



**ATTACHMENTS CIRCULATED UNDER SEPARATE COVER
FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON
17 MARCH 2025 AT 6.30PM
IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34
CHURCH STREET, SALISBURY**

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**PROPOSAL TO INITIATE AN AMENDMENT TO THE
PLANNING AND DESIGN CODE
BOLIVAR CODE AMENDMENT**

By the City of Salisbury

(Signature Required)

Date: - insert -

This Proposal to Initiate document together with conditions specified by the Minister for Planning forms the basis for the preparation of a proposed amendment to the Planning and Design Code for the purpose of section 73(2)(b) of the *Planning, Development and Infrastructure Act 2016*. By signing this Proposal to Initiate, the Proponent acknowledges and agrees that this Proposal to Initiate, and any supporting documents may be published on the PlanSA portal by the Department for Housing and Urban Development (the Department).

(Signature Required)

MINISTER FOR PLANNING

Date:

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1. Introduction

The proponent (City of Salisbury) is proposing to initiate an amendment to the Planning and Design Code (the Code Amendment) as it relates to land within the Deferred Urban Zone, Infrastructure Zone, Rural Zone, Caravan and Tourist Park Zone, and Open Space Zone at Bolivar (the Affected Area).

The purpose of this Proposal to Initiate is to seek approval of the Minister for Planning (the Minister) to initiate the Code Amendment under section 73(2)(b) of the *Planning, Development and Infrastructure Act 2016* (the Act).

The Proponent is the City of Salisbury for the whole of the Affected Area.

This Proposal to Initiate details the scope, relevant strategic and policy considerations, nature of investigations to be carried out and information to be collected for the Code Amendment. It also details the timeframes to be followed in undertaking the Code Amendment, should this Proposal to Initiate be approved by the Minister.

The Proponent acknowledges that the Minister may specify conditions on approving this Proposal to Initiate, under section 73(5) of the Act. In the event of inconsistency between this Proposal to Initiate and any conditions specified by the Minister, the conditions will apply.

1.1. Designated Entity for Undertaking the Code Amendment

In accordance with section 73(4)(a) of the Act, the Proponent will be the Designated Entity responsible for undertaking the Code Amendment process. As a result:

- 1.1.1 The Proponent (City of Salisbury) acknowledges that it will be responsible for undertaking the Code Amendment in accordance with the requirements under the Act; and
- 1.1.2 The Proponent declares that it has not and does not intend to enter into an agreement with a third party for the recovery of costs incurred in relation to the Code Amendment under section 73(9) of the Act. If the Proponent does enter into such an agreement, the Proponent will notify the Department prior to finalising the Engagement Report under section 73(7) of the Act.
- 1.1.3 The Proponent intends to undertake the Code Amendment by engaging Holmes Dyer Pty Ltd to provide the professional services required to undertake the Code Amendment.
- 1.1.4 The Proponent's contact person responsible for managing the Code Amendment and receiving all official documents relating to this Code Amendment is:
 - (a) Name – Nitsan Taylor (Associate Director – Holmes Dyer Pty Ltd)
 - (b) Email – nitsan@holmesdyer.com.au
 - (c) Phone – (08) 7231 1889
- 1.1.5 This person is an Accredited Professional Level 1.
- 1.1.6 The Engagement Activities will be overseen by Nitsan Taylor, who is IAP2 accredited.

The Proponent acknowledges that the Minister may, under section 73(4)(b) of the Act, determine that the Chief Executive of the Department will be the Designated Entity responsible for undertaking the Code Amendment. In this case, the Proponent acknowledges and agrees that they will be required to pay the reasonable costs of the Chief Executive in undertaking the Code Amendment

1.2. Rationale for the Code Amendment

1.2.1. Employment Land Supply

The Greater Adelaide region has a limited supply of employment land, with the current supply predicted to be exhausted within the next 15-20 years¹. To ensure a continuous and adequate supply of employment land to meet future economic needs, additional land is needed to maintain a 15-year rolling supply of zoned employment land.

Since the opening of the North South Motorway, the City of Salisbury has been receiving an increasing volume of enquiries from landowners and potential developers seeking to rezone land for employment purposes and intensify existing uses on land to the west of Port Wakefield Road.

1.2.2. Council Investigations

The City of Salisbury's *City Plan 2035* has a critical action to open new economic growth and development opportunities in a coordinated manner for land west of Port Wakefield Road.

In 2022, the City of Salisbury endorsed the *Strategic Growth Framework - Waterloo Corner and Bolivar Corridor* (Strategic Growth Framework), which provides recommendations regarding the future growth potential of 950 hectares of land located west of Port Wakefield Road, between Little Para River in the south through to the Playford Council boundary to the north.

The Strategic Growth Framework includes a Structure Plan and set of individual development precinct plans, which identify the staged delivery of code amendments to facilitate the rezoning of land north of Globe Derby that is west of Port Wakefield Road.

The City of Salisbury's *City Plan 2040* has subsequently highlighted the need to undertake the staged rezoning of the precincts identified in the Strategic Growth Framework to support employment-related land uses, enhance the local economy, promote investment and job creation, and encourage new businesses to the area.

1.2.3. State Investigations

At state level, the Affected Area has been identified as a key location for future employment growth in the draft *Greater Adelaide Regional Plan*, which designates the area as an 'Employment Growth Investigation Area'.

1.2.4. Employment Land Demand

There is strong interest in the development of the Affected Area for employment uses with development being undertaken to the extent the current zoning allows, or in unauthorised forms. In response to this demand, the City of Salisbury has endorsed moving forward with the Code Amendment process to rezone Precinct 4 (the Affected Area), ensuring the land is reflective of both State and local employment growth objectives.

With the recent completion of the Northern Connector, the area's economic prospects have been significantly enhanced due to improved accessibility and connectivity to the North-South Corridor via Hodgson Road, which runs directly through the Affected Area. This improved accessibility presents substantial opportunities for businesses, logistics, and industries to capitalise on the Affected Area's proximity to major freight routes.

This rezoning is a critical step in positioning the area as a central employment hub within the Greater Adelaide Region, supporting both regional economic growth and the long-term planning goals outlined in the *City Plan 2040*, *Strategic Growth Framework*, and the *Greater Adelaide Regional Plan*. As a result, it is imperative that this code amendment is progressed with diligence.

1.2.5. Council's role

To ensure the rezoning process is conducted in a comprehensive, coordinated, and efficient manner, the City of Salisbury has assumed responsibility for leading the Code Amendment process rather than requiring individual landowners to undertake separate Code Amendments.

¹ Draft Greater Adelaide Regional Plan

2. Scope of Code Amendment

2.1. Affected Area

The proposal seeks to amend the Code for the Affected Area in line with the *Strategic Growth Framework Waterloo Corner and Bolivar*.

The Affected Area encompasses approximately 138 hectares of land, currently zoned:

- Deferred Urban
- Infrastructure
- Rural
- Caravan and Tourist Park
- Open Space.

The Affected Area is located in the suburbs of Bolivar and Globe Derby Park and wholly within the City of Salisbury.

The land includes 54 allotments owned by 20 different entities, including SA Water, the Commissioner of Highways, City of Salisbury and private landowners:

- 63 – 71 Summer Road, Bolivar (CT 5803/727), P H Carey and K J Carey
- 1/9 Bolivar Interchange Connection Road, Bolivar (CT 6256/523, CT 6256/424, CT 6279/241, CT 6279/241), Commissioner of Highways
- 1103 - 1111 Port Wakefield Road, Bolivar (CT 5211/829), P A Gaskin and S G Gaskin and T A Gaskin
- 47 – 55 Summer Road, Bolivar (CT 5744/792), A Jenkins and Estate of A Jenkins
- 1089 Port Wakefield Road, Bolivar (CT 5561/950), City of Salisbury
- 37 - 43 Summer Road, Bolivar (CT 6017/416), A K Tomaras and N R M Tomaras and D P Tomaras
- 24 – 40 Summer Road, Bolivar (CT 5112/469), V Dichiera and N Dichiera
- 1083 – 1085 Port Wakefield Road, Bolivar (CT 6017/224), P Dicerto and M E O'Leary
- 1 – 35 Summer Road, Bolivar (CT 6016 / 705), G C Marchioro and E Marchioro
- 16-22 Summer Road, Bolivar (CT 5816/228), G G Haines
- 1 – 17 Jobson Road, Bolivar (CT 6197/965), Cilal Pty Ltd
- 2 – 10 Jobson Road, Bolivar (CT 6197/966), Nmrp Pty Ltd
- 19 – 23 Jobson Road, Bolivar (CT 5558/199), G J Haines
- 25 – 29 Jobson Road, Bolivar (CT 6179/856), Ozara Group Pty Ltd
- 31 – 41 Jobson Road, Bolivar (CT 5818/153 & CT 6179/863), L T Harding
- 1015 – 1059 Port Wakefield Road, Bolivar (CT 6017/944 & CT 6017/945), City of Salisbury
- 925 – 963 Port Wakefield Road, Bolivar (CT 6301/906), Perpetual Corporate Trust Ltd and CKI Utilities Development Ltd and Others.
- 985 – 1013 Port Wakefield Road, Bolivar (CT 6242/578), Abergold Pty Ltd
- 979 – 983 Port Wakefield Road, Bolivar (CT 6297/853), City of Salisbury
- 965 – 977 Port Wakefield Road, Bolivar (CT 5887/41), One Fund Services Ltd
- 901 – 921 Port Wakefield Road, Bolivar (CT 6182/339), Commissioner of Highways
- Lot 51 Port Wakefield Road, Bolivar (CT 6181/763), Commissioner of Highways
- Lot 85 & 86 Hodgson Road and Lot 84 Port Wakefield Road, Bolivar (CT 6202/608), Commissioner of Highways
- 887 – 899 Port Wakefield Road, Bolivar (CT 6238/58), Taverns of SA Pty Ltd
- 12 James Street, Salisbury (CT 6246/853), Commissioner of Highways
- 859 – 885 Port Wakefield Road, Bolivar (CT 6246/852), Parade Systems Pty Ltd

- 37 – 71 Jones Road, Bolivar (CT 6270/427), Commissioner of Highways
- Lot 301 Jones Road, Bolivar (CT 5847/176), City of Salisbury
- 827 Port Wakefield Road, Bolivar (CT 6126/241)
- Lot 26 Port Wakefield Road, Bolivar (CT 6079/180), City of Salisbury
- Lot 310 Port Wakefield Road, Globe Derby Park (CT 5211/611), City of Salisbury
- Lot 313 Port Wakefield Road, Globe Derby Park (CT 5247/522 & CT 5317/600), City of Salisbury
- Lot 401 Jones Road, Bolivar (CT 5847/179), City of Salisbury
- Lot 14 Port Wakefield Road, Globe Derby (CT 5847/177), City of Salisbury

Notable businesses in the Affected Area include:

- White Horse Inn
- OTR and associated restaurants (McDonalds, Krispy Kreme, Oporto)
- Aspen Holidays Highway 1 Caravan Park
- Ampol Service Station

The Affected Area includes the Little Para River watercourse and associated wetlands as well as other drainage reserves, and areas of road reserve.

The Affected Area abuts the following parcels of land that are subject to separate Code Amendments that are seeking to rezone land to the Employment Zone in line with the Strategic Growth Framework:

- 785-825 Port Wakefield Road, Globe Derby Park (Code Amendment initiated)
- 1113-1131 Port Wakefield Road (Code Amendment consultation completed).

