

FINAL REPORT

Upper Spencer Gulf Planning and Development Framework Feasibility Project

City of Whyalla, City of Port Augusta
Port Pirie Regional Council



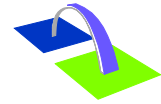
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1.0 INTRODUCTION

MasterPlan SA Pty Ltd has been engaged by the City of Whyalla, the City of Port Augusta and the Port Pirie Regional Council to undertake the Upper Spencer Gulf Planning and Development Framework Feasibility Project.

The project has been funded by the Local Government Association of South Australia (LGASA) Local Government Research and Development Scheme (LGR&D). The project has been managed on a day-to-day basis on behalf of the three Councils by staff from the City of Whyalla.

The project evolved from a proposal by the three Councils to investigate a pilot for a regional service-sharing scheme arrangement to achieve consistent planning outcomes for the three Spencer Gulf cities. The project reviews current planning policy and investigates options for regional resource-sharing. As set out in the project brief, such outcomes could include joint formulation of planning policy and the establishment of a regional Development Assessment Panel (DAP) serviced by skilled and experienced assessment personnel.

The project provides a 'roadmap' to provide what will ultimately be the coordinated, outcome focussed provisions of planning assessment services for industrial, commercial and other non-residential development within the region. This will support the economy of the region and enable the prompt assessment and approval of quality projects against best practice and consistent planning policy across the three Council areas.

The goal for the project is that the three Councils are able to discharge their responsibilities under the *Development Act 1993* as efficiently as possible and that individuals and organisations looking to invest and develop in the region are able to negotiate regulatory processes as efficiently as possible.



2.0 BACKGROUND

The three Council areas have numerous similarities in their composition. Each Council area is based around a large, coastal city which contains the bulk of the population of the relevant Council area. Each city also has port facilities, primarily facilitating the export of commodities and value added goods. The economies of the three cities, and the wider region, have historically been linked to a heavy industrial base linked to the resources industry.

Each city has had substantial single industries, with steel works in Whyalla, power generation in Port Augusta and lead smelting in Port Pirie forming significant bases of employment and economic demand in the cities and underpinning their respective growth following the end of World War II. In a similar manner, economic restructuring from the 1980s has had a significant impact on each of the cities, through reduced labour demand, economic stagnation and uncertain futures.

In the past decade, the potential for significant growth in resources extraction in regional South Australia has underpinned a boom in mineral exploration activity. This has had a positive impact on the economies of the region, however expenditure in this sector has dropped in recent years and the failure to convert many mineral prospects into operating extractive industries has created further uncertainty as to the future of the regional economy. This uncertainty has been headlined by the deferral of the BHP-Billiton Olympic Dam Expansion project.

The pattern over the economy of the past decade has led to significant property investment and speculation, with residential property prices in the region growing strongly prior to the global financial crisis, then stagnating during the GFC, then growing again as mineral prices recovered and then stagnating again following the decision to defer the Olympic Dam Expansion Project. Significant investments in commercial property have also been made in all three cities in the past decade, together with subdivisions in each of the cities to create additional land for industrial uses.

It is recognised that whilst a degree of uncertainty about future economic conditions may well persist in the short term, the long term potential and outlook for the three cities is significant.

The administration of strategic, policy and development control functions under the *Development Act 1993* is often seen as a 'barrier' to economic development of a region. Often critiques are levelled at Local Government in particular that they are 'blocking' or 'holding up' development through the administration of their land use planning functions.

Such critiques are frequently unfair, as statutory approvals make up only a small component of the overall corporate decision making process for large scale projects. Macro-economic factors will typically play a primary role in decision making and micro-economic factors (of which planning is a part) typically play a lesser role in investment decisions. This said, the ability to have certainty in decision making processes will remain an important consideration, particularly for small to medium scale projects that are not championed or directly supported by government.



In undertaking this project, the three Councils have recognised the need to be proactive in seeking to ensure that they are adopting best practice in the discharge of their functions, and are looking for innovative options to better support the development of their region. This desire is not predicated in assumption that any of the Councils have not been discharging their functions in an appropriate manner, but rather a recognition that through sharing information and seeking to leverage economies of scale, where they exist, improved outcomes may well be achievable.

The background to this project was a desire to tap into the common themes affecting the three cities and determine how existing responses can be better coordinated and shared.



3.0 METHODOLOGY

The methodology for the project was based on gaining a detailed understanding of the manner in which the three Councils currently discharge their responsibilities under the *Development Act 1993*, and the extent to which they currently coordinate and share resources.

The project brief set out key investigations to be undertaken during, or resulting from, the study, including:

- the identification of administrative barriers to accessing/securing significant development sites with potential for industry or key infrastructure supporting industry, with recommendations provided for removal or resolution;
- ensuring that Development Plan policies support and encourage new economic activity, so as to offer consistency in approach and overall guidance with respect to economic development and Development Plan policy;
- develop and advance a case to State Government to ensure land is made available to meet the requirements of future economic growth within the study area; and
- provide relevant planning input into the Upper Spencer Gulf Regional sustainability Planning Project.

It should be noted at the outset that this project has not sought to review the *Development Act 1993* or *Development Regulations 2008*. A comprehensive review of this legislation is currently underway by the Export Panel on Planning Reform, and this project has proceeded on the basis that the three Councils will need to work within the framework of existing and future legislation applied at a state wide level.

Notwithstanding this, the regulatory platform under which land use planning occurs does offer scope for authorities to design their administrative systems in a manner that works most efficiently for the area or region that they serve. Such scope is embodied in the ability of authorities to determine how best to deploy the resources (most particularly human resources) involved in providing planning services.

This project does not seek to undertake a land demand and supply analysis for the three Councils. It is noted that each of the Councils has undertaken separate work in relation to the supply of land for employment, retail and residential purposes. Such analysis needs to occur at a fairly 'fine-grained' level and be supported by detailed economic and engineering justification.

The methodology for the project includes key stages as follows:

- Initiation and Background Review.
- In-Region Consultation.



- Preparation of a Consultation Report.
- Further In-Region Consultation.
- Preparation of the Final Report.

The following tasks were undertaken to enable to preparation of a Consultation Report for release in October 2014:

- A detailed review of existing strategies, plans and documents provided by each Council.
- A joint workshop with senior planning staff from each Council.
- A demographic review of the study area.
- A selective review and comparison of Development Plan policy.
- Individual workshops with development and administrative staff from each Council.
- Workshops with staff from the three Regional Development Australia (RDA) bodies that cover the study area.
- A workshop with the Upper Spencer Gulf Common Purpose Group which includes executive staff and elected members from each Council.
- Meetings and discussions with business representatives in the three cities.

The consultation report sought to distil the large amount of qualitative data that was collected during the consultation process. Following the issue of the Consultation Report, further consultation was held with Council staff, RDA representatives, business representatives and the Upper Spencer Gulf Common Purpose Group. The second round of consultation resulted in some relatively minor changes to recommendations which are embodied in this Final Report.

