

## 9. Land use and zoning

### 9.1 Overview

Major infrastructure such as the proposed South Road Superway can have a significant effect on surrounding land uses, as well as on areas that are served by that infrastructure. This section details:

- how the project fits within state and local planning strategies
- current land uses within the study area
- the effects the South Road Superway Project would have on land use.

Investigations into land use and zoning reviewed:

- state and local strategic documents including the *South Australia's Strategic Plan, Planning Strategy for Metropolitan Adelaide, Strategic Infrastructure Plan for South Australia*, local government strategic plans and *Draft 30-year Plan for Greater Adelaide*
- zoning in the study area
- land uses (including site inspections).

The investigations also analysed the potential implications of the project on land uses and of changes to access in the study area.

### 9.2 Legislative and policy requirements

Table 9.1 describes legislation relevant to the project.

**Table 9.1 Relevant legislation (land use and zoning)**

Legislation	Description	Relevance to proposed project
<i>Development Act 1993(SA)</i>	The Act provides for planning and regulation of development in the state.  It regulates the use and management of land and buildings, design and construction of buildings and also makes provision for the maintenance and conservation of land and buildings where appropriate.	The Development Act (including Major Development provisions) does not apply when the project is a part of the Commonwealth Nation Building Program (Schedule 1A (13)) of Development Regulations 2008. The Act does apply to a change to a site where a State Heritage place is situated or significant trees are affected.  Section 22 of the Development Act refers to the Planning Strategy, and is appropriate in guiding the vision for state-wide, regional and local desirable development.

#### South Australia's Strategic Plan

*South Australia's Strategic Plan* was revised in 2007 and prepared with regard to the *Planning Strategy for South Australia*. The objective of the Strategic Plan considered most relevant to this project, in terms of land use and transport integration, is:

- Objective 1: Growing Prosperity: The efficient and effective provision of infrastructure is the key to sustaining high rates of economic growth and productivity improvement.

#### Draft 30-year Plan for Greater Adelaide (July 2009)

The *Draft 30-year Plan for Greater Adelaide* identifies areas that are most relevant to the South Road Superway Project as being:

- existing urban lands

- existing key areas of employment
- potential mass transit
- new employment lands.

Key areas of employment land and future planned mass freight routes (**Figure 4.1**) clearly indicate a need for an upgrade of South Road, south of the Port River Expressway through to Darlington.

The *Draft 30-year Plan for Greater Adelaide* highlights key transport draft policies that specify and protect major transport corridors and intend to avoid compromising major freight routes. Structure planning has helped designate land for planned upgrades of major transport networks, with a plan for non-stop travel along the strategic north–south corridor, linking the Northern Expressway, the possible future project (Northern Connector), Port River Expressway, South Road and Southern Expressway.

### **Planning Strategy for Metropolitan Adelaide**

The *Planning Strategy for Metropolitan Adelaide*, released in December 2007 following review and public consultation, was prepared with regard to *South Australia's Strategic Plan*. The issues facing planning in metropolitan Adelaide of particular relevance to this project are integrated energy provision, transport planning and land use planning.

The following priorities, drawn from the Planning Strategy, are considered relevant to land use and transport integration for this project:

- optimising integration between land use and the transport network
- facilitating an effective freight network that is protected from encroachment by incompatible activities
- integrating transport and land use to improve quality of life for communities.

### **Metropolitan Industrial Land Strategy**

The *Metropolitan Industrial Land Strategy* (2007) sets out a policy framework to meet short-term and long-term needs of industry. It identifies a north–south corridor as an important freight route for the development of industry in South Australia. Relevant issues identified in the strategy include:

- demand for industrial land is increasing in the northwestern suburbs, especially sites situated along rail or road corridors
- Wingfield has been identified for strategic uses such as the Wingfield Cast Metals Precinct
- the majority of long term stock of industrial land is located in the northern and western suburbs and this is where future land supply will be predominantly located, in particular at Wingfield.

### **Housing Plan for South Australia**

The *Housing Plan* aims to make affordable housing available to more people, particularly those in greatest need, and to renew and invigorate neighbourhoods. Urban renewal and affordable housing packages in the Westwood residential precinct are relevant to meeting the aims of the plan.