Figure 1. Affected Area

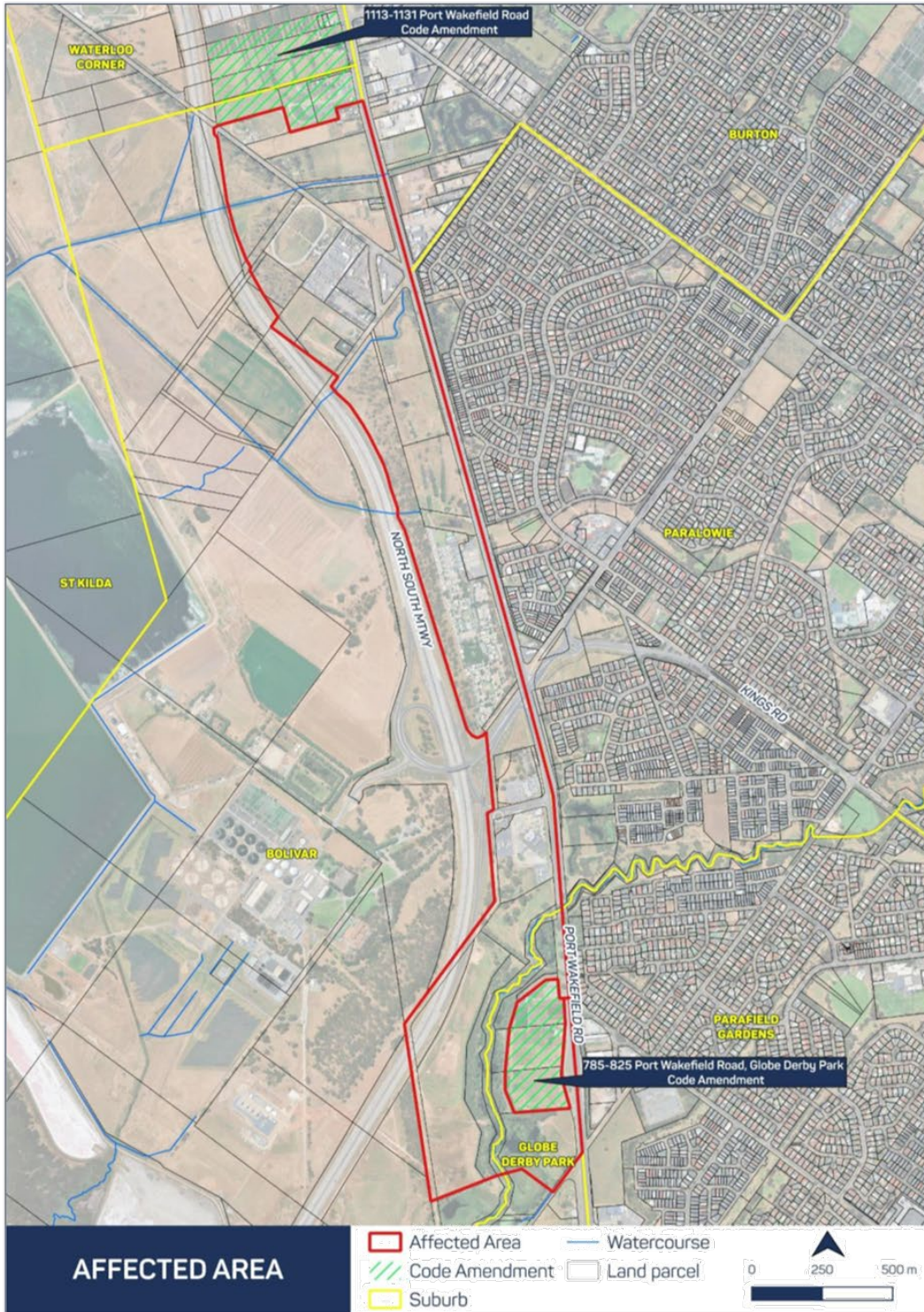


Figure 2. Affected Area land parcels



2.2. Scope of Proposed Amendment

Current Policy	<p>Zones:</p> <ul style="list-style-type: none"> • Deferred Urban Zone • Infrastructure Zone • Rural Zone • Caravan and Tourist Park Zone • Open Space Zone <p>Overlays:</p> <ul style="list-style-type: none"> • Advertising Near Signalised Intersections • Aircraft Noise Exposure – ANEF 20 • Airport Building Heights (Regulated) – All structures over 45 metres • Building Near Airfields • Defence Aviation Area – All structures over 45 metres • Gas and Liquid Petroleum Pipelines • Hazards (Flooding – General) • Hazards (Flooding) • Limited Land Division • Major Urban Transport Routes • Native Vegetation • Non-stop Corridor • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Water Resources <p>Technical and Numeric Variations:</p> <ul style="list-style-type: none"> • Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints
Amendment Outline	<p>The primary purpose of this amendment is to facilitate the development of employment-related uses on land currently zoned Deferred Urban and Rural. To achieve this, parts of the Affected Area will need to be rezoned to a more suitable zone, with the Employment Zone considered the most appropriate option.</p> <p>The Affected Area also includes the Little Para River, associated wetlands, drainage reserves and areas with well-established trees. The Open Space Zone is considered the most appropriate option for these areas.</p> <p>The Affected Area includes two properties currently used as service stations (859 – 885 Port Wakefield Road, Bolivar and 965 – 977 Port Wakefield Road, Bolivar). Consideration will be given to applying the Roadside Service Centre Subzone over these parcels.</p> <p>The Affected Area includes a long parcel of land along the western boundary (abutting the North South Motorway) that has been planted with replacement trees to offset the removal of regulated and significant trees as part of the North South Motorway project. This land is currently zoned Infrastructure and has recently been purchased by the owners of the Highway 1 Caravan Park. Consideration will be given whether this land should be zoned to facilitate the</p>

	expansion of the caravan park, or whether it should be zoned for Open Space, or a combination of the two.
Intended Policy	<ul style="list-style-type: none"> • Application of the Employment Zone over land currently zoned Deferred Urban and some areas of land currently zoned Rural. • Removal of the Limited Land Division Overlay that currently applies over the Rural Zone. <p>Subject to further investigations:</p> <ul style="list-style-type: none"> • Application of the Open Space Zone over some areas of land currently zoned Infrastructure and Rural. • Application of the Roadside Service Centre Subzone over the OTR and Ampol sites. • Expansion of the Caravan and Tourist Park Zone to the west over land currently zoned Infrastructure; or application of the Open Space Zone. • Introduction of a Concept Plan to reflect key elements from the Strategic Growth Framework Structure Plan.

3. Strategic Planning Documents

Proposed Code Amendments occur within a state, regional and local strategic setting, which includes:

- Strategic Planning Policies (SPPs);
- Regional Plans; and
- Other relevant strategic documents.

3.1. Alignment with State Planning Policies

The State Planning Policies (SPPs) set out the state’s overarching goals and requirements for the planning system. Under section 66(3)(f) of the Act, the Code must comply with any principle prescribed by the SPPs.

The Code Amendment should be initiated because the strategic plan outcomes sought to be achieved through the Code Amendment align with or seeks to implement the SPPs outlined in the below table:

Table 1. Code Amendment Alignment with State Planning Policies (SPPs)

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p>State Planning Policy 1 – Integrated Planning</p> <p>To apply the principles of integrated planning to shape cities and regions in a way that enhances our livability, economic prosperity, and sustainable future.</p> <p>(1.1) <i>An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.</i></p> <p>(1.2) <i>Provide an orderly sequence of land development that enables the cost-effective and timely delivery of infrastructure</i></p>	<p>The Affected Area has been designated for future employment use in the <i>Strategic Growth Framework - Waterloo Corner and Bolivar Corridor</i> and is recognised as an Employment Growth Investigation Area within the <i>draft Greater Adelaide Regional Plan</i>.</p> <p>Rezoning the land will increase the supply of employment land.</p> <p>The Affected Area is well-served by existing infrastructure, particularly the Port Wakefield Road and North-South Motorway freight routes.</p>

<p><i>investment commensurate with the rate of future population growth.</i></p> <p>(1.3) <i>Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.</i></p>	
<p>State Planning Policy 4 – Biodiversity</p> <p>To maintain and improve our state’s biodiversity and its life supporting functions.</p> <p>(4.1) <i>Minimise impacts of development on areas with recognised natural character and values, such as native vegetation and critical habitat so that critical life-supporting functions to our state can be maintained.</i></p> <p>(4.2) <i>Recognise the value of modified landscapes and allow appropriately scaled development that can co-exist with and safeguard biodiversity values and critical functions.</i></p> <p>(4.4) <i>Enhance the biodiversity of urban areas and townships through a connected and diverse network of green infrastructure systems along streetscapes, major watercourses, linear parks, open space, the coast and other strategic locations</i></p>	<p>The Affected Area includes an open space and biodiversity corridor that encompasses a section of the Little Para River. The existing Open Space Zone and Water Resources Overlay will remain in place over this part of the Affected Area, ensuring that the biodiversity corridor and the associated water quality of the Little Para River are protected from the impacts of future development.</p> <p>A preliminary stormwater assessment has been conducted which includes the Little Para Catchment. Due to the very flat grades of the existing land, it is anticipated that grassed swales or channels would be the most suitable form of stormwater infrastructure. As such, catchment wide stormwater solutions such as detention basins and wetlands should be made at key locations before discharging to the existing catchment.</p> <p>Additional stormwater investigation will be carried out as part of the Code Amendment process – refer to Section 4.</p>
<p>State Planning Policy 9 – Employment Lands</p> <p>To provide sufficient land supply for employment generating uses that supports economic growth and productivity.</p> <p>(9.1) <i>Support the expansion and clustering of key economic growth areas including health; education; tourism; energy and resources; primary industry; defence; and knowledge and creative industries.</i></p> <p>(9.2) <i>Enable opportunities for employment and encourage development of underutilized lands connected to, and integrated with, housing, infrastructure, transport and essential services.</i></p> <p>(9.4) <i>Adaptable policies that allow commercial and industrial-focused employment lands to support local economies and evolve in response to changing business and community needs.</i></p> <p>(9.6) <i>Protect prime industrial land for employment use where it provides connectivity to freight networks; enables a critical mass or cluster of activity; has the</i></p>	<p>The Affected Area is currently underutilised, with the City of Salisbury recognising that the land’s most suitable and beneficial use is for employment purposes. The Employment Zone offers a flexible and adaptable policy framework that supports a range of commercial and employment activities, enabling the development of various industries and businesses which will contribute to economic growth and job creation.</p> <p>The location of the Affected Area is highly advantageous due to its prominent frontage onto a major transport route (Port Wakefield Road), and its proximity to established infrastructure. Rezoning of the land will capitalise on recent infrastructure investments which further enhances its suitability for employment and commercial uses.</p> <p>The rezoning of the Affected Area is classified as a medium priority by the City of Salisbury. This initiative is part of a broader series of rezonings along the Port Wakefield Road corridor, which has been identified as a key strategic area for employment growth in the Council’s <i>Strategic Growth Framework – Waterloo Corner and Bolivar Corridor</i>, as well as the <i>City Plan 2040</i>.</p>

<p><i>potential for expansion; is connected to skilled labour; is well serviced; and is not constrained by abutting land uses.</i></p> <p>(9.12) <i>Plan for employment and industrial precincts in strategic locations that improve economic productivity; are protected from encroachment; connect to efficient supply chains; and are located to provide transport access and connectivity.</i></p>	<p>Furthermore, the land has been designated as an Employment Growth Investigation Area within the draft Greater Adelaide Regional Plan.</p>
<p>State Planning Policy 11 – Strategic Transport Infrastructure</p> <p>To integrate land use policies with existing and future transport infrastructure, services and functions to preserve and enhance safe, efficient and reliable connectivity for people and business.</p> <p>(11.2) <i>Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services.</i></p>	<p>Rezoning the Affected Area will make use of the significant investment in road infrastructure (Northern Expressway, North-South Motorway) and the ultimate non-stop corridor connecting the north and south of the city.</p>
<p>State Planning Policy 14 – Water Security and Quality</p> <p>To ensure South Australia’s water supply is able to support the needs of current and future generations.</p> <p>(14.5) <i>Development should incorporate water sensitive urban design principles that contribute to the management of risks to water quality and other risks (including flooding) to help protect people, property, and the environment and enhance urban amenity and livability.</i></p> <p>(14.6) <i>Support development that does not adversely impact on water quality.</i></p>	<p>Preliminary stormwater investigations have identified that, due to the flat topography of the Affected Area, grassed swales or channels will be necessary for stormwater management. Therefore catchment-wide stormwater solutions, such as detention basins and wetlands, should be implemented at key locations before discharging into the existing drainage pathways / outlets.</p> <p>Further stormwater investigations will be conducted as part of the Code Amendment process to identify additional measures required by future development to mitigate risks related to water quality and flooding. Refer to Section 4 for more details.</p>
<p>State Planning Policy 16 – Emissions and Hazardous Activities</p> <p>To protect communities and the environment from risks associated with emissions, hazardous activities and site contamination, whilst industrial development remains viable.</p> <p>(16.1) <i>Protect communities and the environment from risks associated with industrial emissions and hazards (including radiation) while ensuring that industrial and infrastructure development remains strong through:</i></p> <ul style="list-style-type: none"> a) <i>Supporting a compatible land use mix through appropriate zoning controls.</i> b) <i>Appropriate separation distances between industrial sites that are incompatible with sensitive land uses.</i> 	<p>The Gas and Liquid Petroleum Pipelines Overlay covers a significant portion of the Affected Area. While this overlay imposes certain restrictions on land uses, it is not anticipated to hinder the future development of the land..</p> <p>The proposed Employment and Open Space Zone is an appropriate transition between the EPA licensed Bolivar Wastewater Treatment Plan and residential uses east of Port Wakefield Road.</p>

- c) *Controlling or minimising emissions at the source, or where emissions or impacts are unavoidable, at the receiver.*

3.2. Alignment with Regional Plans

As with the SPPs, the directions set out in Regional Plans provide the long-term vision as well as setting the spatial patterns for future development in a region. This includes consideration of land use integration, transport infrastructure and the public realm.

The 30 Year Plan for Greater Adelaide and the draft Greater Adelaide Regional Plan is relevant for this Code Amendment. The Code Amendment aligns with a number of the priorities and targets in these documents as outlined below.

