

Development Plan Amendment

By the Council

City of Salisbury

Main Roads (Salisbury Highway and Main North Road) DPA

The Amendment

For Approval

Approved by the Minister responsible for the administration of the
Development Act 1993 pursuant to Section 25 (18), of the *Development
Act 1993*.

.....
Minister's Signature

17 JAN 2016

.....
Date

Amendment Instructions Table

Name of Local Government Area: City of Salisbury

Name of Development Plan: Salisbury Council Development Plan

Name of DPA: Main Roads (Salisbury Highway and Main North Road) DPA

The following amendment instructions (at the time of drafting) relate to the Salisbury Council Development Plan consolidated on 18 December 2014

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
	<ul style="list-style-type: none"> • Amend • Replace • Delete • Insert 			

COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

Advertisements

1.	Insert	In PDC 18 after Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4): "Bulky Goods Zone" and "Commercial Zone" "Precinct 23 Greenfields"	N	N
2.	Insert	In PDC 18 after Neighbourhood Centre Zone : "Commercial Zone" "Precinct 21 Para Hills West Commercial" and "Precinct 24 Pooraka Commercial"	N	N

Interface between Land uses

3.	Replace	"Interface Between Land uses" with version 6 (2011) of the SAPPL module "Interface between Land uses"	N	N
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ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

Bulky Goods Zone

4.	Insert	The contents of Attachment A immediately after "Airfield (Parafield) Zone" provisions.	N	N
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Commercial Zone

5.	Insert	The following sub heading in the existing Desired Character 'Precinct 20 Globe Derby Park Commercial'	N	N
6.	Insert	The contents of Attachment B immediately after the last paragraph in the exiting Desired Character.	N	N
7.	Delete	Current PDC 10 from Precinct 1 Salisbury Plains Commercial	Y	N
8.	Insert	The contents of Attachment C immediately after current PDC 12.	N	N
9.	Insert	The words ", Precinct 23 Greenfields Commercial or	N	N

		Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial “ immediately after “Precinct 1 Salisbury Plains Commercial ” in the Exceptions to General industry in the Non-complying Development list.		
10.	Insert	The words “ Except where located in Precinct 23 Greenfields Commercial ” as Exceptions for following forms of development: “Educational establishment”, “Place of worship” and “Pre-school” in the Non-complying Development list.	N	N
11.	Replace	The entire Exceptions list for “Shop or group of shops” in the Non-complying Development list with the following: “ Except where it achieves one of the following: (a) it is located within Precinct 1 Salisbury Plains Commercial and the total gross leasable floor area of all shops in the Precinct does not exceed 6130 square metres (b) it is located outside of Precinct 1 Salisbury Plains Commercial and Precinct 22 Park Terrace and Stanbel Road Commercial and the gross leasable area is less than 250 square metres (c) it is located within Precinct 23 Greenfields Commercial and is in the form of a fast food restaurant or take away food premise or a large format retail (liquor) store (d) it is a bulky goods outlet.”	N	N
12.	Insert	Immediately after “ Precinct 20 Globe Derby Park Commercial: “ Precinct 23 Greenfields Commercial ” After “Harness racing associated facilities” immediately insert “(except in Precinct 23 Greenfields Commercial)”	N	N
13.	Insert	Under the heading “Public Notification” immediately after “Shop with a gross leasable area less than 250 square metres (except in Precinct 20 Globe Derby Park Commercial where shops should have a gross leasable area 2500 square metres, in an area with no single tenancy greater than 1500 square metres in area” “or is located in Precinct 23 Greenfields Commercial and is in the form of a fast food restaurant or take away food premise).”		

TABLES

Amendments required (Yes/No): **No**

MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

Amendments required (Yes/No): **Yes**

Map Reference Table

14.	Insert	“ Bulky Goods Zone ” and “ Sal/27, Sal/35 ” alphabetically under Zone Maps.	N	N
15.	Insert	“ Sal/40, Sal/41, Sal/48 ” numerically in Map Numbers for the Commercial Zone.	N	N
16.	Insert	“ Precinct 23 Greenfields Commercial ” and “ Sal/39, Sal/40 ” and “ Precinct 21 Para Hills West Commercial ” and “ Sal/41, Sal/42 ” and “ Precinct 22 Park Terrace and Stanbel Road Commercial ” and “ Sal/35 ” and “ Precinct 24 Pooraka Commercial ” and “ Sal/48 ” after the last Precinct Name and Map Numbers under Precinct Maps.	N	N

**Main Roads (Salisbury Highway and Main North Road) DPA
City of Salisbury
Amendment Instructions Table**

Map(s)				
17.	Replace	Zone Maps Sal/27, Sal/35, Sal/39, Sal/40, Sal/41, Sal/42 and Sal/48 with corresponding Maps in Attachment D.	N	N
18.	Replace	Precinct Maps Sal/35 and Sal/39 with corresponding Maps in Attachment E.	N	N
19.	Insert	New Precinct Map Sal/40 in Attachment F immediately after Zone Map Sal/40.	N	N
20.	Insert	New Precinct Map Sal/41 in Attachment G immediately after Zone Map Sal/41.	N	N
21.	Insert	New Precinct Map Sal/42 in Attachment H immediately after Policy Area Map Sal/42.	N	N
22.	Insert	New Precinct Map Sal/48 in Attachment I immediately after Policy Area Map Sal/48.		
23.	Replace	Concept Plan Maps Sal/8, 16 and 17 with corresponding maps in Attachment J.	N	N

Attachment A

Bulky Goods Zone

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

OBJECTIVES

- 1 A zone accommodating a range of buildings used for bulky goods outlets and service trade premises.
- 2 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone will accommodate a mix of bulky goods outlets, retail showrooms and service trade premises. There is capacity for a diverse range of tenancies to be established within the zone including major tenants that attract significant expenditure and generate new local employment.

Restaurants and cafes will be limited in size and only undertaken in association with larger bulky goods outlets or service trade premises. Other forms of shops are not envisaged in the zone.

Development will occur in a co-ordinated, integrated and holistic manner. Future development requires sites to be amalgamated or developed in a logical staged manner that delivers a legible, integrated and efficient layout with co-ordinated vehicle access points, safe circulation space and good pedestrian connectivity.

Access to the zone will require upgrading as traffic generation within it increases. Access options that will be considered include:

- (a) provision of a new junction with Main North Road at the northern end of the zone incorporating left in/out turns only (with appropriate storage lanes) from Main North Road
- (b) extension of the existing service road north to match the location of the new access into the zone
- (c) provision of a new access road from Stanbel Road connecting to the existing service road north of the existing access point
- (d) closing the existing service road connection from Stanbel Road but retaining left turn entry into the service road from Main North Road.

Road works external to the zone may also be required, including provision of:

- (a) a second right turn lane from the northern approach on Main North Road at the intersection with Park Terrace/Smith Road
- (b) a fourth northbound through lane catering for PM peak flows on Main North Road at the intersection with Grove Way/Saints Road.

Car parks will allow a direct visual connection to the front of tenancies and facilitate safe and convenient pedestrian movement with maximum opportunity for passive surveillance. Generously dimensioned designated pedestrian routes will be developed between car parks and buildings. They will be clearly defined by landscaping, pavement treatment, lighting and street furniture.

It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance.

Development will incorporate design and layout that minimises adverse operational noise, traffic, light-spill or other amenity impacts. This may include the construction of high screen fencing or other mitigation measures to reduce impact on adjoining properties. Servicing areas and loading bays will be positioned to the rear or side of tenancies and should be allocated separate vehicle access. These areas will be screened from general public view.

Particular attention is required to ensure the zone incorporates a uniform, consistent and integrated approach to outdoor lighting, advertising displays and advertisements.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures and be linked to on-site stormwater detention and reuse or regional schemes. A four metre wide strip of land will be provided adjacent to the northern boundary of the zone for stormwater management purposes.

Given the former industrial zoning of the zone and the continuing industrial development in the adjacent **Industry Zone** to the west, sensitive development (such as childcare facilities) is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bulky goods outlet
 - service trade premises that comprise only indoor displays or are primarily for the sale, rental or display of building materials, landscaping materials, sheds, domestic garages or outbuildings.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Bulky goods outlets and service trade premises should have a minimum gross leasable area of 500 square metres or more for each individual tenancy.
- 4 Restaurants and cafes should only be located in bulky goods outlets or service trade premises that are larger than 2000 square metres, and should have a maximum gross leasable area in the order of 150 square metres or more.
- 5 Warehouses and stores should only be developed if they are ancillary to and in association with a bulky goods outlet or service trade premises.
- 6 A childcare facility should not be developed unless it is ancillary to and in association with a bulky goods outlet or service trade premises.

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Pick-up areas should be provided to avoid the necessity for customers to carry large items to vehicles.
- 9 Development should contribute to the creation of an attractive bulky goods development through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 10 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 11 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.
- 12 Advertisements and/or advertising hoardings should:
 - (a) only be provided at the rate of one free standing advertisement per the major road frontages of Stanbel Road and Main North Road
 - (b) be located in close proximity to the major entry points or major intersections.

13 Advertisements attached to buildings should:

- (a) cover no more than 15 per cent of a single wall face
- (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

Land Division

14 Land division should create allotments that are of a size and shape suitable for the intended use.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment, **but not including a continuance or expansion of an existing use**) for the following is non-complying:

Form of development	Exceptions
Advertisement and/or advertising hoarding in the form of bunting or flags	
Amusement machine centre	
Cemetery	
Community centre	
Consulting room	
Crematorium	
Dwelling	
Educational establishment	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Motel	
Motor repair station	
Nursing home	
Place of worship	
Residential flat building	

Form of development	Exceptions
Road transport terminal	
Shop or group of shops	Except where it achieves one of the following: (a) it is a bulky goods outlet (b) the shop is a restaurant (including café or takeaway shop).
Special industry	
Stock slaughter works	
Tourist accommodation	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
Bulky goods outlet	
Restaurant (including café or takeaway shop) which is located within a bulky goods outlet	
Service trade premises	

Attachment B

DESIRED CHARACTER

The following statements apply to those portions of the zone located at Salisbury Highway, Greenfields, (identified as **Precinct 23 Greenfields Commercial**) and at Main North Road, Para Hills West and Pooraka (identified as **Precinct 21 Para Hills West Commercial** and **Precinct 24 Pooraka Commercial**).

Development within the precincts will occur in a co-ordinated, integrated and holistic manner.

Given the former industrial zoning of these portions of the zone and the continuing industrial development in the adjacent **Industry Zone**, sensitive development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use. Similarly, development will not occur that impedes activities of established industrial activities in proximity or sensitive residential areas.

Access to the precinct areas will require upgrading as traffic generated by development in the precinct areas increases. Access options that will be considered include:

- (a) provision of a new junction with Salisbury Highway to the north of Nucera Court incorporating left in/out turns as well as right turn entry (with appropriate storage lanes) from Salisbury Highway
- (b) provision of a connection between Nucera Court and Greenfields Drive and from the northern land parcel in the Precinct to Watervale Drive.

Precinct 23 Greenfield Commercial

Road works external to the precinct may also be required, including provision of a third northbound through lane on the Salisbury Highway approach to the intersection with Elder Smith Road.

Precinct 21 Para Hills West and Precinct 24 Pooraka

Road works external to the Precinct may be required, including provision of a second right turn lane from the southern approach on Main North Road at the intersection with McIntyre Road/Kings Road.

Car parks will allow a direct visual connection to the front of tenancies and facilitate safe and convenient pedestrian movement. Within developments that incorporate areas accessible to the public, generously dimensioned and designated pedestrian routes will be developed between car parking areas and buildings. They will be clearly defined by landscaping, pavement treatment, verandas, lighting and street furniture.

It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance.

Development will incorporate design and layout that minimises adverse operational noise, traffic, light-spill or other amenity impacts. This may include the construction of high screen fencing or other mitigation measures to reduce impact on adjoining properties. Servicing areas and loading bays will be positioned to the rear or side of tenancies and should be allocated separate vehicle access. These areas will be screened from general public view.

It is particularly important that development in **Precinct 23 Greenfields Commercial** does not adversely impact on residential development on the northern side of Ryans Road. In addition to measures undertaken on private land, a public reserve could be established on the southern side of Ryans Road, providing significant setbacks to that road while facilitating stormwater management in a pleasant landscaped environment.

Particular attention is required to ensure that development within each of the precinct areas incorporate a uniform, consistent and integrated approach to outdoor lighting, advertising displays and advertisements.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale.

Landscaping will incorporate Water Sensitive Urban Design measures.

Stormwater management is an issue in both precinct areas and new development will be required to manage stormwater in a coordinated manner with links to on-site stormwater detention and reuse or wider area or regional schemes.

Attachment C

Precinct 22 Park Terrace and Stanbel Road Commercial

- 13 No additional retail development should occur within the precinct, except where it is a bulky goods outlet or replacing existing retail.