The report seeks to present a series of options for the consideration of the three Councils. These options range from simple and practical options to more significant considerations of the manner in which resources are applied to the discharge of planning responsibilities for the three Councils.



4.0 STUDY AREA

The study area includes the Council areas of the Corporation of the City of Whyalla, the City of Port Augusta and the Port Pirie Regional Council, with a key focus on the key upper Spencer Gulf cities of Whyalla, Port Augusta and Port Pirie.

The study area is shown on the Study Area Plan in **Figure 4.1**.

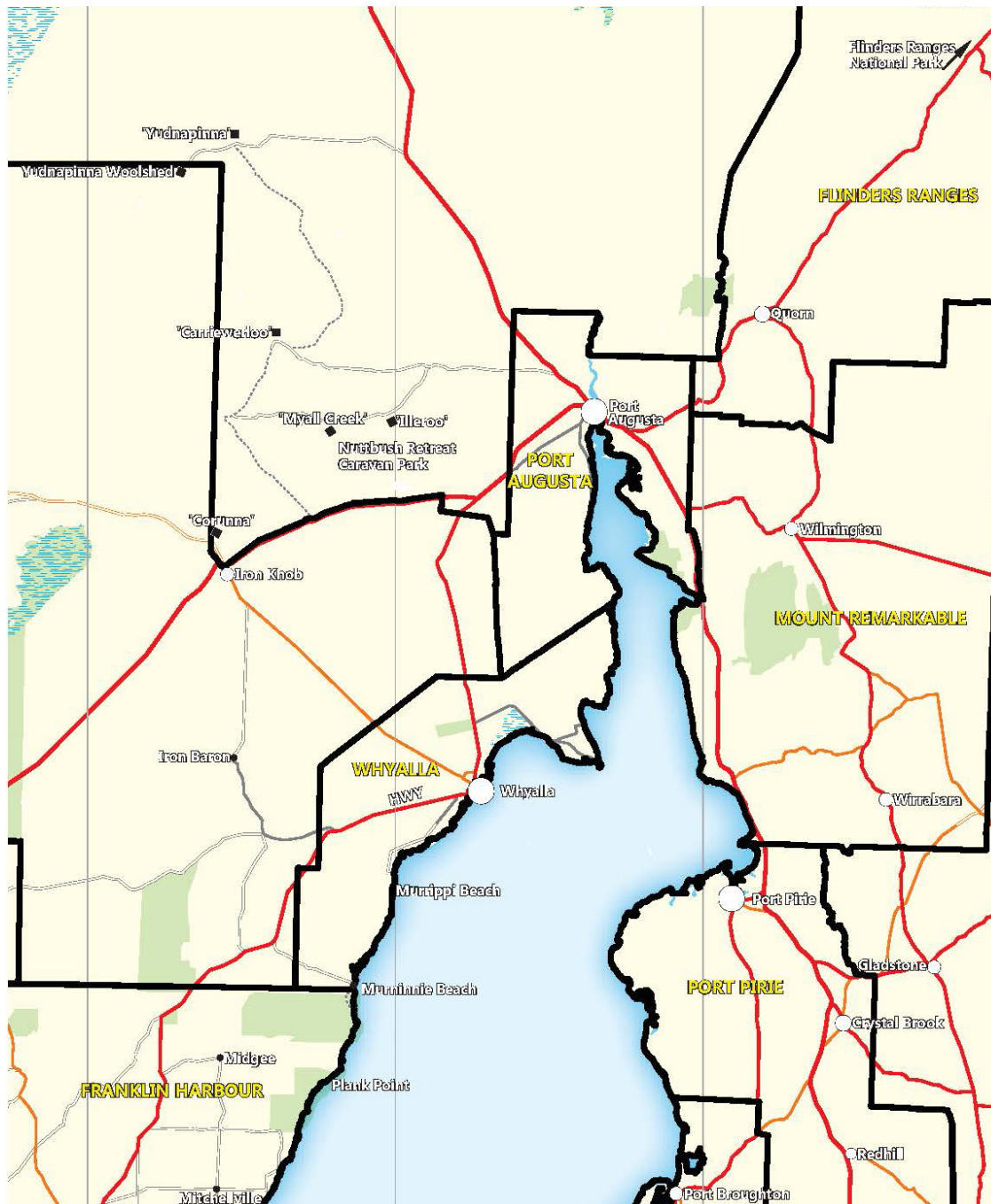
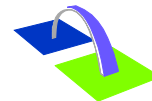


Figure 4.1: Study Area



5.0 DEMOGRAPHIC ANALYSIS

The three Councils comprising the study area have commonality in being large regional Councils (in the context of South Australian Local Government) and each has the bulk of their population located within a unitary urban area and its surrounds.

In order to evaluate the feasibility of the three Council's seeking to more closely align their planning functions, an analysis of the demographic information for each of the Council areas was undertaken to investigate the extent to which there is demographic variance between the Council's. This analysis has sought to determine if material differences existed in respect of population, housing, income or employment status.

Populations of the three Council areas, and their growth from Censuses 2001-2011 are shown in Table 5.1 below.

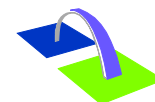
Population Growth 2001 - 2011				
	2001	2006	2011	Population Growth 2001 – 2011 (%)
Whyalla	21,552	21,416	22,089	2.49
Port Augusta	13,474	13,874	13,984	3.79
Port Pirie	17,057	17,142	17,332	1.61
South Australia	1,458,912	1,514,337	1,596,572	9.44

Table 5.1: Population Growth 2001-2011 (Source: ABS Census of Population and Housing)

These figures show that population growth in the three cities has been significantly lower than that of South Australia over the decade to 2011 of 9.4 percent.

It should be noted, however, that the bulk of population growth within South Australia has occurred within metropolitan Adelaide.

Within the region, growth has been highest in Port Augusta, and lowest in Port Pirie, with growth in Whyalla sitting roughly between the two. In comparing these figures, it is relevant to note that Port Pirie Regional Council has a higher proportion of its population located outside of the Port Pirie urban area than do the other two Councils, with a significant population centre in Crystal Brook.



5.1 Port Augusta

Looking more specifically at the demographics of Port Augusta in 2011.

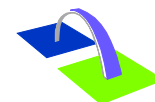
Port Augusta(LGA): Age by Sex					
Age Group	Males	Females	Total	%	South Australia %
0-19	1912	1859	3771	26.97	24.44
20-39	1825	1669	3494	24.99	25.80
40-59	2012	1897	3909	27.95	27.52
60-79	1192	1141	2333	16.68	17.38
80+	169	308	477	3.41	4.87
Total	7,110	6,874	13,984	100	100

Table 5.2: Age Composition (Source: ABS Census of Population and Housing 2011)

The age breakdown of the City of Port Augusta is not significantly different to that of South Australia as a whole. All selected cohorts are within 1.0 percent of the state wide figure with the exception of persons aged over the age of 80 years.