3.2.1. 30 Year Plan for Greater Adelaide (2017 Update)

Table 2. Code Amendment Alignment with the 30 Year Plan for Greater Adelaide (2017 Update)

Regional Plan Identified Priorities and Targets	Code Amendment Alignment with Regional Plan
<p>The Economy and Jobs</p> <p>P55. Promote certainty to undertake development while at the same time providing scope for innovation.</p> <p>P56. Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</p> <p>P68. Focus business clusters and manufacturing hubs around key transport infrastructure such as road, air, rail, sea terminals and intermodal facilities to maximise the economic benefits of export infrastructure.</p> <p>P73. Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.</p>	<p>The current zoning and use of the Affected Area does not align with the intended vision for the precinct at both a local and State level, as the area has been identified as suitable for accommodating additional employment land.</p> <p>The establishment of the Employment Zone will introduce a flexible and adaptive policy framework to accommodate commercial and industrial uses. This zoning will facilitate development on well-located, serviced land which will maximise the use of existing transport infrastructure including Port Wakefield Road and the North-South Corridor.</p>
<p>Biodiversity</p> <p>P92. Support the enhancement of the urban biodiversity of metropolitan Adelaide through the development of greenways in transit corridors, along major watercourses, linear parks and the coast, and in other strategic locations.</p>	<p>The Affected Area includes an open space and biodiversity corridor that spans a section of the Little Para River. The existing Open Space zoning will be preserved as part of the proposal, with its associated policies safeguarding this area.</p> <p>Preliminary stormwater assessments have identified grassed swales or channels as the most suitable stormwater management solution for the Affected Area. Catchment-wide stormwater measures, such as detention basins and wetlands, will be required</p>

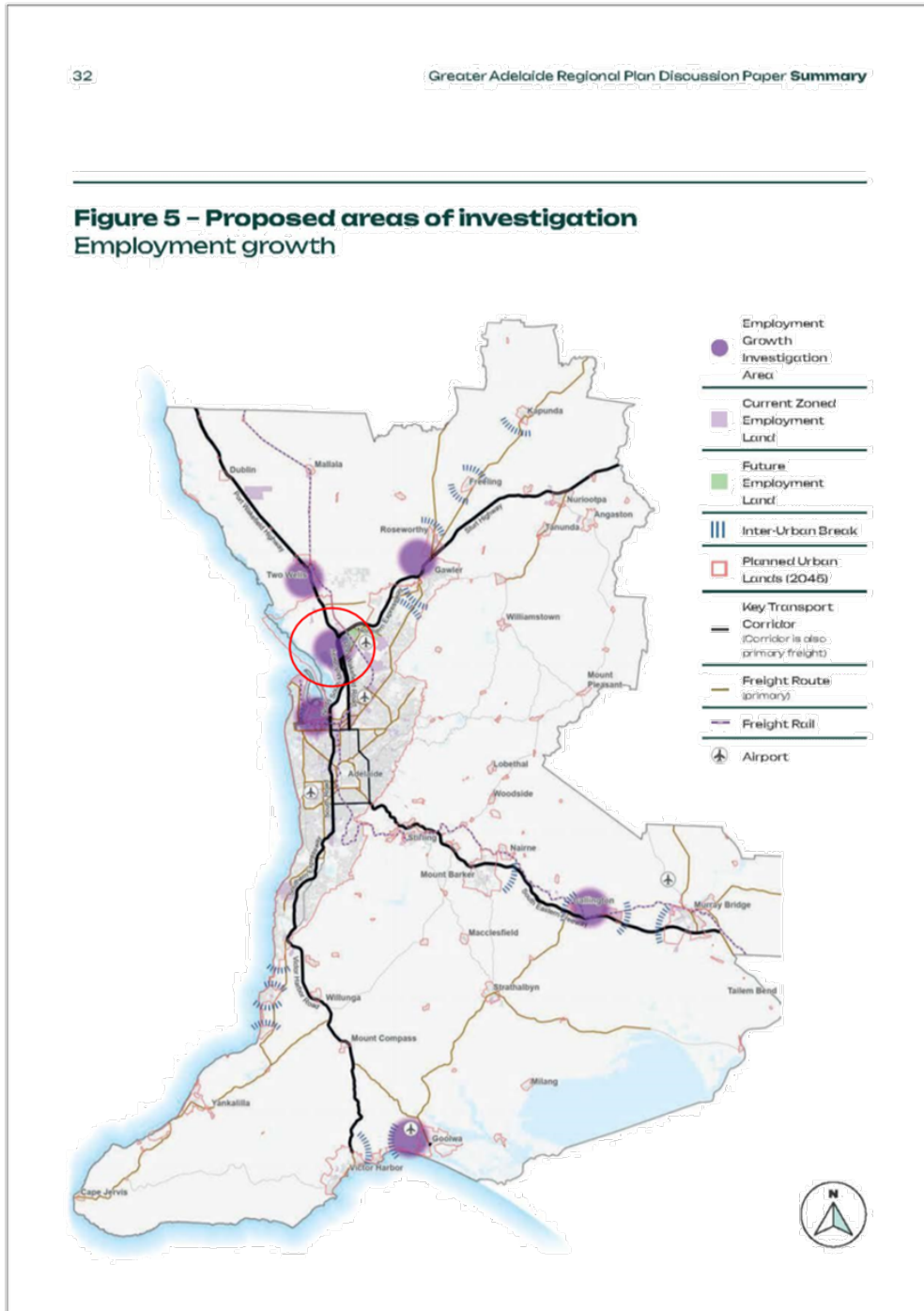
<p>P95. Support the enhancement of the urban biodiversity of metropolitan Adelaide through a connected and diverse network of green infrastructure.</p>	<p>at strategic locations before discharging into the existing catchment.</p> <p>Further stormwater investigations will be conducted during the Code Amendment process to ensure that future development does not adversely affect water quality.</p>
<p>Water</p> <p>P115. Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.</p>	<p>Preliminary stormwater assessments have identified grassed swales or channels as the most suitable stormwater management solution for the Affected Area. Catchment-wide stormwater measures, such as detention basins and wetlands, will be required at strategic locations before discharging into the existing drainage pathways / outlets.</p> <p>Additional investigations will take place during the Code Amendment process to refine the required WSUD treatment, assess stormwater system capacity, and further identify necessary mitigation measures. The Water Resources Overlay will remain in effect over the Affected Area.</p>
<p>Emergency Management and Hazard Avoidance</p> <p>P118. Minimise risk to people, property and the environment from exposure to hazards (including bushfire, terrestrial and coastal flooding, erosion, dune drift and acid sulphate soils) by designing and planning for development in accordance with a risk hierarchy of avoidance; adaptation; protection.</p> <p>P119. Improve the integration of disaster risk reduction and hazard avoidance policies and land use planning.</p>	<p>The Gas and Liquid Petroleum Pipelines Overlay will be retained as part of the proposal. Investigations conducted as part of the Code Amendment and future development will prioritise minimising associated risks.</p>

3.2.2. Draft Greater Adelaide Regional Plan

The Greater Adelaide region’s current supply of employment land is projected to last between 24 and 44 years. To maintain a continuous 15-year rolling supply of zoned Employment land, it may be necessary to activate additional areas within the next 10 years. The supply of developable employment land is more acute with very few serviced allotments available on the market.

The Affected Area is identified as an ‘Employment Growth Investigation Area’ in the draft Greater Adelaide Regional Plan (refer to Figure 2), with the proposal supporting the State’s long-term strategic vision for additional employment land.

Figure 3. Draft Greater Adelaide Regional Plan - Extract



3.3. Alignment with other relevant documents

Additional documents may relate to the broader land use intent within the scope of this proposed Code Amendment (or directly to the Affected Area) and therefore are identified for consideration in the preparation of the Code Amendment.

The following table identifies other documents relevant to the Code Amendment:

Table 3. Other Strategic Documents Relevant to the Code Amendment

Other Relevant Documents	Code Amendment Alignment with Other Relevant Documents
<p style="text-align: center;">City of Salisbury 'City Plan 2040'</p>	<p>The proposed 'Bolivar Code Amendment' aligns with the City of Salisbury's 'City Plan 2040', which envisions a '<i>progressive, sustainable, and connected community</i>' and focuses on four key themes.</p> <p>Under the theme '<i>A Growing City that Creates New Opportunities</i>', the plan emphasises fostering growth by supporting both private and government-led Code Amendments that adhere to the Council's Strategic Growth Framework for the Waterloo Corner and Bolivar Corridor. This initiative is highlighted as a critical action within Strategic Intent 2.3, which aims to facilitate the city's economic development.</p> <p>The proposed rezoning directly supports this strategic goal by enabling the rezoning of land in accordance with the Strategic Growth Framework.</p>
<p style="text-align: center;">City of Salisbury Strategic Growth Framework – Waterloo Corner and Bolivar Corridor (2022)</p>	<p>The City of Salisbury commissioned the Strategic Growth Framework by Holmes Dyer in 2022, to develop a comprehensive 25-year Growth Framework for the land west of Port Wakefield Road in accordance with a critical action identified in Council's 'City Plan 2035'.</p> <p>The purpose of the Strategic Growth Framework is to:</p> <ul style="list-style-type: none"> • Present a fully informed, consolidated and coordinated growth framework to inform future Council decisions relating to infrastructure planning and funding, and the orderly sequencing and management of Council and/or Proponent-led Code Amendments; • Take both a long term 30-year perspective on development potential and forward planning, within a flexible framework that can support existing or short-term development interest within a coordinated and orderly development pattern; • Produce a framework that appreciates the regional context with a level of investigation and regional coordination to be used to directly inform the upcoming State Government's Regional Planning process; • Promote and encourage economic growth and job creation for the City of Salisbury community; and • Identify infrastructure delivery mechanism options that could support an intensification of development while ensuring fair apportionment of costs between the

	<p>landowners, developers, City of Salisbury, adjacent Councils and State Government.</p> <p>The Strategic Growth Framework identifies the Affected Area as part of 'Precinct 4 – Employment Land Balance Areas' which forms a medium priority, Council-led Code Amendment.</p>
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4. Investigations and Engagement

4.1. Investigations already undertaken

The table below identifies what investigations have already been undertaken in support of the proposed Code Amendment.

Investigation/s Undertaken	Summary of Scope of Investigations	Summary of Outcome of Recommendations
<p>City of Salisbury Code Amendment - Heritage Desktop Assessment <i>Independent Heritage Consultants</i></p>	<p>Heritage assessment of the Affected Area</p>	<p>An Aboriginal Heritage desktop assessment for the Bolivar Code Amendment has been prepared in February 2025.</p> <p>This report cannot be made public as it may contain sensitive information relating to Aboriginal cultural heritage</p> <p>The report has been provided directly to the relevant government agencies to inform their assessment of the code amendment.</p> <p>IHC has determined that there is a low risk of works encountering unknown Aboriginal sites and objects in previously developed soils and a moderate/high risk in undeveloped soils.</p>
<p>Infrastructure Gap Analysis <i>Sproutt</i></p>	<p>Gap analysis examining the Affected Area and provision of:</p> <ul style="list-style-type: none"> • Potable Water • Reclaimed Water • Electricity • Gas • Telecommunications 	<p>The Gap Analysis Report recommends that a number of investigations are undertaken to inform the Code Amendment. These are detailed in Section 4.2.</p>

4.2. Further Investigations Proposed

In addition to the investigations already undertaken and identified above, the table below outlines what additional investigations will be undertaken to support the Code Amendment.

Further Investigations Proposed	Explanation of how the further investigations propose to address an identified issue or question
Service Investigations	<ul style="list-style-type: none"> Perform a Before You Dig (BDA) assessment to confirm if additional infrastructure has been constructed since 2022.
Sewer Investigations	<p>Bolivar Treatment Plant Capacity</p> <ul style="list-style-type: none"> Revised yield analysis on Code Amendment zone and potential development. Discussions with SA Water on capacity and future upgrades to the Bolivar Wastewater Treatment Plant. <p>Network Capacity</p> <ul style="list-style-type: none"> Revised yield analysis on Code Amendment zone and potential development. Discuss and confirm sewer network requirements to service the growth area with SA Water.
Potable Water Investigations	<ul style="list-style-type: none"> Revised yield analysis on Code Amendment zone and potential development. Consider if further investigations were completed by SA Water as mentioned in Greenhill's 2022 'Preliminary Infrastructure and Serving Report'.
Reclaimed Water Investigations	<ul style="list-style-type: none"> Consider if reclaimed water is required for proposed development and liaise with SA Water / Salisbury Council if required.
Electrical Investigations	<ul style="list-style-type: none"> Revised yield analysis on Code Amendment zone and potential development. Liaise with SAPN to identify if further information or requirements can be provided.
Communication Investigations	<p>Telstra</p> <ul style="list-style-type: none"> Contact Telstra to advise the Code Amendment has progressed and confirm if they are able to provide additional information and/or requirements. <p>NBN</p> <ul style="list-style-type: none"> Contact NBN to advise the Code Amendment has progressed and confirm if they are able to provide additional information and/or requirements.
Gas Infrastructure Investigations	<ul style="list-style-type: none"> Liaise with gas providers to confirm if previously provided information is still relevant and accurate.
Stormwater Investigations	<ul style="list-style-type: none"> Update existing flood mapping to include the North-South Motorway to determine the final flow path and inundation of the Affected Area. Perform a high level review of pre- and post-development flow rates, and identify how this may impact existing infrastructure downstream.

Traffic Investigations	<p>Traffic Impact</p> <ul style="list-style-type: none"> Review updated traffic data and provide high level recommendations on how this changes the recommendations in the previous transport investigations. <p>Road Network Planning</p> <ul style="list-style-type: none"> Update TIA to include road network planning updates.
Site Contamination	<ul style="list-style-type: none"> Depending on the zone selection, undertake a PSI which will include a site history assessment and limited soil sampling to ascertain potential areas of contamination.

4.3. Engagement already undertaken

All landowners within the Affected Area have been contacted and invited to discuss the proposed Code Amendment.

Meetings / phone conversations have been held with:

- SA Water
- Aspen Group Highway 1 Caravan Park
- Abergold Pty Ltd - 1015-1059 Port Wakefield Road, Bolivar
- City of Salisbury
- Owners of land at:
 - » 1083-1085 Port Wakefield Rd
 - » 1-35 Summer Road, Bolivar
 - » 24-40 Summer Road, Bolivar
 - » 47-55 Summer Road, Bolivar
 - » 63-71 Summer Road, Bolivar

The above landowners have indicated their in-principle support for the Code Amendment.

