



AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

12 DECEMBER 2016 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 D Bryant
Cr C Buchanan
Cr G Caruso
Cr L Caruso
Cr R Cook
Cr E Gill
Cr S Reardon (Deputy Chairman)
Cr D Proleta
Cr G Reynolds
Cr B Vermeer
Cr S White
Cr J Woodman
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 Governance, Ms T Norman
Manager Communications and Customer Relations, Mr M Bennington
Team Leader Corporate Communications, Mr C Treloar
Governance Coordinator, Ms J Rowett
Governance Support Officer, Ms K Boyd

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 21 November 2016.

REPORTS

Administration

- 1.0.1 Appointment of Deputy Chairman - Policy and Planning Committee..... 9
- 1.0.2 Future Reports for the Policy and Planning Committee..... 11

Community Development

- 1.1.1 Minutes of the Youth Council Sub Committee meeting held on Tuesday 6 December 2016..... 15
- 1.1.2 Minutes of the Strategic and International Partnerships Sub Committee meeting held on Tuesday 6 December 2016 21
- 1.1.3 Update on the Aged and Disability Sector Reforms 27

Economic Development

- 1.2.1 Strategic and International Partnerships Sub Committee Membership..... 31

Urban Development

- 1.3.1 Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment update 33

OTHER BUSINESS

CONFIDENTIAL ITEMS

1.10.1 Salisbury Community Hub - Status Update

Pursuant to Resolution 1533 of 19/12/2016 item 1.10.1 is now public, effective 28/07/2017

Pursuant to section 83(5) of the *Local Government Act 1999* the Chief Executive Officer has indicated that, if Council so determines, this matter may be considered in confidence under Part 3 of the *Local Government Act 1999* on that grounds that:

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*
 - *non disclosure of this matter will protect Council's negotiation position in respect to precedent conditions relating to the land acquisition and contract negotiations with a third party.*

*On that basis the public's interest is best served by not disclosing the **Salisbury Community Hub - Status Update** 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, be excluded from attendance at the meeting for this Agenda Item.*

CLOSE



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

21 NOVEMBER 2016

MEMBERS PRESENT

Cr L Caruso (Chairman)
Mayor G Aldridge
Cr D Balaza
Cr G Caruso
Cr E Gill
Cr D Pilkington
Cr S Reardon (Deputy Chairman)
Cr D Proleta
Cr G Reynolds
Cr B Vermeer
Cr S White
Cr J Woodman
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 Governance, Ms T Norman
Manager Communications and Customer Relations, Mr M Bennington
Governance Coordinator, Ms J Rowett
Governance Support Officer, Ms K Boyd

The meeting commenced at 6:30 pm.

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

APOLOGIES

Apologies were received from Cr S Bedford, Cr D Bryant, Cr C Buchanan and Cr R Cook.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Cr R Zahra
Seconded Cr J Woodman

The Minutes of the Policy and Planning Committee Meeting held on 17 October 2016, be taken and read as confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr R Zahra
Seconded Cr S Reardon

1. The information be received.

CARRIED

Community Development

1.1.1 Update on Smoking Bans at Outdoor Recreation Venues

Moved Cr D Pilkington
Seconded Cr R Zahra

1. The information is received and noted.
2. Staff work with sporting clubs to assist them to establish and promote smoke free policies, should they wish to do so.
3. An update report be prepared for the February 2017 Policy and Planning Committee meeting, outlining progress to facilitate and promote smoke-free areas at sporting clubs.

CARRIED

Cr G Caruso entered the meeting at 6:36 pm.

1.1.2 Salisbury Suicide Prevention Community Network Update

Cr B Vermeer declared actual conflict of interest on the basis of his employer being the Member of Parliament who was consulted in the preparation of the report, and also on the basis of a family member being on the Suicide Prevention Committee. Cr B Vermeer left the meeting at 6:35 pm.

Cr J Woodman declared a perceived conflict of interest on the basis of being a member of the Suicide Prevention Committee. Cr Woodman managed the conflict by remaining in the meeting but not voting on the item.

Moved Mayor G Aldridge
Seconded Cr D Balaza

1. Council continue to support the development of the Salisbury Community Suicide Prevention Network, by providing staff assistance a maximum of 3 days per month, for the next 12 months.

CARRIED

Cr B Vermeer returned to the meeting at 06:36 pm.

OTHER BUSINESS

Nil.

Cr L Caruso thanked the Committee for supporting her in the role of Chairman over the past two years.

The meeting closed at 6:37 pm.

CHAIRMAN.....

DATE.....

ITEM	1.0.1
	POLICY AND PLANNING COMMITTEE
DATE	12 December 2016
HEADING	Appointment of Deputy Chairman - Policy and Planning Committee
AUTHOR	Joy Rowett, Governance Coordinator, CEO and Governance
CITY PLAN LINKS	4.3 Have robust processes that support consistent service delivery and informed decision making.
SUMMARY	This report provides information with respect to the appointment and role of Deputy Chairman of the Policy and Planning Committee. In accordance with the Terms of Reference of the Policy and Planning Committee, an appointment is required to be made.

RECOMMENDATION

1. Cr _____ be appointed as Deputy Chairman of the Policy and Planning Committee for a term of _____.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 At the December 2014 Council meeting it was resolved (Resolution Number 0022/2014):
 - 1.1.1 Cr S Reardon be appointed as Deputy Chairman of the Policy and Planning Committee for a two year term.
- 1.2 The term of the current Deputy Chair will expire at the end of December 2016, and the Committee is therefore required to make a new appointment for the position of Deputy Chairman.

2. REPORT

- 2.1 The Terms of Reference for the Policy and Planning Committee provides for the appointment of the Deputy Chairman at the first meeting of the Committee for a term determined by the Council, after which time the Committee will make a further appointment.
- 2.2 The Deputy Chairman acts in the role of Chairman in their absence.

3. CONCLUSION / PROPOSAL

- 3.1 In accordance with the Terms of Reference for the Policy and Planning Committee, the Committee is now asked to consider the position of Deputy Chairman and determine who should fulfil this role and for what term.

CO-ORDINATION

Officer: EXECUTIVE GROUP

Date: 06/12/2016

ITEM	1.0.2
	POLICY AND PLANNING COMMITTEE
DATE	12 December 2016
HEADING	Future Reports for the Policy and Planning Committee
AUTHOR	Michelle Woods, Projects Officer Governance, CEO and Governance
CITY PLAN LINKS	4.3 Have robust processes that support consistent service delivery and informed decision making.
SUMMARY	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
27/01/2015 1.2.1 Due:	Mawson Lakes and Salisbury City Centre Parking Fund 2. A review of the effectiveness of this proposal in generating economic activity and its impact on parking availability be undertaken within two years. February 2017	Peter Jansen
29/03/2016 NOM3 Due:	Tourism and Visitor Sub Committee Establishment 6. The Tourism and Visitor Sub Committee be reviewed after 12 months. June 2017	Michael Bennington
29/03/2016 1.1.1 Due: Deferred to: Reason:	Development of Fairbanks Drive Reserve for Joint use with Schools 4. Further consideration is given towards the future uses of unused portions of the Reserve for strategic development in the next iteration of projects for consideration and that the outcomes of this analysis is presented to the Strategic Property Development Subcommittee in due course. December 2016 June 2017 To consider potential redevelopment of part of Fairbanks Reserve within the broader context of project opportunities and prioritisation of the Strategic Land Review to be considered by SPDSC in March 2017.	Chantal Milton
26/04/2016 1.1.1 Due:	Review of the Twelve25 Advisory Group 1. The Twelve25 Youth Advisory Group continue with a further review to be conducted in February 2017. March 2017	Rick Henke
26/04/2016 GB1 Due:	Mawson Lakes DPA - requirements to receive approval from Minister for Planning 3. That a further report be provided to Council in relation to the proposed Mawson Lakes DPA Part 2 for consideration of the proposed amendments following consideration of appropriate policy content and further discussions with the Department for Planning Transport and Infrastructure. January 2017	Peter Jansen

25/07/2016 1.1.4- SIPSC3	Request for Sister City Relationship from the City of San Agustin, El Salvador 1. A report be prepared setting out a proposed program for a delegation visit from the City of San Agustin, including resource implications, to enable the Strategic and International Partnership Committee to determine whether an invitation for a delegation can be extended to the City of San Agustin. Due: January 2017	Pippa Webb
26/09/2016 NOM5	Scoreboard Upgrade Assistance for Local Sporting Clubs 1. That staff report back in relation to options for the provision of assistance to sporting clubs with the upgrade of existing scoreboards, including: • Existing grants available for access by sporting clubs; • Existing funding available to assist with the maintenance/upgrade of scoreboards; • Options for the implementation of a grant scheme or program to assist with the upgrading of scoreboards located at council facilities within the City of Salisbury. Due: December 2016 Deferred to: January 2017 Reason: Staff are currently researching options and will report back with recommendations in January.	Christy Martin
26/09/2016 NOM6	Waste Education Program to reduce waste to landfill and Zero Waste Levy costs 1. Staff report back in relation to opportunities to develop and implement an education strategy for the City of Salisbury designed to reduce the amount of waste to landfill, increase recycling and ultimately reduce the financial cost of the Zero Waste Levy to residents, including: a. Simple information sources for residents, for example stickers for bins, brochures, website information; b. Consideration of a pilot program in the first instance, to confirm effectiveness of such a program prior to a whole of city roll out. Due: February 2017	Sam Kenny
26/09/2016 1.1.2	Salisbury Oval Masterplan Concept and Engagement Strategy 3. Staff report back on the results of the community engagement process and the staff response to issues raised in January 2017. Due: January 2017	Amanda Berry

26/09/2016	Salisbury Oval Masterplan Concept and Engagement Strategy	Amanda Berry
1.1.2	4. A further report be brought back to the February 2017 Policy and Planning Committee meeting for final review and endorsement of the final Masterplan following community engagement. Due: February 2017	
26/09/2016	Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment - Public Consultation	Peter Jansen
1.3.1	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. Due: March 2017	
24/10/2016 OB1_Cnl	Permit Parking Program for City Centre Traders 1. Staff provide a report into options for a permit parking program for traders in the city centre. 2. Staff to liaise with Parabanks to discuss possible assistance with outcomes to be included in this report. Due: January 2017	Terry Sutcliffe
28/11/2016	Update on Smoking Bans at Outdoor Recreation Venues	Adam Trotman
1.1.1	3. An update report be prepared for the February 2017 Policy and Planning Committee meeting, outlining progress to facilitate and promote smoke-free areas at sporting clubs. Due: February 2017	