Port Augusta(LGA): Gross Weekly Income by Age								
	15-19	20-44	45-64	65-84	85+	Total	%	South Australia %
Negative/Nil	249	126	195	37	0	607	5.45	7.01
\$1-\$299	366	558	554	515	29	2022	18.14	19.69
\$300-\$599	122	844	722	735	70	2493	22.37	24.17
\$600-\$999	23	998	739	163	25	1948	17.48	19.98
\$1,000-\$1,499	8	755	652	50	0	1465	13.15	13.01
\$1,500-\$1,999	0	284	309	20	0	613	5.5	5.46
\$2,000 or more	0	154	172	9	0	335	3	4.06
Individual Income Not Stated	164	769	425	244	59	1661	14.9	6.61
Total	932	4,488	3,768	1,773	183	11,144	100	100

Table 5.3: Gross Weekly Income (Source: ABS Census of Population and Housing 2011)



A breakdown of income in Port Augusta is also reasonably comparable to that of South Australia as a whole, with the exception of the number of respondents who failed to respond to the question where the Port Augusta figure is substantially higher. There is a materially lower proportion of the population in Port Augusta who are on weekly incomes of more than \$2,000 when compared to the whole of South Australia. Additionally, the number of people in Port Augusta who state their income as being negative or nil is materially lower than in the state as a whole.

Port Augusta(LGA): Motor Vehicles by Dwellings			
Vehicles Per Dwelling	Dwellings	%	South Australia %
None	569	11.31	8.73
1	1833	36.44	36.74
2	1670	33.2	35.64
3	552	10.97	10.87
4 or more	219	4.35	5.20
Not stated	187	3.72	2.81
Total	5,030	100	100

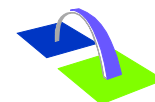
Table 5.4: Motor Vehicle Ownership (Source: ABS Census of Population and Housing 2011)

Port Augusta reports levels of motor vehicle ownership slightly lower than the whole of South Australia, particularly in the number of households reporting owning no motor vehicles.

Port Augusta(LGA): Dwelling Structure and Type				
	Dwellings	Persons	Dwelling Type %	South Australia Dwelling Type %
Separate House	4358	10761	72.99	70.36
Semi Detached/ Row/ Terrace House, Townhouse	403	792	6.75	9.45
Flat, Unit or Apartment	222	298	3.72	7.82
Other Dwelling Type	43	90	0.72	0.40
Dwelling Type Not Stated	3	0	0.05	0.05
Unoccupied Dwelling	942	0	15.78	11.92
Total	5,971	11,941	100	100

Table 5.5: Dwelling Type (Source: ABS Census of Population and Housing 2011)

As is expected in regional areas, Port Augusta has a higher proportion of separate detached dwellings than the whole of South Australia, and a lower proportion of all other forms of dwellings. The number of dwellings in Port Augusta reported as being unoccupied at the time the Census was taken, is around 4.0 percent higher than reported across the whole of South Australia.



Port Augusta (LGA): Labour Force Status (a)			
		%	South Australia %
Employed, worked full-time	3633	59.60	56.75
Employed, worked part-time	1715	28.13	31.57
Employed, away from work	274	4.49	4.16
Unemployed, looking for work	354	5.81	5.73
Hours worked not stated	120	1.97	1.79
Total	6,096	100	100

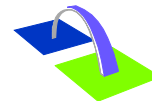
Table 5.6: Labour Force Status (Source: ABS Census of Population and Housing 2011)

Port Augusta reported a higher proportion of the population working full time and a lower proportion of the population working part time than the whole of South Australia. The reported rate of unemployment at the time of the Census was not significantly different from that across South Australia as a whole.

Port Augusta(LGA): Household Composition (Number of Persons Usually Resident)					
	Family Households	Non-family Households	Total	Total %	South Australia Household Composition %
One	0	1501	1501	29.83	27.89
Two	1656	108	1764	35.06	35.34
Three	693	16	709	14.09	14.90
Four	660	3	663	13.18	14.21
Five	256	0	256	5.09	5.46
Six or more	139	0	139	2.76	2.20
Total	3,404	1,628	5,032	100	100

Table 5.7: Household Composition (Source: ABS Census of Population and Housing 2011)

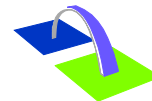
Port Augusta features a higher proportion of single person households compared to the whole of South Australia. Two person households are generally equivalent to the state wide figure, whilst three, four and five person households are all less common in Port Augusta than in South Australia generally.



Households comprised of six or more persons are more prevalent in Port Augusta than in the whole of South Australia, but not substantially so.

Port Augusta (LGA): Industry of Employment by Age								
	15-19	20-44	45-64	65-84	85+	Total	%	South Australia %
Agriculture, forestry and fishing	6	24	7	7	0	41	0.71	3.89
Mining	0	136	74	0	0	210	3.66	1.31
Manufacturing	8	127	98	0	0	233	4.06	10.53
Electricity, gas, water and waste services	0	123	136	3	0	262	4.56	1.34
Construction	22	206	179	21	0	428	7.46	7.52
Wholesale trade	3	38	27	3	0	71	1.24	3.50
Retail trade	136	331	195	14	0	676	11.78	11.24
Accommodation and food services	126	218	165	7	0	516	8.99	6.26
Transport, postal and warehousing	9	133	191	19	0	352	6.13	4.15
Information media and telecommunications	5	23	22	0	0	50	0.87	1.43
Financial and insurance services	4	56	27	4	0	91	1.59	2.98
Rental, hiring and real estate services	3	34	26	0	0	63	1.1	1.28
Professional, scientific and technical services	7	68	31	4	0	110	1.92	5.48
Administrative and support services	7	82	78	6	0	173	3.01	3.44
Public administration and safety	5	422	314	13	0	754	13.14	7.07
Education and training	5	245	209	12	0	471	8.21	7.93
Health care and social assistance	10	415	443	22	0	890	15.51	13.61
Arts and recreation services	0	13	9	6	0	28	0.49	1.26
Other services	14	102	80	4	0	200	3.48	3.90
Inadequately described/Not stated	6	49	48	18	0	121	2.12	1.88
Total	376	2,845	2,359	160	0	5,740	100	100

Table 5.8: Employment by Industry (Source: ABS Census of Population and Housing 2011)



Employment in Port Augusta is significantly higher than South Australia in sectors including:

- mining;
- electricity, water, gas and waste services;
- accommodation and food services;
- transport, postal and warehousing;
- public administration and safety; and
- health care and social assistance.

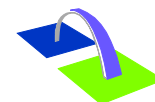
Employment in Port Augusta is significantly lower than in South Australia in sectors including:

- manufacturing;
- wholesale trade;
- financial and insurance services;
- professional scientific and technical services; and
- arts and recreation services.

5.2 Port Pirie

Port Pirie (LGA): Age by Sex					
Age Group	Males	Females	Total	%	South Australia %
0-19	2413	2265	4678	26.99	24.44
20-39	1763	1848	3611	20.83	25.80
40-59	2358	2306	4664	26.91	27.52
60-79	1640	1807	3447	19.88	17.38
80+	346	586	932	5.38	4.87
Total	8,520	8,812	17,332	100	100

Table 5.9: Age by Sex (Source: ABS Census of Population and Housing 2011)



The breakdown of the population by age in Port Pirie shows a significantly smaller population between the ages of 20-39 than in the whole of South Australia. Combined with a smaller proportion of people between the ages of 40-59 in Port Pirie, there is a significant deficit in working age population compared with the whole of South Australia. Port Pirie has a higher proportion of persons aged 60-79 years and persons aged 80 years or more than the whole of South Australia.