### **Port Adelaide Enfield City Plan 2004–2009 (under review)**

The 5-year framework of the *City Plan* provides for growth and development in the City of Port Adelaide Enfield. The South Road Superway has considered the relevant objectives of 'Urban Development and Transport' which include:

- innovative industrial and commercial precincts that cater for future economic growth and are supported by appropriate transport infrastructure
- a safe, efficient and sustainable transport system
- innovative and environmentally sustainable urban development.

### The City of Port Adelaide Enfield Development Plan

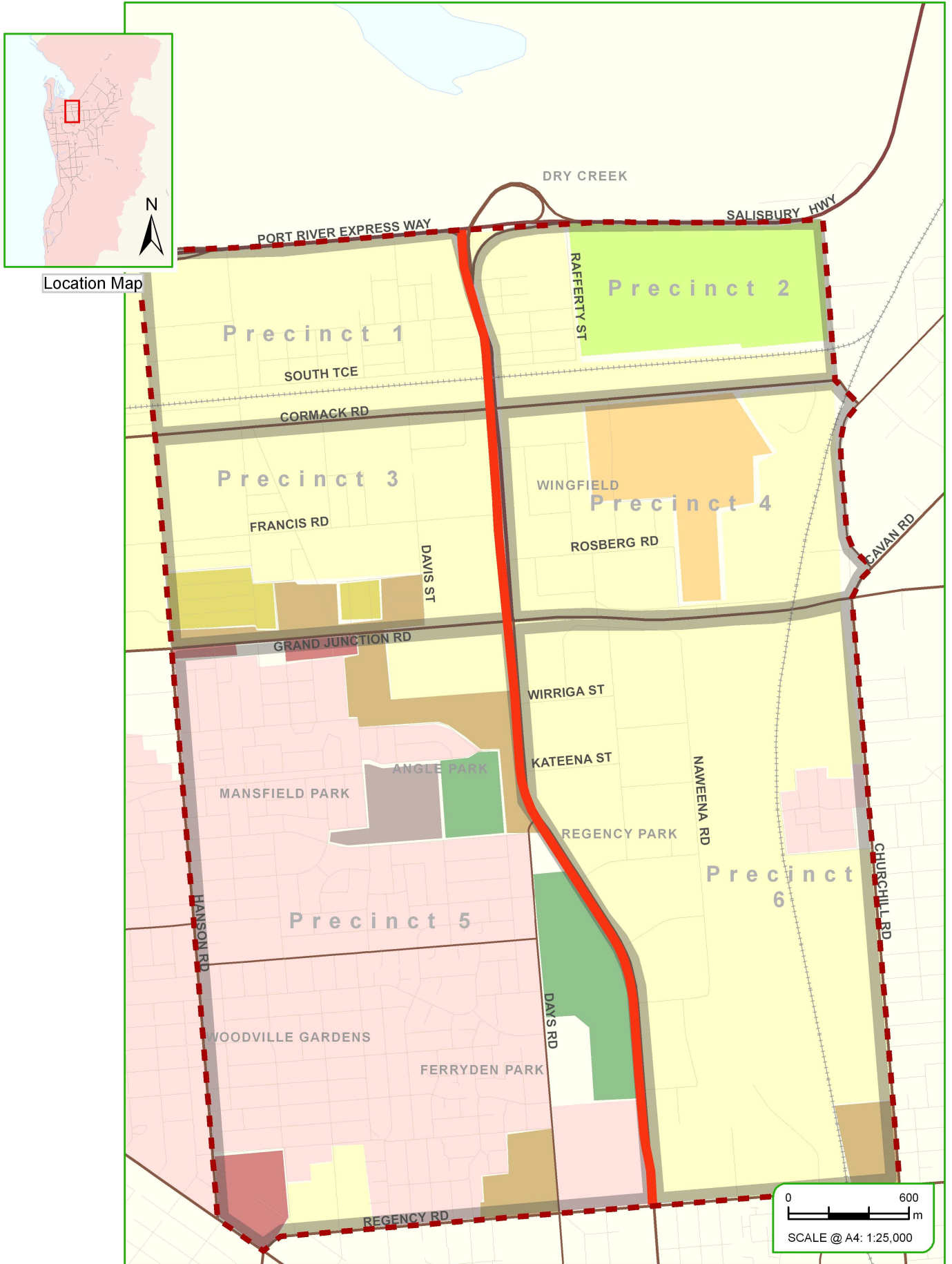
Local government development plans contain the local planning policy for each local government area. The current Port Adelaide Enfield Development Plan (Consolidated 27 August 2009) defines the zones in the study area (Table 9.2 and Figure 9.1).