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: EXECUTIVE GROUP
Date: 06.12.16

ITEM	1.1.1
	POLICY AND PLANNING COMMITTEE
HEADING	Minutes of the Youth Council Sub Committee meeting held on Tuesday 6 December 2016
AUTHOR	Pippa Webb, General Manager Community Development, Community Development
CITY PLAN LINKS	3.1 Be an adaptive community that embraces change and opportunities.
SUMMARY	The minutes and recommendations of the Youth Council Sub Committee meeting held on Tuesday 6 December 2016 are presented for Policy and Planning Committee's consideration.
RECOMMENDATION	
1.	The information contained in the Youth Council Sub Committee Minutes of the meeting held on 6 December 2016 be received and noted and that the following recommendations contained therein be adopted by Council:
YC1	Presentation of the Minutes of the Youth Council Sub Committee held on 9 August 2016
1.	The Minutes of the Youth Committee Sub Committee Meeting held on the 9 August 2016, be taken and read as confirmed.
YC2	Youth Council Membership
1.	That the resignation of youth member Julie Ping be received and noted.
2.	That the appointment of new youth members Liam Bilsborow, Braden Thompson and Teya Gribble be received and noted.
3.	That a change to the Terms of Reference, Membership Selection as follows:
	<i>4.9 Membership Selection</i>
	<i>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.</i>
	be endorsed.
YC3	Youth Council Youth Action Plan Working Party Update
1.	That the information be received.

YC4 Youth Action Plan - Status Update December 2016

1. That the information be received.

YC5 National Youth Week 2017

1. A working party of Youth Council members, staff and youth volunteers be formed to plan and implement activities for National Youth Week 2017.
2. That Twelve25 (as per previous years) coordinate a council application for funding support from Office for Youth in order to work collaboratively with Youth Council to supplement the small amount of council funds budgeted to support Youth Week.

YC6 Twelve25 Salisbury Youth Enterprise Centre - December Update

1. That the information be received and noted.

ATTACHMENTS

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

1. Minutes Youth Council Sub Committee - 6 December 2016

CO-ORDINATION

Officer: GMCD
Date: 07.12.16



MINUTES OF YOUTH COUNCIL SUB COMMITTEE MEETING HELD IN THE JOHN HARVEY GALLERY, 12 JAMES STREET, SALISBURY ON

6 DECEMBER 2016

MEMBERS PRESENT

Bianca Bilsborow (Chairman)
Cr D Balaza
Liam Bilsborow
Roshan Chamlagai
David Charlett (Mentor)
Cresilda Daitol
Rebecca Etienne
Nick Griguol
Sue McNamara (Mentor)
Eric Ngirimana
Cameron Rowe
Taylor Sawtell
Danielle Stewart (Mentor)
Braden Thompson
Mark Verdini
Joel Winder (Deputy Chairman)
Cr R Zahra

STAFF

General Manager Community Development, Ms P Webb
PA to General Manager Community Development, Mrs B Hatswell
Community Planner Youth, Ms P Rowe
Community Planner Youth Participation, Ms J Brett
Youth Services Project Officer, Ms K Kitching

The meeting commenced at 5.07 pm

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

APOLOGIES

Apologies have been received from Mayor G Aldridge, M Abdalla, T Gribble, P Naulak and Cr S White.

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Moved E Ngirimana
Seconded J Winder

The Minutes of the Youth Council Sub Committee Meeting held on 11 October 2016, be taken and read as confirmed.

CARRIED

REPORTS

YC1 **Presentation of the Minutes of the Youth Council Sub Committee held on 9 August 2016**

Moved Cr R Zahra
Seconded D Charlett

1. The Minutes of the Youth Committee Sub Committee Meeting held on the 9 August 2016, be taken and read as confirmed.

CARRIED

YC2 **Youth Council Membership**

Moved R Etienne
Seconded C Daitol

1. That the resignation of youth member Julie Ping be received and noted.
2. That the appointment of new youth members Liam Bilsborow, Braden Thompson and Teya Gribble be received and noted.
3. That a change to the Terms of Reference, Membership Selection as follows:

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.

be endorsed.

CARRIED

YC3 **Youth Council Youth Action Plan Working Party Update**

Moved Cr D Balaza
Seconded J Winder

1. That the information be received.

CARRIED

YC4 Youth Action Plan - Status Update December 2016

Moved R Etienne
Seconded C Daitol

1. That the information be received.

CARRIED

YC5 National Youth Week 2017

Moved D Charlett
Seconded C Daitol

1. A working party of Youth Council members, staff and youth volunteers be formed to plan and implement activities for National Youth Week 2017.
2. That Twelve25 (as per previous years) coordinate a council application for funding support from Office for Youth in order to work collaboratively with Youth Council to supplement the small amount of council funds budgeted to support Youth Week.

CARRIED

YC6 Twelve25 Salisbury Youth Enterprise Centre - December Update

B Thompson left the meeting at 05:42 pm and did not return.

Moved J Winder
Seconded Cr D Balaza

1. That the information be received and noted.

CARRIED

OTHER BUSINESS

There was no Other Business.

CLOSE

The meeting closed at 6.05 pm.

CHAIRMAN.....

DATE.....

ITEM	1.1.2
	POLICY AND PLANNING COMMITTEE
HEADING	Minutes of the Strategic and International Partnerships Sub Committee meeting held on Tuesday 6 December 2016
AUTHOR	Pippa Webb, General Manager Community Development, Community Development
CITY PLAN LINKS	3.1 Be an adaptive community that embraces change and opportunities.
SUMMARY	The minutes and recommendations of the Strategic and International Partnerships Sub Committee meeting held on Tuesday 6 December 2016 are presented for Policy and Planning Committee's consideration.
RECOMMENDATION	
1.	The information contained in the Strategic and International Partnerships Sub Committee Minutes of the meeting held on 6 December 2016 be received and noted and that the following recommendations contained therein be adopted by Council:
	SIPSC1 Presentation of the Minutes of the Strategic and International Partnerships Sub Committee Meeting held on 14 July 2015
	1. The Minutes of the Strategic and International Partnerships Sub Committee Meeting held on 14 July 2015, be taken and read as confirmed.
	SIPSC2 China Action Plan
	1. That this information be received.
	2. That the following actions be endorsed as the focus for the China Action Plan over the next 12 months:
	<ul style="list-style-type: none"> • Moving the opportunities identified with the City of Linyi forward and reaching agreement on tangible outcomes; • Establishing commercial relationships between firms in Salisbury and buyers in China, building on the linkages developed in the past year; • Enhancing the ability of the Polaris Centre to support international trade, consistent with the intent of the critical action in the City Plan; • Continued participation in State Government-led initiatives; • Development of a more formal relationship with intermediaries and government agencies managing inward investment; and • Identifying specific educational and cultural opportunities.

ATTACHMENTS

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

1. Minutes Strategic and International Partnerships Sub Committee - 6 December 2016

CO-ORDINATION

Officer: GMCD
Date: 08.12.16



**MINUTES OF STRATEGIC AND INTERNATIONAL PARTNERSHIPS SUB
COMMITTEE MEETING HELD IN COMMITTEE ROOMS, 12 JAMES STREET,
SALISBURY ON**

6 DECEMBER 2016

MEMBERS PRESENT

Cr E Gill (Chairman)
Cr D Balaza (Deputy Chairman)
Cr G Reynolds
Christopher Moore (Rotary Representative)
Heather Vogt (High School Representative)

STAFF

Chief Executive Officer, Mr J Harry
General Manager Community Development, Ms P Webb
General Manager City Development, Mr T Sutcliffe
Manager Economic Development & Urban Policy, Mr G Ratsch
Manager Governance, Ms T Norman

The meeting commenced at 6:35pm.

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

APOLOGIES

Apologies have been received from Mayor G Aldridge, Cr J Woodman, Mr B George, Fr R O'Brien, Mr P Trimboli, Professor N Relph and Mr A Kilvert.

LEAVE OF ABSENCE

Nil

REPORTS

SIPSC1 Presentation of the Minutes of the Strategic and International Partnerships Sub Committee Meeting held on 14 July 2015

Moved Cr D Balaza

Seconded Rotary Representative C Moore

1. The Minutes of the Strategic and International Partnerships Sub Committee Meeting held on 14 July 2015, be taken and read as confirmed.

CARRIED

SIPSC2 China Action Plan

Moved Cr D Balaza

Seconded Cr G Reynolds

1. That this information be received.
2. That the following actions be endorsed as the focus for the China Action Plan over the next 12 months:
 - Moving the opportunities identified with the City of Linyi forward and reaching agreement on tangible outcomes;
 - Establishing commercial relationships between firms in Salisbury and buyers in China, building on the linkages developed in the past year;
 - Enhancing the ability of the Polaris Centre to support international trade, consistent with the intent of the critical action in the City Plan;
 - Continued participation in State Government-led initiatives;
 - Development of a more formal relationship with intermediaries and government agencies managing inward investment; and
 - Identifying specific educational and cultural opportunities.

CARRIED

OTHER BUSINESS

OB4 SIPSC Workshop - alternative opportunities for exploration by City of Salisbury

Moved Mr C Moore
Seconded Cr D Balaza

That a workshop be scheduled for the Strategic and International Partnership Sub Committee in early 2017 to enable discussion of future opportunities that the City of Salisbury may wish to explore in the education and cultural sectors in locations in addition to China and Japan.

CARRIED

CLOSE

The meeting closed at 7.25pm.

CHAIRMAN.....

DATE.....

INFORMATION ONLY

1.1.3

POLICY AND PLANNING COMMITTEE**DATE**

12 December 2016

HEADING

Update on the Aged and Disability Sector Reforms

AUTHORVesna Haracic, Manager Community Health & Wellbeing,
Community Development**CITY PLAN LINKS**

4.2 Develop strong capability and commitment to continually improve Council's performance.

4.4 Embed long term thinking, planning and innovation across the organisation.

3.1 Be an adaptive community that embraces change and opportunities.

SUMMARY

The Aged Care and Disability sectors in Australia are currently undergoing the most significant changes ever experienced. This report provides an update on the Aged Care and Disability sectors reforms. In addition it provides information about the future directions of aged and disability care and the actions Community Health and Wellbeing are taking to capitalise on the future changes.