Port Pirie (LGA): Motor Vehicles by Dwellings			
Vehicles Per Dwelling	Dwellings	%	South Australia %
None	808	11.53	8.73
1	2707	38.61	36.74
2	2217	31.62	35.64
3	716	10.21	10.87
4 or more	335	4.78	5.20
Not stated	227	3.24	2.81
Total	7,010	100	100

Table 5.10: Motor Vehicles by Dwellings (Source: ABS Census of Population and Housing 2011)

A breakdown of income in Port Pirie shows a significantly higher proportion in the \$1.00-\$299.00 and \$300.00-\$599.00 cohorts and a significantly smaller proportion in the four higher cohorts. The proportion of people who failed to state their income is consistent with that across the whole of South Australia.

Car ownership in Port Pirie is lower than that in the whole of South Australia, with a higher proportion of households reporting ownership of no vehicles or a single vehicle and a lower proportion of households reporting ownership of two or more vehicles.

Port Pirie (LGA): Dwelling Structure and Type				
	Dwellings	Persons	Dwelling Type %	South Australia Dwelling Type %
Separate House	5934	14427	74.76	70.36
Semi Detached/ Row/ Terrace House, Townhouse	664	1247	8.37	9.45
Flat, Unit or Apartment	354	420	4.46	7.82
Other Dwelling Type	59	103	0.74	0.40
Dwelling Type Not Stated	3	5	0.04	0.05
Unoccupied Dwelling	923	0	11.63	11.92
Total	7,937	16,202	100	100

Table 5.11: Dwelling Structure (Source: ABS Census of Population and Housing 2011)



Port Pirie (LGA): Labour Force Status			
		%	South Australia %
Employed, worked full-time	3832	53.57	56.75
Employed, worked part-time	2336	32.66	31.57
Employed, away from work	271	3.79	4.16
Unemployed, looking for work	532	7.44	5.73
Hours worked not stated	182	2.54	1.79
Total	7,153	100	100

Table 5.12: Labour Force Status (Source: ABS Census of Population and Housing 2011)

Port Pirie (LGA): Household Composition (Number of Persons Usually Resident)					
	Family Households	Non-family Households	Total	Total %	South Australia Household Composition %
One	0	2240	2240	31.95	27.89
Two	2407	120	2527	36.04	35.34
Three	876	10	886	12.64	14.90
Four	795	3	798	11.38	14.21
Five	380	0	380	5.42	5.46
Six or more	181	0	181	2.58	2.20
Total	4,639	2,373	7,012	100	100

Table 5.13: Household Composition (Source: ABS Census of Population and Housing 2011)

Dwelling type in Port Pirie is reflective of regional areas within a higher proportion of separate detached dwellings and a lower proportion of all other types of dwellings. The number of unoccupied dwellings reported is consistent with the number reported across South Australia.

Port Pirie shows a materially lower rate of full time employment and a slightly higher rate of part time employment when compared to South Australia. At the time of the census, the unemployment rate was around 1.7 percent higher than the rate for the whole of South Australia.

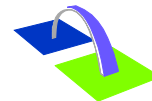


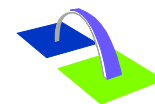
Table 7: Port Pirie (LGA) Industry of Employment by Age								
	15-19	20-44	45-64	65-84	85+	Total	%	South Australia %
Agriculture, forestry and fishing	6	97	134	47	0	284	4.30	3.89
Mining	3	98	73	0	0	174	2.63	1.31
Manufacturing	28	511	410	9	0	958	14.49	10.53
Electricity, gas, water and waste services	11	66	51	4	0	132	2	1.34
Construction	30	227	141	16	0	414	6.26	7.52
Wholesale trade	4	67	59	0	3	133	2.01	3.50
Retail trade	219	436	239	16	0	910	13.76	11.24
Accommodation and food services	119	190	138	6	0	453	6.85	6.26
Transport, postal and warehousing	3	122	164	12	0	301	4.55	4.15
Information media and telecommunications	0	35	19	3	0	57	0.86	1.43
Financial and insurance services	7	60	26	0	0	93	1.41	2.98
Rental, hiring and real estate services	0	38	16	0	0	54	0.82	1.28
Professional, scientific and technical services	3	60	40	8	0	111	1.68	5.48
Administrative and support services	9	78	96	12	0	195	2.95	3.44
Public administration and safety	6	194	147	3	0	350	5.29	7.07
Education and training	6	254	238	3	0	501	7.58	7.93
Health care and social assistance	21	464	563	26	0	1074	16.24	13.61
Arts and recreation services	6	20	13	0	0	39	0.6	1.26
Other services	16	114	94	15	3	242	3.66	3.90
Inadequately described/Not stated	9	65	45	15	3	137	2.07	1.88
Total	506	3,196	2,706	195	9	6,612	100	100

Table 5.14: Employment by Industry (Source: ABS Census of Population and Housing 2011)

Port Pirie reports a substantially higher proportion of one and two person households and a substantially lower proportion of three and four person households than the whole of South Australia. The proportion of five or more person households is similar to that of the whole of South Australia.

Employment in Port Pirie is significantly higher than South Australia in sectors including:

- mining;
- manufacturing;



- retail trade; and
- health care and social assistance.

Employment in Port Pirie is significantly lower than in South Australia in sectors including:

- wholesale trade;
- financial and insurance services;
- professional scientific and technical services;
- public administration and safety; and
- arts and recreation services.

5.3 Whyalla

Whyalla (LGA): Age by Sex					
Age Group	Males	Females	Total	%	South Australia %
0-19	3127	2880	6007	27.19	24.44
20-39	2744	2775	5519	24.99	25.80
40-59	3189	2877	6066	27.46	27.52
60-79	1817	1932	3749	16.97	17.38
80+	298	450	748	3.39	4.87
Total	11,175	10,914	22,089	100	100

Table 5.15: Age by Sex (Source: ABS Census of Population and Housing 2011)

The population of Whyalla shows more persons aged 0-19 years than in the whole of South Australia. Whilst the proportion of persons aged 20-39 years is less than for the whole of South Australia, the difference is less than 1.0 percent and in the case of persons aged 40-59 the difference is even smaller being only 0.06 percent. The proportion of persons aged 60 and over is also less than for the whole of South Australia.

In broad terms, Whyalla can be described as having an age profile similar to that of the whole of South Australia, with slightly more younger persons, slightly fewer working age persons and slightly fewer older persons.