All landowners within the Affected Area will continue to be engaged throughout the Code Amendment process as key stakeholders.

In accordance with Practice Direction 2, the City of Salisbury has been consulted on this proposal.

4.4. Further engagement proposed

In addition to the engagement already undertaken and identified above, the draft Engagement Plan provided in **Appendix 4** outlines the engagement processes that will be undertaken.

5. Code Amendment Process

5.1. Engagement Plan

The Code Amendment process will occur in accordance with the Community Engagement Charter and Practice Direction 2 – Consultation on the Preparation or Amendment of a Designated Instrument.

The Designated Entity has prepared a draft Engagement Plan (**Appendix 4**) that will be updated prior to the commencement of engagement on the proposed Code Amendment. The Engagement Plan includes the following mandatory consultation requirements (which may be in addition to the engagement outlined in this Proposal to Initiate):

- The Local Government Association must be notified in writing of the proposed Code Amendment;
- If the Code Amendment has a specific impact on one or more particular pieces of land in a particular zone or subzone (rather than more generally), the Designated Entity must take reasonable steps to give a notice in accordance with Regulation 20 of the Planning, Development and Infrastructure (General) Regulations 2017 to:
 - » The owners or occupiers of the land; and
 - » Owners or occupiers of each piece of adjacent land.
- Consultation must occur with any person or body specified by the State Planning Commission (the Commission) under section 73(6)(e) of the Act.

5.2. Engagement Report

Once engagement on the Code Amendment is complete, the Designated Entity will prepare an Engagement Report under section 73(7) of the Act.

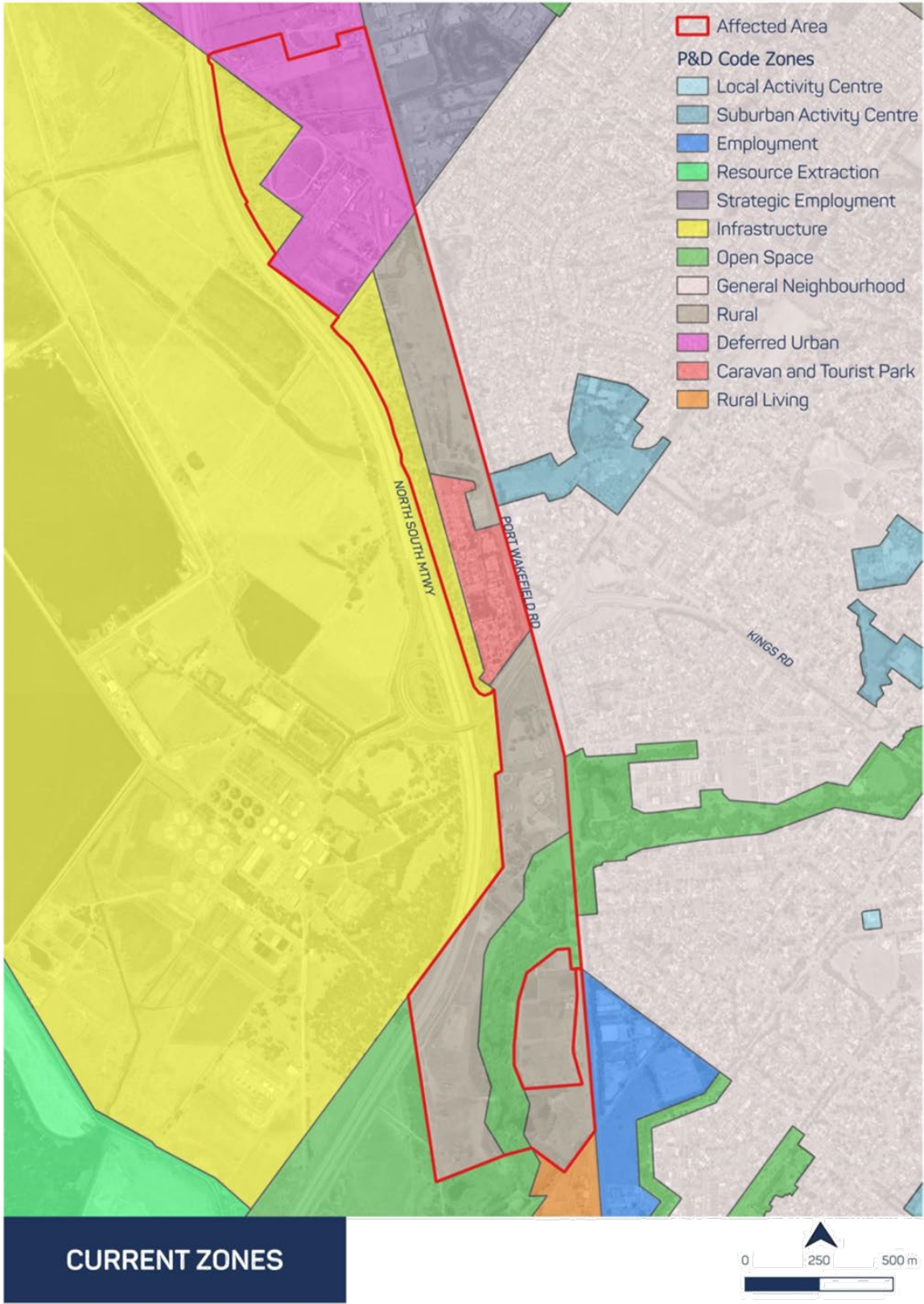
The Designated Entity must ensure that a copy of the Engagement Report is furnished on the Minister and also published on the SA Planning Portal. This will occur in accordance with Practice Direction 2.

The Engagement Plan and the Engagement Report will also be considered by the State Planning Commission during the final stages of the Code Amendment process. The Commission will provide a report to the Environment, Resources and Development Committee of Parliament under section 74(3) of the Act. The Commission's report will provide information about the reason for the Code Amendment, the consultation undertaken on the Code Amendment and any other information considered relevant by the Commission.

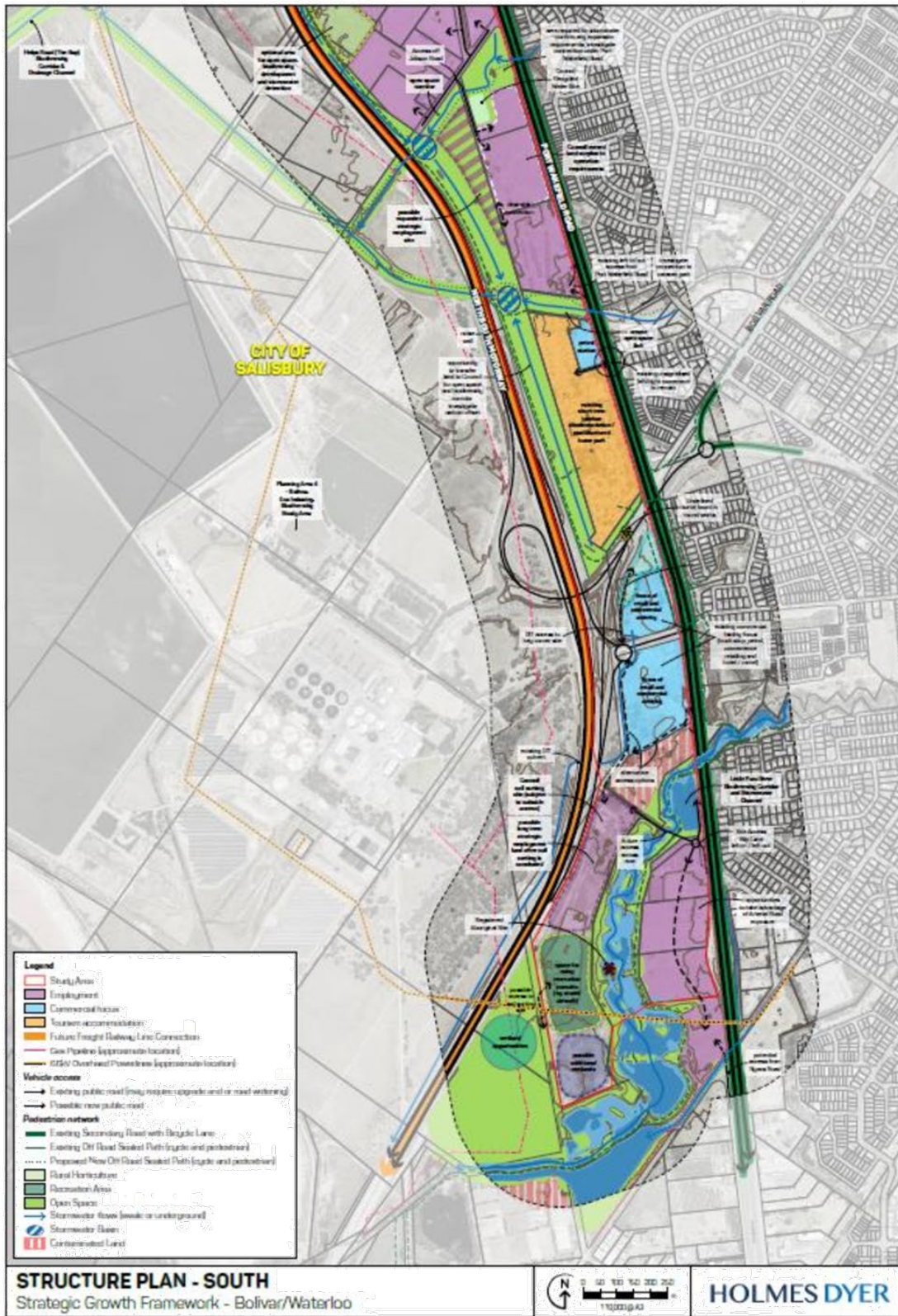
5.3. Code Amendment Timetable

The Proponent (where it is also the Designated Entity) commits to undertaking the Code Amendment in line with the timeframe outlined in **Appendix 5**. If a timeframe is exceeded (or expected to be exceeded) the Proponent agrees to provide an amended timetable to the Department with an explanation of the delay, for approval by the Minister of an extension of time for the Code Amendment.

Appendix 1. Current Zoning



Appendix 2. Strategic Growth Framework Waterloo Corner and Bolivar Corridor
Struture Plan South



Appendix 3. Infrastructure Gap Analysis



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Infrastructure Gap Analysis

Bolivar Code Amendment

February 2025



Document Control

Issue	Date	Issue Details	Author	Checked	Approved
1	14/02/25	Initial Submission	TH/SY/TD	NY/TH	TY
2	25/2/25	Minor Amendments	TH/SY/TD	NY/TH	TY

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1 Introduction

One of the key goals of the City of Salisbury Plan 2035 included a critical action to open new economic growth and development opportunities for the land west of Port Wakefield Road. An outcome of this plan lead to the Waterloo Corner and Bolivar Corridor Strategic Growth Framework, which was undertaken by Holmes Dyer in 2022. The Strategic Growth Framework covered an area of approximately 950 ha and 300 individual landowners. An outcome of the Strategic Growth Framework was the identification of a staged delivery of code amendments to facilitate the rezoning of the land north of Waterloo Corner Road.

This report will inform a Proposal to Initiate for a code amendment of Bolivar as outlined in Figure 1. The intention is to rezone this area from the existing Rural Zone and Deferred Urban Zone to the Employment and other suitable zones. Since undertaking the investigations for the Growth Framework, key infrastructure projects, such as the Northern Connector, and private code amendments have occurred. This gap analysis report will review the existing available services, stormwater and traffic information and identify gaps that may be required to be addressed during the code amendment process and for Council to consider in the future.



Figure 1: Proposed Code Amendment Boundary

2 Previous Investigations

The following previous investigations have been undertaken and reviewed as part of this gap analysis:

- Strategic Growth Framework, Holmes Dyer 2022.
- Preliminary Infrastructure and Service Report, Greenhill 2022
- Transport Investigations Waterloo Corner & Bolivar Road, CIRQA 2022
- Adams Creek and Helps Road Drain Catchment Stormwater Management Plan, Tonkin 2024
- Lower Dry Creek Stormwater Management Plan Volume 1, Tonkin 2024
- Lower Dry Creek Stormwater Management Plan Volume 2, Tonkin 2024

Other documentation that was reference or reviewed include:

- Draft Greater Adelaide Regional Plan, State Planning Commission 2024
- The City of Salisbury's City Plan 2035, City of Salisbury 2020
- The City of Salisbury's City Plan 2040, City of Salisbury 2024

As the majority of these investigations were undertaken in 2022, this gap analysis covers the aspects of these investigations that will need to be reconfirmed based on new infrastructure that may have been constructed or recommendations for further investigations that Council may wish to undertake to assess future development requirements post code amendment.

3 Services Infrastructure

3.1 Overview

An outcome of the Strategic Growth Framework was to rezone key areas within the area identified within the framework. Council have subsequently decided to prioritise the area shown in Figure 2. Previous investigations undertaken as part of the Strategic Growth Framework were reviewed in relation to this reduced area. The previous infrastructure investigation undertaken by Greenhill in 2022 referred to several precincts. This have been referenced in this report, noting that precincts 2C, 3 and 4 are not part of the Bolivar Code Amendment.