RECOMMENDATION

1. That the information be received.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 The City of Salisbury has been a leader in the provision of home and community services for almost three decades. The Community Health and Wellbeing (Ch&W) division has kept up with the latest information and have been undertaking transition planning since 2012. This has involved continuously transforming the way we deliver services, such as using co-design approaches with a focus on independence and consumer direction – consumer choice and control. We have maintained engagement with older people to keep them informed about future changes. CH&W division has focused on training staff and volunteers to ensure they have right skills and knowledge to provide services in a new aged care environment.
- 1.2 CH&W support older members of our community to have the opportunity to live in a supportive environment, have access to services and community connections and have a voice in the issues that affect their lives.

- 1.3 Our services are often the first point of contact for older members of our community, who have a strong sense of trust for council services. This often results in us supporting the more vulnerable members of our community and providing advice, advocacy and referral to other services.
- 1.4 The range of services and programs delivered through Home Assist, Jack Young Centre, Para Hills Centre and Pine Lakes Centre are well established and widely known. They have become recognised as expected and reputable services within the City.
- 1.5 Salisbury Home and Community Service is council's largest externally recurrent funded program with over \$2 million per annum external funding. The program supports over 3,000 people per annum with around 250,000 service contact supports for older residents of the City each year.
- 1.6 In addition, council contributes \$380,000 per annum, of which \$100,000 is for the provision of transport services.
- 1.7 The City of Salisbury Ageing Strategy 2015-2020 – 'Age Friendly Salisbury' endorsed by the council in October 2015 provides clear direction for Council ensuring that older residents of Salisbury have the opportunity to live in a supportive environment, have access to services and community connections and have a voice in the issues that affect their lives.

Australian Government Policy Change

- 1.8 The Aged Care and Disability sectors in Australia are currently undergoing the most significant changes ever experienced in the sector.
- 1.9 The ten year plan for aged care reform has been guided by the Productivity Commission Enquiry into an ageing Australia (2011), The Commonwealth Government's Living Longer Living Better Report (2012), legislated reforms (2013) and the Increasing Choices in Home Care (2015) direction.
- 1.10 This reform has been implemented at fairly rapid pace over the last 12-18 months and this is expected to continue over the next two years with key changes scheduled for February 2017 and July 2018.
- 1.11 Disability reform is guided by the National Disability Insurance Scheme (NDIS), which is the new way of providing support for Australians with disability, their families and their carers. This change has been implemented in each state as a trial, and work continues across Australia on the roll-out.
- 1.12 Currently Council provides three programs for people with disability within our Community Health and Wellbeing Division (CH&W).
- 1.13 CH&W divisions currently has in place:
 - Disability Hosting agreement under the National Disability Agreement for \$182,000 to deliver three disability specific programs for people with disability - Fun on Friday, The Men's Shed and Salisbury Social Group.
 - In addition we have SA HACC agreement for \$146,000 to provide low level services for people under 65 with a disability
- 1.14 These programs present an opportunity for further service change under the NDIS, this report outlines the work to date and proposes the exploration of a business model for delivery under the NDIS framework.

2. CONSULTATION / COMMUNICATION

2.1 Internal

- 2.1.1 City of Salisbury, – Pippa Webb, General Manager Community Development

2.2 External

- 2.2.1 City of Playford – Maria Callander, Manager Community Inclusion
2.2.2 City of Playford- Maggie Dowling, General Manager City Services

3. REPORT

FUTURE OPTIONS TO CAPITALISE ON NDIS AND COMMUNITY AGED CARE SERVICES

- 3.1 There is an opportunity capitalise the operations of the City of Salisbury in order to provide the three specific programs currently funded for people with a disability under the new arrangements.
- 3.2 This will require putting systems in place to move to the new model which will support self-directed services and individualised funding arrangements. It also requires a re-thinking of the service offers and exploring opportunities to provide in home support services for recipients of the NDIS. In order to be eligible to offer services under NDIS registration as a service provider would be required.
- 3.3 Our recommendation at this stage is to register as a NDIS services provider and continue investigating any future opportunities within NDIS environment to determine the best position for the COS in the future. This is the best option for the COS residents living with disability, as it aligns with the Council's access and inclusion policy, therefore enabling greater enhanced community inclusion
- 3.4 The change of Home and Community Care (HACC) to Commonwealth Home Support Programme (CHSP) saw the introduction of My Aged Care and the way people access services. The team has embraced this change in a positive manner and built relationships with My Aged Care representatives.
- 3.5 In preparation for the changes the team have
- redesigned practices, implemented changes in data collections and restructured our budgets in preparation for the sector changes.
 - increased the number of our independent contractors supporting employment of local people.

REFORM AND CITY OF SALISBURY SERVICES

- 3.6 At this stage, it is difficult to propose recommendations to council on the best approach to proceed, as there is insufficient information from the Commonwealth about the reforms. Further information and consultation is required from the Commonwealth and councils are seeking a leadership and advocacy role from the LGA.
- 3.7 LGA established a working group to assist councils to speak as one voice when advocating to Commonwealth for funding, in a way that demonstrates the advantage and value that local government brings to the sector. Such as volunteers, citizenship, knowledge of community, broader social and community

plans and understanding. This group has conducted workshops with staff of various councils and are exploring planning workshops about future reform options for Local Government.

- 3.8 Despite the lack of policy clarity, planning for the future a project has been underway and a project to engage an external consultant to explore and identify various options to support the delivery model of Salisbury Home and Community Services in the new funding environment post July 2018 has commenced. This will include service delivery options for both aged and disability services. This project will involve background research and analysis, justification, business modelling and estimated returns on investment for council and our community.
- 3.9 Project findings, recommendations and the proposed business model will be presented to Executive and Council for endorsement.
- 3.10 A detailed action plan will be developed which will include a transition and change management plan to guide the implementation from the current model of operation to the new business model.
- 3.11 In implementing this project a partnership with the City of Playford has been established to share resources for the engagement of a specialist consultant. Both councils share similar approaches in delivering services to our community members, therefore a partnership agreement to share consultancy costs and work together in exploring a new business model has been established. A memorandum of understanding (MOU) for six to nine (9) months has been developed for the purpose of this project.

4. CONCLUSION / PROPOSAL

- 4.1 The Aged Care and Disability sectors in Australia are currently undergoing the most significant changes ever experienced. Reforms are expected to continue over the coming years.
- 4.2 The introduction of NDIS and integrated Commonwealth Home Support Programme and Home Care Package Programme into a single care at home programme will require Community Health and Wellbeing division to develop new systems and model for service delivery. This will ensure continued service delivery, social connection and allow people a voice in broader reforms.
- 4.3 It is anticipated that the planned consultancy project in partnership with City of Playford will identify a business model that will have the capacity to fuse Commonwealth funded services with Councils' contribution. This will ensure that people with disability and older people in Salisbury have the best opportunity to achieve wellbeing through maintaining independence and social connections in our flourishing city.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 06/12/2016

ITEM	1.2.1
	POLICY AND PLANNING COMMITTEE
DATE	12 December 2016
HEADING	Strategic and International Partnerships Sub Committee Membership
AUTHOR	Greg Ratsch, Manager Economic Development & Urban Policy, City Development
CITY PLAN LINKS	4.1 Strengthen partnerships that enable us to better address our community's priorities.
SUMMARY	This report provides Council with information.

RECOMMENDATION

1. Council notes that Mr Adam Kilvert, Executive Director, International Business and Government Relations, Department of the Premier has accepted the invitation to join the Strategic and International Partnerships Sub Committee for the remainder of the current term of Council.

ATTACHMENTS

There are no attachments to this report.

1. REPORT

- 1.1 Council at its meeting on 26 October 2015 resolved inter alia:

That senior staff/administration representatives of the South Australian Government and the City of Playford be invited to attend meetings of the Strategic and International Partnership Sub Committee, with those positions not holding voting rights on the Sub Committee.

Resolution No. 0662/2015

- 1.2 The rationale of this arrangement is to optimise alignment and leverage synergies with complementary State Government and regional initiatives relating to the Sub Committee's remit.
- 1.3 The invitation for a State Government representative was accepted by Mr Rik Morris Executive Director, Implementation and International Department of the Premier and Cabinet.
- 1.4 At its meeting on 26 May 2016, Council resolved inter alia:

It be noted that Mr Rik Morris, Executive Director, Implementation and International, Department of the Premier...[has] accepted the invitation to join the Strategic and International Partnerships Sub Committee for the remainder of the current term of Council.

- 1.5 Mr Morris has since changed roles and tendered his resignation from the Sub-Committee. An invitation was subsequently extended to the State Government seeking a replacement to fill that vacancy.
- 1.6 Mr Adam Kilvert, Executive Director International Business and Government Relations has advised his willingness to accept the invitation to participate in the work of the Sub Committee.

2. CONCLUSION / PROPOSAL

- 2.1 As per the terms of reference for the Strategic and International Partnerships Sub Committee to include a non-voting senior State Government representative among its members, Administration approached the South Australian Government to seek a replacement for the vacancy resulting from the resignation of Mr Rik Morris. The acceptance by Mr Adam Kilvert to fill this vacancy is provided for noting by Council.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 06.12.16

ITEM	1.3.1
	POLICY AND PLANNING COMMITTEE
DATE	12 December 2016
PREV REFS	Policy and Planning Committee 1.3.1 19/09/2016
HEADING	Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment update
AUTHOR	Peter Jansen, Strategic Planner, City Development
CITY PLAN LINKS	1.4 Have well planned urban growth that stimulates investment and facilitates greater housing and employment choice.
SUMMARY	The Development Plan Amendment has been updated taking into consideration feedback from DPTI, with two additional Concept Plans having been incorporated. As this is considered outside the scope of the delegation to the General Manager City Development to make minor amendments to the DPA, endorsement of Council is sought for the changes to the draft DPA.

RECOMMENDATION

1. The Concept Plans 11 and 35 and updated Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment forming Attachment 1 to the Policy and Planning Committee Agenda report Item 1.3.1 - 12/12/16 be endorsed for public consultation, and forwarded to the Minister for Planning for public consultation approval.
2. The General Manager City Development be authorised to make minor changes as required to the draft Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment in order to receive the approval of the Minister for Planning for consultation providing that the changes do not alter the intent of the Amendment, and to make arrangements for public consultation pursuant to the Development Act 1993, subject to the Minister's approval.
3. That the Policy and Planning Committee be nominated to hear representations on the Rural (Aircraft Noise) Direk Industry and Residential Interface Development Plan Amendment should a public hearing be required.
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.