Whyalla (LGA): Gross Weekly Income by Age								
	15-19	20-44	45-64	65-84	85+	Total	%	South Australia %
Negative/Nil	472	290	328	43	0	1133	6.97	7.01
\$1-\$299	641	1119	1033	1124	65	3982	24.48	19.69
\$300-\$599	208	1431	1169	1239	151	2808	17.27	24.17
\$600-\$999	57	1315	964	166	20	2522	15.51	19.98
\$1,000-\$1,499	18	1321	872	41	0	2252	13.85	13.01
\$1,500-\$1,999	5	714	533	14	0	1266	7.78	5.46
\$2,000 or more	3	418	319	6	0	746	4.59	4.06
Individual Income Not Stated	165	530	446	342	72	1555	9.56	6.61
Total	1,569	7,138	5,664	2,975	308	16,264	100	100

Table 5.16: Gross Weekly Income (Source: ABS Census of Population and Housing 2011)

The individual income profile reported by residents of Whyalla shows a substantially higher proportion of Whyalla residents in the \$1.00-\$299.00 cohort than across South Australia, but a substantially lower proportion in the next lowest cohort, being \$300.00-\$599.00. The number in the \$600.00-\$999.00 cohort is also significantly lower than for South Australia as a whole. The cohorts from \$1,000-\$1,499 and from \$1,500-\$1,999 are substantially above the rates for South Australia as a whole. The proportion of people reporting income of over \$2,000 is slightly above that reported across the whole of the state. Finally, the number of people not reporting their income is also higher than for the whole of South Australia.

Whyalla (LGA): Motor Vehicles by Dwellings			
Vehicles Per Dwelling	Dwellings	%	South Australia %
None	1225	13.71	8.73
1	3451	38.61	36.74
2	2787	31.18	35.64
3	849	9.50	10.87
4 or more	320	3.58	5.20
Not stated	306	3.42	2.81
Total	8,938	100	100

Table 5.17: Motor Vehicles by Dwellings (Source: ABS Census of Population and Housing 2011)

Motor vehicle ownership in Whyalla is lower than for the whole of South Australia, with a higher proportion of households reporting no vehicles or one vehicle and a lower proportion of households reporting two or more vehicles.



Table 4: Whyalla (LGA) Dwelling Structure and Type				
	Dwellings	Persons	Dwelling Type %	South Australia Dwelling Type %
Separate House	6031	14738	59.84	70.36
Semi Detached/ Row/ Terrace House, Townhouse	2495	5187	24.75	9.45
Flat, Unit or Apartment	379	477	3.76	7.82
Other Dwelling Type	32	59	0.32	0.40
Dwelling Type Not Stated	0	0	0	0.05
Unoccupied Dwelling	1142	0	11.33	11.92
Total	10,079	20,461	100	100

Table 5.18: Dwelling Structures and Type (Source: ABS Census of Population and Housing 2011)

Whyalla is particularly unusual in respect of dwelling type in that it reports a much lower proportion of detached dwellings and a much higher proportion of semi-detached dwellings compared to the whole of South Australia and the other two cities. This is most likely reflected in the institutional, master planned nature of the historic development of the city. It should be noted that the high proportion of semi-detached dwellings does not follow through to other types of higher density dwellings, with flats, units and apartments forming a lower proportion of the dwelling stock than for South Australia as a whole.

Table 5: Whyalla (LGA) Labour Force Status			
	Persons	%	South Australia %
Employed, worked full-time	5745	57.63	56.75
Employed, worked part-time	2707	27.15	31.57
Employed, away from work	478	4.79	4.16
Unemployed, looking for work	810	8.13	5.73
Hours worked not stated	229	2.3	1.79
Total	9,969	100	100

Table 5.19: Labour Force Status (Source: ABS Census of Population and Housing 2011)

Residents of Whyalla report a high rate of full time employment and a lower rate of part time employment than the whole of South Australia. At the time of the Census, a significantly higher rate of unemployment was also reported.

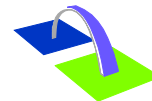


Table 6: Whyalla (LGA) Household Composition (Number of Persons Usually Resident)					
	Family Households	Non-family Households	Total	Total %	South Australia Household Composition %
One	0	2929	2929	32.77	27.89
Two	2894	196	3090	34.57	35.34
Three	1226	28	1254	14.03	14.90
Four	1053	9	1062	11.88	14.21
Five	427	0	427	4.78	5.46
Six or more	177	0	177	1.98	2.20
Total	5,777	3,162	8,939	100	100

Table 5.20: Household Composition (Source: ABS Census of Population and Housing 2011)

Household composition in Whyalla is significantly skewed to one person households, with single person composition forming almost five percent more households than for South Australia as a whole. Two and three person households are relatively similar to the proportion for the whole of South Australia whilst four person and larger households make up a smaller proportion of households than for the state as a whole.

Table 7: Whyalla (LGA) Industry of Employment by Age								
	15-19	20-44	45-64	65-84	85+	Total	%	South Australia %
Agriculture, forestry and fishing	0	19	12	6	0	37	0.40	3.89
Mining	6	420	177	6	0	609	6.65	1.31
Manufacturing	74	1154	794	16	0	2038	22.25	10.53
Electricity, gas, water and waste services	4	34	32	0	0	70	0.76	1.34
Construction	41	241	215	11	0	508	5.55	7.52
Wholesale trade	10	90	61	3	0	164	1.79	3.50
Retail trade	212	516	273	13	0	1014	11.07	11.24
Accommodation and food services	142	250	166	6	0	564	6.16	6.26
Transport, postal and warehousing	13	174	205	16	0	408	4.46	4.15



Information media and telecommunications	6	32	31	3	0	72	0.79	1.43
Financial and insurance services	3	73	44	0	0	120	1.31	2.98
Rental, hiring and real estate services	11	47	40	0	0	98	1.07	1.28
Professional, scientific and technical services	9	147	76	8	0	240	2.62	5.48
Administrative and support services	16	197	168	7	0	388	4.24	3.44
Public administration and safety	4	217	143	12	0	376	4.11	7.07
Education and training	9	415	292	22	0	738	8.06	7.93
Health care and social assistance	35	584	511	23	0	1153	12.59	13.61
Arts and recreation services	6	22	17	0	0	45	0.49	1.26
Other services	23	164	111	11	0	309	3.37	3.90
Inadequately described/Not stated	14	112	68	13	0	207	2.26	1.88
Total	638	4,908	3,436	176	0	9,158	100	100

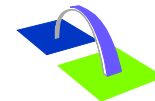
Table 5.21: Employment by Industry (Source: ABS Census of Population and Housing 2011)

Employment in Whyalla is significantly higher than South Australia in sectors including:

- mining; and
- manufacturing.

Employment in Whyalla is significantly lower than in South Australia in sectors including:

- agriculture, forestry and fishing
- wholesale trade;
- financial and insurance services;
- professional scientific and technical services;
- public administration and safety; and
- arts and recreation services.



5.4 Comparative Analysis

A comparative analysis of the percentage figures for the three Councils is provided in the tables below. This provides a comparison of the relative similarities and differences in the economies of the three cities.