Figure 2: Reduction of Code Amendment Zone

3.2 Sewer

SA Water own an extensive gravity system to the south-east of the proposed amendment zone. The Bolivar Wastewater Treatment Plant (WWTP) is located directly to the west of the code amendment area. This is the largest treatment plant of its kind in South Australia and will service any future development within the area. Future development will generate additional sewerage volumes that will ultimately have to be treated at the Bolivar WWTP. Although significant upgrades to the Bolivar WWTP were included within the SA Water capital works program for 2020 - 2024 and 2024 – 2028, a yield analysis will need to be performed to understand the impact of development on the Average Dry Weather Flow. Refer to Figure 3 for the full extent of the sewerage infrastructure surrounding the site.



Figure 3: Extent of Sewer Infrastructure (Source Location SA)

Within the code amendment area itself, the initial investigations conducted as part of the Strategic Growth Framework describe the existing infrastructure in the Northern, Central and Southern areas.

Precinct 1, which is located to the south of the code amendment zone, contains a 1000mm diameter PVCu Trunk main located underneath Bolivar Road that connects to the Bolivar Wastewater Treatment Plant. There is also an additional 675mm diameter PVCu trunk main underneath Victoria Drive Parafield Gardens, which runs northly via easement across Port Wakefield Road to the WWTP.

Precinct 2 and 4, which are located at the approximate centre of the code amendment zone have limited sewerage infrastructure. The previous investigations noted that connection may be possible to the eastern side of Port Wakefield Road within the Burton Area, however this network has known capacity issues. A catchment pump and network upgrades will likely be required to service this area.

Other Precincts described in previous investigations have since been removed from the code amendment zone. The previous investigations noted that SA Water was unable to provide confirmation of the requirements on sewer network in relation to this code amendment and would likely address development through individual site investigations as parcels of land proceed to development.

3.3 Potable Water

Similar to the sewer infrastructure, potable water will be supplied to future development via SA Water mains located within Port Wakefield Road and Waterloo Corner Road. SA Water own an extensive potable water network to the east of the site, however infrastructure to the North, West, South and within the site is limited. The extent of the existing potable water network within the area is shown in Figure 4.

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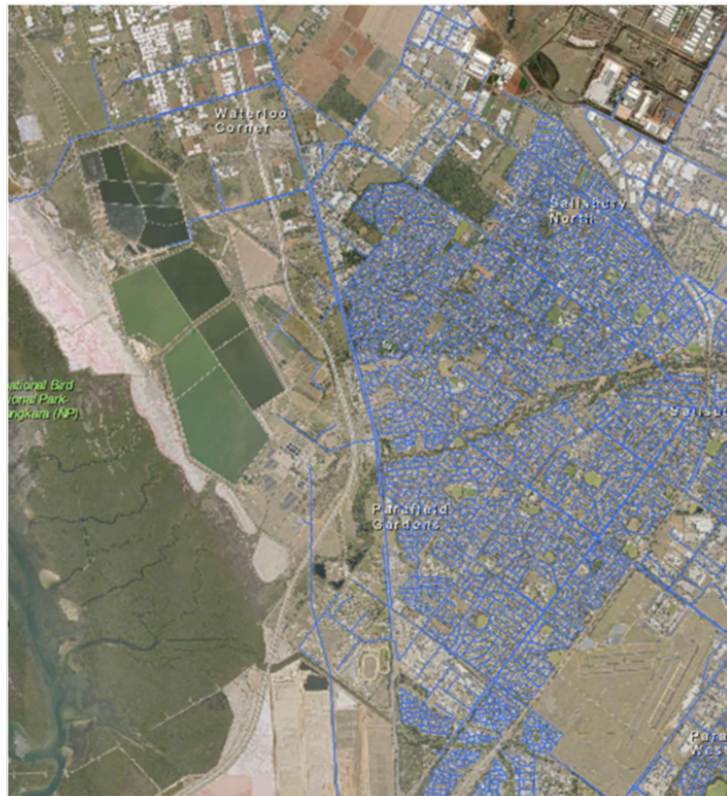


Figure 4: Extent of the Potable Water Network (Source Location SA)

The previous investigations note the following mains that may service the code amendment zone;

- To the south of the site, the area would be serviced by the Dual 150 Asbestos Cement (AC) main located within Port Wakefield Road.
- A 200 AC main is located to the west of the North-South Motorway. Connection under the Motorway would be required to provide a supply from this main.
- Dual 150 AC mains are located on both the western and eastern sides of Port Wakefield Road, between Summer Road and Burton Road.
- A 150 AC and 200 AC mains are located on the western and eastern sides of Port Wakefield Road respectively, between Burton Road and Undo Road/Angle Vale Crescent.
- A single 200 AC main heads north, on the western side of Port Wakefield Road from Undo Road to Dunn/Mumford Roads.
- A 450 Mild Steel Cement Lined (MSCL) main and a 100 DICL (Ductile Iron Cement Lined) are both located within Driver/Undo Roads, crossing the Motorway.

The outcome of the previous investigations noted that the SA Water potable water network will most likely require extension to service future development and indicated that SA Water were undertaking future assessment. Future liaison with SA Water will be required to understand if this assessment was completed and its outcomes.

3.4 Reclaimed Water

There are a number of reclaimed water mains located within the vicinity of the proposed code amendment area. These are owned by SA Water and are associated with either the Bolivar WWTP and the Virginia Pipeline Scheme (VPS). In addition to the SA Water recycled water network, the City of Salisbury also operate a recycled water network. A recycled water network is located within Precinct 2 (areas 2A and 2B). A 150 mm diameter PVC distribution main extends from the Burton Wetlands at Burton Road, through Precinct 2 to the reserve at Liberator Drive on the eastern side of Port Wakefield Road. Refer to Figure 5 for the extent of the reclaimed water infrastructure network.



Figure 5: Extent of the Recycled Water Network (Source Location SA)

The previous investigations noted that further discussions with SA Water or the City of Salisbury would be required if reclaimed water is proposed to be utilised within the code development area.

3.5 Electrical

Both SAPN and ElectraNet infrastructure is located within or surrounding the code amendment zone. This includes Sub transmission / high voltage underground cable, High voltage overhead lines and low voltage overhead lines. Development within the code amendment zone would be serviced by the existing 11 kV high voltage network. This network is located a considerable distance from existing substations. This typically results in network constraints due to end of line voltage drop. It is therefore expected that an extension and strengthening would be required to add any significant load. Refer to Figure 6 for the extent of the electrical network.



Figure 6: Extent of the existing electrical network (Source Location SA)

SAPN have previously advised that 'The Waterloo Corner and Bolivar Corridor Growth Area' is currently supplied by four sub-stations; at Direk, Paralowie, Parafield Gardens and Cavan. SAPN have also advised that existing feeders within this area have spare capacity for increased demand. However, voltages will require management for 'end of the line' connections, especially on the weaker section of the feeders. SAPN suggests the available capacity would permit preliminary establishment of the precinct before new feeder extension would be required. Further liaison with SAPN will be required, however it is expected that due to the scale of the proposed site SAPN will address this through individual site investigations for each parcel of land as they proceed to development.

3.6 Communication Infrastructure

The previous investigations noted that there is existing Telstra and NBN infrastructure within Port Wakefield Road, St Kilda and Robinson Roads. The North Connector, which was constructed after the previous investigations occurred, is also likely to contain communications infrastructure.

Telstra have previously advised that they are unable to provide further advice and to refer to the Telstra Infracore Network Integrity Section for retention, protection and relocation of existing Telstra infrastructure as required.

NBN have previously advised that sufficient network duct capacity is generally provided via the Telstra Network and the entire network will be serviceable. NBN noted that additional pit and pipe infrastructure would be required to service this area and it would be expected that any new road creation would include the required pit and pipe infrastructure to ensure continuity of service pathways.

3.7 Gas Supply

Two major gas pipelines are located within the proposed code amendment zone. The Moomba to Adelaide pipeline System (MAPS) which is operated by Epic Energy and the Port Campbell to Adelaide (PCA) pipeline operated by SEA Gas. Refer to the Figure 7.

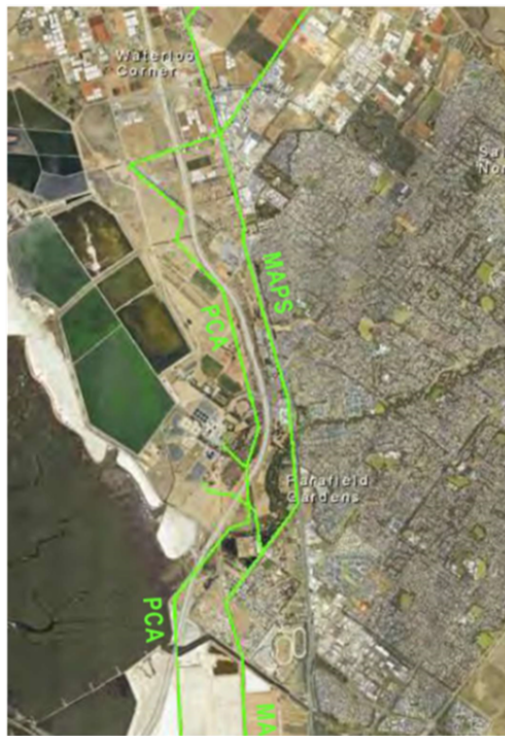


Figure 7: Extent of Gas Network (Source Strategic Growth Framework)

Bolivar Code Amendment - Infrastructure Gap Analysis V2

As Epic Energy and SEAGas are operators of major gas transmission mains rather than consumer gas reticulation network providers, they have not provided comment on the proposed code amendment.

As outlined within the previous investigation, SEAGas advised the following which will need to be considered for future developments:

- New developments near PCA must undergo a Safety Management Study to ensure risks remain acceptable, considering factors like road crossings and drainage changes.
- The pipeline is typically located in a 15-20 meter wide easement, with limited third-party activity allowed to protect it.
- Development within the Measurement Length (585 meters for PCA) may increase risks to public safety and pipeline integrity.
- Relocating the pipeline is costly and time-consuming, so alternative solutions are preferred.
- Service crossings over the pipeline require a minimum 500 mm separation and physical protection.

The closest consumer gas reticulation infrastructure to the code amendment zone is located to the east and is owned and operated by AGN/APA. They have advised that while further information would be required to perform any meaningful investigation, their network could be extended into the code amendment zone. However, it is expected that an indicative cost to complete this would be in the order of \$10 million.

3.8 Services Gap Analysis

Study Area	Existing Studies	Identified Gaps	Recommendations
Services	Preliminary Infrastructure and servicing report, Greenhill 2022	Updated services information	Perform a dial before you dig assessment to confirm if additional infrastructure has been constructed since 2022.
Sewer – Bolivar Treatment Plant Capacity	Preliminary Infrastructure and servicing report, Greenhill 2022	Known treatment plant capacity constraints	Revised yield analysis on code amendment zone and potential development. Discussions with SA Water on capacity and future upgrades to the Bolivar WWTP
Sewer – Network Capacity	Preliminary Infrastructure and servicing report, Greenhill 2022	Known network capacity restraints	Revised yield analysis on code amendment zone and potential development. Discuss and confirm sewer network requirements to service the growth area with SA Water.
Potable Water	Preliminary Infrastructure and servicing report, Greenhill 2022	Unknown capacity and requirements of the potable water network.	Revised yield analysis on code amendment zone and potential development. Confirm if further investigations were completed by SA Water as mentioned in the Previous investigations.

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Reclaimed Water	Preliminary Infrastructure and servicing report, Greenhill 2022	No confirmation from SA Water and/or Council on if reclaimed water could be utilised within the development area.	Consider if reclaimed water is required for proposed development and liaise with SA Water / Council if required.
Electrical	Preliminary Infrastructure and servicing report, Greenhill 2022	Unknown capacity and requirements	Revised yield analysis on code amendment zone and potential development. Liaise with SAPN to identify if further information or requirements can be provided.
Communication – Telstra	Preliminary Infrastructure and servicing report, Greenhill 2022	Unknown capacity and requirements	Contact Telstra to advise the code amendment has progressed and confirm if they are able to provide additional information and/or requirements.
Communication - NBN	Preliminary Infrastructure and servicing report, Greenhill 2022	Unknown capacity and requirements	Contact NBN to advise the code amendment has progressed and confirm if they are able to provide additional information and/or requirements.
Gas	Preliminary Infrastructure and servicing report, Greenhill 2022	New infrastructure or requirements	Liaise with gas providers to confirm if previously provided information is still relevant and accurate.

4 Stormwater

The area under this code amendment lies within two surface water catchments, namely Little Para River and the Smith & Adam Creeks as in Figure 8. The Little Para Catchment component is situated at the southern end of the code amendment zone, primarily south of Bolivar Road. The section within the Smith & Adams Creeks catchment extends north from Bolivar Road, covering the rest of the area. This catchment is divided by a series of minor ridges, resulting in numerous natural outlets to the Barker Inlet/Gulf St Vincent.

Overall, the natural topography of the code amendment zone slopes from east to west, featuring several 'high-points' along the Port Wakefield Road corridor. According to publicly available State Government contour data, the grades in the area typically range between 0.2% and 0.4%. While there are some steeper local gradients, the overall terrain is quite flat.

Given the very flat existing gradients, it is expected that any new development will need filling to achieve the minimum gradients necessary for constructing new roads and gravity pipe systems, such as stormwater and sewer. Filling may also be required to protect new properties from floodwater inundation. Opportunities for quarrying material within development sites may be limited, so it is anticipated that most sites will need to import suitable material for filling.