ATTACHMENTS

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

1. Draft DPA for Consultation

1. BACKGROUND

- 1.1 Council endorsed the draft Development Plan Amendment (DPA) at its meeting on 26 September 2016 (Minute 1300/2016) to seek the agreement of the Minister for Planning for Council to undertake public consultation on the DPA.
- 1.2 The DPA seeks to rezone the existing Primary Production Zone south of the Edinburgh RAAF base to Urban Employment Zone, identify land that can be included within the Residential Zone, and have part of the wholesale nursery at the corner of Bolivar Road and Waterloo Corner Road included as Neighbourhood Centre Zone. There is also a minor zone boundary change to align the Residential Zone boundary with some property cadastres.
- 1.3 Included in the endorsed recommendation was a clause that the General Manager City Development be authorised to make minor changes as required to the draft DPA. The DPA mapping has been updated to the required technical standards and now includes two additional maps that warrant consideration by the Policy and Planning Committee for endorsement rather than be dealt with under delegation by the General Manager City Development, as it is considered that the inclusion of additional maps are not of a minor nature.

2. CITY PLAN CRITICAL ACTION

- 2.1 Not applicable

3. REPORT

- 3.1 Concept Plans 11 and 35 are the new maps, and are in Attachment G of the attached draft DPA. They relate to the Heyne nursery site at the corner of Bolivar and Waterloo Corner Roads, and the Beadell Street area. The new maps seek to identify a preferred development outcome over the two sites and show development areas, vehicle access and restrictions, and buffers between adjoining zones.
- 3.2 The further endorsement by Council of the new maps is a technical process requirement and ensures transparency and compliance with the legislated process. It is a result of the General Manager City Development forming the view that the two maps are not able to be considered minor amendments in accordance with the original resolution of Council, and therefore must be further endorsed by Council. There are other consequential editorial amendments to the DPA to reference the two Concept Plans within the Principles of Development Control. The balance of the DPA remains unchanged from that previously approved by Council.
- 3.3 The new Concept Plans seek to further clarify development potential of the two sites and will be part of the DPA for the public consultation stage of the process after approval from the Minister for Planning.

4. CONCLUSION / PROPOSAL

- 4.1 It is considered that the additional Concept Plans will improve development outcomes and enhance the clarity of policy requirements, and the revised DPA is recommended for approval to progress to the public consultation stage subject to the Minister's approval.

CO-ORDINATION

Officer: EXECUTIVE GROUP
Date: 06.12.16

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

Table of Contents

Have Your Say	1
Explanatory Statement	3
Introduction	3
Need for the amendment	3
Statement of Intent.....	4
Affected area	4
Summary of proposed policy changes	7
Legal requirements	7
Interim operation.....	7
Consultation	7
The final stage	8
Analysis.....	9
1. Background	9
Development Plan Amendment history	10
2. The strategic context and policy directions	11
2.1 Consistency with South Australia's Strategic Plan	11
2.2 Consistency with the Planning Strategy	11
2.3 Consistency with other key strategic policy documents	12
2.3.1 Council's Strategic Directions Report	12
City Plan 2020 - Sustainable Futures	12
2008 Growth Action Plan	12
2.3.2 Infrastructure planning	12
2.3.3 Current Ministerial and Council DPAs	13
2.3.4 Existing Ministerial Policy	14
3. Investigations	15
3.1 Investigations undertaken prior to the SOI	15
3.2 Investigations undertaken to inform this DPA.....	15
3.2.1 National Airport Safeguarding Framework	16
3.2.2 Other Investigations.....	25
3.3.3 Proposed Zone discussion	31
4. Recommended Policy Changes	32
4.1 State Planning Policy Library update	32
5. Consistency with the Residential Code	32

Rural (Aircraft Noise) Direk Industry and Residential Interface
City of Salisbury
Table of Contents

6. Statement of statutory compliance	33
6.1 Accords with the Planning Strategy	33
6.2 Accords with the Statement of Intent	33
6.3 Accords with other parts of the Development Plan.....	33
6.4 Complements the policies in the Development Plans for adjoining areas	33
6.5 Accords with relevant infrastructure planning.....	33
References/Bibliography	35
Schedule 4a Certificate.....	36
Appendices	37
Appendix A - Assessment of the Planning Strategy.....	39
The Amendment.....	1

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 review periodically by the Department of Defence, usually as an outcome of a change in aircraft type and operations.

Draft Public Consultation DPA – Sept 2016

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

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 29th November 2013.

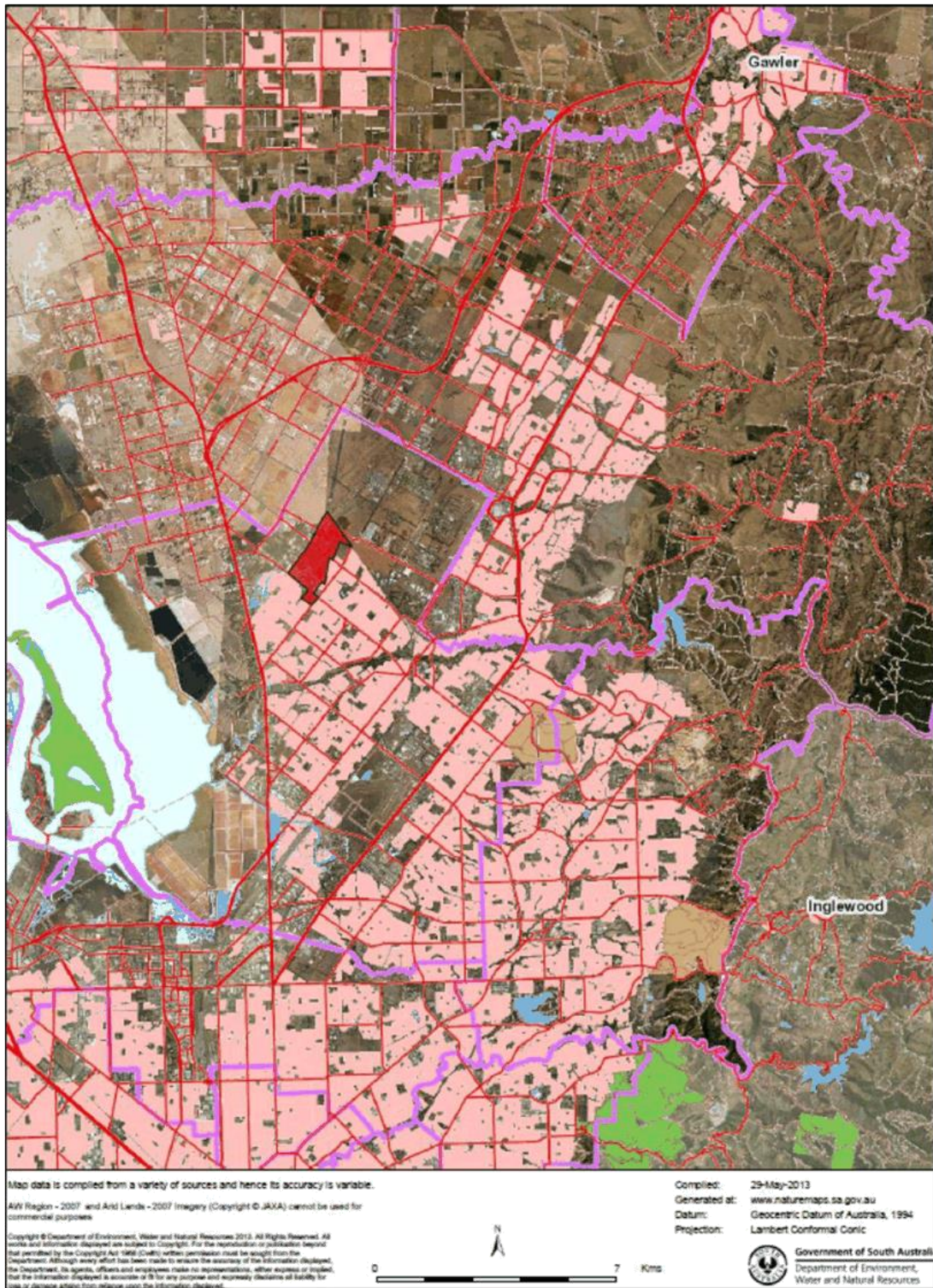
The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

