

**MILL ROAD, WATERLOO CORNER CODE  
AMENDMENT**

**EMDEV PTY LTD**

FOR CONSULTATION

**Proprietary Information Statement**

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## HAVE YOUR SAY

This Code Amendment is on consultation from Tuesday, 11 March 2025 to Tuesday, 22 April 2025.

During this time, the public and identified stakeholders can lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be provided via one of the following:

- a) Online on the SA Planning Portal (URL: [plan.sa.gov.au/en/codeamendments](https://plan.sa.gov.au/en/codeamendments))



*Use your smart phone to scan this code*

- b) Via email to [engagement@futureurban.com.au](mailto:engagement@futureurban.com.au)
- c) Via post to:

Mill Road, Waterloo Corner Code Amendment  
Future Urban  
Level 1/74 Pirie Street  
ADELAIDE SA 5000

## **1. WHAT IS THE PLANNING AND DESIGN CODE?**

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

### **1.1 Planning and Design Code Framework**

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the SA Planning Portal.

### **1.2 Overlays**

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk. They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy overrides the zone policy.

### **1.3 Zones**

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

### **1.4 Sub zones**

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

### **1.5 General Development Policies**

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

### **1.6 Technical and Numeric Variations**

Different Technical and Numeric Variations (TNVs) apply spatially across various areas of the state. The data in these layers populate policies within a zone, subzone, overlay or general development policies. While a technical and numeric variation may spatially apply at a particular location, it has no work to do unless it is specifically referenced in the relevant Code policies. Assessment provisions in the Code can reference TNVs to provide for local variation in the policy.

## 1.7 Amending the Planning and Design Code

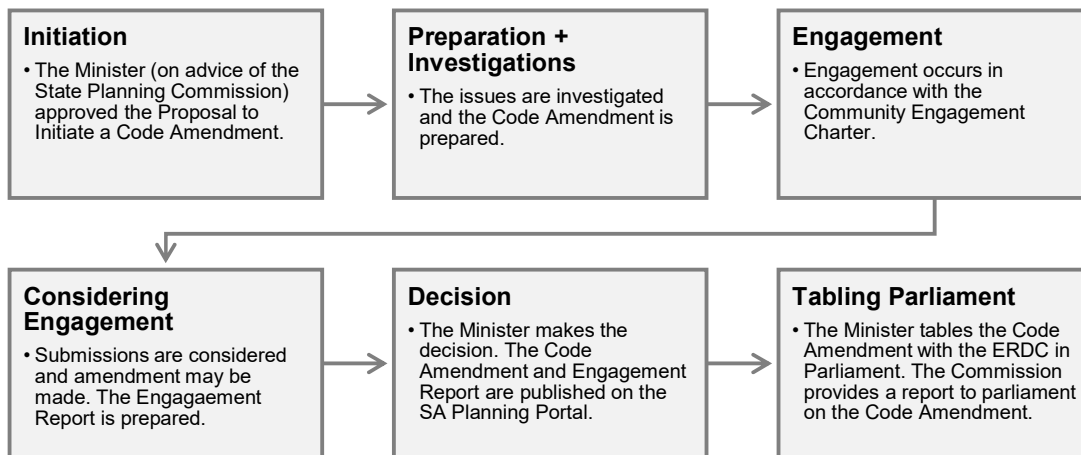
*The Planning, Development and Infrastructure Act 2016* (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning (the Minister) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process. A summary of this process is provided in Figure 1.1 below.

**Figure 1.1** Summary of the Code Amendment Process



## 2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

### 2.1 Need for the Amendment

The Affected Area and surrounding area have been identified as 'new strategic employment lands' for several years, including in the original 2010 version of the *30-Year Plan for Greater Adelaide* and 2017 update.

The State Government's 2013 Playford Growth Area Structure Plan shows the land as Industry/Employment with 'Potential Coordinated Mixed Use Precinct'.

The land is within the Greater Edinburgh Parks Precinct and major industrial growth corridor and has become an area of high interest and demand for future employment purposes.

This Code Amendment is one of several Code Amendments currently being pursued in the Greater Edinburgh Parks Precinct.

Employment land is particularly necessary in this region to support the significant residential growth areas in northern Adelaide. Figure 2.1 shows the Affected Area in context with the residential growth areas in the region, as well as key infrastructure such as the North South Corridor and Intermodal Facility.

There is a shortage of employment land supply in the region, as evident through a search (on 24/06/2024) of vacant land for sale within the Strategic Employment Zones, which revealed approximately 25 hectares of land on the market. This demonstrates that while there is a significant amount of land identified for future employment, there is very limited land supply that is zoned for employment uses and available on the market currently.

Of the estimated 247 hectares of industrial land absorbed between 2020 to 2023, the largest proportion was recorded in the Outer North precinct. A total of 141 hectares were absorbed in the Outer North over the period, equating to 56.5% of the total. Since 2020, average industrial land values in Adelaide's Outer North have grown faster than anywhere else in Australia<sup>1</sup>.

In accordance with the strategic vision for the area, the Code Amendment proposes to rezone the Affected Area from Rural Horticulture Zone and Rural Zone to the Strategic Employment Zone to facilitate warehousing, logistics and distribution related land uses. The rezoning is a logical extension of the adjacent Strategic Employment land to the east.

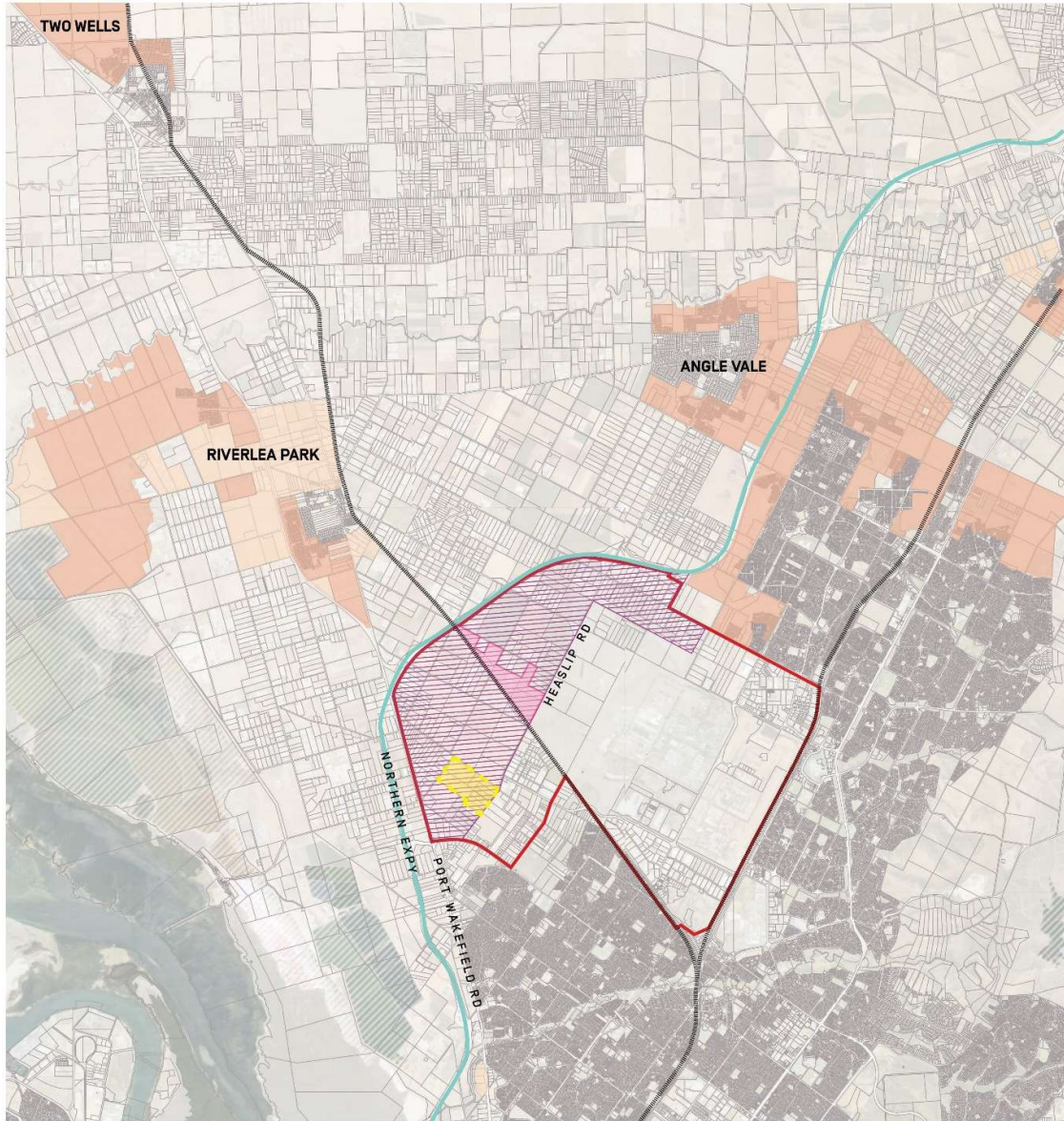
The land is particularly well located for transport logistics, with close connections to the North-South Corridor, Port Wakefield Road and Penfield Intermodal Facility. The Edinburgh Defence Precinct is also nearby.