Precinct 23 Greenfields Commercial

- 14 Development in the precinct should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities.
- 15 Shops in the form of fast food restaurants and take away food outlets should have a maximum in the order of 500 square metres gross leasable area may be established in the precinct, including on corner allotments where suitable traffic management measures can be implemented.
- 16 Bulky goods outlets and large format retail (liquor) stores should have a minimum retail floor area in the order of 500 square metres per individual tenancy.
- 17 Development should contribute to the creation of an attractive amenity through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 18 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 19 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.
- 20 Advertisements and/or advertising hoardings should:
 - (a) only be provided at the rate of one free standing advertisement per the major road frontage of Salisbury Highway
 - (b) be located in close proximity to the major entry points or major intersections.
- 21 Advertisements attached to buildings should:
 - (a) cover no more than 15 per cent of a single wall face
 - (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial

- 22 Development in the precincts should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities.
- 23 Development of uses such as bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 24 Bulky goods outlets should have a minimum retail floor area of 500 square metres per individual tenancy.
- 25 Development should contribute to the creation of an attractive amenity through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 26 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 27 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.
- 28 Advertisements and/or advertising hoardings should:

Salisbury Council
Zone Section
Commercial Zone

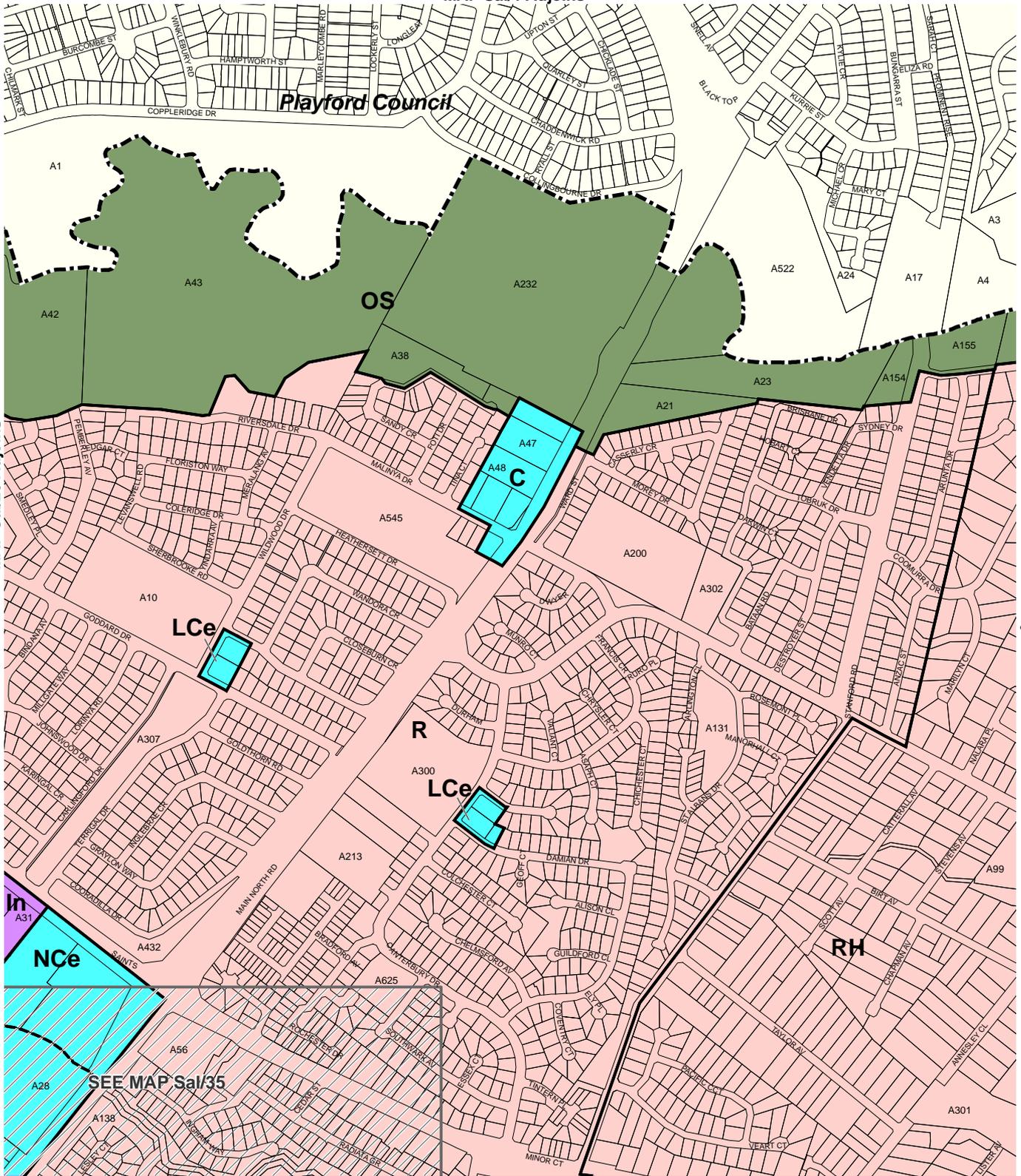
- (a) only be provided at the rate of one free standing advertisement per the major road frontage of Salisbury Highway
- (b) be located in close proximity to the major entry points or major intersections.

29 Advertisements attached to buildings should:

- (a) cover no more than 15 per cent of a single wall face
- (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

Attachment D

MAP Sa/1 Adjoins



MAP Sa/35 Adjoins

MAP Sa/36 Adjoins

See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

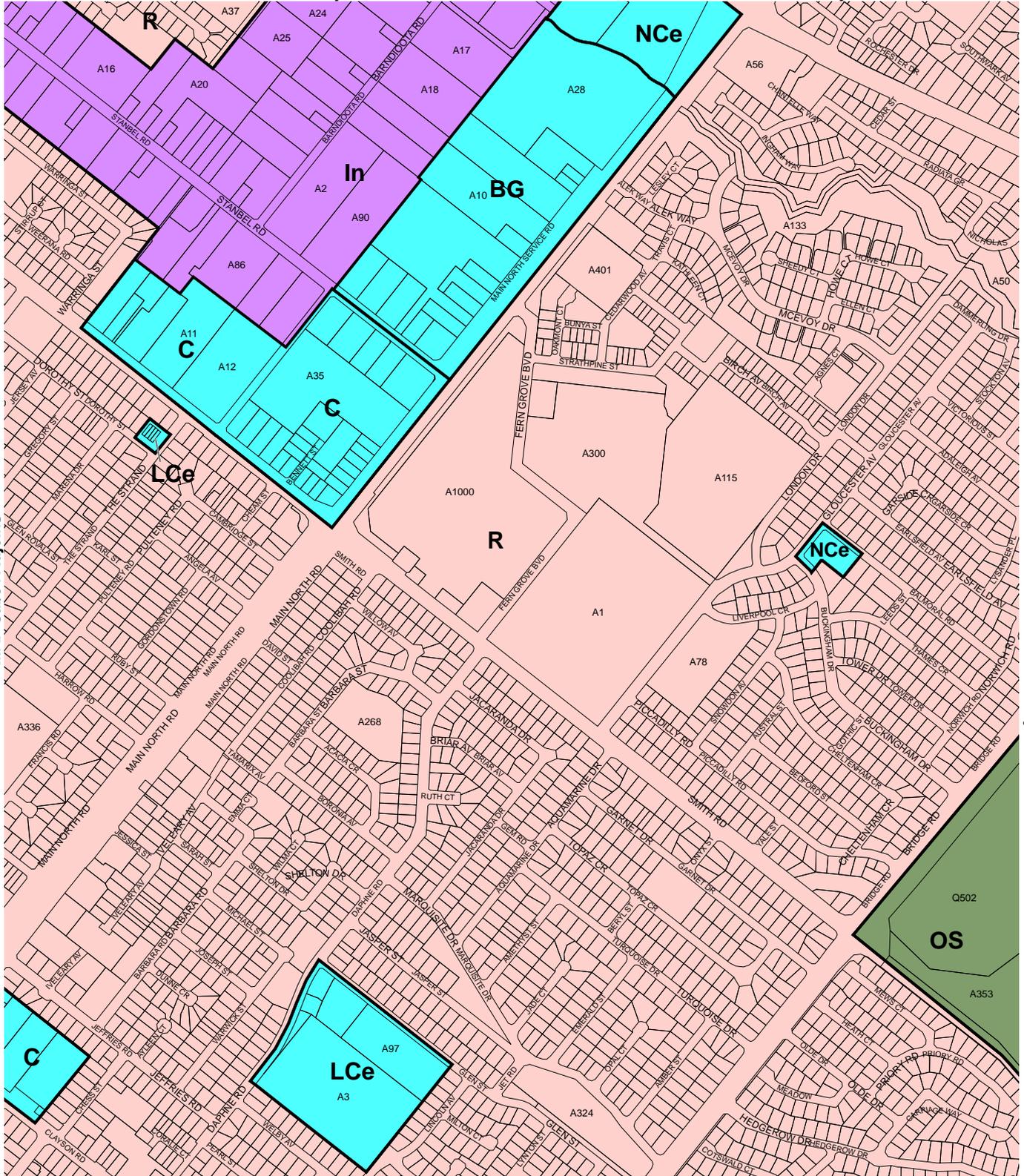
- Zones**
- Commercial
 - Local Centre
 - Neighbourhood Centre
 - Open Space
 - Residential
 - Residential Hills
 - Zone Boundary
 - Development Plan Boundary



Zone Map Sa/27

MAP Sal/26 Adjoins

MAP Sal/27 Adjoins



MAP Sal/34 Adjoins

MAP Sal/36 Adjoins

MAP Sal/42 Adjoins

MAP Sal/43 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones

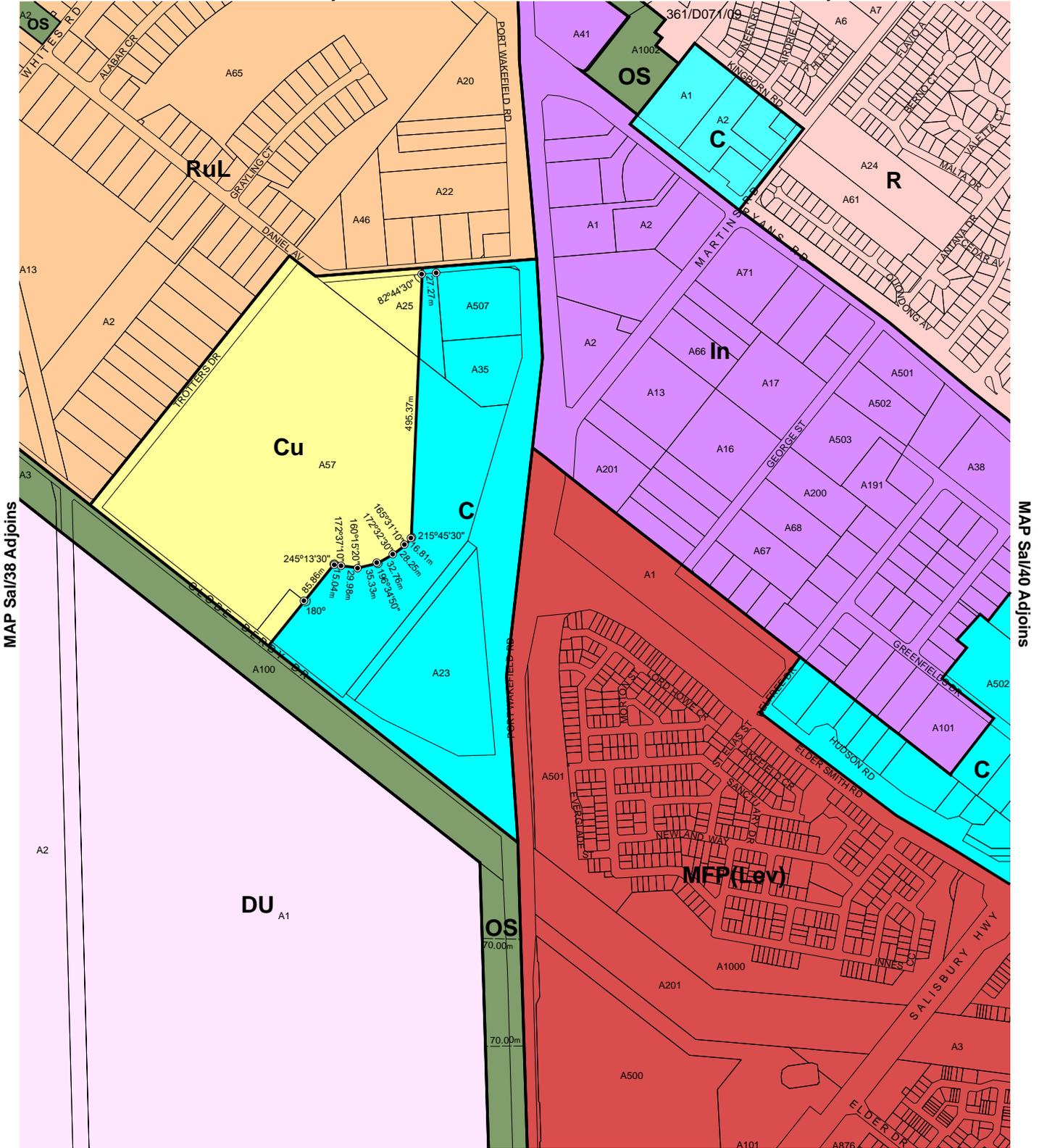
- BG Bulky Goods
- C Commercial
- In Industry
- LCe Local Centre
- NCe Neighbourhood Centre
- OS Open Space
- R Residential
- Zone Boundary