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

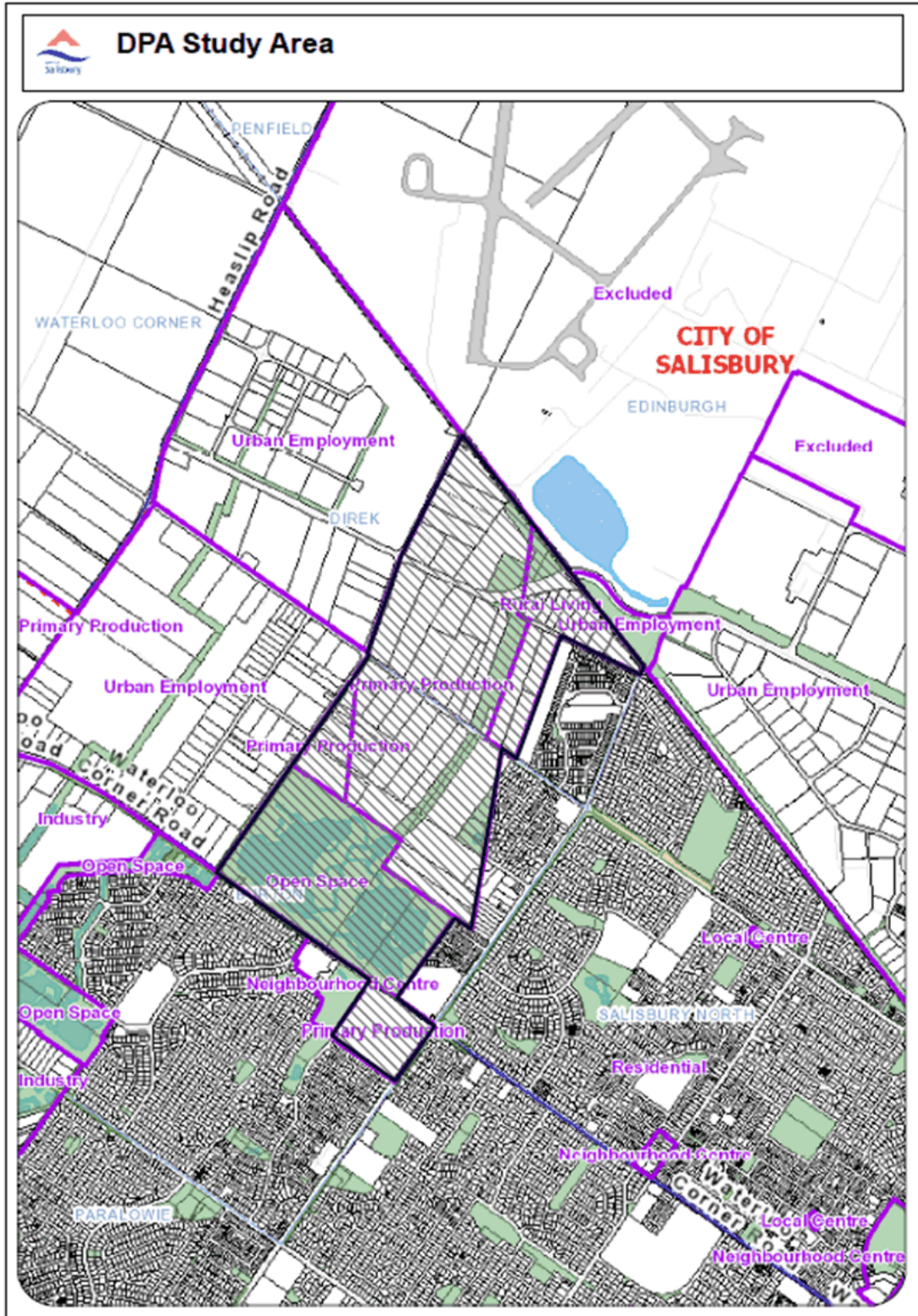
The land south of the runway that is within the Primary Production Zone (previously the Rural (Aircraft Noise) Zone), Rural Living Zone, and the Open Space Zone that is locally known as Kaurna Park. The Study Area is shown in its regional context in Diagram 1 and in more localised detail in Diagram 2

Rural (Aircraft Noise) Direk Industry and Residential Interface
City of Salisbury
Explanatory Statement



Draft Public Consultation DPA – Sept 2016

Rural (Aircraft Noise) Direk Industry and Residential Interface
City of Salisbury
Explanatory Statement



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 ;
- Apply a minor zone adjustment to part follow property allotment cadastre to some properties,
- 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 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
- Envestra
- SA Water
- Electranet
- SA Power Networks

Draft Public Consultation DPA – Sept 2016

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

- DEWNR
- 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.

Draft Public Consultation DPA – Sept 2016

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

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 authorized 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 authorized 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 authorized 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 "Insert Date of Plan"	
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**.

Draft Public Consultation DPA – Sept 2016

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

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 28th 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 2020 - Sustainable Futures

The City Plan articulates Council's vision and proposed directions to build a strong, vibrant and cohesive community.

Relevant Key Direction and objective are:

Shaping the Future - Facilitate the long term supply of industrial and commercial land

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.

2008 Growth Action Plan

This 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 as a potential site for rezoning.

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
Nil	Not required

Government Agency Infrastructure Planning	Response/Comment
---	------------------

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
Salisbury City Centre	The DPA is to investigate centre issues and will not impact on this DPA
Waterloo Corner Road Burton Industry -Residential	The DPA is to investigate conversion of industrial zoned land to residential and will not impact on this DPA.
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.

Draft Public Consultation DPA – Sept 2016

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

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:

Draft Public Consultation DPA – Sept 2016

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

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 19th 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

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).*

Draft Public Consultation DPA – Sept 2016

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

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.

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.

Draft Public Consultation DPA – Sept 2016

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

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)

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.

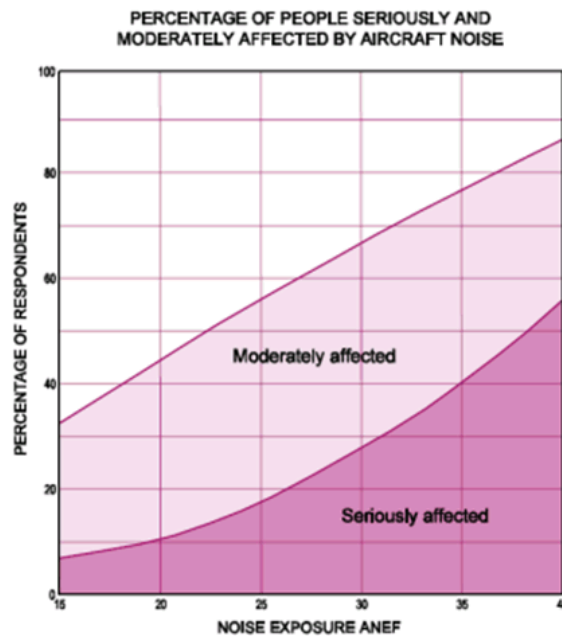
The ANEF unit is a measure of energy equivalence. It is a single equation of the noise levels produced by the various aircraft operating at an airport, plus a logarithmic function of the daily average number of aircraft noise events, with a weighting factor included if they occur during evening or night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

Dose/Response Relationship Diagram



Draft Public Consultation DPA – Sept 2016

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

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. 5 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 7 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.

Draft Public Consultation DPA – Sept 2016

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

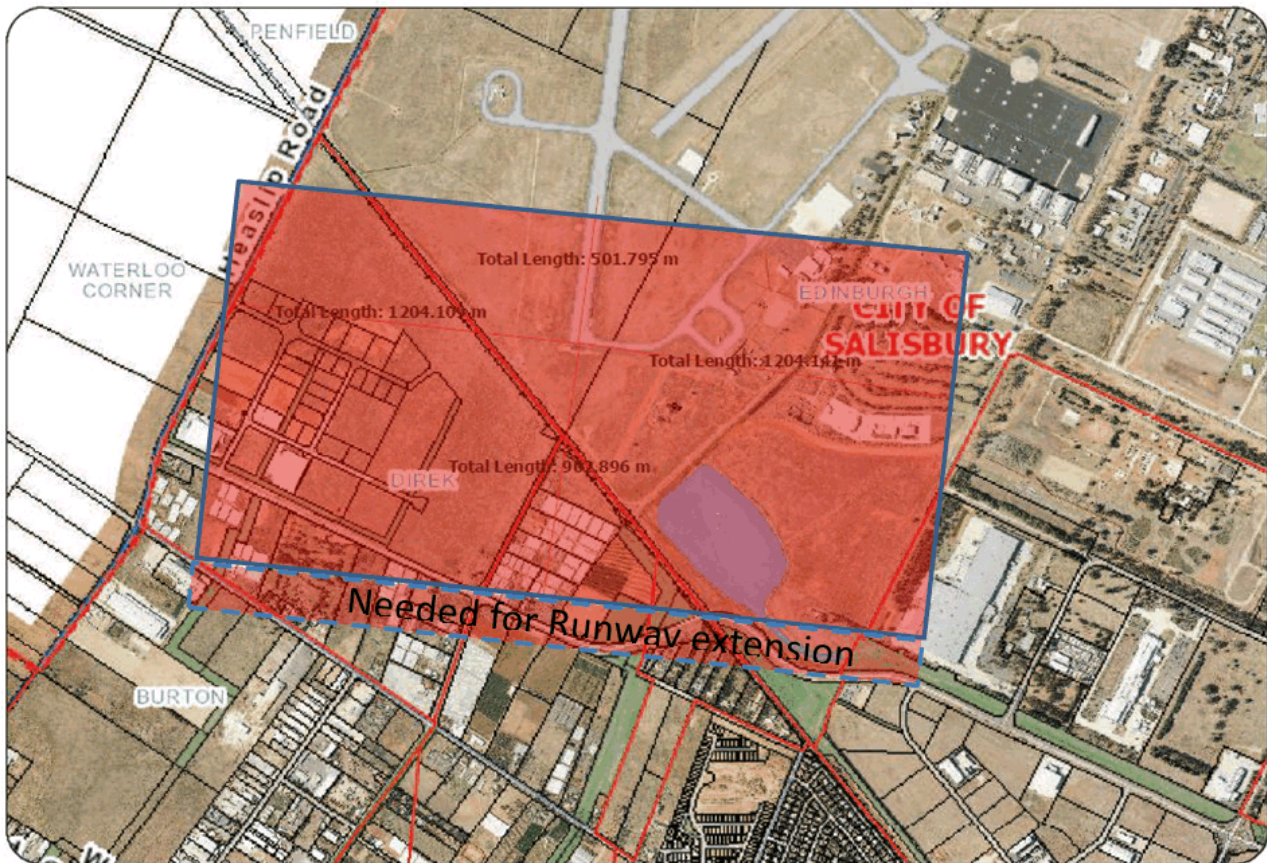
Windshear

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



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.

Draft Public Consultation DPA – Sept 2016

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

Diagram 3 Land use



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October 31, 2016

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.

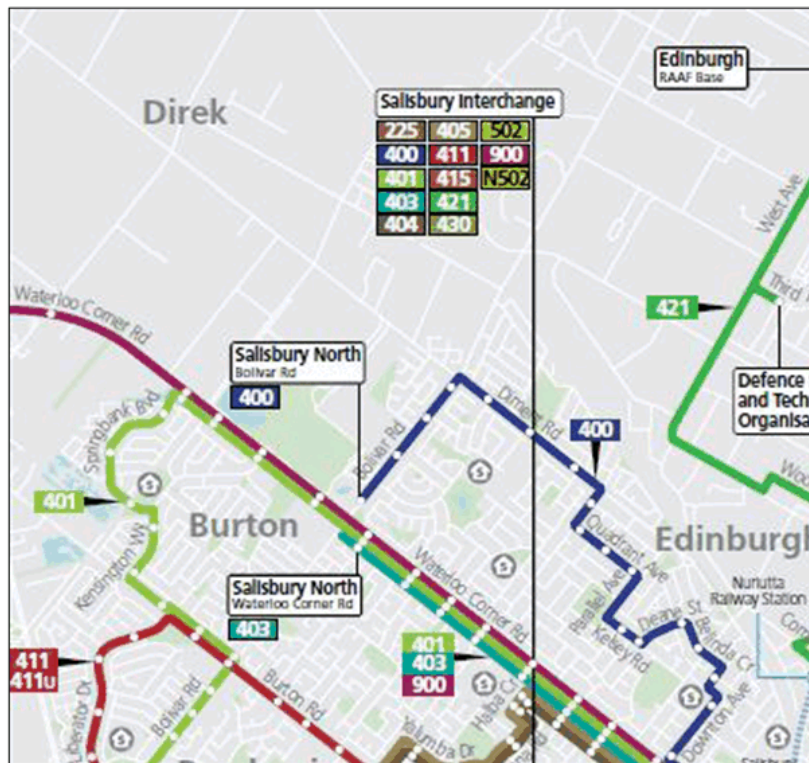
Public Transport

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



Draft Public Consultation DPA – Sept 2016

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

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.