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<sup>1</sup> Source: Report for the Property Council of Australia, Land locked: The economic potential of unlocking Adelaide's industrial land supply, May 2024



**Figure 2.1** *Affected Area and Context*



Plan Production: 29/11/2023

Regional Context  
Mill Road Code  
Amendment

**LEGEND**



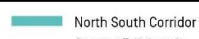
Affected Area



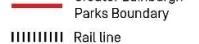
Intermodal facility



Future Employment Lands



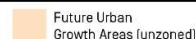
North South Corridor



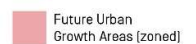
Greater Edinburgh Parks Boundary



Rail line



Future Urban Growth Areas (unzoned)



Future Urban Growth Areas (zoned)



**2.2 Affected Area**

The Affected Area comprises approximately 63.5 hectares of land and is shown in Appendix 1 and in Figure 2.2 below. The Code Amendment seeks to rezone the land from Rural Horticulture Zone and Rural Zone to the Strategic Employment Zone.

The land is formally identified as:

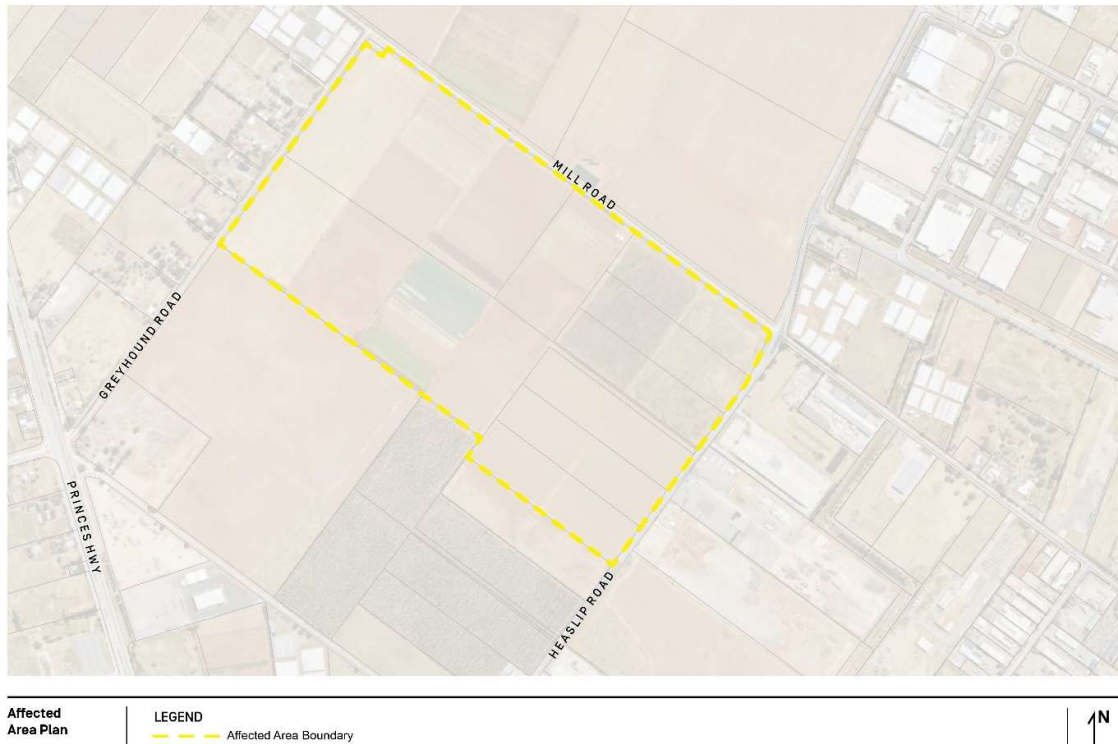
- Allotment 11 of Deposited Plan 16691 - Certificate of Title Volume 5892 Folio 933;

- Allotment 10 of Deposited Plan 16691 - Certificate of Title Volume 5892 Folio 932;
- Allotment 9 of Deposited Plan 16691 - Certificate of Title Volume 5892 Folio 931;
- Allotment 8 of Deposited Plan 19001 - Certificate of Title Volume 5990 Folio 714;
- Allotment 7 of Deposited Plan 19002 - Certificate of Title Volume 5990 Folio 713;
- Allotment 15 of Deposited Plan 19001 - Certificate of Title Volume 6123 Folio 582;
- Allotment 642 of Deposited Plan 72473 - Certificate of Title Volume 5990 Folio 711;
- Allotment 641 of Deposited Plan 72473 - Certificate of Title Volume 6123 Folio 583; and
- Allotment 6 of Deposited Plan 19002 – Certificate of Title Volume 5990 Folio 712.

The Affected Area is currently used for cropping. Some roadside vegetation exists along Mill Road and a small agriculture building and two water tanks exists on the land. Heaslip Road is a State Maintained, Type A Road. Mill and Greyhound Roads are bituminised local roads.

The locality contains largely cropping and horticulture uses west of Heaslip Road (Rural Horticulture Zone) and commercial/ warehousing uses to the east of Heaslip Road (Strategic Employment Zone). Infrastructure associated with the petroleum pipeline exists on the corner of Mill and Greyhound Roads and this is not included in the Affected Area.

**Figure 2.2 Affected Area**



## 2.3 Summary of Proposed Policy Changes

### 2.3.1 Current Code Policy

The Affected Area is currently located in the Rural Horticulture Zone and Rural Zone and within the following Overlays:

- Building Near Airfields;
- Defence Aviation Area - All structures over 15 metres;
- Defence Aviation Area - All structures over 45 metres;
- Gas and Liquid Petroleum Pipelines;
- Gas and Liquid Petroleum Pipelines (Facilities);
- Hazards (Flooding);
- Hazards (Flooding - General);
- Hazards (Bushfire - General);
- Hazards (Bushfire – Urban Interface);
- Limited Dwelling;
- Limited Land Division;
- Major Urban Transport Routes;
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Traffic Generating Development; and
- Water Resources.