Zone Map Sal/35

MAP Sal/31 Adjoins

MAP Sal/32 Adjoins

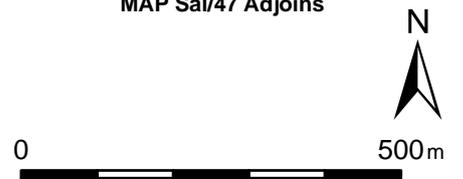


MAP Sal/46 Adjoins

MAP Sal/47 Adjoins

Lamberts Conformal Conic Projection, GDA94

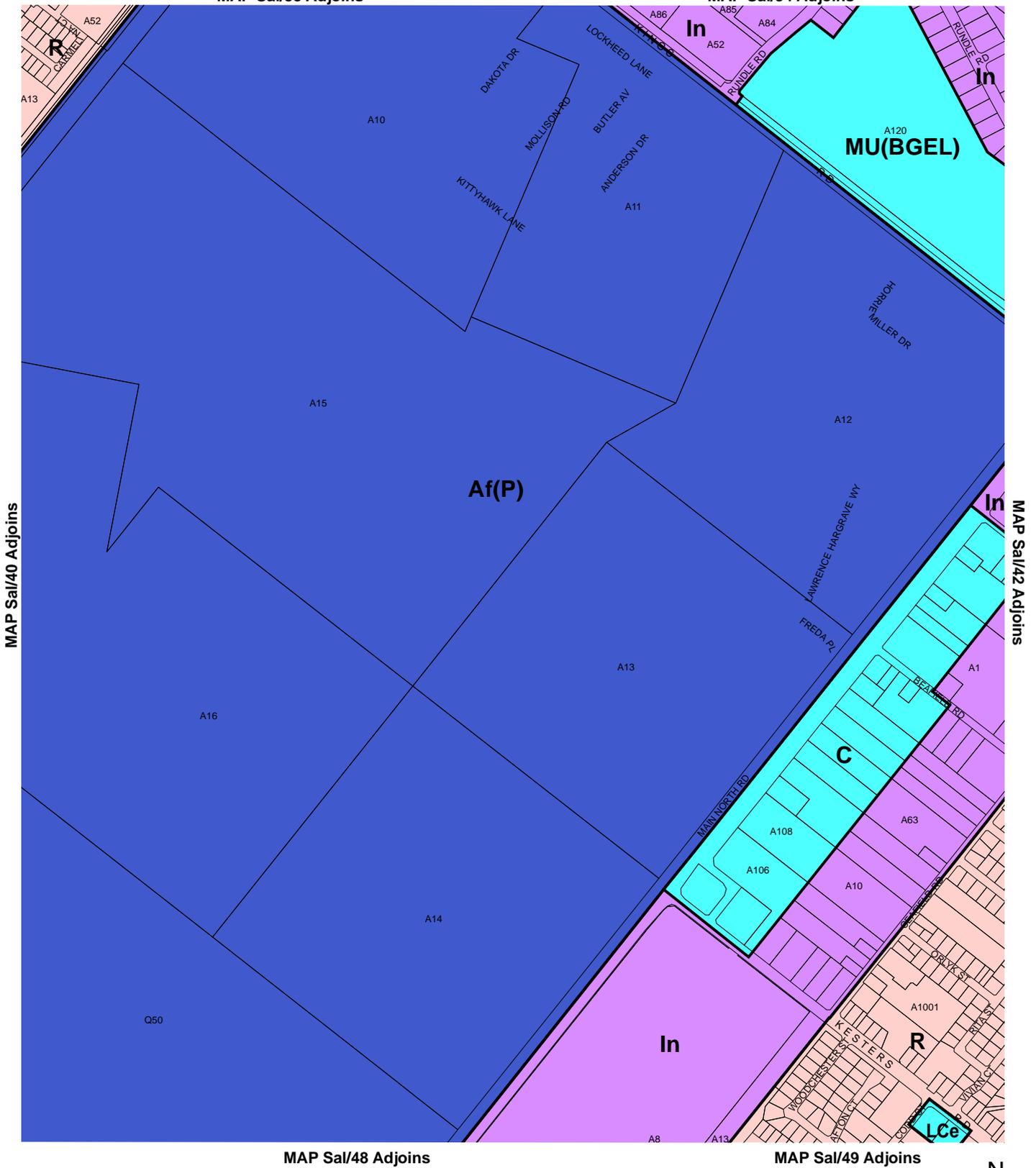
- Zones**
- Commercial
 - Community
 - Deferred Urban
 - Industry
 - Multi Function Polis (Levels)
 - Open Space
 - Residential
 - Rural Living
 - Zone Boundary



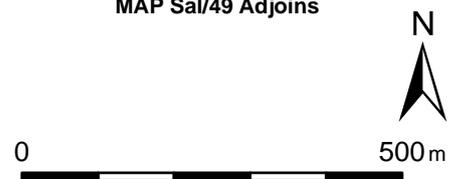
Zone Map Sal/39

MAP Sal/33 Adjoins

MAP Sal/34 Adjoins



Lamberts Conformal Conic Projection, GDA94



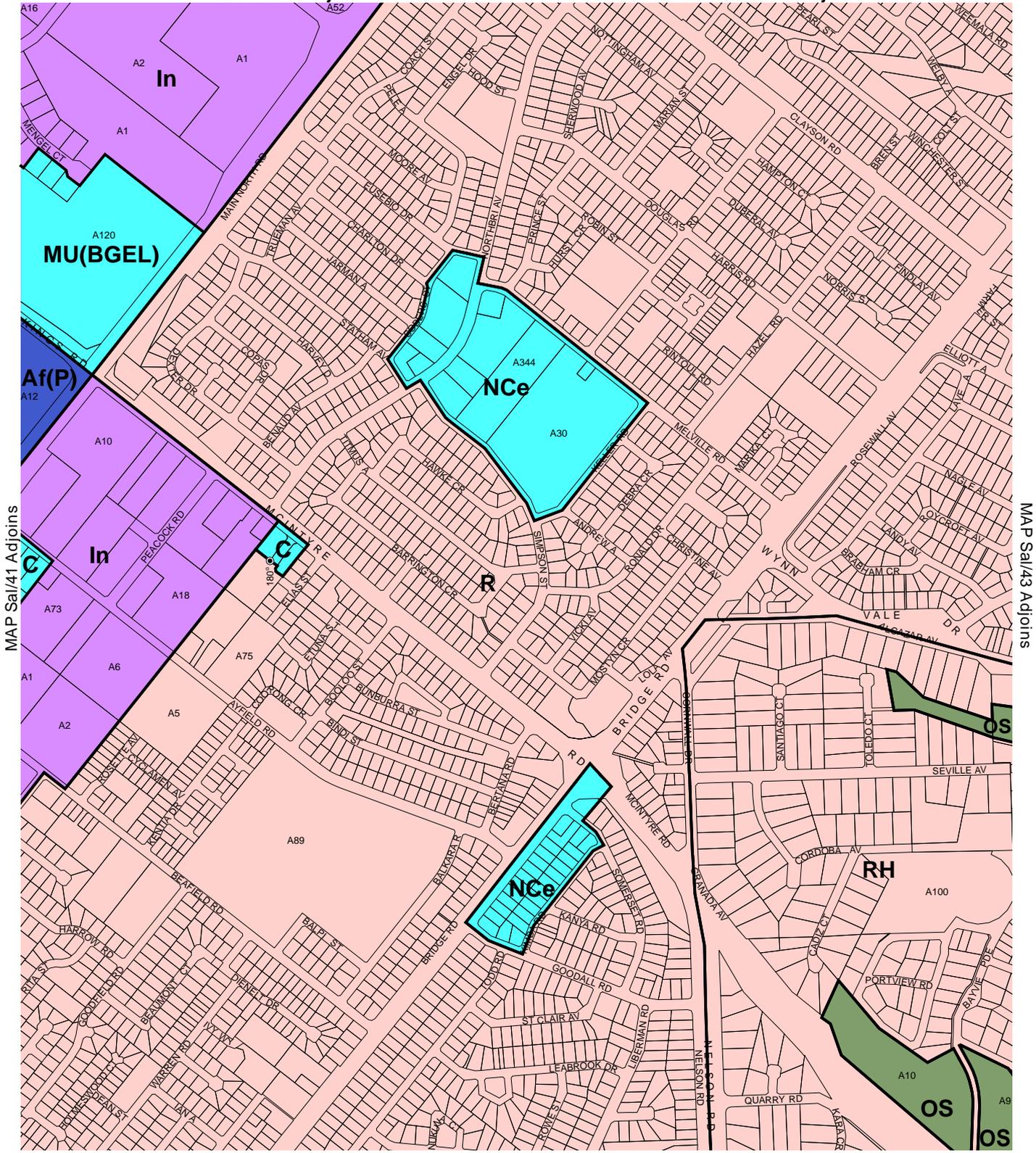
Zones

- Af(P)** Airfield (Parafield)
- C** Commercial
- In** Industry
- LCe** Local Centre
- R** Residential
- MU(BGEL)** Mixed Use (Bulky Goods, Entertainment and Leisure) Zone
-  Zone Boundary

Zone Map Sal/41

MAP Sal/34 Adjoins

MAP Sal/35 Adjoins

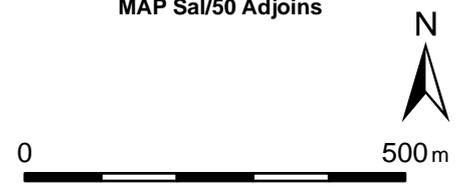


MAP Sal/49 Adjoins

MAP Sal/50 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones	
Af(P)	Airfield (Parafield)
C	Commercial
In	Industry
NCe	Neighbourhood Centre
OS	Open Space
R	Residential
RH	Residential Hills
MU(BGEL)	Mixed Use (Bulky Goods, Entertainment and Leisure) Zone
—	Zone Boundary