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

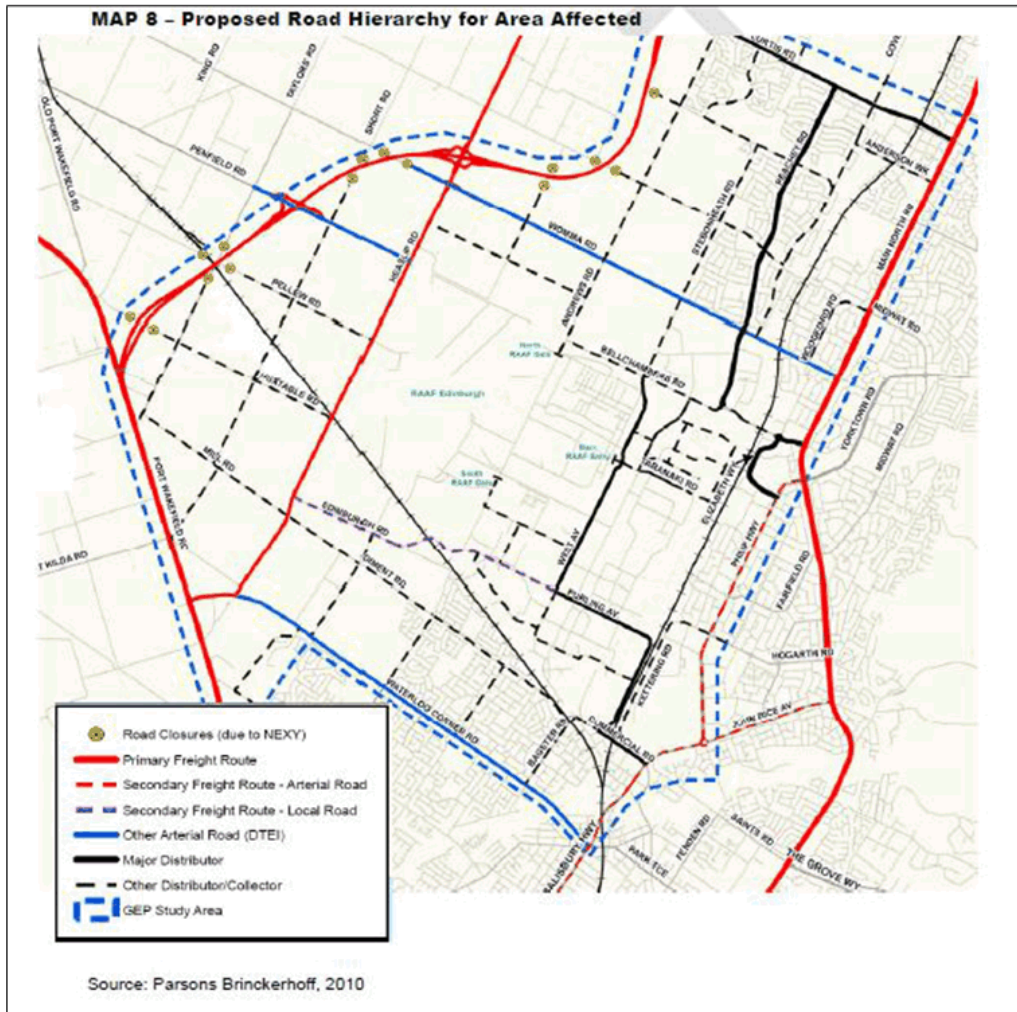
A number of local roads that provide key distributor roles, including Edinburgh Road which forms the main heavy vehicle access route into Edinburgh Parks, linking to the Northern Expressway and via Port Wakefield Road from Port Adelaide and transport nodes in Gillman and Regency Park.

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.

Draft Public Consultation DPA – Sept 2016

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

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 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.

There is no change to the existing Residential Zone boundary apart from a minor cadastre adjustment to 5 allotments on Bolivar Road and Beadell Street to standardise and simplify zone line identification, and overcome a situation for one property which is bisected by the current zone position. The situation is that the non-residential component of the property is too small for intended activities for the current zone, and for the proposed zone. This amendment is considered to not have an impact on the airport operations. The zone boundary adjustment to these properties would simplify the interpretation of relevant urban policy by following the cadastre boundaries as proposed.

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

Draft Public Consultation DPA – Sept 2016

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

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
- Apply a minor Residential zone alignment adjustment to part follow property allotment cadastre to some properties on Bolivar Road and Beadell Street.
- 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 29th November 2013. In particular, the proposed investigations outlined in the Statement of Intent 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.

Draft Public Consultation DPA – Sept 2016

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

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

- "Click and Type"

Draft Public Consultation DPA – Sept 2016

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

Draft Public Consultation DPA – Sept 2016

Appendix A - Assessment of the Planning Strategy

Policy	How the policy will be implemented:
The 30 Year Plan for Greater Adelaide	
New Transit corridors, growth areas, transit oriented developments and activity centres	
<i>Overall Spatial Distribution</i>	
2 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>	
32 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.
Urban Design	
7 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.
8 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
Housing Mix, affordability and competitiveness	
3 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.
The Economy and Jobs	
<i>Employment distribution</i>	
7 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>	
23 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
24 Locate major manufacturing hubs near key freight and transport corridors.	Freight corridors run through and are adjacent the study area
Draft Public Consultation DPA – Sept 2016	

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:
25 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.
26 Maintain manufacturing industry clusters at Greater Edinburgh Parks – automotive...	DPA will not impact on industry clusters at Greater Edinburgh Parks
<i>Defence</i>	
28 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.
29 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.
Transport	
2 Designate and protect strategic freight corridors as identified on Map D15	DPA will identify and protect existing strategic freight routes.
3 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.
9 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.
10 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
11 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.
Infrastructure	
6 Prioritise the rollout of new growth areas (where practical) to areas that are contiguous	DPA study area is adjacent existing urban area and will be adjacent new Greater Edinburgh Parks area which will allow

Policy	How the policy will be implemented:
to existing infrastructure, to ensure that infrastructure augmentation can be delivered at least cost to the community	infrastructure augmentation.
Biodiversity	
2 Contain growth where possible to areas inside identified urban lands	DPA is within existing urban lands
Climate Change	
1 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.
14 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.
Water	
1 Incorporate water sensitive urban design techniques in new developments to achieve water quality and water efficiency benefits.	DPA will incorporate WSUD techniques.
7 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	
New Transit corridors, growth areas, transit oriented developments and activity centres	
<i>New Metropolitan and Township growth areas</i>	
P 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
Q 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.
Housing Mix, affordability and competitiveness.	
A 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
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.

Draft Public Consultation DPA – Sept 2016

Rural (Aircraft Noise) Direk Industry and Residential Interface
City of Salisbury
Appendices
Appendix A - Assessment of the Planning Strategy

Target	How the target will be implemented:
Health and Wellbeing	
A 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
The economy and jobs	
<i>Employment Distribution</i>	
A 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 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.
D 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>	
I Plan for 52,400 additional manufacturing jobs in Greater Adelaide	DPA will provide employment lands and provide industrial opportunities
J Protect 2580 hectares of employment land for manufacturing purposes	DPA will provide additional employment lands.
<i>Defence</i>	
K 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
L 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 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
E Protect primary and secondary freight roads that are gazetted for use by restricted access vehicles.	DPA will recognise freight routes within the study area
Climate Change	
A 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.
Water	
A Reduce demand on mains water supply from new development through the introduction of water sensitive urban design.	DPA will continue with Council's water sensitive design policies.



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.....

c)

DRAFT DPA for Public Consultation -

Amendment Instructions Table					
Name of Local Government Area: City of Salisbury					
Name of Development Plan: City of Salisbury Development Plan					
Name of DPA: 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 7th 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.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Building Near Airfields General Section					
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.					
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Primary Production Zone					
4.	Replace	All of zone provisions	Replace with Attachment A	No	No
5.					
Urban Employment Zone					
6.	Insert	After PDC 24 and before Land Division	PDC 25 "Development should be undertaken in accordance with Concept Plan Map Sal/36 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

e)

**Rural (Aircraft Noise) Direk Industry and Residential Interface
City of Salisbury
Amendment Instructions Table**

DRAFT DPA for Public Consultation -

Item 1.3.1 - Attachment 1 - Draft DPA for Consultation

		(b) for alterations and additions to existing dwellings.			
"Insert Policy Area name here" Policy Area					
9.					
10.					
"Insert Precinct name here" Precinct					
11.					
12.					
TABLES					
Amendments required (Yes/No): No					
Table					
13.					
14.					
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)					
Amendments required (Yes/No): Yes					
Map Reference Table					
15.					
16.					
Map(s)					
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.					

d) 4

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

f) 5

- (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:

d) 6

- (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.

f) 7

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

d) 8

- (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): (a) is adjacent to a road with a speed limit of less than 80 km/h (b) has an advertisement area of 2 square metres or less and achieves all of the following: (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) the advertisement will not result in more than two advertisements on the allotment.
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: (a) it is located outside of the Horticulture Policy Area 16 and it does not result in more than one dwelling on an allotment (b) (c) it is located within the Horticulture Policy Area 16 and it achieves one of the following: (i) it does not result in more than one dwelling on an allotment (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: (A) it is designed as an integral extension of the existing detached dwelling (B) it is constructed of materials which are of a colour and texture to match the existing detached dwelling (C) it results in a building containing no more than 2 dwellings (D) the resultant building retains a character, scale

d) 10

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"> (a) it is located on an allotment that has accommodated a detached dwelling prior to (17 July 1997) (b) the resulting residential flat building achieves all of the following: <ul style="list-style-type: none"> (i) it is designed as an integral extension of the existing detached dwelling (ii) it is constructed of materials which are of a colour and texture to match the existing detached dwelling (iii) it results in a residential flat building containing no more than 2 dwellings (iv) the resultant residential flat building retains a character, scale and external appearance resembling a detached dwelling.
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"> (a) it is ancillary to and in association with a petrol filling station or a primary production or tourism development (b) it has a maximum gross leasable area of no more than 150 square metres.
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.	