The Rural Horticulture Zone also contains the following Technical and Numeric Variations:

- Minimum Site Area - Minimum site area is 10 ha; and
- Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints.

A summary of the Overlays that apply to the land, their Desired Outcome and their impact on the development of the land are summarised in Table 2.1 below.

**Table 2.1** Summary of Overlays relating to the Affected Area

Overlay	Desired Outcome	Impact on Development
Building Near Airfields	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.	Ensures development does not pose a hazard to commercial or military aircraft operations.

<p>Defence Aviation Area – All structures over 15 metres All structures over 45 metres</p>	<p>Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.</p>	<p>Ensure development does not exceed the relevant height specified by the Defence Aviation Area Overlay. Development does not include exhaust stacks.</p>
<p>Gas and Liquid Petroleum Pipelines</p>	<p>Management of risk to public safety, the environment and security of energy supply from the encroachment of development on strategic gas and liquid petroleum pipelines.</p>	<p>Development that may accommodate or result in large congregations of people, buildings for housing and / or caring for vulnerable people and community facilities is located outside areas that pose an unacceptable risk to protect life.</p>
<p>Gas and Liquid Petroleum Pipelines (Facilities)</p>	<p>Management of risk to public safety, the environment and security of energy supply from the encroachment of development on gas and liquid petroleum pipeline facilities.</p>	<p>Ensures development (including land division) does not present a risk to public health and safety due to continuous or occasional noise associated with pipeline facilities.</p>
<p>Hazards (Flooding)</p>	<p>Impacts on people, property, infrastructure and the environment from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.</p>	<p>Development sited and designed to minimise exposure of people and property to unacceptable flood risk.</p>
<p>Hazards (Flooding - General)</p>	<p>Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.</p>	<p>Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.</p>
<p>Hazards (Bushfire - General)</p>	<p>Development, including land division responds to the general level of bushfire risk by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change.</p>	<p>Development must be designed and sited to mitigate the threat of bushfires on life and property. Seeks to ensure safe access for emergency vehicles.</p>

	To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.	
Hazards (Bushfire – Urban Interface)	Urban neighbourhoods that adjoin areas bushfire risk allow access through to bushfire risk areas, are designed to protect life and property from the threat of bushfire and the dangers posed by ember attack and facilitate evacuation to areas safe from bushfire danger.	Development must be designed and sited to mitigate the threat of bushfires on life and property. Seeks to ensure safe access for emergency vehicles.
Limited Dwelling	Establishment of additional dwellings in primary production areas is limited to avoid undermining primary production.	The Overlay does not allow additional dwellings to be established.
Limited Land Division	The long term use of land for primary production is maintained by minimising fragmentation through division of land.	The Overlay does not allow additional allotments to be created.
Major Urban Transport Routes	Safe and efficient operation of Major Urban Transport Routes for all road users. Provision of safe and efficient access to and from Major Urban Transport Routes.	Outcomes sought by existing policy can be achieved having regard to traffic investigations undertaken and traffic management interventions proposed.
Prescribed Wells Area	Sustainable water use in prescribed wells areas.	Development must have a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.
Regulated and Significant Tree	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.	Existing policy sees the retention of regulated and significant trees. Tree damaging activity is only anticipated in specific circumstances, including where required to ensure the reasonable development of land.

<p>Traffic Generating Development</p>	<p>Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.</p> <p>Provision of safe and efficient access to and from urban transport routes and major urban transport routes.</p>	<p>Outcomes can be achieved having regard to traffic investigations undertaken and traffic management interventions proposed.</p>
<p>Water Resources</p>	<p>Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.</p> <p>Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.</p>	<p>Outcomes can be achieved having regard to natural flow paths and water sensitive urban design in future development and subdivision layout.</p>

### 2.3.2 Proposed Code Policy

The Code Amendment proposes the following changes:

- Rezone the Affected Area to the Strategic Employment Zone. Remove the Rural Horticulture Zone and Rural Zone;
- Retain the following Overlays as they currently apply within the Affected Area:
  - » Building Near Airfields;
  - » Defence Aviation Area - All structures over 15 metres;
  - » Defence Aviation Area - All structures over 45 metres;
  - » Gas and Liquid Petroleum Pipelines;
  - » Gas and Liquid Petroleum Pipelines (Facilities);
  - » Hazards (Flooding);
  - » Hazards (Flooding - General);
  - » Hazards (Bushfire - General);
  - » Hazards (Bushfire – Urban Interface);
  - » Major Urban Transport Routes;
  - » Prescribed Wells Area;
  - » Regulated and Significant Tree;
  - » Traffic Generating Development; and
  - » Water Resources.

- Remove the following Overlays from the Affected Area:
  - » Limited Dwelling; and
  - » Limited Land Division.
- Remove the following Technical and Numeric Variation from the Affected Area:
  - » Minimum site area is 10 hectares.
- Apply a new Concept Plan to the Affected Area:
  - » Proposed Concept Plan demonstrated in **Figure 2.3** below and contained in **Appendix 1**.

Spatial mapping of the Zones, Overlays and Technical and Numeric Variations is provided in **Appendix 1**. A copy of the Strategic Employment Zone is contained in **Appendix 3**.

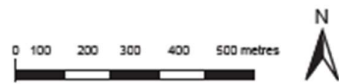
The General Development Policies that will apply to the Affected Area are contained within Part 4 – General Development Policies of the Code and can be accessed via the following link: <https://code.plan.sa.gov.au>.

**Figure 2.3 Proposed Concept Plan**



**Proposed Stormwater Channels**

- |                  |                              |
|------------------|------------------------------|
| 10m - <20m       | Detention Basin              |
| 20m - <30m       | Subject Land Boundary        |
| Road Upgrade     | Access Points                |
| Potential Roads  | Intersection (all movements) |
| Road Duplication | Roundabout                   |



**Draft Concept Plan #  
Mill Road, Waterloo Corner**



### 3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

#### 3.1 Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which required that:

- engagement is genuine;
- engagement is inclusive and respectful;
- engagement is fit for purpose;
- engagement is informed and transparent;
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the SA Planning Portal at ([www.plan.sa.gov.au](http://www.plan.sa.gov.au)).

A summary of the engagement that is occurring for this Code Amendment is as follows:

- letters will be sent to adjacent owners and occupiers, the Council, relevant State agencies, utility providers and the local Member of Parliament;
- information will be provided to the public generally via the Plan SA Have Your Say website; and
- interested parties will have the opportunity to provide a written submission via the Plan SA Have Your Say website or by email or post to Future Urban.

#### 3.2 How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- a) Online on the SA Planning Portal (URL: [plan.sa.gov.au/en/codeamendments](http://plan.sa.gov.au/en/codeamendments))



*Use your smart phone to scan this code*

- b) Via email to [engagement@futureurban.com.au](mailto:engagement@futureurban.com.au);

- c) Via post to:

Mill Road, Waterloo Corner Code Amendment  
Future Urban  
Level 1/74 Pirie Street  
ADELAIDE SA 5000

### **3.3 What changes to the Code Amendment can my feedback influence?**

Aspects of the Code Amendment which stakeholders and the community can influence (i.e. are negotiable) are:

- whether the Strategic Employment Zone is the most appropriate Zone for the Affected Area;
- whether the investigations undertaken as part of the Code Amendment are sufficient to consider the impact of the rezoning on the surrounding area; and
- elements of the Concept Plan which will guide future development.