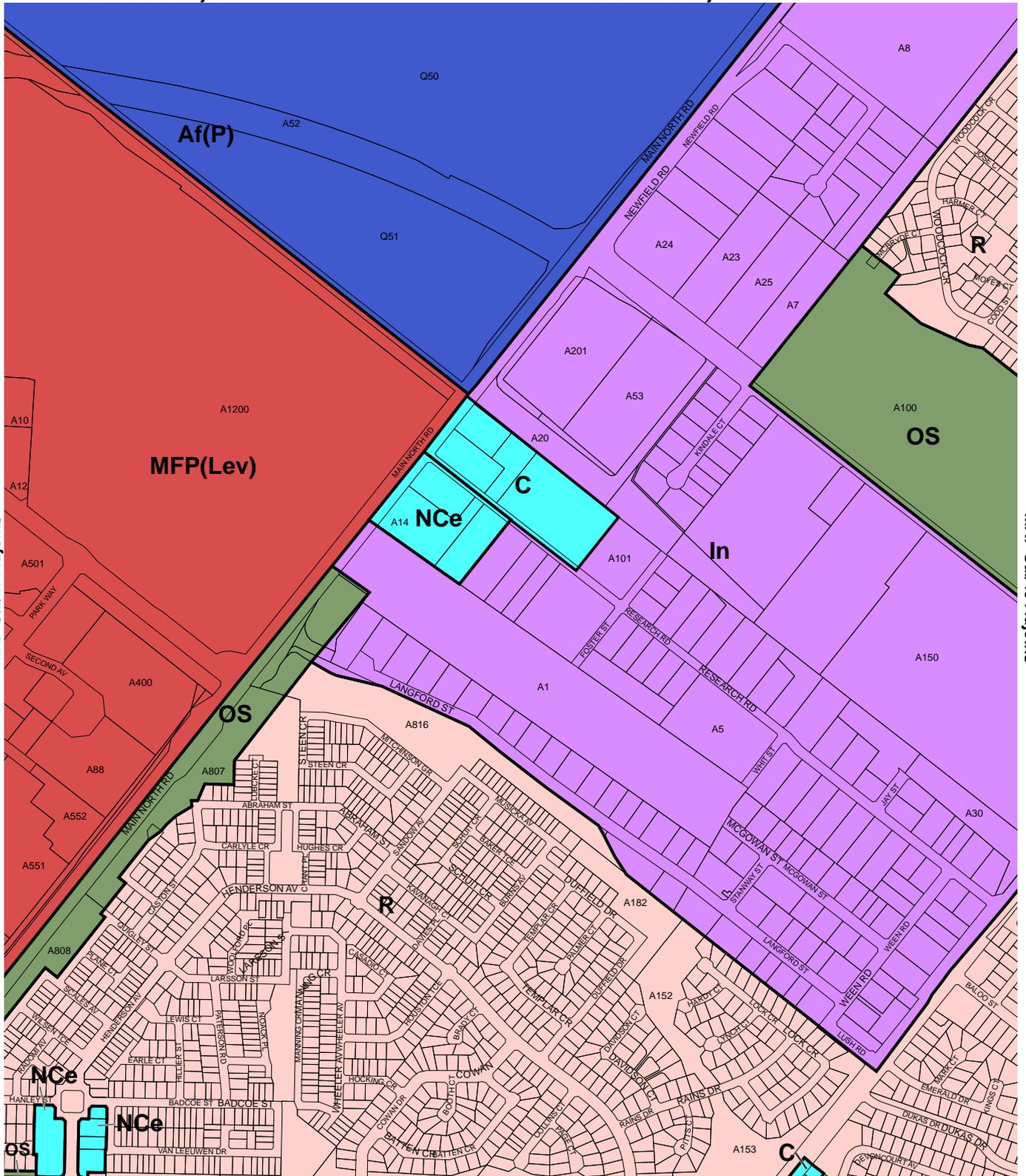
Zone Map Sal/42

MAP Sal/40 Adjoins

MAP Sal/41 Adjoins

MAP Sal/47 Adjoins

MAP Sal/49 Adjoins



MAP Sal/54 Adjoins

Lamberts Conformal Conic Projection, GDA94



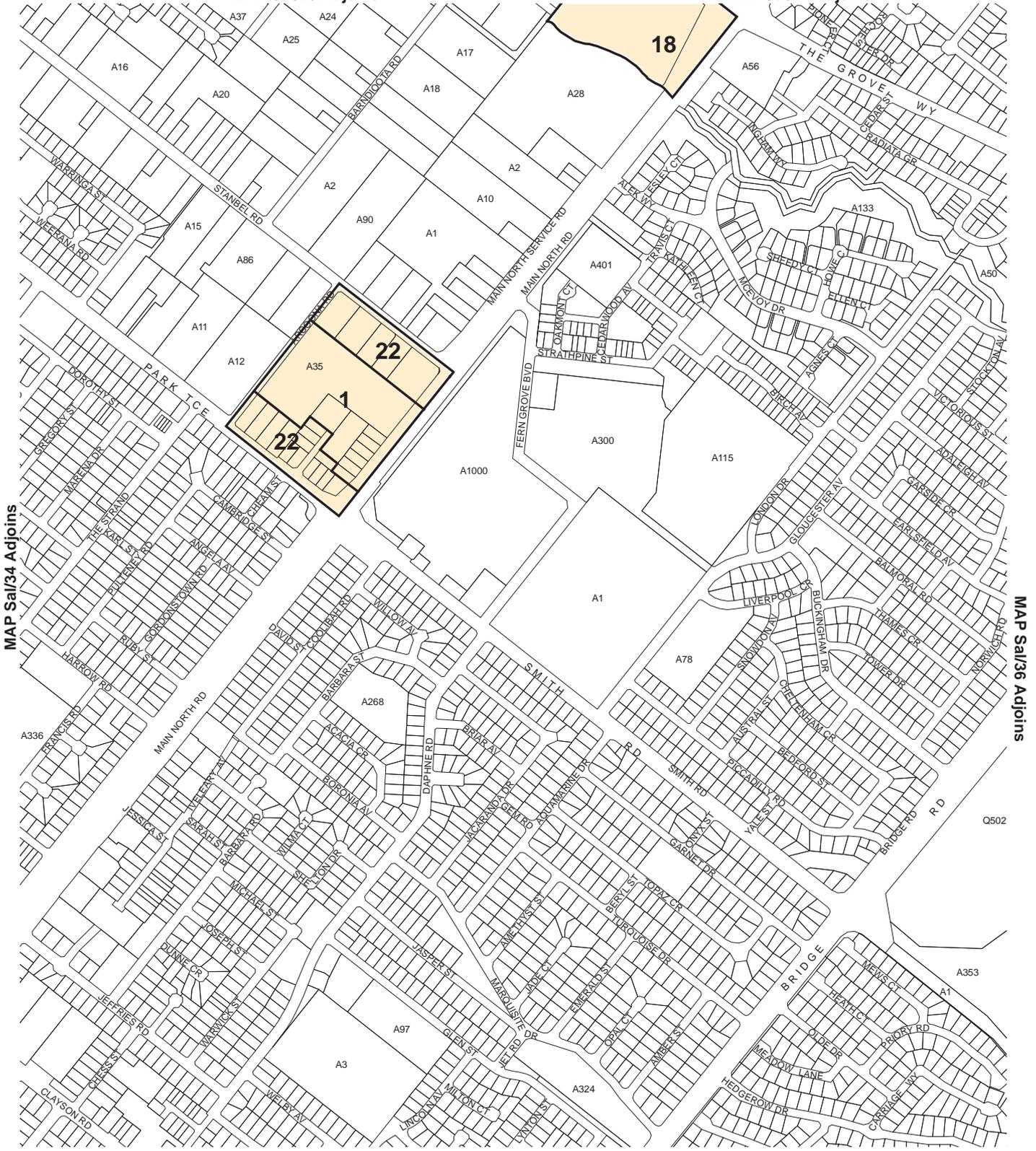
Zones	
Af(P)	Airfield (Parafield)
C	Commercial
In	Industry
MFP(Lev)	Multi Function Polis (Levels)
NCe	Neighbourhood Centre
OS	Open Space
R	Residential
 	Zone Boundary

Zone Map Sal/48

Attachment E

MAP Sa/26 Adjoins

MAP Sa/27 Adjoins



MAP Sa/34 Adjoins

MAP Sa/36 Adjoins

MAP Sa/42 Adjoins

MAP Sa/43 Adjoins

Lamberts Conformal Conic Projection, GDA94

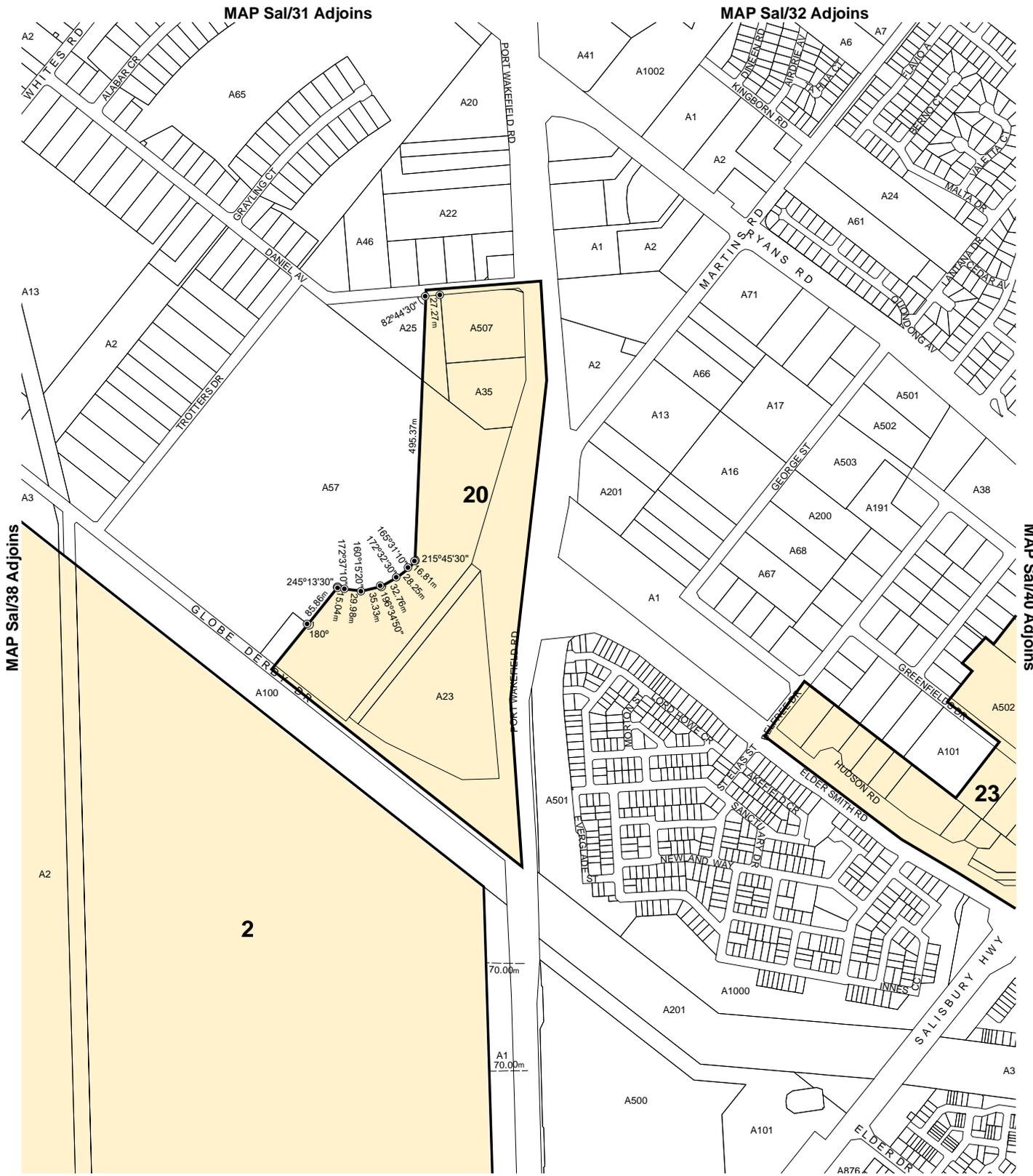
- Precinct**
- 1 Salisbury Plains Commercial
 - 18 Saints Road Neighbourhood Centre
 - 22 Park Terrace and Stanbel Road Commercial



Precinct Map Sa/35

 Precinct Boundary

SALISBURY COUNCIL

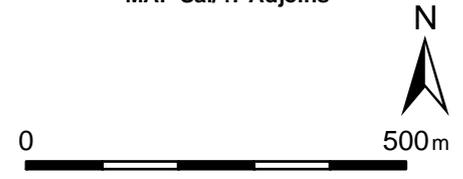


MAP Sal/46 Adjoins

MAP Sal/47 Adjoins

Lamberts Conformal Conic Projection, GDA94

- Precinct**
- 2 Deferred Urban
 - 20 Globe Derby Park Commercial
 - 23 Greenfields Commercial