**Table 9.2. City of Port Adelaide Enfield planning zones in the study area**

Port Adelaide Enfield Development Plan Zone	Zone description
District Commercial	A zone primarily accommodating major servicing, wholesaling, storage and associated activities including road transport terminals
General Industry	A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses
Home Industry	A zone accommodating small-scale service and light industries where people live and work on the same site
Industry (Cast Metals)	An area dedicated to foundries and ancillary industries which is planned for and is compatible with adjacent land uses and which will enable industry to train and plan for future growth
Light Industry	A zone accommodating a range of light industrial, storage and warehouse land uses which do not create any appreciable nuisance or generate heavy traffic
Local Commercial	A zone primarily accommodating local service activities which are compatible with the amenity of the locality
Metropolitan Open Space System (MOSS) (Conservation)	<p>A zone that accommodates passive recreation, tourism, education and research activities, in appropriate locations, which do not detrimentally impact on the natural features of the area or the estuarine and marine environment, and in which the character, aesthetic appearance, scenic beauty and amenity of the environs are conserved and enhanced in order to:</p> <ul style="list-style-type: none"> <li>▪ provide recreation areas, particularly suited to passive activity</li> <li>▪ provide a visual and scenic contrast to the built environment of adjacent metropolitan districts</li> <li>▪ provide a diverse range of habitats for native flora and fauna</li> <li>▪ protect areas of scientific, archaeological and cultural significance</li> <li>▪ provide areas for the study and interpretation of natural and human heritage</li> </ul>
Neighbourhood Centre	A zone accommodating a range of shopping, office, community, entertainment and recreational facilities appropriate to the needs of the population it serves
Residential	<p>A zone with the following objectives:</p> <ul style="list-style-type: none"> <li>▪ a diverse range of housing styles that meet the needs of all people</li> <li>▪ containment of housing costs through a full range of design and development techniques</li> <li>▪ environmentally sensitive design that conserves natural resources, in particular energy and water, and protects ecosystems and natural site features</li> <li>▪ the control of stormwater runoff from residential areas to ensure stormwater discharge does not exceed the capacity of downstream drainage systems or affect surrounding development</li> <li>▪ residential development that complements and reinforces the desired future character and amenity of localities</li> <li>▪ revitalisation of under-utilised suburbs, particularly public housing areas to facilitate the provision of a greater mix of housing types and improved residential amenity.</li> <li>▪ infrastructure and facilities that encourage walking, cycling and public transport use</li> </ul>

Port Adelaide Enfield Development Plan Zone	Zone description
	<ul style="list-style-type: none"> <li>▪ convenient access to a wide range of community facilities and services</li> <li>▪ public open space providing diverse recreational opportunities</li> <li>▪ the orderly development of residential areas</li> </ul>
Regional Open Space (Recreation)	A zone accommodating recreational, sporting and associated activities
Special Uses	A zone accommodating special public and private activities of an institutional or open character

The zone provisions in the Development Plan outline the desired land use and the envisaged maximum height and setback requirements in respect to each zone. This project has considered the relevant objectives and provisions of the relevant land use zoning with respect to desired character, land use, height, setback and amenity.



**Development Plan Zones**

Figure 9.1

## 9.3 Existing conditions

The six precincts of the study area generally concentrate industry north of Grand Junction Road in Precincts 1–4 and in the southeastern section in Precinct 6. Residential land uses dominate the southwestern section of the study area in Precinct 5. **Figure 9.2** depicts existing land uses in the study area; **Figure 9.3** highlights the key industrial and commercial sectors operational in the study area.

### 9.3.1 Study area precincts and land uses

#### Precincts 1 and 2

Land uses between Cormack Road and the Port River Expressway include a significant industry hub and open space. The Barker Inlet wetlands are a key environmental feature. Other land uses of note include the closed landfill sites at Wingfield and AMCOR recycling. Fabricated metal products are manufactured overall but there is a strong concentration in Precinct 2 (**Figure 9.3**).

East and west of South Road are fragmented smaller allotments, traditionally for small industrial uses. This area has since evolved to have predominantly service trade premises and light industry, such as wood and wood products, and some degree of fabricated metal products.