Aspects of the project which stakeholders and the community cannot influence (i.e. are not negotiable) are:

- the geographic extent of the Code Amendment (i.e. the Affected Area);
- the intent of the Strategic Employment Zone; and
- the policy wording within the Planning and Design Code.

### **3.4 What will happen with my feedback?**

The Designated Entity is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by the Designated Entity when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register, and you will receive an email acknowledging receipt of your submission. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published; however, company details will be.

The Designated Entity will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the SA Planning Portal.

### **3.5 Decision on the Code Amendment**

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

## 4. ANALYSIS

### 4.1 Strategic Planning Outcomes

#### 4.1.1 Summary of Strategic Planning Outcomes

The Code Amendment will achieve the strategic outcomes of the State and the Salisbury and Playford Councils in the following ways:

- ensuring adequate employment land supply for northern Adelaide and the Greater Adelaide region;
- facilitating employment uses to support job and business growth;
- infrastructure and services to support future employment land uses;
- identification of potential hazards, including flooding and the gas pipeline, and the introduction of appropriate measures to mitigate risk;
- ensuring safe access and egress to the site without disruption to the State maintained road; and
- interface between different land uses.

#### 4.1.2 Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Appendix 4**.

#### 4.1.3 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long-term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the Regional Plan as shown in **Appendix 4**.

#### 4.1.4 Consistency with other key strategic policy documents

This Code Amendment aligns with other key policy and strategic documents, including:

- City of Playford Strategic Plan 2020-2024;

- Playford Community Vision 2043;
- Playford Growth Area Structure Plan – December 2013;
- City of Salisbury City Plan 2035; and
- City of Salisbury Strategic Growth Framework - Waterloo Corner and Bolivar Corridor.

This Code Amendment is consistent with the relevant objectives in these strategic policy documents as shown in **Appendix 4**.

#### 4.2 Infrastructure planning

The following infrastructure planning is relevant to this Code Amendment:

Council Infrastructure Planning	Response/Comment
Roads	<p>The existing road infrastructure in Waterloo Corner is not adequate to cater for the volume or type of vehicle envisaged to be generated by future development.</p> <p>The identified traffic solutions largely relate to local road connections with State Maintained Roads; however, the traffic investigations have identified that the following interventions to local roads:</p> <ul style="list-style-type: none"> <li>• Closure of the Mumford Road where it connects to Port Wakefield Road; and</li> <li>• Mill Road, Greyhound Road and Mumford require upgrades (more information below).</li> </ul> <p>Mumford Road, Mill Road and Greyhound Road fronting the subject land will require upgrading to facilitate traffic movements associated with future development of the land. The SA Infrastructure Guidelines specifies that industrial roads should have a road width of 20.0 m and a 10.2 m sealed carriageway.</p> <p>Accordingly, Mumford Road and Mill Road will require widening and sealing while Greyhound Road will be upgraded to provide a wider carriageway.</p>
Stormwater	<p>The existing stormwater infrastructure throughout the general area largely consists of local/roadside drainage (mostly small, informal swales, cross culverts and driveway culverts) on Greyhound Road, Heaslip Road and Port Wakefield Road. Besides this infrastructure, stormwater generally flows overland from northeast to southwest. Due to the flat topography of the area, there is also a lot of natural flood storage.</p>

	<p>Tonkin is updating the Greater Edinburgh Parks (GEP) Stormwater Management Plan (SMP) on behalf of the City of Playford. This SMP is a broad regional-scale stormwater strategy that covers an area of approximately 1,740 Ha in the City of Playford and City of Salisbury council areas.</p> <p>The proposed strategy primarily involves a small number of detention basins distributed throughout the catchment and large open channels to direct water to the south-west, ultimately to the ocean, to reduce flooding across the catchment area (including within the proposed development areas).</p> <p>Additional stormwater investigations have been undertaken by Tesseract in relation to the proposed future development of Stage 1, which includes land on the corner of Mill Road and Heaslip Road (refer <b>Appendix 8</b>). The proposed stormwater channel and retention basin associated with this future development has been included in the Concept Plan.</p>
Government Agency Infrastructure Planning	Response/Comment
Roads	<p>The Department for Transport and Infrastructure (DIT) is planning an upgrade of Heaslip Road which is likely to result in the duplication of the lanes to a four lane divided road.</p> <p>The analysis undertaken for Greater Edinburgh Parks identified that the duplication of Heaslip Road will be required to cater for the forecast growth on the road associated with broader development. Accordingly, any treatment on Heaslip Road requires the consideration of the future road widening. DIT is investigating potential future infrastructure requirements to identify the anticipated road widening requirements along Heaslip Road. It is expected that this will include a land acquisition requirement on the Affected Area.</p> <p>The following solutions (which relate to State maintained roads) have been determined appropriate to cater for all four Code Amendments:</p> <ul style="list-style-type: none"> <li>• A roundabout at the Mill Road/Heaslip Road intersection;</li> <li>• All movements provided at a new intersection on Heaslip Road;</li> <li>• Left in/left out movements at the Mumford Road/Heaslip Road intersection;</li> </ul>

	<ul style="list-style-type: none"> <li>• Closure of the Mumford Road/Port Wakefield Road intersection; and</li> <li>• A new signalised intersection on Port Wakefield Road at Greyhound Road/Dunn Road.</li> </ul>
<p>SA Water</p>	<p><i>Potable water</i></p> <p>There are SA Water potable water mains on Port Wakefield Road, Waterloo Corner Road, Heaslip Road and Mumford Road. The main pipelines on these roads are as follows:</p> <ul style="list-style-type: none"> <li>• Port Wakefield Road 150mm AC</li> <li>• Port Wakefield Road 200mm AC</li> <li>• Waterloo Corner Road 150mm AC</li> <li>• Heaslip Road 200mm AC</li> <li>• Mumford Road 300mm DICL</li> </ul> <p>SA Water have stated that augmentation is likely to be required in this area to cater for development of these sites, and that the extent of augmentation works would be dependent on the final scope and layout of the developments.</p> <p>Depending on the site usage, there is also potential for stormwater to be harvested and reused for site operations. This can decrease the potable water demand and decrease the post-development peak stormwater runoff flows and thus reduce stormwater detention requirements. This could be implemented by installing rainwater tanks to collect roof runoff, or reusing water from a basin.</p> <p>It should also be noted that a 200mm and a 150mm reclaimed water pipeline are located on Mill Road and Heaslip Road respectively. Although this water is not potable, this may also be used for other purposes.</p> <p><i>Wastewater</i></p> <p>Under current conditions, there is no SA Water sewer service within the vicinity of the Affected Area. The two closest connection points to the SA Water sewer network are adjacent to 549 Waterloo Corner Road, or at the intersection of Port Wakefield Road and Burton Road. Both gravity mains are 225mm in diameter.</p> <p>SA Water advised that significant works to the receiving network would be required to service these allotments, and therefore SA Water is unlikely to be able to accommodate these sites.</p>