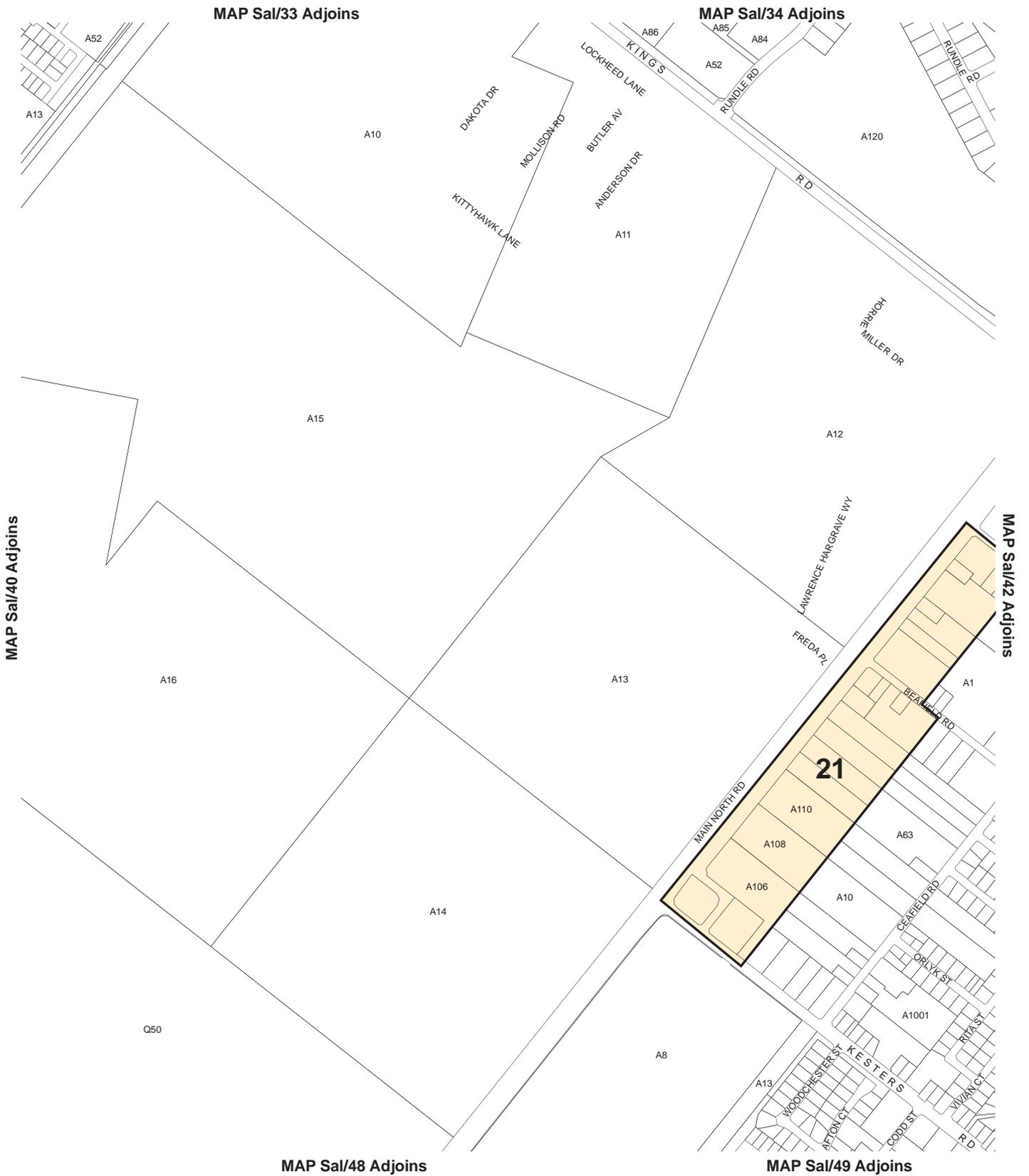


Precinct Map Sal/39

Precinct Boundary

Attachment F

Attachment G



Precinct
21 Para Hills West Commercial



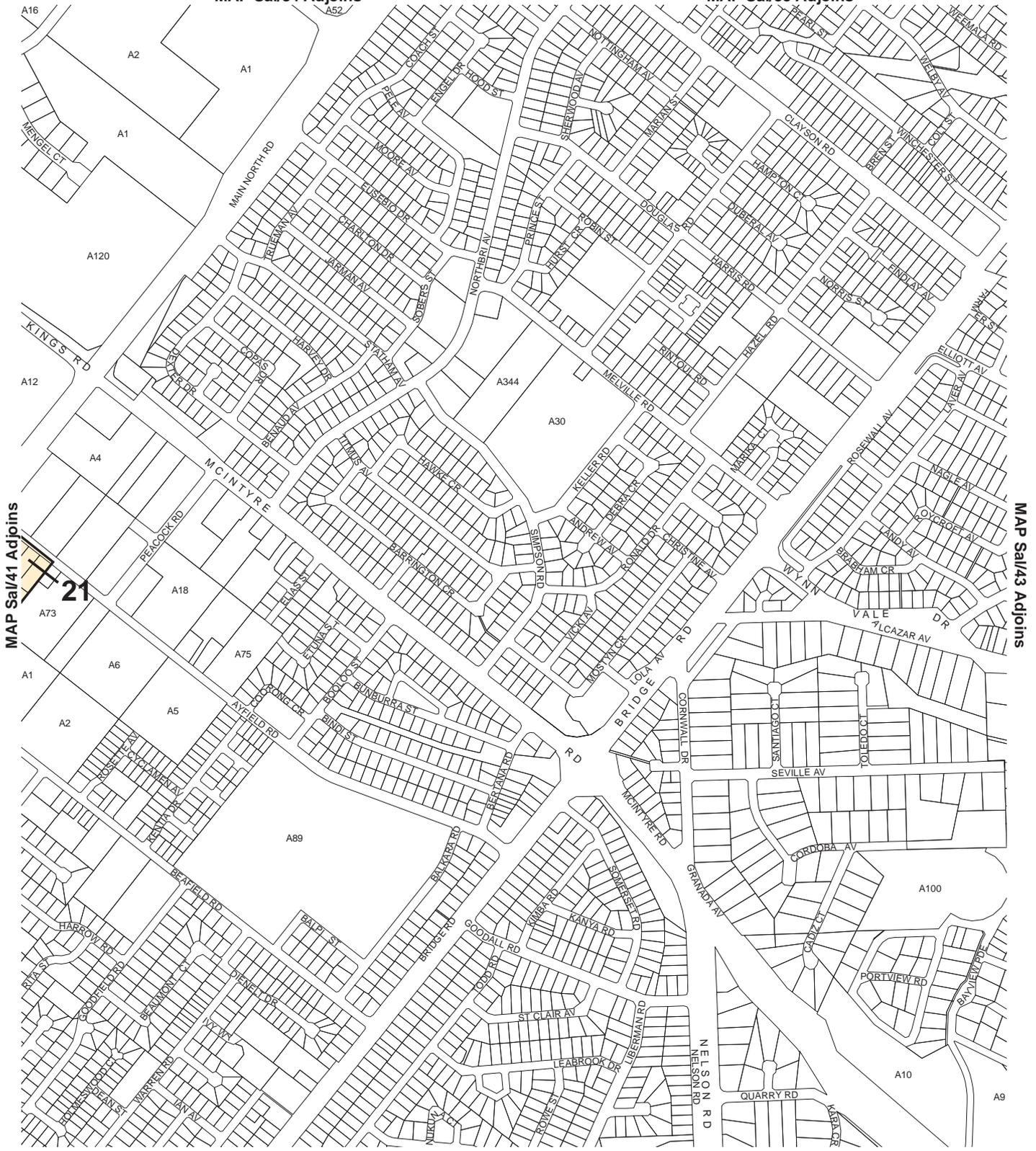
Precinct Map Sal/41

 Precinct Boundary

Attachment H

MAP Sal/34 Adjoins

MAP Sal/35 Adjoins



Lamberts Conformal Conic Projection, GDA94

Precinct
21 Para Hills West Commercial

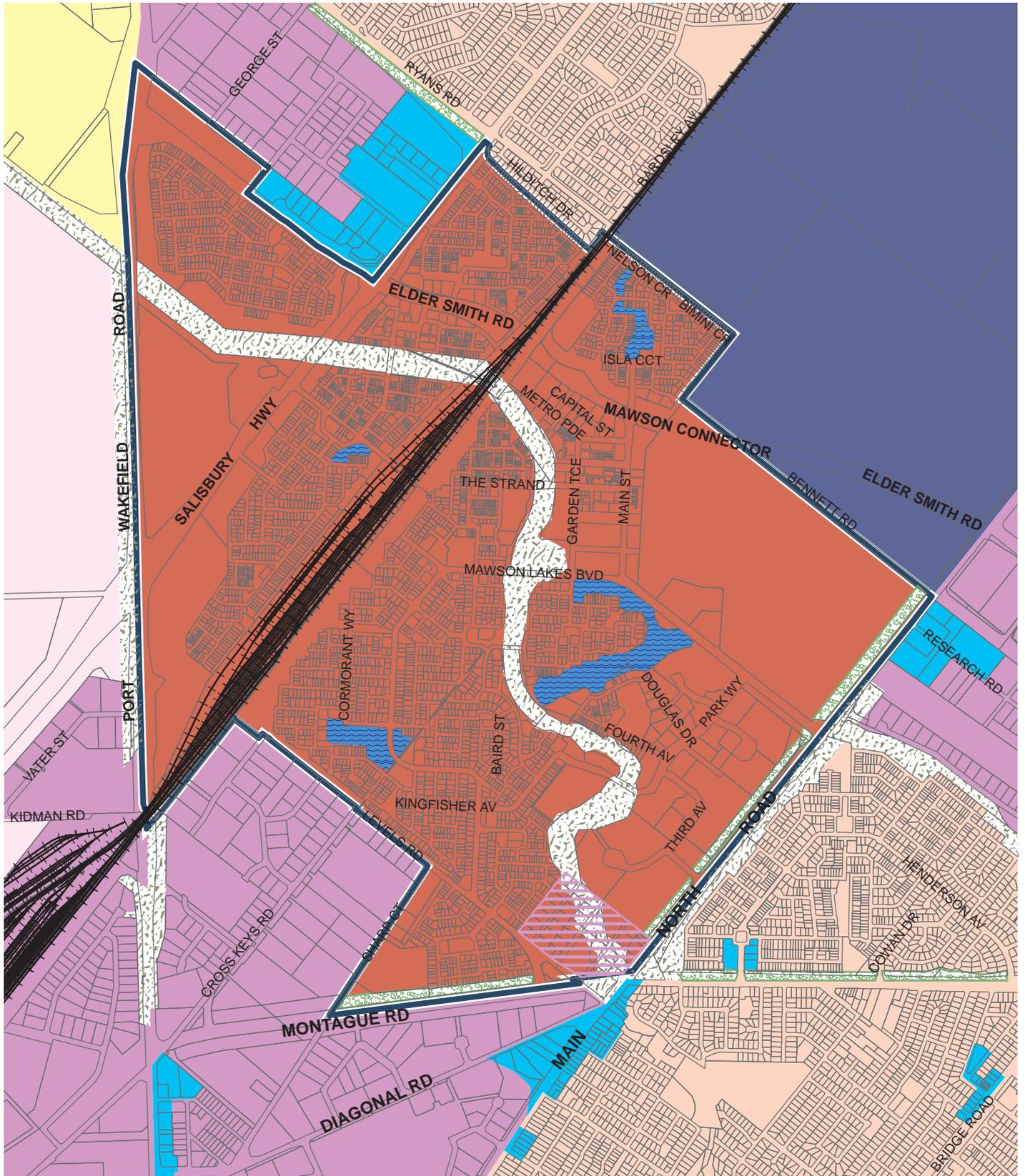
 Precinct Boundary

SALISBURY COUNCIL

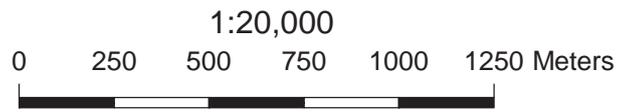
Precinct Map Sal/42

Attachment I

Attachment J

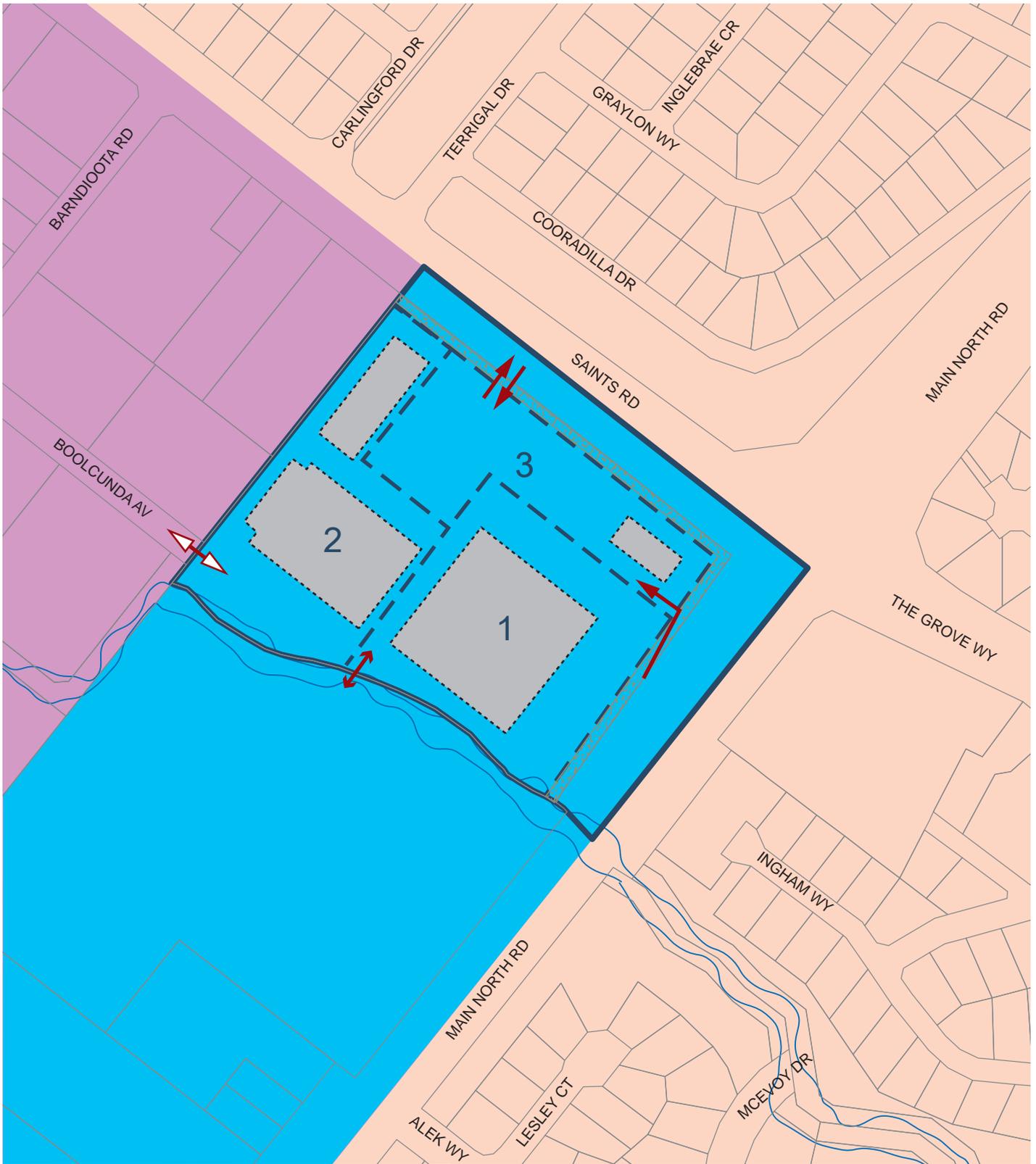


- Residential
- Commercial
- Deferred Urban
- Industrial
- Infrastructure
- MFP (The Levels)
- Community Facilities
- Concept Area Boundary
- Landscape Buffer
- Railway
- Open Space/wetlands
- Existing Industry/Transport Area
- Lakes