Table 1: Age by Sex				
Age Group	Whyalla (%)	Port Augusta (%)	Port Pirie (%)	South Australia %
0-19	27.19	26.97	26.99	24.44
20-39	24.99	24.99	20.83	25.80
40-59	27.46	27.95	26.91	27.52
60-79	16.97	16.68	19.88	17.38
80+	3.39	3.41	5.38	4.87
Total	100	100	100	100

Table 5.22: Age by Sex

This table indicates the extent to which the population of people aged 60 years and over is overrepresented in Port Pirie, whilst the population of working age, between 20 and 59 years, is underrepresented. Persons aged 19 years or less are significantly above the level for the whole of South Australia in all three Council areas.

Table 2: Gross Weekly Income by Age				
	Whyalla %	Port Augusta %	Port Pirie %	South Australia %
Negative/Nil	6.97	5.45	5.63	7.01
\$1-\$299	24.48	18.14	25.23	19.69
\$300-\$599	17.27	22.37	29.85	24.17
\$600-\$999	15.51	17.48	15.53	19.98
\$1,000-\$1,499	13.85	13.15	10.76	13.01
\$1,500-\$1,999	7.78	5.5	4.30	5.46
\$2,000 or more	4.59	3	2.34	4.06
Individual Income Not Stated	9.56	14.9	6.35	6.61
Total	100	100	100	100

Table 5.23: Gross Weekly Income by Age



The differences in income are shown in this comparative table, with particular attention drawn to the \$1.00-\$299.00 cohort and the \$1000.00-\$1499.00 cohort (within which the average weekly earnings across the whole of South Australia is currently located).

Table 5: Labour Force Status				
	Whyalla %	Port Augusta %	Port Pirie %	South Australia %
Employed, worked full-time	57.63	59.60	53.57	56.75
Employed, worked part-time	27.15	28.13	32.66	31.57
Employed, away from work	4.79	4.49	3.79	4.16
Unemployed, looking for work	8.13	5.81	7.44	5.73
Hours worked not stated	2.3	1.97	2.54	1.79
Total	100	100	100	100

Table 5.24: Labour Force Status

The small sample size means that the labour force statistics taken at the Census should be considered with a degree of caution. However, they do provide an indication of the relative performance of the three Council areas at the time the 2011 Census was taken.



Table 7: Industry of Employment by Age				
	Whyalla %	Port Augusta %	Port Pirie %	South Australia %
Agriculture, forestry and fishing	0.40	0.71	4.30	3.89
Mining	6.65	3.66	2.63	1.31
Manufacturing	22.25	4.06	14.49	10.53
Electricity, gas, water and waste services	0.76	4.56	2	1.34
Construction	5.55	7.46	6.26	7.52
Wholesale trade	1.79	1.24	2.01	3.50
Retail trade	11.07	11.78	13.76	11.24
Accommodation and food services	6.16	8.99	6.85	6.26
Transport, postal and warehousing	4.46	6.13	4.55	4.15
Information media and telecommunications	0.79	0.87	0.86	1.43
Financial and insurance services	1.31	1.59	1.41	2.98
Rental, hiring and real estate services	1.07	1.1	0.82	1.28
Professional, scientific and technical services	2.62	1.92	1.68	5.48
Administrative and support services	4.24	3.01	2.95	3.44
Public administration and safety	4.11	13.14	5.29	7.07
Education and training	8.06	8.21	7.58	7.93
Health care and social assistance	12.59	15.51	16.24	13.61
Arts and recreation services	0.49	0.49	0.6	1.26
Other services	3.37	3.48	3.66	3.90
Inadequately described/Not stated	2.26	2.12	2.07	1.88
Total	100	100	100	100

Table 5.25: Employment by Industry

This table illustrates the focus of employment in different sectors across the study area. As is evident, there are significant differences in the basis of employment between the three Council areas. Of particular note is the significantly smaller emphasis on manufacturing in Port Augusta, but a significantly larger emphasis on government based employment.



It is also noted that Port Pirie has a focus on primary production, whereas the other Councils do not, based on their location generally beyond areas reliably suitable for broadacre cropping.

5.5 Summary of Demographic Analysis

The demographic analysis suggests that whilst there are sectoral and demographic differences between the three cities, the differences would not in themselves suggest a need for differing approaches to planning and development processes. Whilst the data indicates that there are material differences in the employment bases in the three cities, at a level of facilitating development, these differences are unlikely to manifest themselves in needing highly specialised approaches to the management of development.

The demographic analysis suggests that when compared to South Australia as a whole, the similarities between the demographic makeups of the three townships outweigh the differences.

In particular, the age profiles, particularly of younger and older persons, suggest that similar approaches to planning will be required to ensure both diversity in housing choice and the provision of services to meet the future needs of the population across the study area.

Overall, the analysis suggests that accounting for sectoral differences in the economies of the three cities, there is no reason that the population of the region could not benefit from a more coherent planning approach. The differences between the cities are typical of the variation found between cities or indeed variations found between different areas of larger cities.



6.0 STRATEGIC SETTING

Land use planning in South Australia is principally governed by the *Development Act 1993* and its associated *Development Regulations 2008*. Other legislation, particularly the *Environment Protection Act 1993* and the *Native Vegetation Act 1991*, have relevance to land use planning.

The *Development Act 1993* is administered by the State Government and Local Government.

Processes under the Act and Regulations fit into strategic planning, policy development and development assessment and control.

6.1 Strategic Planning

Strategic planning principally takes the role of the Planning Strategy under Section 22 of the *Development Act 1993*.

In its current form, the Planning Strategy for South Australia is divided into seven volumes covering regions of the state. In respect of the study area, this raises an immediate issue, in that despite their common themes in respect of land use, economy and environment, the cities of Whyalla, Port Augusta and Port Pirie are located in three different volumes (regions) of the Planning Strategy.

Specifically, Whyalla is located in the Eyre and Western Region Plan volume, Port Augusta is located in the Far North Plan volume and Port Pirie is located in the Yorke and Mid North Plan volume. Whilst community of interest logic applies to each region, it does raise the situation where three cities which share remarkable similarities are positioned in quite different primary strategic documents.

The Planning Strategy is the responsibility of the State Government, with the Minister for Planning responsible for its preparation, with input from other stakeholders including Local Government, Regional Development Australia and Natural Resources Management Boards.

The Planning Strategy is subservient to South Australia's Strategic Plan, but provides geographically specific guidance to Councils as they prepare their Strategic Management Plans and review their Development Plans.

The Minister for Planning must report to Parliament annually on the implementation of the Planning Strategy and ensure that each volume is reviewed at least once every five years.

It should be noted that the Strategic Plan is precluded by the *Development Act 1993* from having relevance to the assessment of individual development applications.



6.2 Planning Policy

Planning Policy is principally contained within Development Plans, which are the primary document against which development applications are assessed.

Development Plans are geographically arranged at a Local Government level, with a plan for each Council area and a number of additional plans that cover unincorporated areas.

The Development Plan is a shared responsibility of State and Local Government, with the process for amending Development Plans undertaken either by Council or by the Minister for Planning. Irrespective of who undertakes the amendment process, the final decision to approve an amendment to a Development Plan rests with the Minister for Planning.