	It was noted that any SA Water upgrades would be dependent on the nature, timing and scope of the development so they are unable to quantify any augmentation works at this stage.
<b>Other</b>	<b>Response/Comment</b>
Wastewater	Given that the developments are likely to be logistics-based (e.g. transport depot, large storage warehouses), there is likely to be only small numbers of staff onsite. For this reason, onsite management of sewage is likely to be an option, at least in the short term. If the ultimate usage for a site is different, then that development is likely to need servicing with an SA Water mains sewer connection to drain to the Bolivar Wastewater Treatment Plant.
Electricity	<p><i>High Voltage Network</i></p> <p>Electricity is supplied through the region via zone substations, which are operated at 66 kV and stepped down to 11 kV. The substation that is closest to the Affected Area is the Paralowie Zone Substation.</p> <p>SAPN's yearly "Distribution Annual Planning Report (2022/23 to 2026/27)" (DAPR) has not identified any sub transmission lines with insufficient capacity for the 2025 forecast that form part of the electrical supply to the Paralowie substation.</p> <p>From reviewing the associated forecast summary provided by SAPN along with the DAPR, the Parafield Gardens West to Paralowie sub transmission line has sufficient capacity to support the anticipated future developments.</p> <p><i>Low Voltage Network</i></p> <p>The low voltage network and new local transformers will need to be designed to suit the new demands. Existing power distribution lines existing along Port Wakefield Road, Greyhound Road, Heaslip Road and Mill Road.</p>

### 4.3 Investigations

#### 4.3.1 Investigations undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Honourable Nick Champion MP, Minister for Planning (the Minister) in the Proposal to Initiate.

The investigations undertaken to inform the Code Amendment include:

- Traffic investigations – Code Amendment (refer **Appendix 5**);
- Traffic investigations – Waterloo Corner (refer **Appendix 6**);
- Services and Infrastructure (including stormwater) (refer **Appendix 7**);
- Stormwater Analysis – Stage 1 (**Appendix 8**);
- Economic analysis (refer **Appendix 9**);
- Preliminary site investigation (refer **Appendix 10**);
- Infrastructure funding solution;
- Search of the Register of Aboriginal Sites and Objects (Taa wika); and
- Concept Plan.

In addition to the investigations outlined in the Proposal to Initiate, the State Planning Commission has also specified certain investigations to be undertaken to support the Code Amendment. A summary of which investigations were conditioned by the Commission and how each of these investigations have been addressed is provided in Table 4.1.

**Table 4.1** Summary of Response to Further Investigations conditioned by the State Planning Commission

Investigation	Response
<p>A comprehensive infrastructure analysis by an appropriately qualified expert(s) that identifies all future infrastructure works required to accommodate the development of the affected area as proposed by the Code Amendment and provides a strategy that offers a funding and delivery solution for all required infrastructure works (noting that the City of Salisbury and City of Playford have stated that they expect that Infrastructure Deed(s) will be required). Consideration should be given to understanding any potential consolidated infrastructure impacts associated with the proposed Code Amendments being undertaken directly adjoined to the affected area (being overseen by Ekistics, URPS and MasterPlan SA). Investigations should also consider any recommendations from network planning currently underway by the Department for Infrastructure and Transport.</p>	<p>These investigations are included in the Traffic and Infrastructure investigations in <b>Appendix 6</b> and <b>Appendix 7</b> respectively.</p> <p>Tonkin have undertaken a comprehensive analysis of the required infrastructure, in conjunction with stormwater investigations being undertaken by the Councils. As Tonkin has been engaged by all Proponents, investigations are cognisant of all four of the Code Amendment’s requirements.</p> <p>Regarding traffic investigations, MFY was engaged by three out of four Proponents and CIRQA was engaged by one Proponent. MFY and CIRQA shared information throughout the process to ensure alignment between the proposed traffic solutions. Engagement occurred with Department for Infrastructure and Transport at every stage.</p> <p>An Infrastructure Deed will be required for both traffic and stormwater.</p>



Investigation	Response
<p>Demonstrate integration and coordination of infrastructure between the Code Amendments being undertaken directly adjacent to the affected area (being overseen by Ekistics, URPS and MasterPlan SA).</p>	<p>Regular consultant working group meetings were held between Future Urban, Ekistics, MasterPlan and URPS. In most instances, the City of Salisbury, City of Playford, Department for Infrastructure and Transport, Planning and Land Use Services and relevant technical consultants were also invited to attend.</p> <p>Meetings held to-date include:</p> <ul style="list-style-type: none"> <li>• 7 May 2024;</li> <li>• 13 August 2024;</li> <li>• 22 August 2024 (traffic related workshop);</li> <li>• 11 December 2024; and</li> <li>• 5 February 2025.</li> </ul> <p>Meetings will continue throughout the Code Amendment process.</p>
<p>Stormwater investigations to ensure there is no run-off to the existing buildings nor the surrounding allotments (or such other arrangements as may be agreed to by the City of Salisbury, City of Playford, Designated Entity, and the affected landowners).</p>	<p>These investigations are included in the infrastructure investigations in <b>Appendix 5Appendix 7</b>.</p> <p>An interim stormwater solution is proposed which includes 50ML of stormwater detention within the Affected Area which will pump out at a rate of 66 L/s. The proposed location and size of the detention basin is shown on the Concept Plan.</p> <p>In the ultimate case (after Council's Stormwater Management Plan is implemented) the outflow allowance from the Affected Area will increase, and so the detention requirement will reduce.</p> <p>A 20-30m wide stormwater swale along Greyhound Road is shown on the Concept Plan to cater for the ultimate scenario.</p> <p>Further stormwater investigations relating to likely Stage 1 development is included in <b>Appendix 8</b>.</p>
<p>Conduct a search of the Register of Aboriginal Sites and Objects (Taa wika) to identify any relevant Aboriginal heritage considerations, including any identified cultural sites and objects.</p>	<p>A Taa Wika Cultural Heritage Database and Register Search has been undertaken for all allotments within the Affected Area (with a buffer of 100 metres) and no known Aboriginal sites or objects were identified because of this search.</p>

Investigation	Response
<p>Explore the use of a Concept Plan that outlines a layout that ensures connectivity and integration with existing and future adjacent rural uses – for example, through the identification of interface buffers, stormwater treatments, transport linkages, and so forth.</p>	<p>A Concept Plan is proposed which identifies vehicle access locations, anticipated road connections and upgrades and the location of required stormwater infrastructure.</p>

Details of the investigations, including outcomes and recommendations, are contained in Table 4.2 below.