Concept Plan Map Sal/8

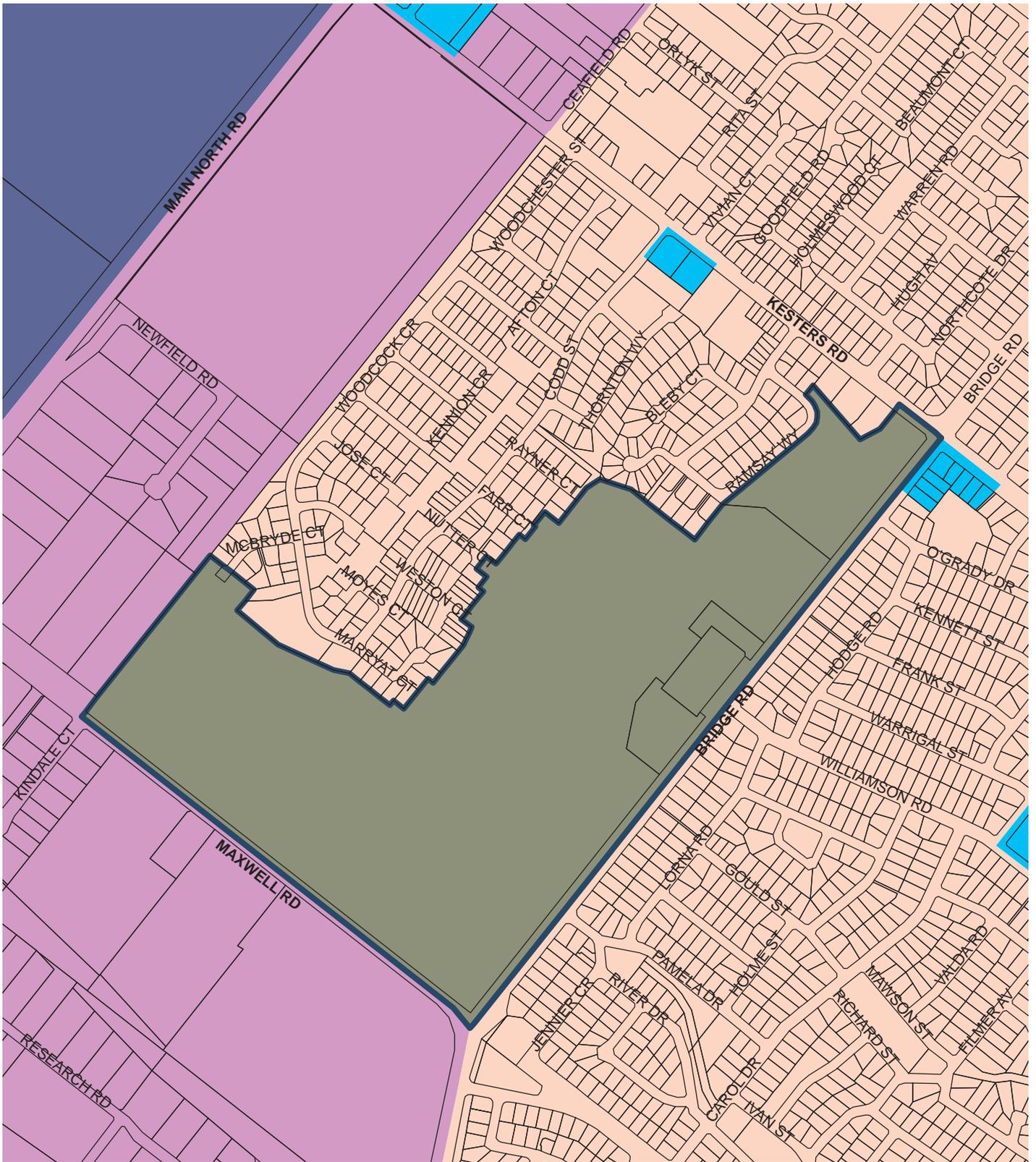
MAWSON LAKES



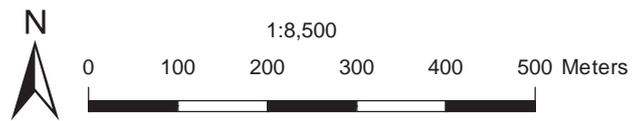
	Neighbourhood Centre / Bulky Goods		Existing and Proposed Vehicle Access	 
	Industrial		Commercial Vehicles and Staff Access Only	
	Residential		Vehicle and pedestrian access	
	1 Conventional Retail Area (Retail/Bulky Goods/Community Services)			
	2 Bulky Goods Area (Service Trade Premises/Bulky Goods Retailing)			
	3 Car Parking Area			
	Landscape Buffer			
	Existing and Proposed building footprint (within the floor area limitations established by Precinct polices).			
	Concept Area Boundary			

Concept Plan Map Sal/16

SAINTS RD SALISBURY PLAIN NEIGHBOURHOOD CENTRE



- Commercial
- Industrial
- Infrastructure
- The Paddocks
- Residential
- Concept Area Boundary



Concept Plan Map Sal/17

THE PADDOCKS OPEN SPACE ZONE

City of Salisbury

Main Roads (Salisbury Highway and Main North Road) Development Plan Amendment

Summary of Consultation and Proposed Amendments (SCPA) Report

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Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations of Council contained in this Report.

Consultation

Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B Consultation approval not required and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

Members of Parliament

- Ms Leesa Vlahos – MP for Taylor
- Ms Zoe Bettison – MP for Ramsay
- Hon Dr Susan Close – MP for Port Adelaide
- Mr Lee Oldenwalder – MP for Little Para
- Hon Jack Snelling – MP for Playford
- Ms Frances Bedford – MP for Florey
- Hon Jennifer Rankine – MP for Wright

No comments were received.

The consultation period ran from 9 July 2015 to 11 September 2015

Public Notification

Notices were published in the 'The Advertiser' on the 9th July 2015, 'The Messenger Press' on 15th July 2015, and the Government Gazette on 16th July 2015.

The DPA documents were also on display at Council's Offices and were made available on the web. A copy of the DPA was forwarded to the Department of Planning, Transport and Infrastructure on 9th July 2015.

Public and Agency Submissions

Public Submissions

Seven (7) public submissions were received. Key issues raised in the submissions are summarised as follows:

- (a) Impact on visual amenity of Main North Road due to bulky goods development.
- (b) Inclusion of a range of industrial properties adjoining the rezoning areas to also be included in the commercial zones in Areas 1 and 3.

- (c) General support for the proposed rezoning of Area 1 and some minor amendments to land uses within the Bulky Goods Zone
- (d) Parafield Airport raised concerns over traffic implications at Kesters Road (Area 2), the need to consider maintaining existing operations and consideration of future development at the Airport.
- (e) Inclusion of large format retail liquor store as a permissible use as well as identification of category 1 and 2 developments in the Commercial Zone and amendments to advertising signs heights.

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

Agency Submissions

Six (6) responses were received from agencies. Key issues raised in the responses are summarised as follows:

- (a) EPA – Management of interface issues as well as potential contamination issues.
- (b) Renewal SA – Management if interface issue with existing industry.
- (c) AMLR NRM– DPA needs to be in accordance with current Northern Adelaide Plains Water Allocation Plan.
- (d) DPTI minor policy amendments consistent with the Ministerial Activity Centres DPA

Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 4 September 2015 to 26 October 2015 June 2014 on the Council website and at the Council offices.

Seven (7) public submissions were received, with only one person requesting to be heard. They withdrew the request after meeting with Council officers and consequently no public meeting was held.

Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

Delay(s) occurred because:

- (a) Finalisation of Traffic Assessments.

CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the Amendment following consultation and in response to public submissions and/or agency comments:

- (e) incorporate category 1 land use list in DPA to include, Precinct 23 Greenfields
- (f) extend the Commercial Zone – to incorporate land as shown on Map Sal/35 marked by a red boundary.
- (g) extend the Commercial Zone – Precinct 23 Greenfields to include land shown in Map Sal/39 and Sal/40 marked by a red boundary.
- (h) create a new Commercial Precinct 24- Pooraka to include land shown in Map Sal/48 marked by a red Boundary
- (i) remove 'Petrol filling station' from the non-complying list in the Bulky Goods Zone
- (j) amend general Section 'Advertisements' policy to provide for an 8 metre height limit for free standing advertisements in the Bulky Goods Zone and in Precinct 23 Greenfields. With a 6m height limit for Precinct 21 para Hills West and Precinct 24 Pooraka in the commercial zone.
- (k) amend the DPA to include the most recent version 6 " Interface between land uses" module from the SAPPL and incorporate wording in the DCS for the Commercial Zone Precinct 21 and 23 to include the need to undertake measures to reduce impact on adjoining properties.
- (l) amend DPA to incorporate technical and editorial changes suggested by the DPTI.
- (m) include in the exemptions for shops for Precinct 23 Greenfields large format retail liquor store.

Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

Sub No.	Name and Address	Submission Summary	Comment	Council Response
1.	GHD on behalf of Bernwood Pty Ltd 172 Park Tce Salisbury plain	Wish to have the property at 172 Park Tce, Salisbury Plain to be considered as an extension to the adjoining commercial zone. The subject site immediately adjoins the existing commercial zone on the corner of Main North Road and Park Tce, Salisbury Plain. The existing use of the site is a hardware store (Mitre 10) and timber merchants (Timco). The site currently comprises similar land uses that would be defined in the Commercial Zone, being service trade premises, bulky goods outlets, consulting rooms, office and limited retail activities and therefore it is considered that the current commercial zone could be extended through to incorporated sites A11 and A12 as identified on Zone Map Sal/35.	The area is transitioning to a more commercial land use focus with main frontage to Park Tce and close to Main North Road. In addition commercial uses would be a more suitable interface use between the existing industry zone to the north of the site and the residential further south and west. A commercial zone would allow the transition to occur to enable development which would be considered the highest and best use of the subject site into the future. The area could be considered as the gateway to the Salisbury City Centre.	Acknowledge and support the inclusion of the site as an extension to the Commercial Zone on the corner of Main North road and park Terrace, Salisbury Plain. Refer to 'Additional Matters and Investigations' section of this report.
2.	GHD on behalf of Colin and Susan Harvey 162 Park Tce Salisbury Plain	Wish to have a site located at 162 park Tce, Salisbury Plain to be considered as an extension to the existing commercial zone located on the corner of park Tce and main North Road, Salisbury Plain. The current site is located within 500m of the existing commercial zone and is considered a key gateway to the Salisbury City Centre. The current use of the site is a warehouse tenancy with frontage to Park Tce. The current owners wish to have more flexibility in future land uses which are consistent with a commercial	The area is transitioning to a more commercial land use focus with main frontage to Park Tce and close to Main North Road. In addition commercial uses would be a more suitable interface use between the existing industry zone to the north of the site and the residential further south and west. A commercial zone would allow the transition to occur to enable development to occur which would be considered the highest and best use of the subject site into the future. The area could be considered as the gateway to	Acknowledge and support the inclusion of the site as an extension to the Commercial Zone at Salisbury Plain. Refer to Additional Matters and Investigations section of this report

		zoning such as health services and office development. As the existing land uses within the immediate locality are consistent with those in a commercial zone it is therefore considered that the extension of the current zoning would be considered appropriate.	the Salisbury City Centre	
3.	R F Sperrin Unit 81, 20 Smith Road Salisbury east SA 5109	Does not consider the proposed rezoning of land fronting Main North Road, Salisbury Plain to Bulky Goods as appropriate due to potential amenity issues on land considered a gateway to the city. Warehouses, shipping containers and gravel are not considered appropriate uses. Also states that existing uses such as the Doctors surgery, chemist and barber's should be maintained for easy use by residents located in the Ferns Lifestyle Village.	The Bulky Goods zone will enable uses similar to those located the Gepps Cross Homemaker Centre. Any new development would need to be of a high amenity and design standard to reflect its prominent location on Main North Road. Existing use rights would be maintained under the provisions of the Development Act.	No changes to the DPA
4.	Mrs A Cormack 31C Burnham Road Kingston park 5049 Ms R Comley 9 Victoria Ave, Unley Park 5061 Mrs S Chaplin 30 Pacific Boulevard Beaumaris 3193 Mrs J Farrington 43 Repton Road North Brighton 5048	Owners of land at 1772 Main North Road, Salisbury Plain. Support the rezoning and note the proposed access arrangements as per the draft Development Plan Amendment. Concerns regarding the potential impact of proposed stormwater works on the northern boundary of their land and request that Council liaise with them to ensure a satisfactory outcome. Remove Petrol Filling station as a non-complying use within the Bulky Goods Zone.	Noted. Noted and as the land owner, will be consulted as part of the stormwater investigations. Noted. This would be an amendment to DPTI's SAPPL core context for the Bulky Goods Zone. Under the current Industry Zone it is a merit assessment and it is a compatible use associated with bulky goods. The surrounding area to the east and further north and south is predominately residential with no existing petrol filling station in the vicinity it would seem justifiable to allow	Remove petrol filling station form the non-complying list in the Bulky Goods zone.

