

26 Land use and zoning

26.1 Introduction

This section examines:

- how the Port Wakefield Road upgrade fits within State and local planning strategies
- the current land uses within the study area
- the effect the upgrade would have on these uses.

The analysis of land use covers land on either side of Port Wakefield Road from Salisbury Highway to just north of Taylors Road, at the Northern Expressway intersection. Generally speaking, Port Wakefield Road is the only land link that communities to the west have with the rest of Adelaide, and so this section describes land uses between the road and the coast. On the eastern side, only those land uses within approximately a kilometre will be described. This analysis deals first with the land to the west of the road, from south to north, before turning to land uses on the eastern side.

At this point, Port Wakefield Road is the Urban Boundary, thus land uses differ to the east and west of the road. Most of the 7 km between Port Wakefield Road (Waterloo Corner) and St Kilda is zoned for horticultural use.

The key land use issues which were raised by a small number of people during consultation, related to the effects on commercial activities along Port Wakefield Road.

The investigations into land use and zoning along this portion of Port Wakefield Road included:

- review of State and local strategic documents such as *South Australia's Strategic Plan*, the *Planning Strategy for South Australia*, the *Strategic Infrastructure Plan for South Australia* and local council strategic plans
- a review of zoning within the study area
- a review of land uses (incorporating site inspections)
- analysis of potential implications of the project on land uses within the study area
- analysis of potential implications of changes to access for businesses and residences.

26.2 State and local planning strategies

26.2.1 South Australian Government planning strategies

South Australian Government strategies have been discussed in Part B. Only matters pertinent to the Port Wakefield Road Upgrade will be discussed in this section.

Most importantly, the Planning Strategy introduces the Urban Boundary of which Port Wakefield Road forms part. The upgrading of Port Wakefield Road will have little effect on this, apart from a possible strengthening of the division between the eastern and western sides of the road, so helping to entrench the current division in land use.

The Planning Strategy also imposes a town boundary restricting the outward expansion of the township of St Kilda.

As noted earlier, the Planning Strategy identifies a future primary freight route along Heaslip Road, just outside the Angle Vale township. Although not quite the same alignment, the Northern Expressway would fulfil this objective, with the Port Wakefield Road Upgrade serving an ancillary purpose of overcoming a potential bottleneck. Similarly, access to the Barossa Valley features in the Outer Metropolitan Adelaide Regional Strategy, and the link between the Port River Expressway and the Sturt Highway features in the Infrastructure Plan.

The Planning Strategy identifies no changes in land use for land west of Port Wakefield Road. It specifies protection and enhancement of key biodiversity areas in the vicinity of Barker Inlet, St Kilda and the Port River Dolphin Sanctuary as well as establishment of further wetlands and stormwater detention areas along watercourses and associated with new urban development. These form part of the Metropolitan Adelaide Open Space System (MOSS).

The Planning Strategy notes that the range of employment options that would be available through the development of industrial land such as at Burton should not be compromised.

The upgrading of Port Wakefield Road (and the Northern Expressway) offers significant advantages to industries in the area, particularly if the proposed intermodal transport facility is developed in Direk, adjacent to Burton. (This is sought in the Industry Plan for Metropolitan Adelaide.)

Nevertheless, the upgrade must be designed to minimise the negative effects of changes in access for properties who currently have direct access to Port Wakefield Road.

26.2.2 Local council development plans

The study area is contained within the boundaries of the City of Salisbury. As with the South Australian Government, the council is keen to protect the ecological significance of coastal areas and enhance visitor experiences in these areas. Zones generally reflect existing land uses, with likely changes being horticultural and industrial use of existing vacant land.

Plans for the Direk area also dovetail with South Australian Government strategies.

26.3 Existing land use

26.3.1 Dry Creek salt fields

To the immediate west of the Salisbury Highway–Port Wakefield Road intersection, adjacent to the Barker Inlet, is a large area of land zoned as extractive industry. These are the Dry Creek evaporative salt pans that extend from Dry Creek as far north as Middle Beach.

26.3.2 The Salisbury wetlands

Either side of the Salisbury Highway at the point where it crosses Port Wakefield Road are the Greenfields wetlands, which are linked to the Barker Inlet wetlands located further west alongside Salisbury Highway.

Through the use of wetlands and underground storage, the City of Salisbury reuses much of the stormwater collected in the council area for irrigation.

26.3.3 Globe Derby Park

Globe Derby Park precinct is a significant land use located on the western side of Port Wakefield Road, 2 km north of the Salisbury Highway intersection. Residential and rural living land uses share the precinct with the Globe Derby Park harness racing facility, which has trotting tracks for training and racing, a restaurant, offices and amenities. The precinct is accessible via Globe Derby Drive, Daniel Avenue and Ryans Road.

To the north and south of Globe Derby Park, land is used for rural living and small farm horticulture. The area also features horse agistment and training activities associated with the Globe Derby Park sporting complex.

26.3.4 Bolivar Wastewater Treatment Plant

The Bolivar Wastewater Treatment Plant (WWTP) extends across the localities of Bolivar and St Kilda on a land area in the order of 1000 ha including plant equipment, lagoons and landscaping. The main entrance to the plant is via Hodgson Road, Bolivar. Secondary access is via St Kilda Road, St Kilda. The plant is set well back and buffered from Port Wakefield Road.