**Table 4.2 Investigations**

Investigation	Outcomes/Recommendations
<p>Traffic investigations</p>	<p>Two traffic studies have been undertaken. One relates to the anticipated traffic requirements specifically for the Code Amendment. The other relates to the road upgrades required to facilitate development within Waterloo Corner, with consideration of the other three Code Amendments occurring in the area.</p> <p>The traffic investigations associated with this Code Amendment have identified a requirement for improved infrastructure to provide for safe and convenient access and facilitate the movement of people and goods to and from the site.</p> <p>The growth of broader Adelaide has necessitated the introduction of development on land previously used for low traffic generating developments which have not required infrastructure to the same specification as would now be expected.</p> <p>Investigations have identified the need for upgraded roads and intersections to provide increased capacity and safety in the longer term. Importantly, the recommendations have been tailored to provide flexibility in how development delivery is staged and to not compromise potential future Code Amendments which will consider requirements for other land parcels in this precinct.</p> <p>Consideration has also been given to staged development requirements. This is important due to the multiple land owners and relatively small parcels of land on which access for development will need to be accommodated.</p> <p>The following solutions have been determined appropriate to cater for all four Code Amendments:</p> <ul style="list-style-type: none"> <li>• a roundabout at the Mill Road/Heaslip Road intersection;</li> <li>• all movements provided at a new intersection on Heaslip Road;</li> <li>• left in/left out movements at the Mumford Road/Heaslip Road intersection;</li> <li>• closure of the Mumford Road/Port Wakefield Road intersection;</li> <li>• a new signalised intersection on Port Wakefield Road at Greyhound Road/Dunn Road; and</li> <li>• Mill Road, Greyhound Road and Mumford will be upgraded.</li> </ul>

Investigation	Outcomes/Recommendations
	<p>The timing of the implementation of the infrastructure will depend on the accumulative development of land within the surrounding area and has been identified in the combined Code Amendment traffic investigations report.</p> <p>Notwithstanding this, development of the Affected Area will require safe and convenient access to be provided which, depending on staging, will require fit for purpose design solutions to cater for the development proposed, having regard to the specific proposal and access requirements. High-level intersection designs have been included in <b>Appendix 5</b>.</p> <p>Access to the Affected Area will be provided via Mill Road or Greyhound Road. While there may be potential for partial access to be obtained via Heaslip Road, existing constraints will limit the number and type of movement that could occur. The locations of access points will be identified during the Development Application stage of developments on the land.</p> <p>An infrastructure deed is required to fund the necessary upgrades. This deed will need to be put in place prior to adoption of the Code Amendment, as per the condition placed on the Code Amendment by the Minister for Planning.</p> <p><b>How are these investigations addressed by the Code Amendment?</b></p> <p>Road infrastructure planning is required to consider the future traffic requirements of the Affected Area but also what infrastructure is required at a regional level. The Code Amendment addresses this through regular working group meetings to ensure that road upgrades and interventions are planned with consideration of the wider network, with support from DIT and both councils.</p> <p>An infrastructure deed will be put in place prior to adoption of the Code Amendment to ensure developers make fair and equitable contributions towards the necessary road infrastructure upgrades when they proceed to develop their land.</p> <p><b>Recommended Policy Change</b></p> <p>Apply the Strategic Employment Zone to the Affected Area.</p> <p>Apply a Concept Plan to the Affected Area showing the indicative location of access points and traffic interventions.</p>
<p>Services and Infrastructure (including stormwater)</p>	<p>Infrastructure upgrades and extension will be required to supply essential services such as electricity, potable water, and sewer services to the Affected Area. Stormwater infrastructure upgrades are also required. In some cases (such as wastewater and stormwater), interim solutions are proposed to allow development to proceed in the short term to address the urgent need for further land supply, allowing time for regional infrastructure upgrades to occur as further development in the region progresses. A summary of the findings relating to infrastructure requirements is provided in section 4.2 above.</p> <p><b>How are these investigations addressed by the Code Amendment?</b></p> <p>Infrastructure planning is required to consider the future servicing requirements of the Affected Area but also what infrastructure is required at a regional level. The Code Amendment addresses this through engagement of a single engineering consultant who is working with both councils and all Proponents for the Code Amendments in Waterloo Corner. This, together</p>

Investigation	Outcomes/Recommendations
	<p>with regular working group meetings, ensures that regional infrastructure planning aligns with interim solutions which will be put in place through each Code Amendment.</p> <p>An infrastructure deed will be put in place prior to adoption of the Code Amendment to ensure developers make fair and equitable contributions towards the necessary infrastructure upgrades when they proceed to develop their land.</p> <p><b>Recommended Policy Change</b></p> <p>Apply the Strategic Employment Zone to the Affected Area.</p> <p>Apply a Concept Plan to the Affected Area showing the indicative location of stormwater infrastructure.</p>
Economic analysis	<p>Plan SA forecasts that the population of the Metropolitan Adelaide area will increase by 165,000 people from 2023-2030. With over half of the forecast residential dwelling pipeline located in the Outer North, it is essential that industrial sector growth moves in line with population growth. The unlocking of industrial development land in areas of significant population growth is critical to the growth of the city with a focus on the Outer North in the near term, and the Outer South as the North-South Corridor completes in 2030.</p> <p>The rapid escalation of demand for warehouse space laid the foundation for Adelaide’s current industrial land shortage. Much of this tenant demand (&gt;3,000 sqm) from 2020-2023 was recorded in areas with strong connectivity to the Northern Connector. Predominantly, in the North West and Outer North precincts, which accounted for almost 70% of the four-year total.</p> <p>With very low availability of existing warehouse space and very limited development-ready industrial land remaining in the Outer North and North West precincts, occupiers looking to relocate to the precincts are left with few options. This low availability of warehouse floorspace underpins the importance of unlocking more industrial land in Adelaide.</p> <p>Of the estimated 247 hectares of industrial land absorbed between 2020 to 2023, the largest proportion was recorded in the Outer North precinct. A total of 141 hectares were absorbed in the Outer North over the period, equating to 56.5% of the total.</p> <p>The challenges acquiring industrially zoned land has placed significant upward pressure on land values across Adelaide. Since 2020, average land values have increased between 100% - 300%. The 300% growth in land values that has been recorded in Adelaide’s Outer North precinct since 2020 is the strongest rate of growth across all tracked industrial markets nationally. If average land values continue to increase at the same percentage growth rate recorded over 2020 – 2023, land values in the Outer North could reach over \$1,000 per sqm. If land values continue to trend upwards in line with this high growth scenario, industrial development will become unfeasible for developers and will be uneconomical for tenants. To avoid the further escalation of this crisis is a fluid industrial land market with development-ready industrial land lots available to the private market.</p> <p>Of the ~1,500 hectares of vacant industrial lands first published in the Plan SA Land Supply Report for Greater Adelaide in 2021, only 146 hectares are development-ready, having the potential for immediate development. Furthermore, using the current rate of industrial land absorption recorded in</p>

Investigation	Outcomes/Recommendations
	<p>Adelaide from 2020 to 2023, there is significant concern that the current available industrially zoned land in the market will be exhausted in just over two years.</p> <p>The retention of industrial land is critical to a growing city. The industrial sector provides space for manufacturing, production, goods storage and logistics activities. It contributes to productivity, job creation, and economic growth. Conversely, the loss of industrial land can lead to negative economic impacts, including job losses and lower wages.</p> <p>Direct and indirect employees associated with the SA manufacturing sector contribute on average \$149,788 to Gross State Product per annum. This includes direct on-site jobs, the jobs of supplying industries and the jobs associated with the spend of salaries and wages on consumption.</p> <p>For every direct job on-site in an industrial precinct contributing \$149,788 to Gross State Product, there are 2.07 jobs created elsewhere in the economy through the induced effects contributing another \$300,000 to Gross State Product.</p> <p>Therefore, the loss of every hectare of productive industrial land for urban development in Metropolitan Adelaide could result in the loss of 90 direct jobs and \$13.5 million of direct contribution to Gross State Product in existing precincts. It is also worth noting that this economic activity could be transferred interstate should the zoned land be available.</p> <p>The future Edinburgh Parks lands is 1719 Hectares. If fully developed, retaining this precinct for industrial use could support capacity for:</p> <p>Future Jobs: 154,710  GSP Output: \$23.2 billion</p> <p>Key Future Industrial Sectors: Warehouse and Distribution   Defence   Food Manufacturing   Retail and Wholesale</p> <p>It is anticipated that rezoning of the Affected Area could facilitate approximately 1900 future jobs.</p> <p>Recommendation: Prioritise the rezoning and release of this land to ensure that affordable opportunities to acquire industrial land is available to the market.</p> <p><b>How are these investigations addressed by the Code Amendment?</b></p> <p>The Code Amendment seeks to rezone the Affected Area to address the immediate need for further employment land in the region.</p> <p><b>Recommended Policy Change</b></p> <p>Apply the Strategic Employment Zone to the Affected Area.</p>
Preliminary Site Investigation (PSI)	<p>The objectives of the PSI were to:</p> <ul style="list-style-type: none"> <li>• identify whether potentially contaminating activities (PCAs) have occurred on or near the site, including chemicals of interest (COI) if any, relating to the identified PCAs;</li> <li>• provide a desktop review of the potential risk to the proposed land use related to identified PCAs and likelihood that PCAs may have caused site contamination about the previous land use; and</li> </ul>