Development Plans enjoy a modest level of consistency across South Australia, with a program to increase consistency in policy having been undertaken over the past decade and having resulted in the South Australian Planning Policy Library (SAPPL), from which policy for inclusion into Development Plans is taken. The ability to amend Development Plans for specific circumstances through the inclusion of local additions also exists.

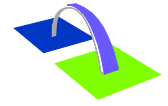
In practice, the study area provides an indication as to the extent to which attempts to achieve consistency in Development Plans has been successful. The study area is covered by three Development Plans, one for each Council area. The Whyalla Development Plan has been converted to the SAPPL format, whilst the Port Augusta Development Plan and the Port Pirie Development Plan have not (although Development Plan Amendments processes are underway to do so).

The potential exists for Councils to work together to undertake amendments to Development Plans where mutual interests, goals and benefits are likely to be achieved.

6.3 Planning Reform

Since the commencement of this project, the review process being undertaken by the Expert Panel on Planning Report has progressed to the release of a final report which outlines the Panel's 22 recommendations for reform of the planning system.

This report includes ideas for significant reform of strategy, policy and development assessment processes, including regional policy documents and regional panels for the assessment of proposals. It is understood that the Government will respond with reform proposals in the first half of 2015. Following that, a legislative process will need to take place for the implementation of reforms, which is likely to take place in a progressive, staged manner.



In preparing the recommendations in this report, regard has been had to the potential for reforms, and through this lens some degree of monitoring will be required. Notwithstanding this, by taking an early collaborative approach, the three cities can position themselves to be at the forefront of reform processes, leading to an earlier realisation of benefits for local communities and economies.



7.0 DEVELOPMENT PLAN REVIEW

A comparative analysis has been undertaken of key non-residential zones in the three Councils' Development Plans to gain an understanding of level of consistency between the zones.

The following specific comparisons have been made:

- Industrial:
 - Whyalla – Industry Zone.
 - Port Augusta – Industry Zone.
 - Port Pirie – Industry Zone.

- Commercial:
 - Whyalla – Commercial Zone.
 - Port Augusta – Commercial Zone.
 - Port Pirie – Commercial Zone.

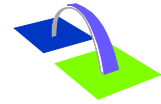
- Retail Core:
 - Whyalla – Regional Centre Zone.
 - Port Augusta – District Centre Zone.
 - Port Pirie – Regional Centre Zone.

These comparisons show that the substantive Zone Objectives are significantly congruent between the three Councils, with differences more focused on quantitative outcomes rather than qualitative objectives in respect of land use and form of development. On a general basis, it would be reasonable to assume that similar proposals should result in broadly similar outcomes across the three Council areas at the present point in time.

The process of conversion of the Port Pirie and Port Augusta Development Plans to South Australian Planning Policy Library format should result in a higher level of consistency and could provide a platform for future strategic projects to achieve further alignment through measures such as Desired Character statements and alignment of quantitative principles where appropriate.

The detailed review is set out in **Appendix A** to this report, and details the extent to which provisions dealing with individual issues are similar or divergent.

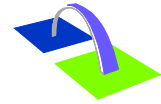
In summary, the detailed comparative review indicates that the three Development Plans, in respect of the identified Zones, seek largely congruent outcomes both in terms of land use, built form and acceptable externalities from development proposals.



Differences in the three Development Plans reflect the currency of each policy document, whereby the Whyalla plan has been converted to the South Australian Planning Policy Library format, the Port Pirie Plan is pending conversion and the Port Augusta plan has not yet been scheduled for conversion.

The extent of difference between comparable zones in the three plans is such that there is no reason that consistent policy, with differences expressed through Policy Areas or Precincts, could not be implemented and achieve consistent and appropriate planning outcomes.

When considered against the similarities in the economies and demographic profiles of the region, the existing commonalities in the three Development Plans provide a reasonable platform for achieving further consistency in future. Such an approach doesn't necessarily have to constitute wholesale change, but rather could involve an incremental process of continuous improvement that achieves greater consistency over a period of time via the normal statutory processes of reviewing and updating development policy.



8.0 DEVELOPMENT PROCESS REVIEW

Three comprehensive workshops were undertaken with staff from each of the three Councils in which a broad series of open questions were asked in respect of the administration of functions under the *Development Act 1993*. With a focus on the development assessment function of each Council, the workshop worked through the entire process of assessment of applications from lodgement to decision, and also covered other development control functions including informal and preliminary advice, enforcement and appeals. Additional questions addressed policy and strategy projects on further detail from that covered in the initial joint workshop of senior Council staff.

Two key themes became immediately apparent. The first key theme was that all of the three Councils appeared to be discharging their responsibilities in a comprehensive, timely and efficient manner. The second key theme was that the issues identified by Council staff exhibited a particularly high degree of consistency across the three Councils. Essentially, the processes and practices being followed by each Council were virtually identical, with differences being nuanced rather than material.

The following sections work through the processes of handling development applications at the three Councils.

8.1 Lodgement and Administration

Applications are typically received 'over the counter' by administrative staff, with administrative and records management processes being undertaken upon receipt of documentation. Typically a check is made by administrative staff for the completeness of documents and fees, and where fees are outstanding, these are typically requested before further processing takes place.

All Councils typically then send all applications to a designated senior officer who will conduct an initial review and allocate the applications for assessment. Different levels of staffing at the three Councils result in differences in the allocation process, based on the resources available.

All three Councils require that determination of the nature of development, complying/merit/non-complying designation, public notification categorisation and statutory referrals are undertaken by planning staff and not administrative staff.

Internal meetings to discuss applications vary in their nature across the three Councils, with their structure dependant largely on the internal structure of departments and the availability of staff.

Both Whyalla and Port Pirie utilise SynergySoft software whilst Port Augusta utilises Authority software. Generally the software packages were identified as working efficiently, however several comments indicated that they may not be utilised to their full potential in terms of managing application workflows.



8.2 Internal Referrals

All Councils refer applications internally for technical advice. Typically these referrals include engineering/technical services and health.

Some commentary was forthcoming that these referral processes did not work as well as would be preferred, with issues including a focus on extraneous issues, a lack of understanding of how the planning system works and timeliness of responses identified as the key issues. Notwithstanding the identified issues, the process of internal referrals was generally seen as being important to good decision making on development applications.

In all Councils, referrals were typically dispatched early in the processing of an application, with a defined timeframe specified to the referee department for its response to be provided.

8.3 External Referrals

External referrals are undertaken in accordance with legislative and regulatory requirements. The most common referral agencies for all three Councils were the Department of Planning, Transport and Infrastructure - Land Use Coordination (DPTI), the Environment Protection Authority (EPA) and the Coast Protection Board (CPB). Referrals to the Development Assessment Commission (DAC) were also identified as being common, principally through requirement for concurrence of non-complying applications.

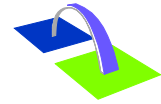
Referrals were more commonly being handled electronically rather than through physically sending application documents. In order to achieve this, resources must be allocated to scanning the relevant application documents so that can then be forwarded electronically.

