" 2013

²¹ South Australian Government, "Climate Change and Greenhouse Emissions Reduction Act 2007"

The State government is currently reviewing its Waste Management Strategy recognising that the industry is a major player in the State's economy with a \$1 billion turnover and employing 4,800 people. South Australia has one of the highest diversion rates in the world, and the highest in Australia, meaning that South Australia diverts the most waste away from landfill. However, more can be done. The development of an EIP will demonstrate how industry symbiosis can be used to reduce the amount of waste being sent to landfill. Aligning organisations that can utilise the waste and pollution output of other organisations in close proximity will also reduce transport and dumping costs for resident businesses, improving the economic viability of the EIP.

In addition, an EIP provides an opportunity to develop technology such as the underground waste management system currently being developed in Maroochydore City Centre. This allows waste to be transported from commercial buildings through a system of underground vacuum pipes avoiding odours, vermin and the costs of cleaning streets. This system, which is used in cities such as Stockholm, Seoul, Barcelona, London, Singapore and Beijing has a track record of increasing recycling rates.²³

Ideally, an EIP would also focus on the flow of materials and energy from local and regional South Australian economies as well as engage separate industries in a collective approach to a competitive advantage involving physical exchange of materials, energy, water, and/or by-products as well as services and infrastructures shared at the industrial park scale to reduce environmental impact and overall production cost through geographic proximity.²⁴

Overseas, the involvement of governmental authorities in the park development and operation and the existence of environmental legislation facilitating eco-innovation projects in industrial/urban zones are of major importance.²⁵ To complement, financial incentives may help to overcome economic barriers and support planning and/or implementation of eco-innovation through development grants. For these reasons, the policy and regulation frameworks and financial incentives have been identified as key success factors.

The development of an EIP can take two forms, either embedded in the design of a new industrial zone or an existing zone may be transformed into a resource efficient hub. Business SA is not advocating for a specific location or model, rather we are encouraging South Australian businesses and Government to work together to develop a park that will assist the state in achieving its carbon neutral target and demonstrate best practice.

There are a number of sites that may be suitable including the Gillman site, due to its proximity to industry and the Barkers Inlet Stormwater Reuse Scheme, and the Adelaide Airport site due to the proximity to the City of Adelaide and potential to be part of the Airport's Glenelg Wastewater Treatment Plant output, and water collected from the Brownhill-Keswick Creek catchment stored in the local aquifer.²⁶

Businesses will be willing to establish in an EIP if it can be demonstrated that the organisation can meet its interests in reducing expenses and increasing profit at the same time as meeting environmental goals. Worldwide there is a shift towards responsible and green investment with an increase of 13 per cent in 2019 to a value of \$980 billion and South Australian businesses need to position themselves at the forefront in order to capitalise on this shift. Business SA recognises that an EIP is not a silver bullet to fix the economy, but it can be an important piece of the puzzle to ensure we showcase what options are available to businesses and how they can benefit by going down this path.

While Veolia purchased a portion of the Gillman site in 2017 to create an environmentally efficient logistics and employment precinct, this project has yet to materialise and though it may do in time, a holistic eco-industrial park still needs to be developed in South Australia and the State Government must make it a higher order priority.