Investigation	Outcomes/Recommendations
	<ul style="list-style-type: none"> <li>• provide advice if additional assessment is required to assess the contamination status of site.</li> </ul> <p>The scope of work completed for the PSI included the review of publicly available information for the site and surrounds, as well as a site inspection and the development of a preliminary site conceptual model.</p> <p>The site history research has revealed that:</p> <ul style="list-style-type: none"> <li>• the site has been utilised for agricultural purposes from as early as 1881 and appears to have been utilised in a horticultural land use from approximately the early 2000's (as indicated in the 2004 aerial photo);</li> <li>• intensive agriculture associated with market gardening for the growing of cabbages and lettuce appear to have dominated the site since the early 2000's;</li> <li>• chemical application of insecticides and fungicides has been undertaken in accordance with the manufacturer's specifications;</li> <li>• the site has been identified as being in the Edinburgh Groundwater Prohibition Area due to the identification of known PFAS contaminated groundwater;</li> <li>• there is an off-site operational electrical substation immediately adjacent to the northern corner of the site which was constructed in the 1970s.</li> </ul> <p>Based on the results of the PSI, one on-site and two key off-site potentially contaminating activity (PCAs) as defined by the State Planning Commission Practice Direction 14 were identified. The on-site PCA relates to intensive application or administration of a listed substance to plants associated with current and historical market garden activities.</p> <p>The following recommendations are made based on the results of the PSI and the identification of the PCA's at the site:</p> <ul style="list-style-type: none"> <li>• a broad grid-based soil assessment is recommended to assess the risk associated with the application of insecticides and fungicides at the site. The soil assessment should also include targeted sampling in the northern corner of the site to determine if impacts are present from leak and/or spills of coolant oils from the adjacent off-site substation; and</li> <li>• a detailed literature review is recommended to be completed of the identified assessment reports and EPA records for the site and surrounding areas including for, but not limited to the Edinburgh Groundwater Prohibition Zone, the Waste depot and further information is also recommended where available for the Humes Doors and Timbers site. Subject to the findings of the literature review, it may be appropriate to undertake additional intrusive assessment works to evaluate possible soil and groundwater impacts at the site from these potential off-site sources.</li> </ul> <p>Additionally, all site activities and future site development is to be undertaken in accordance with the conditions of the Edinburgh Groundwater Prohibition Area.</p>

Investigation	Outcomes/Recommendations
	<p>Should any buried waste or any other evidence of potential site contamination be uncovered or identified during site construction activities, work must cease immediately, and an appropriately qualified environmental consultant be contacted to inspect and assess the identified area of potential contamination.</p> <p>Based on the results of the limited PSI and subject to the findings of the additional investigation and assessment works, it is considered unlikely that there would be gross contamination that would preclude commercial/industrial development at the site.</p> <p><b>How are these investigations addressed by the Code Amendment?</b></p> <p>With consideration of current and previous uses of the Affected Area and proposed future land uses which will be facilitated through the rezoning, the Code Amendment is deemed appropriate. Soil testing is likely to be required where land will be used for detention basins. This can be undertaken at development approval stage in accordance with Practice Direction 14.</p> <p><b>Recommended Policy Change</b></p> <p>Apply the Strategic Employment Zone to the Affected Area.</p>
Infrastructure funding solution	<p>Infrastructure agreements ensure that all landowners/developers make fair and equitable contributions towards the necessary infrastructure upgrades when they proceed to develop their land.</p> <p>Infrastructure agreements will be required for road infrastructure and regional stormwater infrastructure. These agreements are being drafted and will be in place prior to adoption of the Code Amendment.</p>
Search of the Register of Aboriginal Sites and Objects (Taa wika)	<p>A Taa Wika Cultural Heritage Database and Register Search has been undertaken for all allotments within the Affected Area (with a buffer of 100 metres) and no known Aboriginal sites or objects were identified as a result of this search. In the event that places or items of Aboriginal significance are identified in the future, the <i>Aboriginal Heritage Act 1988</i> will continue to protect these places and items.</p>
Concept Plan	<p>A Concept Plan is proposed to be adopted into the Planning and Design Code to guide future development within the Affected Area.</p> <p>The Concept Plan has been drafted to ensure required infrastructure within the Affected Area aligns with infrastructure requirements for adjoining Code Amendments and regional infrastructure planning.</p> <p>The proposed Concept Plan can be found in <b>Appendix 1</b> and includes:</p> <ul style="list-style-type: none"> <li>• the location of future road upgrades;</li> <li>• the location of future intersections;</li> <li>• the location of access points and an indicative internal road; and</li> <li>• stormwater infrastructure.</li> </ul> <p>The Proponent is only able to introduce a Concept Plan over land within the Affected Area, however, it is likely that the Concept Plan for each of the four</p>

Investigation	Outcomes/Recommendations
	Code Amendments occurring in Waterloo Corner will be merged when adopted into the Planning and Design Code.

Further details on investigations undertaken in support of the Code Amendment are included in **Appendix 5-9**.

#### 4.3.2 Recommended policy changes

The above investigations confirm that the policy contained within the Planning and Design Code is adequate to guide future redevelopment of the Affected Area.

Accordingly, this Code Amendment does not seek to change any policy contained within the Planning and Design Code and will only result in the changes to the spatial application of the Strategic Employment Zone, Overlay and Technical and Numeric Variation boundaries and inclusion of a Concept Plan as described in section 2.3.2 of this report.



## **APPENDIX 1. AFFECTED AREA MAPPING**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

## **APPENDIX 2. CURRENT CODE POLICY**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

### **APPENDIX 3. PROPOSED CODE POLICY**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

## **APPENDIX 4. STRATEGIC PLANNING OUTCOMES**

This investigation report can also be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

## (1) STATE PLANNING POLICIES

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

### SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are summarised below:

State Planning Policy (SPP)	Code Amendment Alignment with SPPs
<p><b>State Planning Policy 1 – Integrated Planning:</b> To apply the principles of integrated planning to shape cities and regions in a way that enhances our liveability, economic prosperity and sustainable future.</p> <p><i>(1.1) 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><i>(1.2) Provide an orderly sequence of land development that enables the cost-effective and timely delivery of infrastructure investment commensurate with the rate of future population growth.</i></p> <p><i>(1.3) 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>The Affected Area has been identified for future employment land by the State Government, City of Playford and City of Salisbury and will increase employment land supply in a growth area. The Affected Area is can be serviced by infrastructure is very well connected to existing transport routes and intermodal facility.</p>
<p><b>State Planning Policy 9 – Employment Lands:</b> To provide sufficient land supply for employment generating uses that supports economic growth and productivity.</p> <p><i>(9.1) 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><i>(9.2) Enable opportunities for employment and encourage development of underutilised lands connected to, and integrated with, housing, infrastructure, transport and essential services.</i></p> <p><i>(9.4) 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>The Affected Area is currently underutilised and strategic visioning for the area has established that the highest and best use of the land is for employment purposes.</p> <p>The Strategic Employment Zone provides an adaptable policy framework to allow commercial and employment type uses, flexible to market demand.</p> <p>The Affected Area is well located with infrastructure and transport connections. Development of the site is desirable and will leverage off recent and planned infrastructure investment.</p>