#### Precincts 3 and 4

Land uses between Grand Junction Road and Cormack Road, on both sides of South Road, are primarily industrial and commercial, with some pockets of vacant residential land at the extremities. Other land uses are freight terminals, warehousing and storage.

Metal industries are a key feature of these precincts. The 18-hectare Wingfield Cast Metals Precinct in Precinct 4 is a notable example that supports the growth and development of foundry related industries. The compact development of ‘industry clusters’ allows for cost effective provision of infrastructure, shared facilities, adequate buffer and appropriate location of heavy industry.

Other industrial activities in this precinct work with materials such as chemicals, rubber and plastics.

Businesses in Precinct 4 rely heavily on rear access and accessibility for freight movement. Its industries produce a higher level of noise than other precincts.

Precinct 3 has larger industrial allotments along South Road and Grand Junction Road frontages. The western portion consists of small fragmented allotments mainly used for service trade premises.

#### Precinct 5

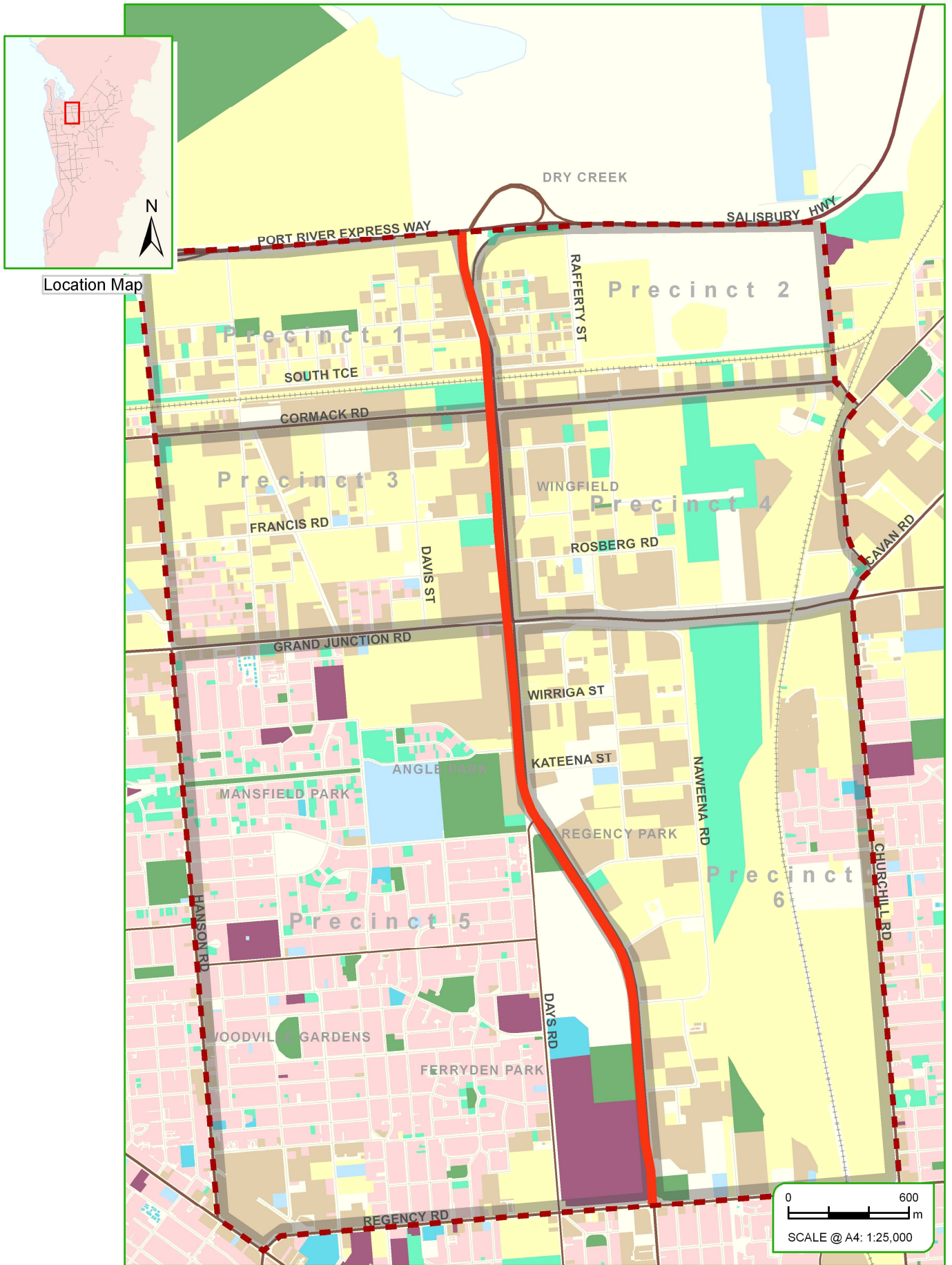
Residential concentration is high between Regency Road and Grand Junction Road (west) where a mixture of recreation, education and light industry is also found. This precinct includes Regency Golf Course, TAFE SA Regency Campus, Westwood residential area and Angle Park Greyhound Track.