²³ COAG Energy Council, 'Australia's National Hydrogen Strategy', November 2019

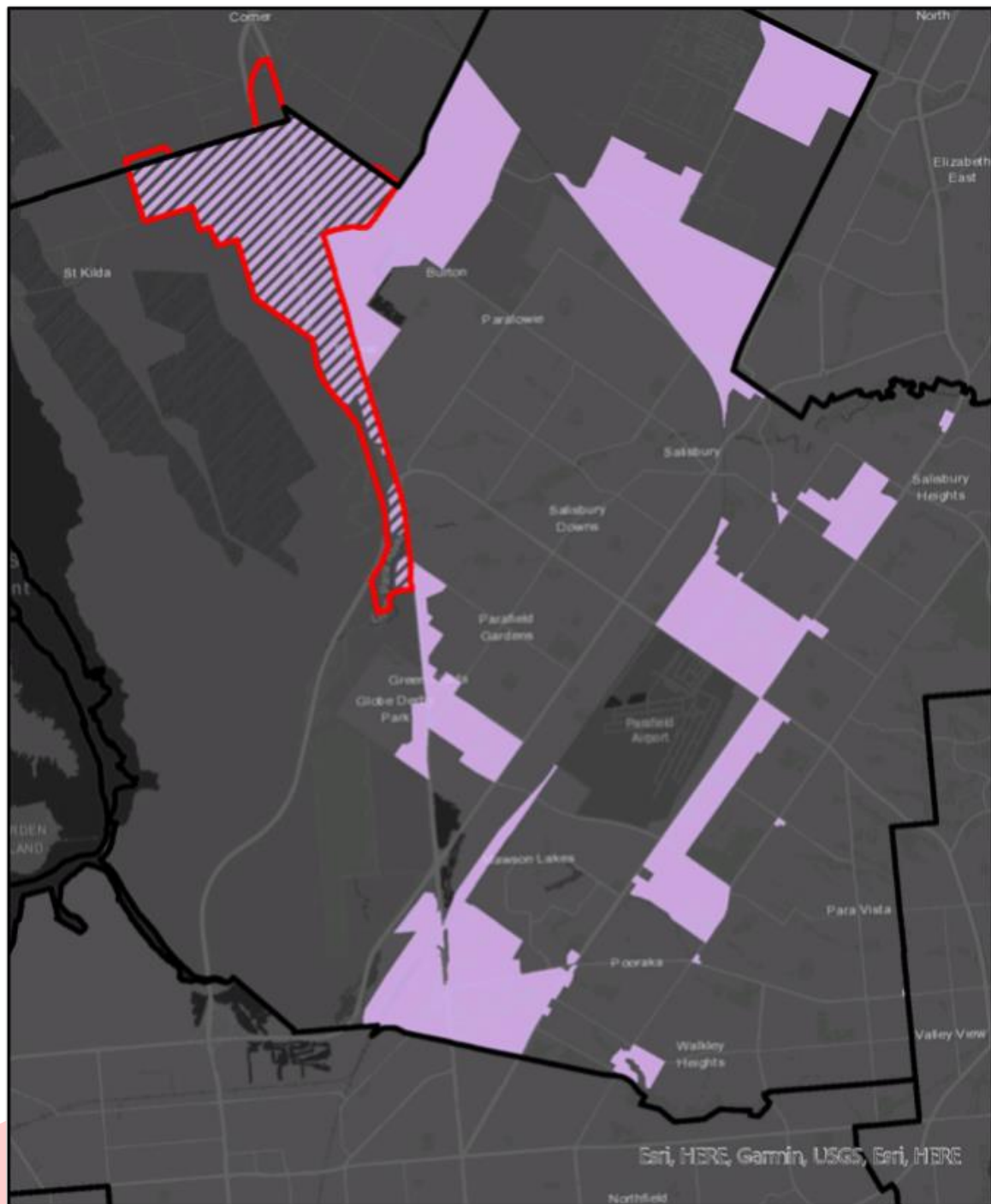
²⁴ Sunshine Coast Council, 'Maroochydore City Centre leads waste revolution', September 2019

²⁵ Pakarinen, Suvi, Tuomas Mattila, Matti Meinen, Ari Nissinen, and Laura Sokka, '2010: Sustainability and industrial symbiosis—The evolution of a Finnish forest industry complex' *Resources, Conservation and Recycling* 54, 1393–404.

²⁶ David Gibbs, Pauline Deutz, 'Reflections on implementing industrial ecology through eco-industrial park development', *Journal of Cleaner Production*, Volume 15, Issue 17, November 2007, 1653–1695.