<p><i>(9.5) Promote new, latent and alternative employment types and attract new business investment by enabling a diverse range of flexible land use opportunities.</i></p> <p><i>(9.6) Protect prime industrial land for employment use where it provides connectivity to freight networks; enables a critical mass or cluster of activity; has the potential for expansion; is connected to skilled labour; is well serviced; and is not constrained by abutting land uses.</i></p> <p><i>(9.12) 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><b>State Planning Policy 11 - Strategic Transport Infrastructure:</b> 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><i>(11.2) Development that maximises the use of current and planned investment in transport infrastructure, corridors, nodes and services.</i></p>	<p>Rezoning of the Affected Area will assist in maximising use of the North-South Corridor.</p>
<p><b>State Planning Policy 14 - Water Security and Quality:</b> To ensure South Australia's water supply is able to support the needs of current and future generations.</p> <p><i>(14.5) 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 liveability.</i></p> <p><i>(14.6) Support development that does not adversely impact on water quality.</i></p>	<p>Stormwater investigations identify measures that future development must incorporate to minimise risks of flooding. The Proponent intends to detain stormwater on site through detention basins and enter into an infrastructure deed to equitably contribute to the provision of required infrastructure.</p>
<p><b>State Planning Policy 16 - Emissions and Hazardous Activities:</b> To protect communities and the environment from risks associated with emissions, hazardous activities and site contamination, whilst industrial development remains viable.</p> <p><i>(16.1) Protect communities and the environment from risks associated with industrial emissions</i></p>	<p>The Gas and Liquid Petroleum Pipelines Overlay applies over a significant proportion of the Affected Area. This Overlay applies some restrictions on land uses, however, it is not expected to impact future development of the land. Future land uses will be selected in consultation with the relevant referral agency.</p>

<p><i>and hazards (including radiation) while ensuring that industrial and infrastructure development remains strong through:</i></p> <p><i>a) supporting a compatible land use mix through appropriate zoning controls</i></p> <p><i>b) appropriate separation distances between industrial sites that are incompatible with sensitive land uses</i></p> <p><i>c) controlling or minimising emissions at the source, or where emissions or impacts are unavoidable, at the receiver.</i></p>	
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## (2) REGIONAL PLANS

### The Regional Plan

The key policies and targets of the *30-Year Plan for Greater Adelaide* (2017 update) which are most relevant to this Code Amendment are detailed in the table below.

The investigations undertaken to date and outlined in this Code Amendment, will ensure that the proposed rezoning is largely consistent with the key policies and targets of the Regional Plan as described below.

Regional Plan identified priorities or targets	Code Amendment Alignment with Regional Plan
<b>The economy and jobs</b>	
<p><b>P55</b> Promote certainty to undertake development while at the same time providing scope for innovation.</p> <p><b>P56</b> Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</p> <p><b>P68</b> 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><b>P73</b> 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 existing use and zoning of the Affected Area does not represent the highest and best use of the land. The land has been identified for future employment use.</p> <p>The Strategic Employment Zone will introduce a flexible and adaptive policy framework to facilitate warehousing, logistics and distribution type uses. The zoning will facilitate development on well-located and serviceable land which will maximise use of existing transport linkages. The Affected Area is particularly well located in terms of freight routes.</p>
<b>Water</b>	
<p><b>P115</b> 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>Stormwater investigations have been undertaken which identify mitigation measures to ensure stormwater is distributed appropriately. The Proponent intends to retain stormwater on site through use of detention</p>

	basins. Discussions are occurring with the relevant councils to ensure infrastructure and treatments contribute to the broader flood mitigation strategy.
<b>Emergency Management and Hazard Avoidance</b>	
<p><b>P118</b> 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 designating and planning for development in accordance with a risk hierarchy of:</p> <ul style="list-style-type: none"> <li>• avoidance</li> <li>• adaptation</li> <li>• protection</li> </ul> <p><b>P119</b> Improve the integration of disaster risk reduction and hazard avoidance policies and land use planning.</p>	The Gas and Liquid Petroleum Pipelines Overlay will continue to apply over the Affected Area. The Code Amendment investigations and future development will ensure risks are minimised.

### (3) OTHER STRATEGIC PLANS

The table below identifies other documents relevant to this proposed Code Amendment.

<b>Other Relevant Documents</b>	<b>Code Amendment Alignment with Other Relevant Documents</b>
City of Playford Strategic Plan 2020-2024	The Code Amendment supports Community Theme 4: Supporting business and local employment opportunities.
Playford Community Vision 2043	The Code Amendment supports the Plan's aspiration for prosperity - economic development: a thriving local economy.
Playford Growth Area Structure Plan – December 2013	The Code Amendment seeks to realise the strategic vision of the Structure Plan.
City of Salisbury City Plan 2035	<p>City Plan 2035 contains a vision for Salisbury to be 'a progressive, sustainable and connected community'. It has three directions that capture the social, environmental and economic influences on Salisbury, and one direction that addresses factors within Salisbury Council itself.</p> <p>Several 'Foundations' are then identified for each of the 4 directions. Council has determined that these Foundations are the goals that we will seek to achieve for Salisbury. They are supported by critical actions that outline the Council's priority deliverables over the life of the plan.</p>



	<p>The Plan includes critical actions to review the existing economic growth strategy and develop plans to progress economic activity in Technology Park and Edinburgh Parks.</p>
<p>City of Salisbury Strategic Growth Framework - Waterloo Corner and Bolivar Corridor</p>	<p>The purpose of this Strategic Growth Framework is to:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Promote and encourage economic growth and job creation for the City of Salisbury community.</li> <li>• Identify infrastructure delivery mechanism options that could support an intensification of development while ensuring fair apportionment of costs between the landowners, developers, City of Salisbury, Adjacent Council's and State Government.</li> </ul> <p>The Strategic Growth Framework identifies the Affected Area within Planning Area 1 – Future Strategic Employment (potential for an eco-industrial park). The Framework identifies the land as Strategic Employment Zone in the North Structure Plan.</p>

## **APPENDIX 5. TRAFFIC INVESTIGATIONS – CODE AMENDMENT**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

## **APPENDIX 6. TRAFFIC INVESTIGATIONS – WATERLOO CORNER**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

**APPENDIX 7. SERVICES AND INFRASTRUCTURE (INCLUDING STORMWATER)  
INVESTIGATIONS**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

## **APPENDIX 8. STORMWATER ANALYSIS – STAGE 1**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

## **APPENDIX 9. ECONOMIC ANALYSIS**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)

## **APPENDIX 10. PRELIMINARY SITE INVESTIGATION**

This investigation report can be viewed as a separate document on the Have Your Say Page of the SA Planning Portal at [www.plan.sa.gov.au/codeamendments](http://www.plan.sa.gov.au/codeamendments)