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.

d) 14

Attachment C

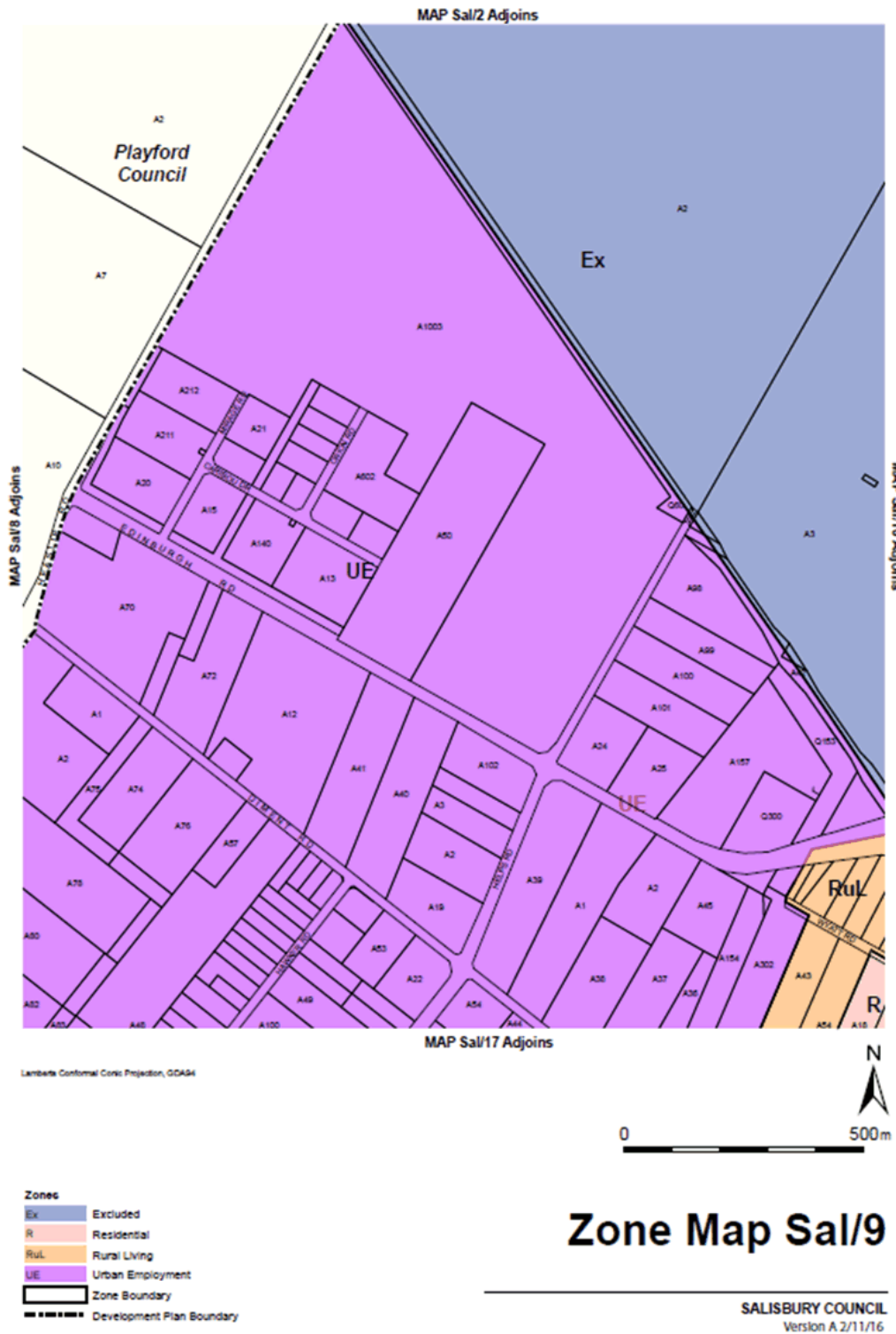


g) 15



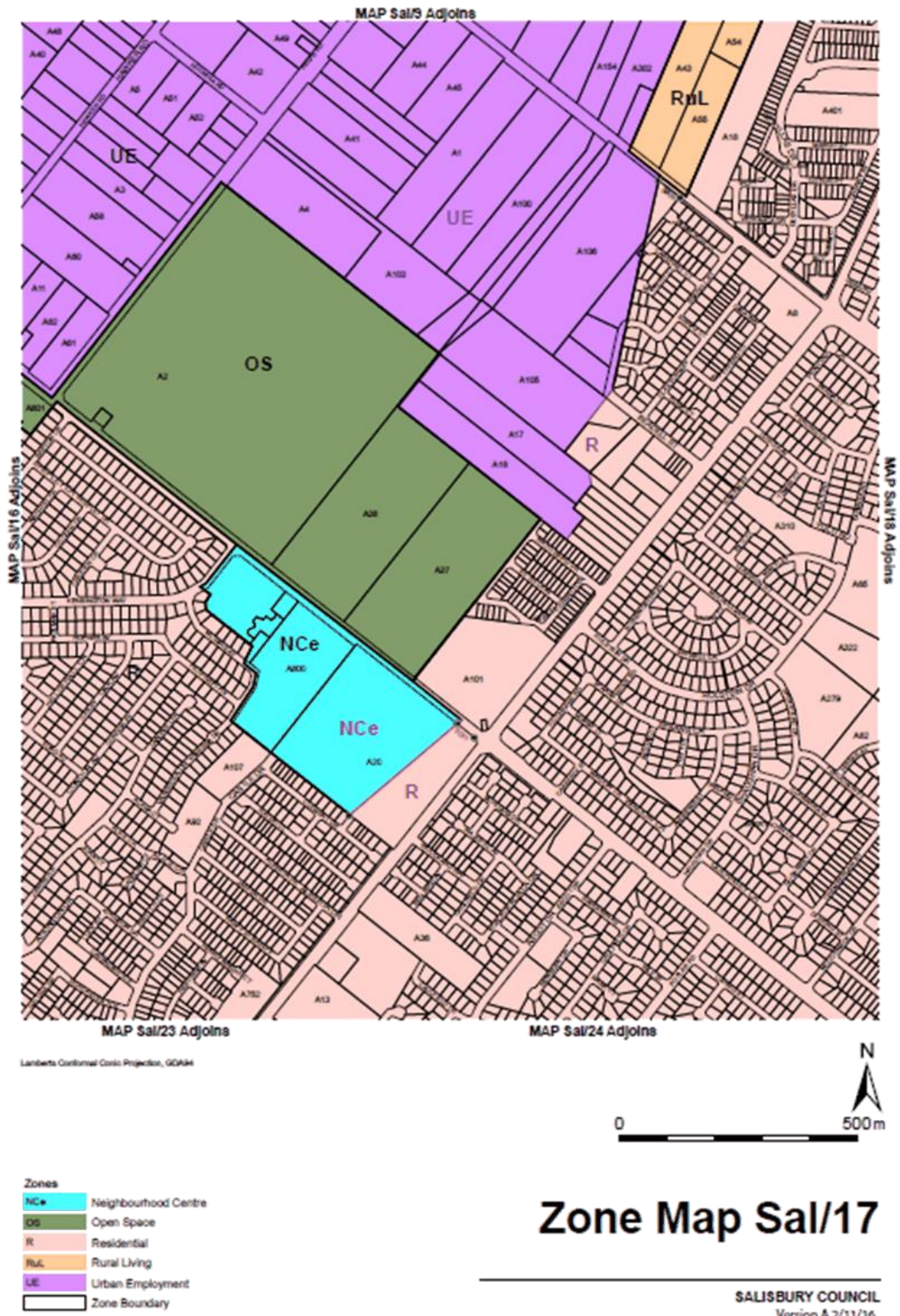
d) 16

Attachment D



h) 17

Item 1.3.1 - Attachment 1 - Draft DPA for Consultation



d) 18

Attachment E



Policy Area Map Sal/9

h) 19

Item 1.3.1 - Attachment 1 - Draft DPA for Consultation



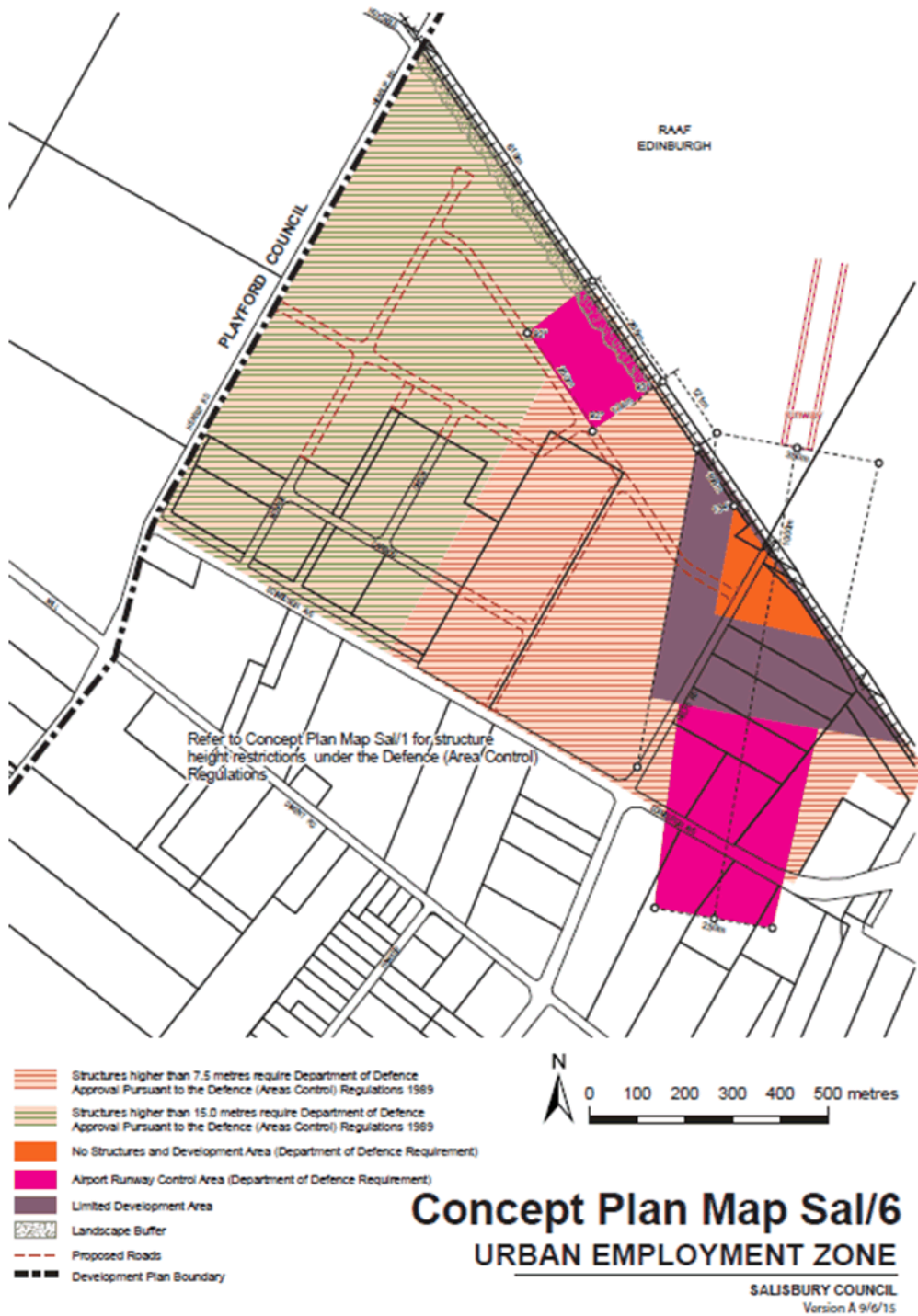
Policy Area Map Sal/17

Policy Area Boundary

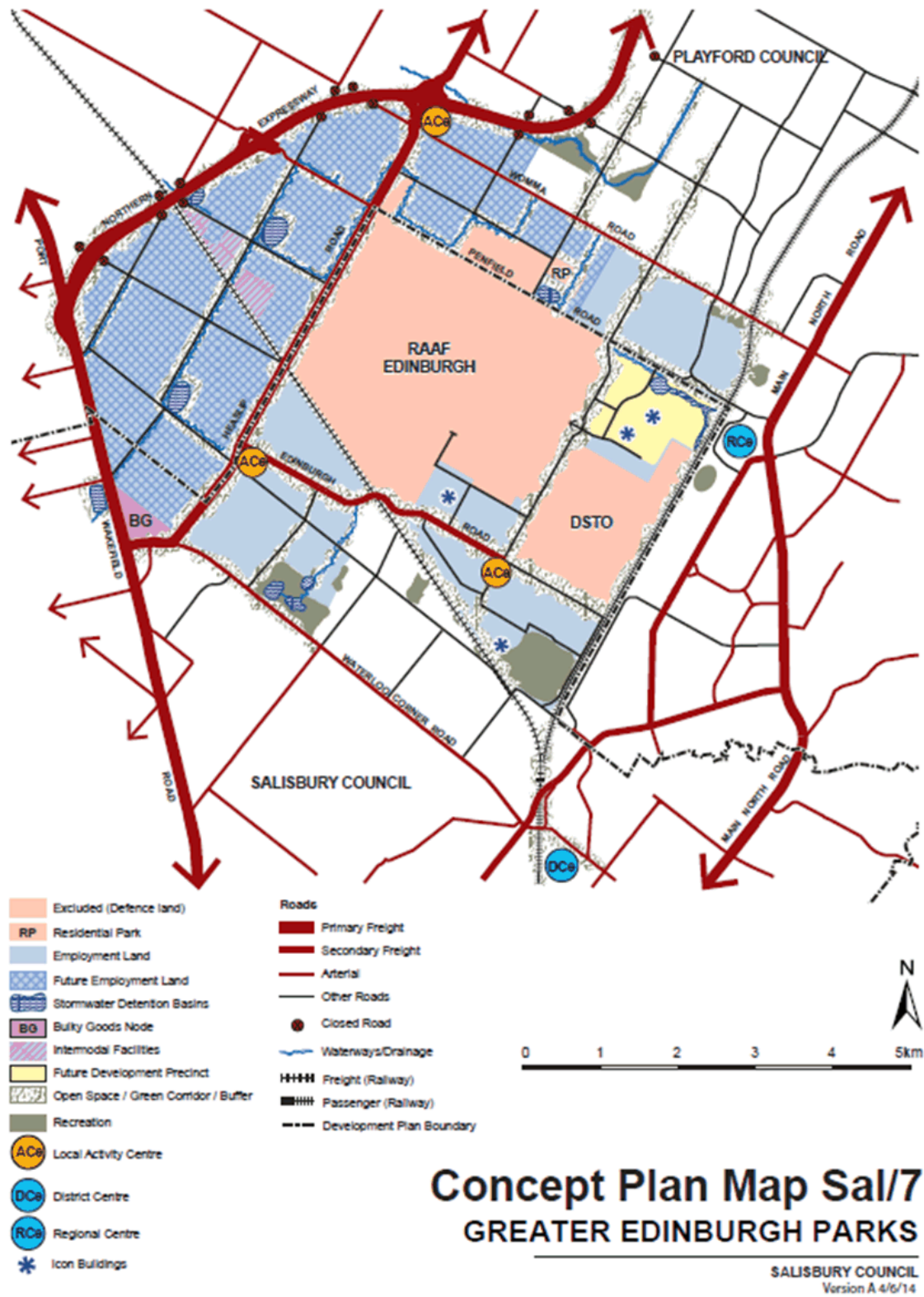
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Version A 2/11/16

i) 20

Attachment F



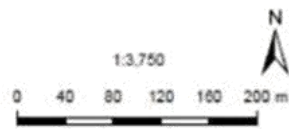