Figure 8: Watercourse and catchments (Nature Maps 25/05/2022)

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Figure 9: Extent of the existing stormwater network (Source Location SA)

Figure 9 shows the extent of existing stormwater network around the code amendment zone. With the construction of the North-South Motorway, stormwater drainage to the gulf within the area under this code amendments was isolated.

The Bolivar WWTP Lagoons now require stormwater from this dispersed catchment to be channelled through limited, specific drainage pathways. Consequently, all newly generated stormwater runoff from future development within the area must be directed to these existing drainage pathways and managed to ensure the capacity of these outfalls is not exceeded.

Due to the very flat grades of the existing land, it is anticipated that grassed swales or channels would be the most suitable form of stormwater infrastructure, as achieving the minimum grade for stormwater pipes would be challenging. As such, catchment wide stormwater solutions such as detention basin and wetlands should be made at key locations before discharging to the existing drainage pathway/outlets, e.g. The Gap or Little Para River.

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Study Area	Existing Studies	Identified Gaps	Recommendations
Stormwater Management Plan	Lower Dry Creek Stormwater Management Plan Volume 1 of 2	Flood mapping pre-dates the construction of the North-South Motorway	Update of the flood mapping with inclusion North-South Motorway for final flow path and inundation on the affected areas
	Lower Dry Creek Stormwater Management Plan Volume 2 of 2		
	Adams Creek and Helps Road Drain Catchment		
	Flood Plain Mapping provided by Council, namely 1. AdamsLLP2022_1in100_PreD_D.tif 2. DC_EXG2020_1pc_004_BASE_d_HR_Max_Median_Val.tif	With North-South Motorway considered, the area under this code amendments was "isolated" without dedicated drainage infrastructure	Perform a high level review the of pre and post development flow rates and identify how this may impact existing infrastructure downstream. Further investigations Council may consider outside of this code amendment may include: Detailed hydraulic and hydrology studies of the area to ensure conveying of stormwater safely to the existing discharge/drainage pathways

5 Traffic and Transport

5.1 Scope of Analysis

This section details the transport studies previously completed for the proposed Bolivar Code Amendment within the City of Salisbury. The analysis identifies gaps in the previous studies and recommends additional assessments to ensure the development aligns with local transport policies, minimise negative impacts and to achieve sustainable transportation goals. The scope of this analysis is to review the following areas, identify gaps in the studies based on local planning requirements and best practices and recommend additional studies to address the identified gaps.

- Traffic Impact Assessment (TIA).
- Road network planning
- Assessment of other impact
- Vehicle access
- Public Transport Accessibility.
- Pedestrian and Cyclist infrastructure.
- Parking demand and supply.

5.2 Gap Analysis

Study Area	Existing Studies	Identified Gaps	Recommendations
Traffic Impact	Traffic Impact Assessment (TIA)	<p>Incomplete or outdated transport and intersection modelling for the proposed development.</p> <p>Missing or outdated traffic data on some roads.</p> <p>Crash data from the period 2016–2020, including crashes that occurred before the Northern Connector opened.</p>	<p>Review the updated traffic data and provided high level recommends on how this changes the recommendations in previous transport investigations.</p> <p>In the future Council may consider:</p> <p>Use the Tactical Adelaide Model (TAM) to determine potential traffic impacts and possible external road upgrades.</p> <p>Undertake intersection modelling at key intersections.</p>
Road Network Planning	<p>No direct access to Port Wakefield Road and Waterloo Corner Road from the development precincts; access should be facilitated via a service road.</p> <p>Service roads should be left-in/left-out only and equipped with acceleration and deceleration lanes.</p> <p>May require upgrade and road widening of existing road network</p> <p>Proposed new public road within the development area.</p>	<p>Trip distribution into existing network</p> <p>Impact on nearby key intersections and roads</p> <p>Road width lane configurations and intersection designs</p> <p>Compliance with relevant Australian Standard and guidelines.</p>	Update TIA to include road network planning updates
Assessment of other impact	Numerous crashes occurred at various intersections.	<p>Road safety impacts from the development.</p> <p>A Road Safety Assessment or Safe System Assessment should be considered during the detailed design process.</p>	Council may consider undertaking a road safety assessment for the proposed changes to the existing road environment to understand the impacts and implement safety solutions.
Vehicle Access		A detailed investigation and plan for the preferred option.	The current options are suited for the code amendment documentation. A future

Bolivar Code Amendment - Infrastructure Gap Analysis V2

	Port Wakefield Road and Waterloo Corner access concept – Option 1 and 2		detailed study will ensure safety, functionality and integration.
Public Transport	Public Transport Accessibility Study	The new bus route 402 operate to Riverlea park via Waterloo Corner Road and Port Wakefield Road from Salisbury Interchange.	Further to this code amendment, Council may consider the following: Assess public transport capacity and if necessary, propose additional improvements with a new bus service to Riverlea. If necessary, evaluate the capacity of existing public transport services to handle future demand.
Pedestrian and Cyclist	Pedestrian and Cyclist Impact Study	No infrastructure proposals or accessibility analysis (such as linkage or bicycle lane on arterial roads).	Further to this code amendment, Council may consider the following: Develop plans for pedestrian and cyclist infrastructure improvements.
Parking	Parking Assessment and demand from the proposed development	On street parking demand due to new trip generations.	Further to this code amendment, Council may consider the following: Evaluate and study parking options, capacity and their impact on roads within the proposed development area.

6 Conclusion

This Gap Analysis Report highlights the investigations that will need to be undertaken to complete the code amendment documentation. This includes the following:

- Perform a dial before you dig assessment to confirm if additional infrastructure has been constructed since 2022.
- Revised wastewater yield analysis on code amendment zone and potential development.
- Discussions with SA Water on capacity and future upgrades to the Bolivar WWTP
- Discuss and confirm sewer network requirements to service the growth area with SA Water.
- Revised potable water yield analysis on code amendment zone and potential development.
- Confirm if further investigations were completed by SA Water as mentioned in the previous investigations.
- Revised electrical yield analysis on code amendment zone and potential development.
- Liaise with SAPN to identify if further information or requirements can be provided.
- Contact Telstra to advise the code amendment has progressed and confirm if they are able to provide additional information and/or requirements.
- Contact NBN to advise the code amendment has progressed and confirm if they are able to provide additional information and/or requirements.
- Liaise with gas providers to confirm if previously provided information is still relevant and accurate.
- Review of the updated flood mapping with inclusion North-South Motorway for final flow path and inundation on the affected areas
- Perform a high level review of the pre and post development flow rates and identify how this may impact existing infrastructure downstream.
- Review the updated traffic data and provided high level recommendations on how this changes the recommendations in previous transport investigations.
- Update TIA to include road network planning updates



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Appendix 4. Draft Engagement Plan

Bolivar Code Amendment Engagement Strategy

City of Salisbury

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1. Background Information

1.1. What is Proposed?

The City of Salisbury (the Designated Entity) are proposing to amend (the Code Amendment) the Planning and Design Code (the Code) as it relates to land bound by Deferred Urban land to the north, Port Wakefield Road to the east, Rural Living and Open Space land to the south, and the North South Motorway to the west, referred to as the Affected Area and shown in Figure 1 below.

The proposed Code Amendment will rezone portions of the Affected Area from the Rural Zone and Deferred Urban Zone to the Employment Zone.

Figure 1. Current Zoning and Affected Area



1.2. Why is this Code Amendment Being Initiated?

The intent of the Code Amendment is to enable development of the Affected Area for commercial and employment purposes.

The City of Salisbury's *City Plan 2040* highlights the rezoning of land identified in the Council's *Strategic Growth Framework* for the Waterloo Corner and Bolivar Corridor as a critical action, with the site identified within the Framework as 'Precinct 4 – Employment Land Balance Areas'. The proposed rezoning aims to support employment-related land uses, enhance the local economy, and promote investment, job creation, and the development of new businesses in the area. At a State level, the Affected Area has also been identified as an Employment Growth Investigation Area in the draft *Greater Adelaide Regional Plan*.

The Affected Area has been identified as a key location for future employment growth, both at the State and local levels. The draft *Greater Adelaide Regional Plan* designated the area as an Employment Growth Investigation Area. In July 2022, the City of Salisbury endorsed the *Strategic Growth Framework*, which outlines the vision for future regional development, identifies key areas for economic growth, and includes an assessment of infrastructure, services, and anticipated supply and demand.

The proposed Code Amendment aligns with a number of State Planning Policies (SPPs) in relation to integrated planning

2. Engagement Purpose

The purpose of the engagement is to:

- Raise community awareness of the proposal to rezone the land.
- Inform the community of the desired outcomes and guiding policies contained within the Employment Zone.
- Provide information about the proposed changes and what they will enable / mean for the affected locality.
- Enable the community to seek clarification and provide their feedback regarding the proposal.
- Closing the loop for the community to understand the future decision made regarding the Code Amendment proposal, including how feedback from the consultation process was considered for incorporation.
- Ensure compliance with the *Planning, Development and Infrastructure Act 2016* and the associated Community Engagement Charter.
- Establish pathways for communication with the community and stakeholders, including relevant Council staff, State Agencies, and Utility providers.

3. Engagement Objectives

The key objectives of the engagement are to:

- Ensure the community and stakeholders are aware that changes are proposed to the zoning of the Affected Area, specifically the shift from Rural Zone and Deferred Urban Zone to Employment Zone.
- Obtain community and stakeholder input and feedback concerning the proposed Code Amendment.
- Inform participants in the engagement process of the outcomes and final decision concerning the proposal.
- Comply with the Community Engagement Charter and the *Planning, Development and Infrastructure Act 2016*.

4. Scope of Influence

Aspects of the project which stakeholders and the community **can** influence are:

- Whether the proposed 'Employment Zone' is the most appropriate zone for the Affected Area.
- Whether the proposed 'Roadside Service Centre Subzone is appropriate for the Affected Area.
- Whether the investigations associated with the Code Amendment have appropriately addressed the following key issues:
 - » Transport and parking impact;
 - » Stormwater impact;
 - » Cultural heritage impacts;
 - » Infrastructure and servicing capacity and augmentation capability;
- Matters that may require further consideration / investigation before finalisation of the Code Amendment process.

Aspects of the project which stakeholders and the community **cannot** influence are:

- The geography of the Affected Area and the spatial extent of the Code Amendment proposal;
- The policies contained within the General Modules of the Planning and Design Code.
- The standard policies and wording contained in Zones and Overlays in the Planning and Design Code.

5. Key Messages

The following messages will underpin the engagement regarding the Code Amendment:

- The Code Amendment proposes to rezone the Affected Area from the Rural Zone and Deferred Urban Zone to the Employment Zone to facilitate future commercial and employment development of the Affected Area;
- The proposed Code Amendment seeks to change the zoning of the land only. Separate development applications are required for any future development proposed on the land to address detailed issues relating to site access, carparking and design;
- The consultation will occur for a period of six (6) calendar weeks;
- An amendment to the Planning and Design Code (i.e. a Code Amendment) is required to enable this rezoning;
- The rezoning directly supports long-term economic planning goals outlined in the City of Salisbury's 'City Plan 2040' and 'Strategic Growth Framework', and the State Planning Commission's draft 'Greater Adelaide Regional Plan';
- The Affected Area has been identified as Employment Growth Investigation Area within the draft 'Greater Adelaide Regional Plan';
- There is a demand for employment land along the Port Wakefield Road corridor driven by investments in road infrastructure, including the North-South Corridor;
- The rezoning of the land to facilitate employment development represents an opportunity to enhance the local economy, promote investment, job creation, and the development of new businesses in the area; and
- The Minister for Planning (or delegate) is the decision maker for approval or refusal of the proposed Code Amendment. The Minister will take into account the feedback received during the engagement and whether the engagement was carried out in accordance with the Community Engagement Charter. The Minister may also seek the advice of the State Planning Commission prior to making a decision.

6. Stakeholder and Community Mapping

Reference	Stakeholder	Level of Interest in the Project	Level of Influence	Nature Of Interest in the Project and/or the Potential Impact of the Project	Stakeholder Needs / Expectations for Engagement	Level of Engagement
A	Attorney General's Department – Planning and Land Use Services	High	High	Preservation of the intent of the Planning and Design Code and compliance with <i>Practice Direction 2 – Preparation and Amendment of Designated Instruments</i>	That the Community Engagement Plan and process(es) achieve the intent of the Community Engagement Charter.	Involve – Provide engagement materials to the Department a minimum of two weeks before commencement of consultation.
B	Owners/occupiers within the Affected Area / Adjacent and nearby landowners and occupiers	High	Medium	Impacts of the proposal on adjacent land.	Neighbours are made aware of the proposal, have an opportunity to input information, raise issues, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback
C	Local Government Association (LGA)	Low	Low	The LGA has an interest in planning policy across Greater Adelaide and the Regions.	That it be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
D	Department for Infrastructure and Transport (DIT)	High	High	The Affected Area has a prominent frontage onto a State-maintained Road which requires consideration towards potential traffic implications and access arrangements	DIT be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
E	State Member of Parliament	Low	Low	The proposal is in the State Electorate of Taylor.	That it be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
F	Federal Member of Parliament	Low	Low	The proposal is in the Federal Electorate of Spence.	That it be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.