26.3.5 Tourism and retail zone

The tourism and retail zone on the eastern side of Port Wakefield Road, adjacent to the suburb of Paralowie, comprises the caravan park, Whitehorse Inn hotel complex and Caltex Service Station.

To the west of the hotel, Bolivar WWTP is well screened by screen planting and a heavily treed area immediately south-west of the hotel.

26.3.6 St Kilda

The historic seaside township of St Kilda has its own town boundary and is situated in the coastal township zone.

Surrounding St Kilda township are mangrove and samphire plant communities.

26.3.7 Waterloo Corner

Waterloo Corner, inland from St Kilda, straddles Port Wakefield Road.

Existing land use is primarily horticulture, including market gardening, floriculture and orchards. Greenhouses are a dominant feature of the landscape. Dwellings are located on horticultural and rural living-sized allotments with some of these including horse-keeping activities and trotting track facilities.

While some of the properties in this precinct have frontages to Port Wakefield Road, most allotments have side or rear access.

26.3.8 Eastern residential area

Port Wakefield Road functions as the Urban Boundary to the west of the Eastern Residential precinct. Land within the precinct is either developed or in the process of being developed, at least as far as Waterloo Corner Road.

Open space corridors include the Little Para Linear Park which divides Parafield Gardens and Paralowie. Several large reserves abut the linear park and there are many other reserves throughout the precinct.

The design of the residential area facilitates vehicle movement into and out of the area to the east (away from Port Wakefield Road). There is no direct access from residential properties within the precinct to Port Wakefield Road.

Access to Port Wakefield Road from the residential areas is provided at three access points and via Bolivar Road which is a secondary arterial road. Another signalled access point is located at the intersection of Bolivar Road and Port Wakefield Road, where a BP service station is located.

The properties in the precinct are in the residential zone and existing land use is expected to continue with infill on vacant land, residential extensions, and limited demolition and redevelopment for predominantly residential purposes. Some further development of the neighbourhood centre zone on Bolivar Road can be expected.

26.3.9 Parafield Gardens–Green Fields commercial/industrial area

The land alongside Port Wakefield Road, immediately to the north of the wetlands, takes advantage of the highway frontage, being used for industrial and commercial purposes. The land is low-lying and there is also some horticulture, as well as vacant land.

Most of the light industrial activities fronting Port Wakefield Road have a small retail component and/or a display area.

26.3.10 Burton industrial area

A second parcel of industrial land 4 km further north along Port Wakefield Road, at Burton, extends from Deuter Road to Waterloo Corner Road. It is zoned industry and deferred industry, with some land use for horticultural purposes.

Existing land use is primarily light and general industrial, with some activities having a small retail component. Trade and equipment sales feature along Port Wakefield Road. Within the portion of the precinct set back from Port Wakefield Road, construction and engineering companies are the primary types of development.

26.4 Effects of the project

Changes in access to and from Port Wakefield Road are likely to lead to some minor to medium effects on land use in the commercial, industrial and horticultural areas adjacent to the road and minimal effects on residential areas within the study area.

The Port Wakefield Road Upgrade has little effect on State and local government planning strategies given it is a minor upgrade to the existing road.

The effect of the proposed upgrade on access for properties adjacent to the road is discussed in Section 26.4.1.

26.4.1 Effects by precinct

The effects on each precinct along the Port Wakefield Road Upgrade are summarised in Table 26.1.

Table 26.1

Summary of effects by precinct, Port Wakefield Road Upgrade

Precinct	Zone	Effect	Significance
Waterloo Corner	Recreation and Horticulture	Severance issues of allotments	Minor
		Loss of horticultural land	Minor
		City of Salisbury investigating industrial zoning	–
		Potential for intensification of horticulture to the north of the Expressway	–
St Kilda	Township and Horticulture	No anticipated land use effects	–
		Access to St Kilda Road may be affected due to increased traffic and location of U-turns	–
Waterloo Corner (Burton) Industry	Industrial	Restricted access to Port Wakefield Road will affect land use	Minor–Moderate
		Reduced access off Port Wakefield Road will affect land use	Minor
		Potential to generate intensification of industrial uses due to the improved access	–
		Potential to promote development within the precinct	–
SA Water Bolivar	Special uses	No direct impact on land use as current access is retained	–
Tourism and Retail	Rural	Reduced amenity	Minor
		Unlikely to have any changes to land use	–
Eastern Residential	Residential	Reduced residential amenity	Minor
		Already zoned residential and is extensively developed, unlikely to have any changes to land use	–
Parafield Gardens and Green Fields Commercial/ Industrial	Industry	Intersection upgrade and Expressway improving overall access. Therefore promotion of commercial/industrial development will occur	Moderate
		Access to be provided by new service road, removing direct access to Port Wakefield Road	–
		Potential change in business	–
Port Wakefield Road Frontage – Globe Derby Park	Recreation and Rural Living	Access is to be provided by new service road, removing direct access to Port Wakefield Road	–
		Existing fruit and vegetable business may close due to restricted access	–
Dry Creek Salt Fields	Extractive Industry	No discernible effects	–
Salisbury Wetlands	Landscape Buffer and MOSS Recreation	No discernible effects	–

26.5 Conclusion

Changes in access to and from Port Wakefield Road are likely to lead to some minor to medium effects on land use in the commercial, industrial and horticultural areas adjacent to the road and minimal effects on the residential areas within the study area adjacent to Port Wakefield Road.