h) 21



Attachment G

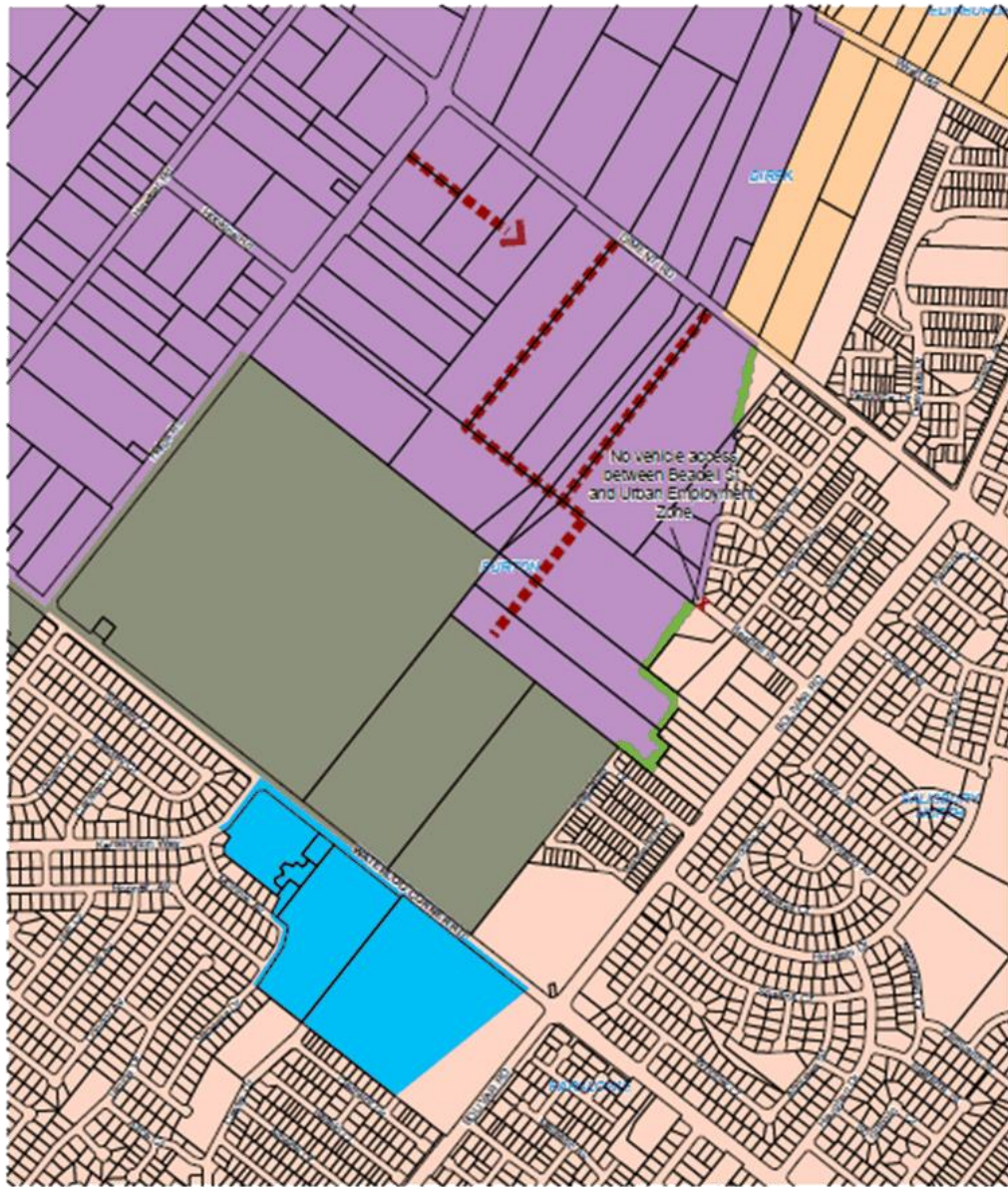


- Residential
- Commercial
- Open Space
- Landscaping
- Vehicle Access
- Road Widening
- Proposed Pedestrian Access
- 1 Retail/Commercial Area
- 2 Community Area
- 3 Recreation/ Open Space Area
- 4 Car Parking
- Concept Area Boundary
- 5 Bulky Goods



Concept Plan Map Sal/11
WATERLOO CORNER ROAD
NEIGHBOURHOOD CENTRE
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h) 23



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

Concept Plan Map Sal/35 URBAN EMPLOYMENT ZONE

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