			<p>this as a merit based land use in the proposed Bulky Goods Zone.</p>	
<p>5.</p>	<p>Mr P Tunney Unit 10, 60-66 Richmond Road Keswick 5035</p>	<p>Owner of land at 15 Greenfields Drive, Greenfields and would like to extend the proposed commercial zone to incorporate his property. The current use of the site is a small distribution warehouse and don't see this a viable use for the site moving forward. A commercial zoning would allow a greater diversity of uses on the site into the future.</p>	<p>The subject site is located adjoining a site immediately adjacent to the proposed new commercial zone boundary. The site in between is currently owned by the Dutch Club and is currently used as a community centre. This is not an industrial use and would be more compatible in a commercial zone. Therefore it is considered acceptable to extend the current proposed commercial zone boundary to incorporate both properties at 15-17 and 19 Greenfields Drive, Greenfields.</p>	<p>Acknowledge and support the inclusion of the properties at 15-17 and 19 Greenfields Drive, Greenfields as an extension to the Commercial Zone Precinct 23. Refer to 'Additional Matters and Investigations' section of this report.</p>
<p>6.</p>	<p>Access Planning on behalf of Gateway Holdings Pty, Ltd</p>	<p>Gateway Holdings own land located at Lot 101 Salisbury Highway, Greenfields which is included in the Area 3 – Salisbury Highway, Greenfields which is proposed to be rezoned from an Industry Zone to Commercial Zone.</p> <p>Supports the proposed rezoning from Industry to Commercial Zone to allow a greater range of land uses to create investment and employment opportunities in the City of Salisbury.</p> <p>Would like consideration to be given to allowing a liquor store with a minimum retail floor area of 500m2 to be permissible with consent within the zone. Currently as drafted this would be a non-complying use.</p>	<p>Noted.</p> <p>The retail analysis for the DPA states that land uses in the form of large format retail such as a liquor store are unlikely to be detrimental to nearby retail centres and therefore be considered as appropriate uses. After consideration of this advice and the subject locality at Greenfields it is considered appropriate to allow a land use such as a large format retail liquor</p>	<p>Include large format retail liquor store as an exemption in Policy area 23 Greenfields.</p>

		<p>Would like incorporate into the DPA a list of envisaged uses in the zone to be listed as Category 1 and 2 land uses. It would seem unnecessary for envisaged or appropriate land uses to go through the advertising process and consequent delays and potential appeals derived from Category 2 or 3 notifications.</p> <p>A review of the 4m height limit for advertising signs in the commercial zone – Precinct 20 (now 23) . As the land is located on a main road frontage and is a large site it seems unreasonable for allowing only one freestanding sign of only 4m when there is a large frontage and opportunity to have larger signs and space them apart .</p> <p>A range of other minor technical amendments.</p>	<p>store with a floor area exceeding 500 square meters as an exemption in the non-complying lit for shops for Precinct 23 Greenfields.</p> <p>Noted. A Category 1 and 2 list was incorporated into the commercial zone provisions as part of the Globe Darby DPA gazetted on the 3rd September 2015.</p> <p>Given that the proposed areas are located mostly adjoining existing Industry Zones it would seem reasonable to allow appropriate uses as category 1 unless abutting a Residential Zone here they are Category 2.</p> <p>Consultation with Development Assessment Division concluded that the existing signage in the locality is in the order of 8m and given sites are located on a Main Road with large frontages it would be acceptable to allow any new signs to be up to 8m in height for Precinct 23 Greenfields. In Precinct 21 –Para Hills West and Precinct 24 Pooraka 6m would be the preferable height as this is consistent with existing height limit in the Industry Zone.</p>	<p>Amend DPA to include Category 1 land uses for Precinct 23 Greenfields, Precinct 22 Para Hills West and Precinct 24 Pooraka.</p> <p>Amend DPA to include Precinct 23 Greenfields to have a maximum height for advertising signs of 8m and 6m for Precinct 21 Para Hills West and Precinct 24 Pooraka.</p>
<p>7. Brenton Cox Executive General Manager Corporate Affairs Paratfield Airport Limited.</p>	<p>Area 2 is likely to have the greatest potential impact on the Airport. Key issues are as follows:</p> <ul style="list-style-type: none"> • Reliance on improved access as a result of the Main North Road /Kesters Road intersection upgrade funded by PAL . 	<p>Noted. The Kesters road upgrade was required from the DPTI in response to future development occurring on the PAL site and gaining suitable access to the site for the proposed development.</p>	<p>No changes to the DPA</p>	

	<ul style="list-style-type: none"> • No consideration in the DPA investigations relating to the extent of development potential on the Parafield Airport site and the justification for the rezoning. • Greater consideration should have been given to ensuring that future development considers the ongoing operation and safety of Parafield Airport operations and uses. 	<p>The majority of Area 2 is already developed and any traffic investigations associated with any new development will be assessed on its merits at the time of assessing a development application.</p> <p>Noted. As stated previously the majority of Area 2 is already developed and the proposed commercial zoning is reflecting the nature of land use already existing in the locality.</p> <p>The Salisbury Development Plan already has provisions which apply to any future development in relation to safety issues at Parafield Airport.</p>	
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Attachment B – Summary and Response to Public Meeting Submissions

Seven (7) public submissions were received with one requesting to be heard; however this was withdrawn after meeting with Council officers. Therefore no public meeting was held.

Additional Matters and Investigations

As there was no need for a public hearing for the DPA there were no additional matters raised or investigations in response to this.

Attachment C – Timeframe Report

SCPA Timeframe Report: Process B – without consultation approval / 1 Step

The SOI was agreed by the Minister and Council on 12 December 2014

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and DPA prepared	14 Weeks	18 Weeks	Issues with finalising the traffic assessment due to delay in getting data from Transport Division of DPTI.
Agency and public consultation period (report on any delays incurred by agencies)	8 weeks	8 weeks	NA
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. <i>Summary of Consultations and Proposed Amendments</i> submitted to Minister for approval.	6 weeks	6 weeks	NA

Attachment D – Schedule 4A Certificate

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

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

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

I John Harry, as Chief Executive Officer of the City of Salisbury, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

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

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

Amanda Berry, Policy Planner, City of Salisbury – MPIA.

Geoff Butler, Senior Associate, URPS – MPIA, CPP.

DATED July 1st 2015


Chief Executive Officer

Attachment E – Schedule 4B Certificate

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval

I, John Harry, as Chief Executive Officer of the City of Salisbury, certify, in relation to the proposed amendment or amendments to the Salisbury Council Development Plan as last consolidated on 10 September 2015, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:

Geoff Butler, Senior Associate URPS, MPlA CPP

Date:

28/10/2015.

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Chief Executive Officer

Attachment F – Additional Investigations

Two (2) public submissions were received, requesting adjoining parcels of land to be included in the proposed commercial zone in Area 1 Salisbury Plain and Area 3 Greenfields. The details of which are provided below:

Area 1 - Salisbury Plain

Two public submissions were received requesting two parcels of land fronting Park Terrace, Salisbury Plain to be incorporated in the existing adjoining commercial zone. Rather than considering these two sites individually in isolation, it more reasonable from a planning perspective to consider all the allotments fronting Park Terrace from 162 through to 172 together. The subject area for additional investigation is shown in the map titled Area 1 – Salisbury Plain.

The area is approximately 4.9 ha in size and is currently zoned Industry. The area has frontage to Park Terrace and adjoins the existing commercial area located on the corner of Main North Road and Park Terrace to the east. Residential development is located on the southern side of Park Tce and to the west of the site. Land use within the surrounding locality is a mix of light industrial warehousing, commercial and limited retail uses as well as some health services. Residential development is located to the south and west of the site.

Analysis of the existing land use within the locality shows the site is transitioning to a more commercial nature than traditional industry. Such land uses include service trade premises, bulky goods outlets, consulting rooms, office and limited retail activities and therefore it is considered that the current commercial zone to the east could be extended through to incorporate the proposed sites from 162 through to 172 Park Terrace. In addition commercial uses would be a more suitable interface use between the existing industry zone to the north of the site and the residential further south and west. A commercial zone would allow the transition to occur to enable development which would be considered the highest and best use of the subject sites into the future. The area could be considered as the gateway to the Salisbury City Centre.

In relation to traffic impacts, the following was noted. With the exception of allotment 160 this area is already taken up with predominantly commercial properties. The development of allotment 160 area is likely to add approximately 100 vehicles in the peak hour and the area is well serviced with access to Park Terrace or Arcoona Road which in conjunction with Stanbel Road can provide access in either a southerly or northerly direction.

Accordingly in a local sense the addition can be accommodated within the current and future scenario nominated for this total Salisbury Plain area, but will predominantly be impacted by the traffic volume levels on Main North Road and Park Terrace.

After reviewing the Tonkin Traffic Report and the implications for the additional commercial use along the Park Terrace, Council's Strategic Transport Planner concluded the following:

- The need to improve the Park Terrace /Smith Road / Main North Road intersection which will be required in to the future anyway and the additional area (160 -172 Park Terrace) will further drive that need.
- It has the potential to increase marginally traffic volumes on the alternative to Main North Road, in a north-south direction, the Saints Road – Fenden Road – Cross Keys Road corridor.

Both of these scenarios can be readily accommodated providing it is accepted that future infrastructure improvements, particularly at the Park Terrace /Smith Road / Main North Road intersection, will need to be provided as detailed in the Tonkin Traffic Report.

Area 3 - Greenfields

A submission was received from a land owner at 15 Greenfields Drive, Greenfields to extend the proposed commercial zone to incorporate his property. The subject site is located adjoining a site immediately

adjacent to the proposed new commercial zone boundary. The current use of the site is a small distribution warehouse and commercial zoning would allow a greater diversity of uses on the site into the future. The site in between is currently owned by the Dutch Club and is used as a community centre. The existing uses on both sites are currently permissible with consent in a commercial zone and given their location and proximity to Salisbury Highway would be compatible with the intent of the SOI and DPA. Interface issues and traffic impacts would be negligible as the new zoning would reflect the existing uses of both sites. In addition it would be reasonable to assume that the current uses of the sites would not raise any potential contamination issues and should a new development be proposed then the current provisions in the Development Plan would apply. Therefore it is considered acceptable to extend the current proposed commercial zone boundary to incorporate both properties at 15-17 and 19 Greenfields Drive, Greenfields. See map titled Area 3 – Greenfields.

Area 2 – Pooraka

In addition to the above, Council also considered the inclusion of a site located on the corner of Research Road and Main North Road, Pooraka to be re-incorporated into the DPA. This was based on the number of non-complying applications being received for premises within this area for commercial land uses. This site was part of a larger section which initially was part of the Main Roads Discussion Paper and the DPA investigations fronting Main North Road from Kester's Road through to Langford Street, Pooraka. This larger section was removed due to concerns around potential interface issues with larger established industrial development.