Reference	Stakeholder	Level of Interest in the Project	Level of Influence	Nature Of Interest in the Project and/or the Potential Impact of the Project	Stakeholder Needs / Expectations for Engagement	Level of Engagement
G	Utility Providers	Medium	Medium	Utility providers have an interest in any impacts the rezoning may have on existing and proposed infrastructure.	That it be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
H	Environment Protection Authority (EPA)	High	High	Implications of odours from the Bolivar Treatment Plant on the Affected Area.	The EPA is made aware of the detail in the proposal, have an opportunity to input information in the process, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
I	Department for Environment and Water (DEW)	Medium	High	DEW has an interest in the protection of the biodiversity corridor and portion of Little Para River, located within the Affected Area.	That DEW be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
J	Department for Energy and Mining (DEM)	High	High	The Gas and Liquid Petroleum Pipelines Overlay is applicable over a significant portion of the Affected Area.	That DEM be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
K	SEAGas	High	Medium	The Gas and Liquid Petroleum Pipelines Overlay is applicable over a significant portion of the Affected Area.	That SEAGas be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
L	Kaurna People	Medium	Medium	The Kaurna people has an interest as the Traditional Owners of the Affected Area, and the impacts that the rezoning will have on cultural features within and surrounding the Affected Area.	That they be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.
M	Attorney General’s Department – Aboriginal Affairs and Reconciliation	Medium	High	The Attorney General’s Department – Aboriginal Affairs and Reconciliation has an interest in the known cultural sites / artefacts within the Affected Area.	That they be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Notified in writing or via email of the proposal and invited to provide feedback.

Reference	Stakeholder	Level of Interest in the Project	Level of Influence	Nature Of Interest in the Project and/or the Potential Impact of the Project	Stakeholder Needs / Expectations for Engagement	Level of Engagement
N	General Public	Medium	Medium	Impacts of the proposal on the broader community	They are made aware of the proposal, have an opportunity to participate, influence the outcome, and be kept informed.	Consult – Information about the proposal is made publicly available on Plan SA.
O	SA Health	Medium	Medium	Risk of mosquitoes and midges to the Affected Area.	That they be made aware of the proposal, have an opportunity to participate, and be kept informed.	Consult – Information about the proposal is made publicly available on Plan SA.

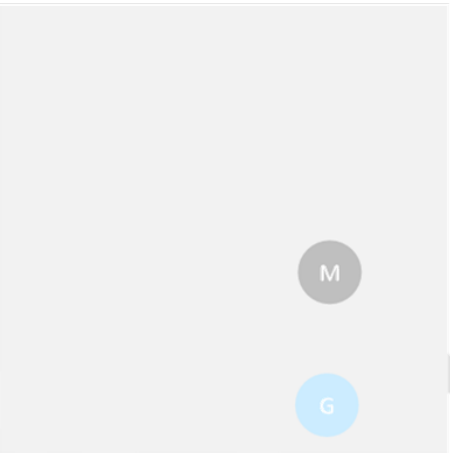
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7. Stakeholder Positioning Matrix

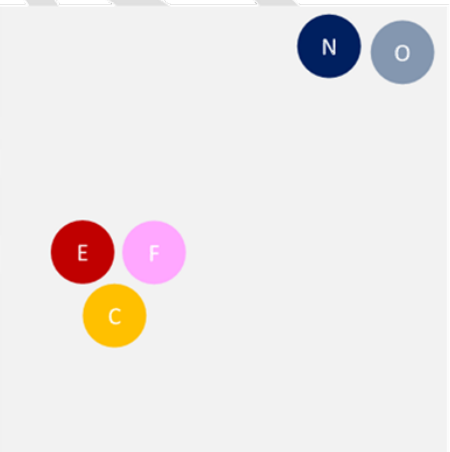
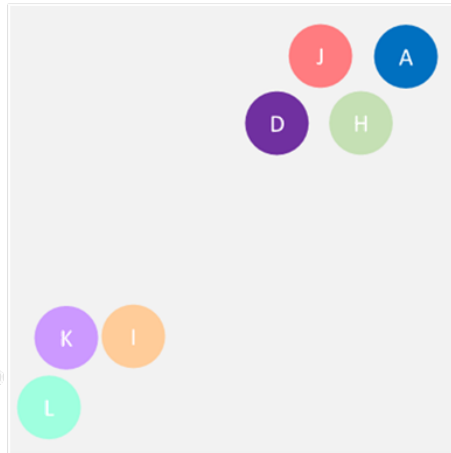
Identifier	Stakeholder
A	Attorney General's Department – Planning and Land Use Services
B	Owner/Occupiers of Affected Area & Adjacent and Nearby Landowners and Occupiers
C	Local Government Association (LGA)
D	Department for Infrastructure and Transport (DIT)
E	State Member of Parliament
F	Federal Member of Parliament
G	Utility Providers
H	Environment Protection Authority (EPA)
I	Department for Environment and Water (DEW)
J	Department for Energy and Mining (DEM)
K	SEAGas
L	Kaurna People
M	Attorney General's Department – Aboriginal Affairs and Reconciliation
N	General Public
O	SA Health

Influence / Power

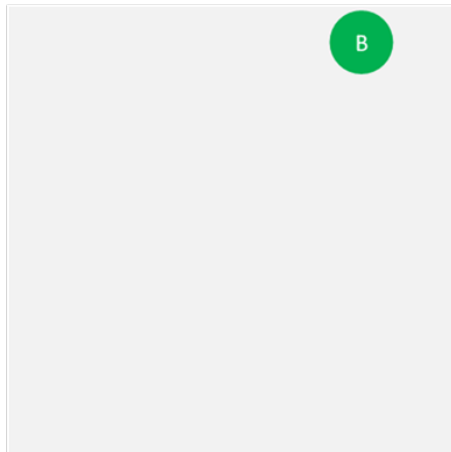
High Influence / Low Interest
Stakeholder within this group should be actively consulted to encourage participation



High Influence / High Interest
Stakeholders within this group should be regularly engaged and promoted as project spokespersons to encourage participation by other stakeholders



Low Influence / Low Interest
Stakeholder within this group should be kept informed with minimum resource assignment



Low Influence / High Interest
Stakeholder within this group should be regularly engaged to maintain interest

Interest

8. Applying the Charter Principles

Stakeholders	Engagement Need or Technique
Attorney General's Department – Planning and Land Use Services	Satisfy obligations in respect of Code Amendment processes and the timely provision of information for publication on the SA Planning Portal.
Owner/Occupiers of Affected Area & Adjacent and Nearby Landowners and Occupier	<p>Written correspondence (direct letter) to landowners and occupiers to:</p> <ul style="list-style-type: none"> • Identify the Affected Area which the specific impact will apply; • Describe the impact; • Indicate where and when the amendment to the Planning and Design Code can be inspected; • Provide information about the consultation that is to occur, alignment to the Community Engagement Charter, and participation opportunities; • Provide contact details of the nominated representative of the Designated Entity for the community to direct any enquiries or clarifications on the proposal; • Direct people to continue to check the online portal for updates during the consultation period; and • Invitation to attend a nominated drop-in session to seek more information to inform their submission.
Local Government Association (LGA)	Written correspondence (email or direct letter to the Local Government Association Chief Executive) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
Department for Infrastructure and Transport (DIT)	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
State Member of Parliament	Written correspondence (email or direct letter) to the State Member of Parliament providing information about the Code Amendment and opportunities to provide feedback. Correspondence will offer an invitation for a representative of the Designated Entity and/or nominee to meet with the Member and/or support staff.
Federal Member of Parliament	Written correspondence (email or direct letter) to the Federal Member of Parliament providing information about the Code Amendment and opportunities to provide feedback. Correspondence will offer an invitation for a representative of the Designated Entity and/or nominee to meet with the Member and/or support staff.
Utility Providers	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
Environment Protection Authority (EPA)	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
Department for Environment and Water (DEW)	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.

Stakeholders	Engagement Need or Technique
Department for Energy and Mining (DEM)	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
SEAGas	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
Kurna People	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
Attorney General’s Department – Aboriginal Affairs and Reconciliation	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.
General Public	<ul style="list-style-type: none"> • Publication of the proposed Code Amendment on the SA Planning Portal; • Provide a range of options for feedback submissions include the SA Planning Portal, written letter distributed via post, or email to the nominated representative of the Designated Entity; • Place a public notice in the digital edition of the Advertiser for the duration of the consultation; • Place notices within Council’s local newsletter – Salisbury Aware; • Provide information of the location where hard copies of the information can be sourced for non-digital members of the community; • Provide contact details of the nominated representative of the Designated Entity for the community to direct any enquiries or clarifications on the proposal.
SA Health	Written correspondence (email or direct letter) providing information about the Code Amendment, opportunities to provide feedback, and who to contact for further information.

9. Engagement Staging

Stage	Objective	Stakeholders	Level of Engagement	By When
Stage 1	Ensure consultation material is ready to 'go live' on the SA Planning Portal from the date of commencement of the planned consultation.	Attorney General's Department	Involve	Two weeks before commencement of consultation
Stage 2	Engage those parties with medium and high levels of interest in the proposal early in the process and refine the engagement method if required.	Owners and Occupiers of Adjacent Land	Consult	Letters send 4 days prior to the first day of the consultation period
Stage 3	Inform stakeholders and the community about the proposal.	Attorney General's Department – Aboriginal Affairs and Reconciliation Local Government Association of South Australia State and Federal Members of Parliament Department for Infrastructure and Transport (DIT) Department for Environment and Water (DEW) Department for Energy and Mining (DEM) SeaGas Environment Protection Authority (EPA) SA Health Utility Providers Community	Consult	First day of consultation period
Stage 4	Seek feedback on the effectiveness of the engagement process from participants.	All participants	Consult	As soon as practicable following the close of the consultation period
Stage 5	Inform stakeholders and the community about the impact of the engagement and outcome of the proposal.	All participants who made a submission	Inform	As soon as practicable following a decision being made on the proposed Code Amendment

10. Applying the Charter Principles in Practice

Charter Principle	How does your engagement approach/activities reflect this principle in action?
Engagement is genuine	<ul style="list-style-type: none"> • Various opportunities to participate are provided, such as online, hard copy, written and face to face methods dependent on the stakeholder level of interest. • Direct contact is made with those stakeholders most affected and with the highest level of interest • Provide Council with an early opportunity to support engagement with their community • The Designated Entity and/or nominee is available to the process • There is adequate notice and time for participation
Engagement is inclusive and respectful	<ul style="list-style-type: none"> • Tailor engagement method(s) to the stakeholder group • All comments and feedback are recorded and considered
Engagement is fit for purpose	<ul style="list-style-type: none"> • Engagement materials address specific matters of contention and/or question • Engagement activities are appropriate to the scale and likely impact of the proposal • Engagement materials for the community are written in everyday language, avoiding acronyms and planning jargon
Engagement is informed and transparent	<ul style="list-style-type: none"> • Present information in a concise and easy to understand format (i.e. proposal fact sheet) • Information about the proposal is readily available on the SA Planning Portal • Engagement materials are explicit about the scope of influence of the engagement and specifically those areas that fall outside the scope of this process • A summary of the engagement is prepared and used to inform any proposed refinements and the subsequent decision process
Engagement is reviewed and improved	<ul style="list-style-type: none"> • Actively monitor the engagement plan as a live document and adjust if required during the engagement period • Make a concerted effort to obtain feedback on the effectiveness of the engagement process from participants post-completion to provide continuous improvement learnings for future engagements

11. Engagement Assumptions and Risks

Engagement methods, stakeholder dynamics and communication tools often have risks or challenges. To foster meaningful engagement, risks have been identified, and corresponding mitigation strategies have been outlined. This demonstrates the project's commitment to integrating stakeholder input into decision-making processes and ensuring a comprehensive range of engagement perspectives.

1. Lack of Awareness or Understanding

- » Stakeholders may not be aware of the engagement process or the purpose behind it, leading to disinterest or apathy.
- » Without a clear understanding of their role or the potential outcomes, stakeholders may not fully engage or contribute meaningfully to the process.

Mitigation Strategy: Developing a communication strategy and engagement strategy that clearly defines the role or influence of stakeholders in the decision-making process of a project is helpful as it promotes transparency and clarity about how decisions are made and ensure alignment between the projects objectives and stakeholder expectations.

2. Limited Accessibility

- » Physical or logistical barriers, such as inconvenient meeting times or locations, can hinder stakeholders' ability to participate.
- » Language barriers or inaccessible communication channels may exclude certain groups from engaging fully in the process.

Mitigation Strategy: Incorporate virtual participation options such as video conferencing, live streaming, or online forums to enable stakeholders to participate remotely. Provide clear instructions and technical support for accessing virtual platforms to minimize barriers to participation.

Provide ample advance notice of meetings and events to allow stakeholders to plan accordingly.

Establish feedback mechanisms to gather input from stakeholders who are unable to attend meetings or events due to physical or logistical barriers.

Offer family-friendly engagement activities for stakeholders who may have caregiving responsibilities and need assistance to attend meetings or events.

3. Power Imbalance

- » Power differentials between stakeholders and decision-makers can inhibit open dialogue and trust.
- » Stakeholders may feel their input is not valued or that decisions have already been predetermined, leading to skepticism and disengagement.

Mitigation Strategy: Addressing the power imbalance that may occur between stakeholders the Council should seek to employ participatory methods and tools, such as workshops, focus groups, or collaborative decision-making processes, that have clearly defined points of discussion and responses opportunities to promote ownership and buy-in from stakeholders by allowing them to co-create solutions, have questions responded to quickly and understand how the governance structure and decision making structure works within a Code Amendment process..