Precinct 5 has extensive community services and facilities for the residential neighbourhood of Angle Park, Mansfield Park, Westwood, Woodville Gardens and Regency Park. Industrial land uses are minimal (**Figure 9.3**) but include the large and prominent Mercedes-Benz showroom on the corner of Grand Junction Road and South Road.

#### Precinct 6

Land uses between Regency Road and Grand Junction Road (east) are dominated by both industry and commercial uses. Warehousing and recreation uses are also found in this precinct. Commercial uses which take advantage of the South Road frontage are also prominent and include Coopers Brewery and Islington Rail Yards.

The higher visual amenity than other industrial and commercial precincts is achieved through setbacks, built form and landscaping.



Study Area	Education	Residential
South Road Superway	Nonprivate Residential	Utility / Industry
Precinct Boundary	Public Institution	Vacant Residential
Commercial	Recreation	

**Existing Land Use Patterns**

**Figure 9.2**





Study Area	Wood & Wood Products	<b>Key Industrial and Commercial Sectors</b>
South Road Superway	Non Metallic Mineral Products	
Food, Beverages, Tobacco	Basic Metal Industries	
Textiles, Clothing, Leather Industries	Fabricated Metal Products	
Chemicals, Petroleum, Coal, Rubber & Plastic Products	Other Manufacturing Industries	
Paper & Paper Products - Printing & Publishing		

Figure 9.3

### **9.3.2 Effects of the project**

The South Road Superway project may modify some existing land uses, in particular the open space component in Precinct 6, Regency Park Golf Course. Mitigation measures being considered for the regional open space in Regency Park are discussed further in Section 13.

The effective operation of businesses along and near to South Road is of significant importance to the study area and region's future viability as an industrial and employment hub. Access, convenience and commercial exposure may be affected for businesses fronting South Road and their patrons.

Businesses may lose direct access on to South Road and movement across South Road may be reduced. Proposed new service roads would help maintain business presence along South Road and accessibility to premises. Extensions to the local road network may also help connect businesses in the study area and provide alternative routes for business travel patterns.

The project will improve east–west accessibility for businesses operating in the area through the enhanced local road network, particularly through connections along Rafferty Street, Cormack Road, Naweena Road, Gallipoli Grove and Davis Street. These upgrades provide alternative transport routes and opportunity for business transporting goods in and outside of the study area.

The City of Port Adelaide Enfield has received several development applications in the study area which have been referred to DTEI for comment. The number of applications for expansion and new development demonstrates a high degree of potential future investment in industrial and commercial activities in the area, a reflection of confidence and suitability of the area for the purposes sought.

The project may affect a selected number of properties or part thereof within the study area. The possible effects on property are discussed further in Section 10.

## **9.4 Mitigation measures to minimise effects**

A construction management plan will be put in place before construction to ensure motorists, businesses and residents are informed of the project and a reasonable level of accessibility is maintained for business operation during construction.

## **9.5 Conclusion**

Construction and operation of the project will affect a small number of industrial properties and open space areas that are proposed to be acquired to create an improved north–south corridor. Existing land use will not, in general, be significantly altered by the project. The visual exposure for businesses on South Road will be reduced but proposed service roads and improvements to the local road network will help achieve a practical level of business presence and accessibility. The proposed elevated roadway structure, enhanced by urban design treatments, will also be a significant gateway statement for the area, which will continue to be a significant strategic hub for industry and business. Businesses in the study area will continue to be consulted during the design and construction phase to maintain reasonable business viability during this period.