The area of land in question covers approximately 3.8 ha (37,620 square metres) and is effectively fully developed as commercial properties. In consideration of the above the proposed area is much smaller in size and would have minimal interface implications for larger industrial development. The parcel of land (see map titled Area 2 – Pooraka) adjoins the existing Neighbourhood Centre on Main North Road, Parra Hills West/ Pooraka and is currently fully developed with what could be described as a commercial land uses. Such uses include service industries/warehouses, stores, shops, service trade premises and recreation activities. Given the existing uses in the locality there would be minimal traffic or interface issues associated with the zone change.

In relation to traffic implications, this area was not incorporated in the detailed traffic investigations; however Council's Principal Strategic Transport Planner has provided comments.

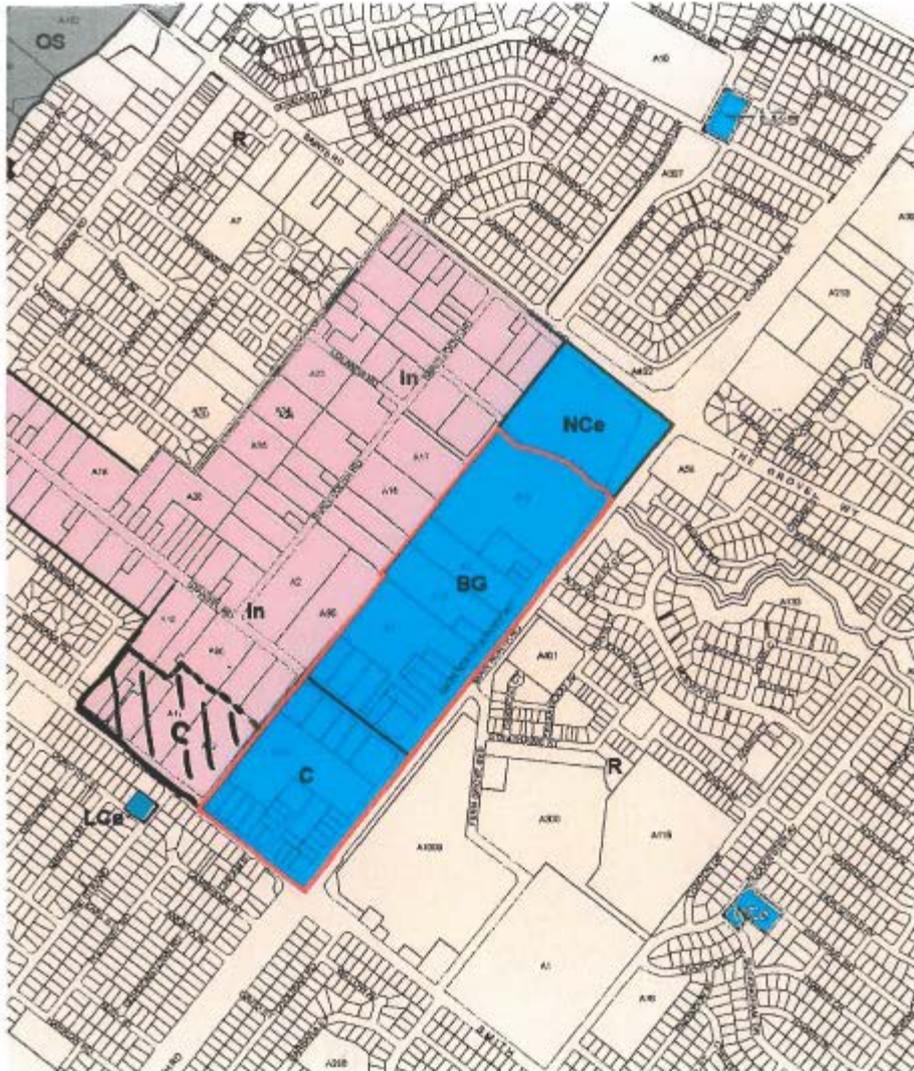
From an access perspective the majority of it is served by Research Road. However the allotments 1191-1195, currently used as a car dealership and sales, has direct access to Main North Road and rear access via Research Road. Access to this property, from Main North Road is limited to "left in/ left out" only and is sub-standard relative to other properties in this vicinity with direct access. This would not be rectified until there is some form of upgrade to Main North Road which in the future could alter access conditions.

Main North Road currently carries approximately 47,000 vpd. At the eastern, (Bridge Road) end of Research Road there are traffic signals and Bridge Road carries approximately 34,000 vpd. Research Road carries in excess of 5,000 vpd and is not a signalised junction.

All of the above suggest the need to pursue improved access conditions for the future as opportunities may arise. However in the present circumstances there is no question that the site is operating as a commercial area and therefore expected to produce similar traffic generation. Current traffic generation is not unduly high and this is supported by the volume of 5,000 vpd on Research Road. Accordingly formalisation of this to a commercial area, if there is full occupancy, may produce some changes in terms of traffic generation but it should be to a manageable degree.

The site has been subject to a number of requests for currently what would be non-complying uses in an industry zone and therefore a commercial zoning is considered the most appropriate. This would be a new Commercial Precinct 24 – Pooraka and have similar policy to the Proposed Precinct 21 – Parra Hills West.

Area 1 - Salisbury Plain



Lambert Conformal Conic Projection, GDA84

Affected Area

Zones

- Bulky Goods
- Commercial
- Industrial
- Local Centre
- Neighbourhood Centre
- Open Space
- Residential
- Zone Boundary

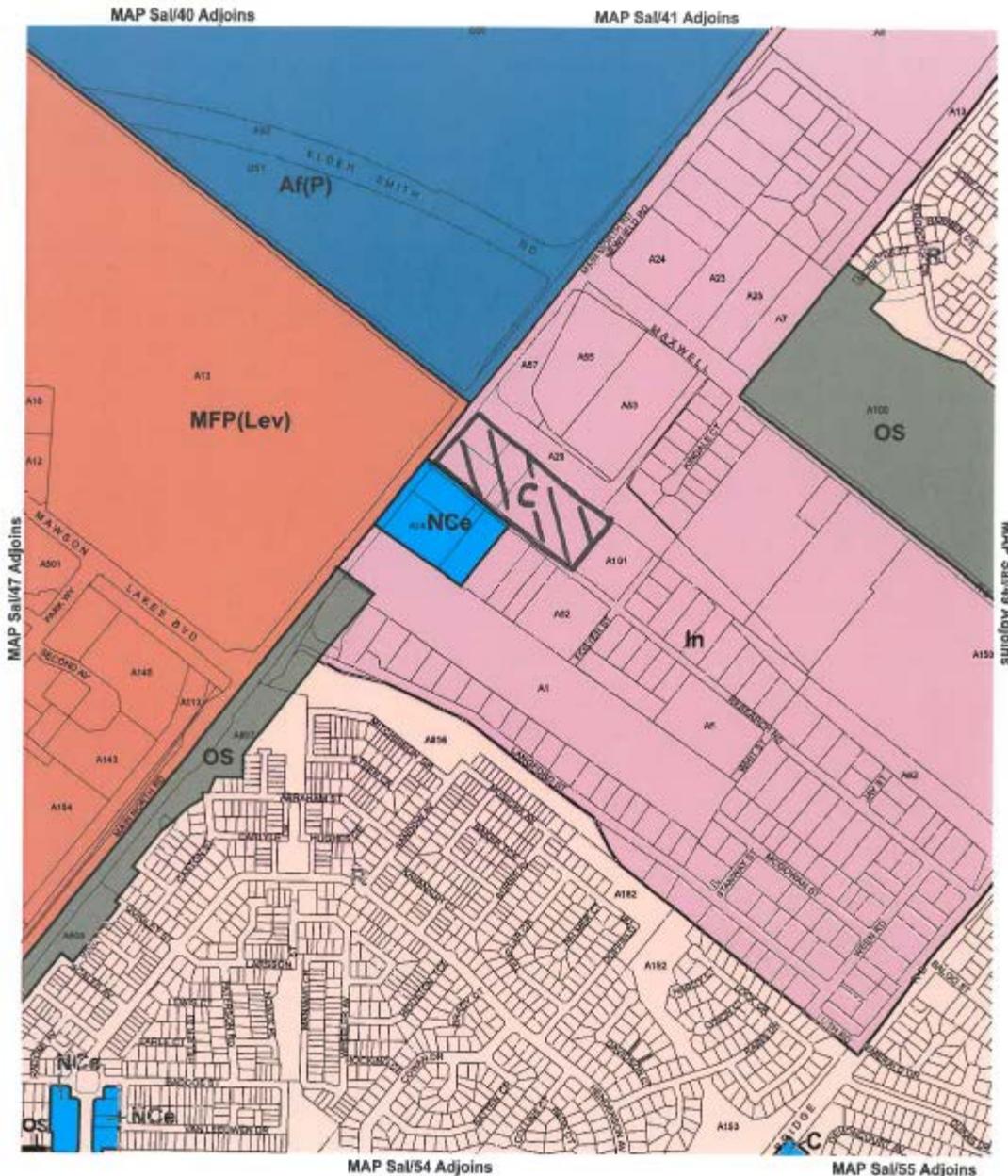
Commercial



Affected Area SALISBURY PLAIN

SALISBURY COUNCIL
 Consolidated - 18 December 2014

Area 2 - Pooraka



Lamberts Conformal Conic Projection, GDM4

- Zones**
- Airfield (Parafield)
 - Commercial
 - Industry
 - MFP(Lev) Multi Function Polis (Levels)
 - NCe Neighbourhood Centre
 - OS Open Space
 - R Residential
 - Zone Boundary

Commercial

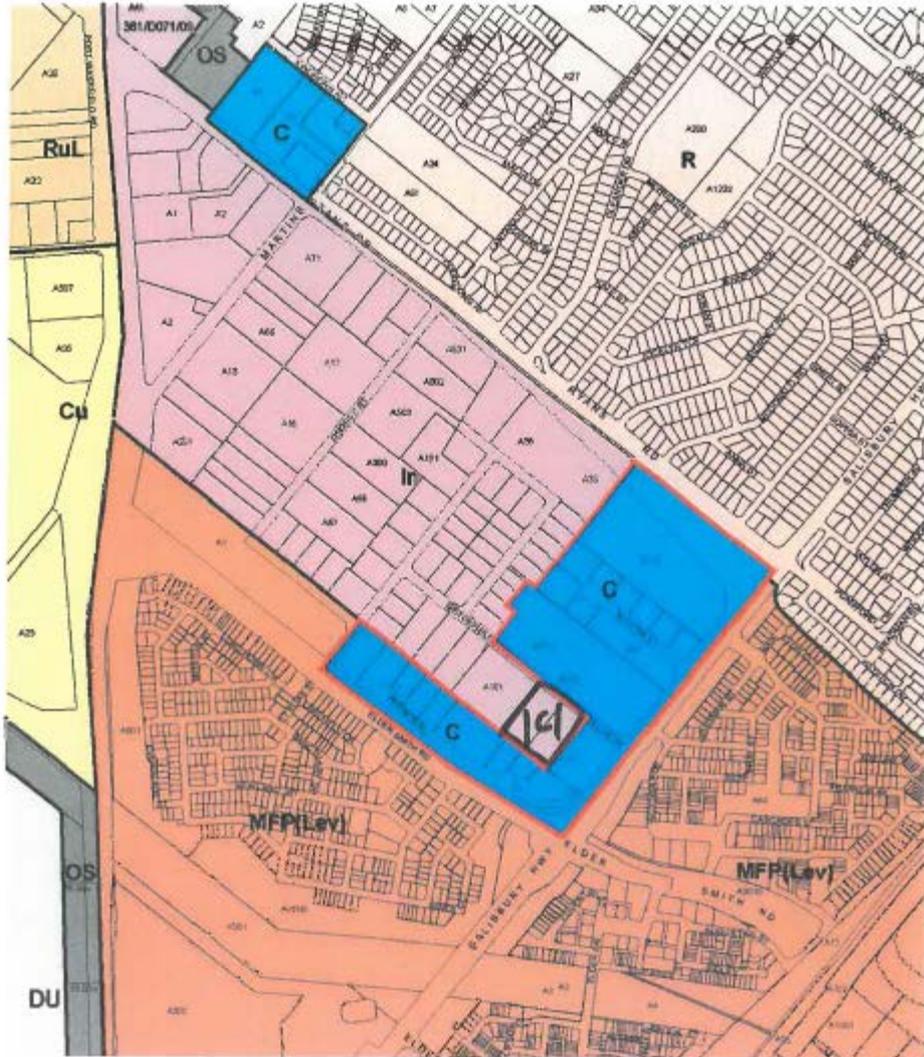


Zone Map Sal/48

SALISBURY COUNCIL

Consolidated - 10 September 2015

Area 3 - Greenfields



Unleash Canberra Core Projection, GDA94

- Affected Area
- Zones**
- Commercial
- Community
- Deferred Urban
- Industry
- Multi-Function Poles (Level)
- Open Space
- Residential
- Rural Living
- Zone Boundary

commercial



Affected Area GREENFIELDS

SALISBURY COUNCIL