²⁷ Adelaide Airport, 'Water Conservation', website

²⁸ Responsible Investment Association of Australasia's (RIAA), 'Benchmark Report' September 2019

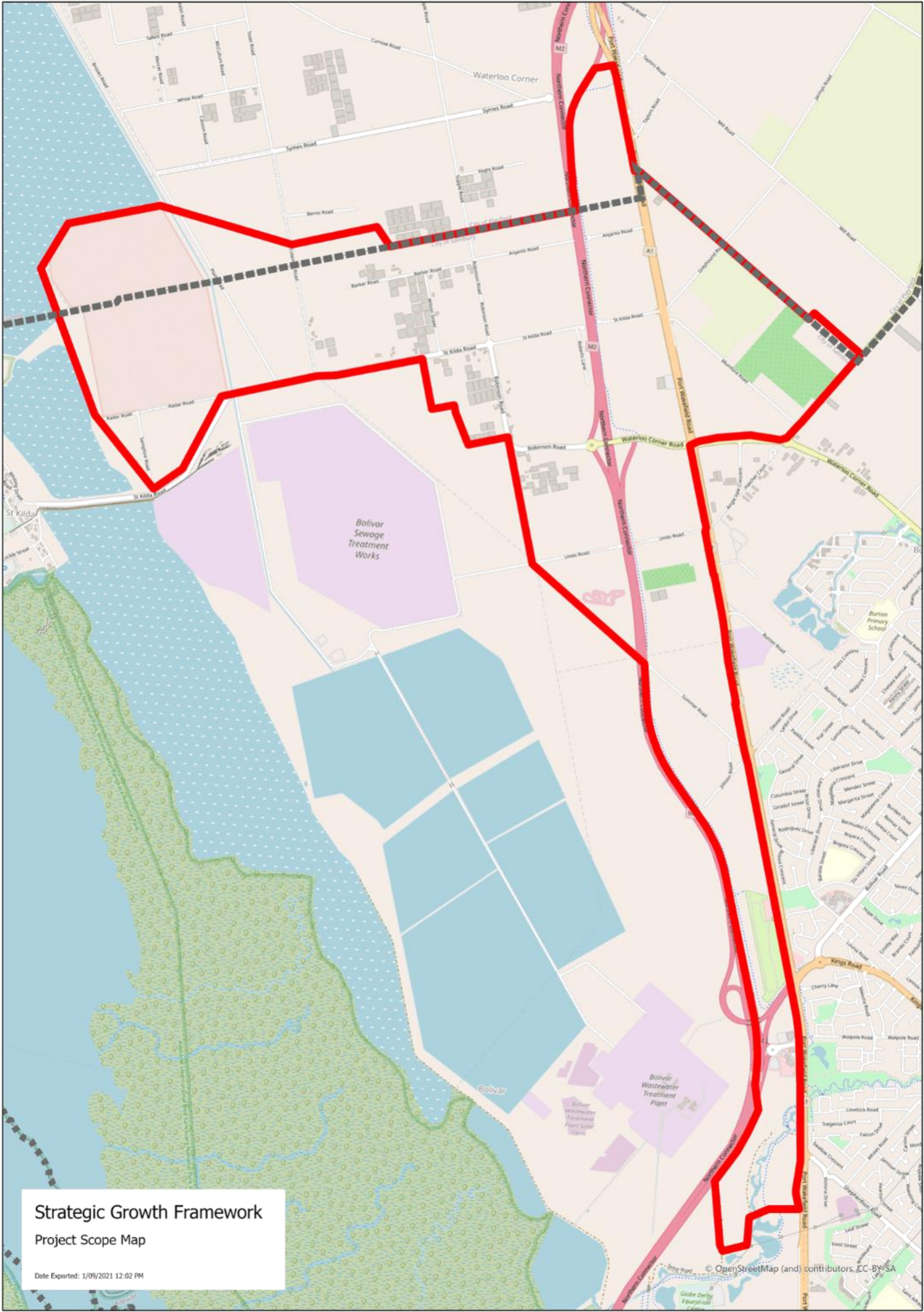


Gross Area Calculation

Existing Employment	2078 ha
Potential New Employment	651 ha
Increase	31 %

Legend

- LGA Boundary
- Strategic Growth Framework Area
- Existing Employment (Employment and Strategic Employment)
- Potential New Employment



Item 1.4.1 - Attachment 5 - Scope Map - Strategic Growth Framework