4. Tokenism

- » There is a risk of engagement efforts being perceived as superficial or tokenistic, where stakeholders feel that their input is merely sought to fulfill a requirement rather than being genuinely valued and considered in decision-making.

Mitigation Strategy: Involve stakeholders early in the planning and decision-making process to demonstrate a genuine commitment to their input. Ensure stakeholder groups and community are reengaged between the initial consultation period and the closing the loop information sharing period and provide clear reporting in the form of an engagement summary that defines how findings from a select group or activity will be utilised to inform elements of the project.

5. Resistance to Change

- » Stakeholders may resist engagement efforts due to fear of change, uncertainty about the outcomes, or concerns about the impact on their interests.

- » Resistance from entrenched interests or stakeholders with opposing viewpoints can hinder progress and consensus-building.

Mitigation Strategy: Emphasize the potential benefits of the project to the community, such as improved amenities, economic growth, job creation, increased property values, and enhanced quality of life. Highlight specific examples of successful similar projects in other communities.

Deescalate individuals where applicable via a one-on-one phone call or meeting to allay their concerns and investigate more information if required/where possible.

Identify and engage with key stakeholders and community leaders who support the project and can help build momentum and generate positive publicity. Mobilize support through advocacy, outreach, and grassroots organizing efforts.

6. Complexity of Issues

- » Complex or technical issues may be difficult for stakeholders to understand or engage with effectively.
- » Lack of clarity or transparency in communication about these issues can further exacerbate confusion and frustration.

Mitigation Strategy: Visual aids should be utilized, especially during both in-person and online engagement activities. The subject site should be clearly outlined on a spatial plan, providing tangible elements for feedback and establishing clear connections to surrounding land uses, road networks, and activities.

7. Communication Challenges

- » Ineffective communication strategies, such as unclear messaging or inconsistent outreach, can hinder stakeholders' ability to stay informed and engaged.
- » Miscommunication or misunderstandings may arise, leading to mistrust or misalignment of expectations.

Mitigation Strategy: Ensure spokespeople, elected members and Council staff are briefed and informed to speak to media and stakeholders regarding key messaging, objectives and project program. Address any misinformation or misconceptions about the Code Amendment project promptly and transparently. Provide accurate information and data to clarify misunderstandings and alleviate concerns.

11.1. Summary of Mitigation Strategies

The culmination of the Engagement Strategy underscores potential risks or assumptions that may surface during interactions with stakeholders and the wider community. To effectively anticipate and navigate these challenges, mitigation strategies have been proposed for each risk/assumption, facilitating proactive planning and management of the complexities inherent in community and stakeholder engagement. From the detailed outline of potential risks and assumptions and their corresponding mitigation strategy a selection of key mitigation strategies should be highlighted. These include:

- Clear, consistent and timely messaging
- Re-engaging all stakeholder groups between engagement activities and project completion
- Nominating spokespersons
- Utilising visuals to communicate complex ideas
- Emphasize Council values its relationships with its local community
- Virtual participation options
- Establish feedback mechanisms
- Engagement summary that defines how findings from a stakeholder group or activity will be utilised to inform the project.

12. Measuring Success

Designing an evaluation approach for a stakeholder and community consultation program involves assessing the effectiveness, impact, and outcomes of the engagement efforts, as well as closing the loop by communicating the results back to stakeholders and the community.

To evaluate and measure engagement finding and clearly communicate the outcomes of engagement the following minimum evaluation approach will be undertaken at the conclusion of the formal engagement period.

12.1. Balance of Influence

The Code Amendment process will follow an evaluation framework that seeks to balances both the proponents priorities, stakeholder and community engagement findings and technical investigations to best inform the decision making process. This will be achieved by identifying areas of alignment, overlaps, or discrepancies between engagement findings with those from technical investigations and Council based priorities.

12.2. Evaluating and Measuring Findings

The following techniques will be utilised to evaluative, measure and translate findings and participation of stakeholders and the community throughout engagement. These techniques will be summarised into an Engagement Summary Report at the conclusion of each formal engagement period.

Defining Indicators: Define specific indicators or measures to assess progress and outcomes such as the level of participation, engagement, and interaction among participants at various engagement activities, identify themes, trends, and patterns in stakeholder feedback, as well as to track changes and progress over time and utilising surrogate measures, such as website traffic, social media engagement metrics, attendance rates at public meetings, or the number of comments received on consultation materials, as indicators of stakeholder engagement and interest.

Data Collection: Collect data to measure and track the identified indicators using a variety of methods, including surveys, interviews, focus groups, observations, document analysis, and administrative records. As part of the online/hard copy survey, questions will be included to seek feedback on the quality and type of engagement material used to help the community form a view and participate in this engagement.

Data Analysis: Analyse the collected data to assess the extent to which program activities are being implemented as planned, outputs are being produced, and outcomes are being achieved. Identify strengths, weaknesses, gaps, and areas for improvement. An engagement outcome summary of all meetings, responses, and outcomes of the engagement period will be prepared by Holmes Dyer and presented to Council to inform decision making and serve as a record of issues raised on the project in within three-weeks of the formal engagement closing.

Interpreting Findings: Interpret the evaluation findings in relation to project objectives, considering contextual factors, stakeholder perspectives, and external influences. Determine the implications for program design, implementation, and future decision-making.

Reporting and Utilization: Communicate the evaluation findings to stakeholders, including program staff, partners, and beneficiaries, through written reports, presentations, or face to face sessions. Use the findings to inform programmatic decisions, improve performance, and enhance accountability and transparency. Participants in the various engagement activities will be asked if they wish to be kept informed of the of the Code Amendment outcomes and contact details will be recorded for distribution of a "Closing the Loop" email/letter and the project website page will be updated.

By following this comprehensive approach to evaluation and closing the loop, the City of Salisbury can assess the effectiveness of their stakeholder and community consultation program, engage stakeholders in a meaningful dialogue about the results, and demonstrate a commitment to accountability, transparency, and continuous improvement.

At the completion of the engagement, all participants will be invited to assess the success of the engagement against performance criteria one to four, below. The Designated Entity will assess the success of the engagement against criteria five to nine. This evaluation will be included in the statutory report required to be prepared by the Designated Entity under section 73(7) of PDI Act (the Engagement Report). The Engagement Report provides details and analysis of engagement activities undertaken for the Code Amendment and is provided to the Minister for Planning and Local Government. This Engagement Report will also be referenced in the State Planning Commission's Parliamentary Report under section 74(3)(b) of the Act, which is issued to the Environment Resources and Development Committee of Parliament following adoption of a Code Amendment.

#	Charter criteria	Charter performance outcomes	Respondent	Indicator ²	Evaluation tool ³ Exit survey / follow-up survey	Measuring success of project engagement
1	Principle 1: Engagement is genuine	People had faith and confidence in the engagement process.	Community	I feel the engagement genuinely sought my input to help shape the proposal	Likert scale - strongly disagree to strongly agree	Per cent from each response.
2	Principle 2: Engagement is inclusive and respectful	Affected and interested people had the opportunity to participate and be heard.	Community	I am confident my views were heard during the engagement	Likert scale - strongly disagree to strongly agree	Per cent from each response.
			Project Lead	The engagement reached those identified as community of interest.	Representatives from most community groups participated in the engagement Representatives from some community groups participated in the engagement There was little representation of the community groups in engagement.	Per cent from each response.
3	Principle 3: Engagement is fit for purpose	People were effectively engaged and satisfied with the process. People were clear about the proposed change and how it would affect them.	Community	I was given sufficient information so that I could take an informed view.	Likert scale - strongly disagree to strongly agree	Per cent from each response.
				I was given an adequate opportunity to be heard	Likert scale - strongly disagree to strongly agree	Per cent from each response.
4	Principle 4: Engagement is informed and transparent	All relevant information was made available and people could access it. People understood how their views were considered, the reasons for the outcomes and the final decision that was made.	Community	I felt informed about why I was being asked for my view, and the way it would be considered.	Likert scale - strongly disagree to strongly agree	Per cent of each response.
5	Principle 5: Engagement processes are reviewed and improved	The engagement was reviewed and improvements recommended.	Project Lead	Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement	Reviewed and recommendations made Reviewed but no system for making recommendations Not reviewed	Per cent of each response.
6	Engagement occurs early	Engagement occurred before or during the drafting of the planning policy, strategy or scheme when there was an opportunity for influence.	Project Lead	Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme	Engaged when there was opportunity for input into scoping Engaged when there was opportunity for input into first draft	Per cent of each response.

#	Charter criteria	Charter performance outcomes	Respondent	Indicator ²	Evaluation tool ³ Exit survey / follow-up survey	Measuring success of project engagement
					Engaged when there was opportunity for minor edits to final draft Engaged when there was no real opportunity for input to be considered	
7	Engagement feedback was considered in the development of <u>planning policy, strategy or scheme</u>	Engagement contributed to the substance of a plan or resulted in changes to a draft.	Project Lead	Engagement contributed to the substance of the final plan	In a significant way In a moderate way In a minor way Not at all	Per cent of each response.
8	Engagement includes 'closing the loop'	Engagement included activities that 'closed the loop' by providing feedback to participants/ community about outcomes of engagement	Project Lead	Engagement provided feedback to the community about the outcomes of engagement	Formally (report or public forum) Informally (closing summaries) No feedback provided	Per cent of each response.
9	Charter is valued and useful	Engagement is facilitated and valued by planners	Project Lead	Identify key strength of the Charter and Guide Identify key challenge of the charter and Guide		

12.3. Closing the Loop

Best practice engagement 'closes the loop' with stakeholders – that is, gets back to them after the engagement period to describe what we heard, and how we are responding to any concerns. It is recommended that Council produce an Engagement Summary Report and supporting 1-pager document outlining what was heard and next steps within the Code Amendment process to be distributed to the local community and interested stakeholders.

Depending on the level of engagement between stakeholder groups and the community, direct letters and correspondence may be sought with select groups, one on one debriefs could also form the techniques employed to inform stakeholders of decision making resolutions and next steps if deemed necessary.

How will you respond to participants?	Who's responsible?	When will you report back?
Keep a contact register of all participants who lodge formal submissions or make telephone or email enquiries during the engagement period to use to provide feedback on the process and outcomes	Designated Entity and/or nominee	Ongoing across the engagement period
Summaries and sort feedback into a set of key themes and provide engagement participants for their information.	Designated Entity and/or nominee	As soon as practicable post-consultation

How will you respond to participants?	Who's responsible?	When will you report back?
Seek feedback on the effectiveness of the engagement process from all participants through an evaluation survey distributed via an online survey platform to all community stakeholders who participated	Designated Entity and/or nominee	Incorporate outcomes from the online survey platform in the Engagement Summary Report
Request written feedback from the Council on the process.	Designated Entity and/or nominee	Incorporate feedback in the Engagement Summary Report
Prepare a Section 73 Engagement Report and make it available to all stakeholders identified in this Engagement Plan.	Designated Entity and/or nominee	As soon as practicable post-consultation
Publish the Section 73 Engagement Report on the SA Planning Portal	Attorney General's Department	As soon as practicable post-consultation
Inform stakeholders and the community of the outcome of the Code Amendment Process.	Designated Entity and/or nominee	As soon as practicable following a decision being made on the proposed Code Amendment.

DRAFT

Item 1.1.3 - Attachment 1 - Draft Proposal to Initiate - Bolivar Code Amendment

Appendix 5. Code Amendment Timetable

Code Amendment Timetable

Steps	Responsibility	Timeframes
Approval of the Proposal to Initiate		
<ul style="list-style-type: none"> Review of Proposal to Initiate to confirm all mandatory requirements are met. Referral to the Minister to request advice from the Commission. 	PLUS	2 weeks (includes lodgment and allocation + referral to Government Agencies within the first week)
Minister requests advice from the Commission	Minister	2 weeks
Referral to Government Agencies for comment (where necessary)	PLUS, Relevant Government Agencies	2 + weeks
Consideration of Proposal to Initiate and advice to the Minister	Commission	3 weeks
Proposal to Initiate agreed to by the Minister	Minister	2 weeks
Preparation of the Code Amendment		
<ul style="list-style-type: none"> Preparation of Engagement Plan Undertaking of additional investigations Preparation of Code Amendment report Provision of drafting instructions and draft mapping to PLUS 	Designated Entity	8 weeks
Preparation of Amendment Instructions and Mapping to PLUS	PLUS	1 week
Preparation of Materials for Consultation	Designated Entity	Informed by the Engagement Plan
Engagement on the Code Amendment		
Code Amendment Report released for public consultation in accordance with the Community Engagement Charter and the prepared Community Engagement Plan	Designated Entity	6 weeks
Consideration of Engagement and Finalisation of Amendments		
<ul style="list-style-type: none"> Review of submissions received Post-consultation survey provided to respondents Preparation of Engagement Report Amendments to Code Amendment report and drafting instructions (as required) Provision of revised Code Amendment documentation and Engagement Report to PLUS 	Designated Entity	6 weeks

Steps	Responsibility	Timeframes
<ul style="list-style-type: none"> Assessment of Code Amendment and engagement undertaken Preparation of report to the Commission or delegate 	PLUS	4 weeks
Consideration of Advice	Commission	3 + weeks
Decision Process		
Minister considers the Code Amendment Report and the Engagement Report and makes decision	Minister	3 weeks
Implementing the Code Amendment		
Publication on the Plan SA Portal	PLUS	2 - 4 weeks
Parliamentary Scrutiny		
Referral of approved Code Amendment to ERDC	PLUS	8 weeks