Commentary indicated that there was variance between agencies, with concerns expressed over the timeliness of responses from the DAC on non-complying applications and the level of coordination between Adelaide and regional representatives in the case of DPTI. Both the CPB and EPA were noted as typically getting their referrals returned within the statutory timeframe, however would most commonly use all of their allotted timeframe, even for straightforward applications.

8.4 Use of External Advice

As could be expected, there was an inverse correlation between the staff resources available and the use of external consultants. Whyalla and Port Pirie both indicated that minimal use of external planning consultants was required for development assessment, although both Councils could identify cases where external advice was sought in respect of particularly contentious proposals, conflicts of interest or appeals.

Port Augusta made more regular use of external planning consultant assistance, particularly for larger applications or where internal staff planning resources were unavailable.



Some use of external technical consultants was identified in respect of issues including noise and air quality.

8.5 Public Notification

Public notification processes were undertaken similarly at all three Councils, with planning staff identifying the category, choosing, where applicable, properties to be directly notified and confirming the details for newspaper advertising.

All three Councils published newspaper advertising for Category 3 applications in papers circulating locally, rather than *The Advertiser*.

Whyalla Council, which is the only Council to be utilising a SAPPL format Development Plan, identified that the increased reliance on Schedule 9 of the *Development Regulations 2008* for public notification categories had resulted in an increase in Category 2 notifications along zone boundaries.

8.6 Development Assessment Panels

Delegations to staff for decision making on applications were similar at all three Councils, albeit slightly more restrictive in respect of land division applications at Port Augusta.

The burden of Development Assessment Panel decision making was reported as being relatively low among all three Councils, with Port Augusta holding meetings most frequently and Port Pirie and Whyalla frequently having only between three to six meetings per year. All three Councils would only convene meetings when there was an item for the Development Assessment Panel to consider. All Councils indicated that a typical item load at a DAP meeting would be one to two items, with more items than this being an exceptional circumstance.

Having regard to the low number of DAP meetings, staff did not identify that the preparation of DAP reports was a significant workload burden, as is frequently the case at metropolitan Councils, where the combination of limited delegations and extensive reporting requirements requires individual staff members spending up to a full week out of each month preparing and administering DAP reports.

The ability to appoint suitably qualified and experienced independent members to the DAP was identified as a challenge, with the task of finding independent members who meet the experience requirements proving harder as the distance from metropolitan Adelaide increases. It was noted that independent members were frequently recruited from outside of the Council area.

Staff at each of the three Councils generally identified their DAP as performing well, and noted that the majority of recommendations of staff were adopted by the DAP.



8.7 Informal Enquiries

Staff from all three Councils identified that informal enquiries, received by telephone, email and over the counter were a substantial drain on staff resources, both planning and administrative. Different approaches existed across the three Councils in respect to the management of such enquiries, with different focus over the extent of advice provided by administrative versus planning staff.

Staff identified that up to 50% of their time could be spent on general enquiries which limited the ability to complete other work, and could threaten the timely processing of development applications. Various methods have been attempted by each Council to resolve such issues, including rostered allocation of 'duty' staff and additional training of administrative staff to deal with simple enquiries.

It was clear from the workshops however that this area remained an unresolved issue, and whilst a need to deal with such enquiries was accepted, the limited resources available to all Councils prevented a system where dealing with such enquiries was not a significant drain on staff resources.

8.8 Pre-Lodgement Processes

Typical of the whole of South Australia, minimal use was made of formal pre-lodgement processes in any of the Council areas. The workshops indicated that where people had made significant progress on a proposal, they would typically be encouraged to lodge a formal application.

Where Councils were approached by planning consultants representing a prospective applicant prior to lodgement, all indicated a willingness to discuss proposals and meet where requested.

8.9 Compliance

All Councils indicated that compliance work was principally undertaken by planning officers, but was not a major focus of their work. Typically, compliance matters would be pursued as a result of complaint or other direct observation that a breach of the legislation may have occurred.

8.9 System Indicators

All Councils appeared to be performing well in terms of meeting statutory timeframes for the assessment of development applications and on the basis of the workshops appeared to have well developed procedures and practices for managing the development assessment process. Staff indicated that their 'system indicators' performance appeared to rank them well in comparison to Councils across South Australia.



8.10 Staff Perception of Performance

A common theme at all Councils was that staff saw themselves as busy and under a certain amount of pressure, but typically felt able to keep up with workload. Discussions with all Councils identified that additional resources, particularly in respect of administrative support, would be welcome and would have the potential to improve efficiencies.

8.11 Strategic Planning

The three Councils are at different positions and have different priorities in respect of their strategic programs.

Whyalla has converted their Development Plan to SAPPL format, and has recently embarked upon a Development Plan Amendment (DPA) to review residential policy within the Council area. This Council has also pursued several master planning exercises for key public spaces and is currently investigating options for the revitalisation of underutilised spaces at the foreshore and marina.

Port Augusta has recently completed a Strategic Directions Report and is currently close to completing a DPA focussed on urban expansion and the provision of additional areas for residential and rural living development. Port Augusta has not commenced a DPA to convert its Development Plan to SAPPL format and indicated that it was unlikely this would commence in the 2014/2015 financial year. No public space strategic or master planning projects are currently underway.

Port Pirie has recently completed a comprehensive demand and supply analysis for commercial/industrial and retail land and is proceeding to undertake an equivalent study for residential land. It has also recently completed a master plan for the CBD.

A DPA to convert the Development Plan to SAPPL format is currently underway by the Port Pirie Regional Council.

Staff reported some differences in the level of priority given to strategic projects between the three Councils and there were some differences between the Councils as to the identified level of importance of having an ongoing strategic program.



9.0 OTHER INVESTIGATIONS

9.1 Upper Spencer Gulf Common Purpose Group

A workshop was held with the Upper Spencer Gulf Common Purpose Group to consider key ideas and opportunities. At a high level this workshop indicated a clear commitment to foster greater collaboration and the exploration of a broad range of opportunities for the planning and development functions of the Councils to work more closely together.

Key identified issues included the difficulty in resourcing planning and development functions, particularly given the broad range of competing priorities in the Council budgeting process and the extent to which the State Government focus is concentrated on the Adelaide metropolitan area.

It was noted during the workshop that whilst there was no *prima facie* opposition to significant reform proposals, such as a regional Development Assessment Panel for example, proposals needed to be clearly articulated in respect of how they would improve upon the existing situation and how these could be achieved whilst avoiding significant financial and resource implications.

Workshop delegates were also optimistic that the region might be considered more favourably by the South Australian Government following the re-election of the Member for Frome the Hon. Geoff Brock MP whose electorate covers the City of Whyalla, and his appointment as Minister for Regional Development and Minister for Local Government.

It was the general view of the workshop that working collaboratively would give the region more influence in negotiations with other spheres of government and ensure that the region could command its 'fair share' of external resources.

A further workshop was held with the Upper Spencer Gulf Common Purpose Group following the release of the Consultation Report at which the outcomes of the investigations and draft recommendations were presented. The workshop noted the recommendations appeared generally appropriate.

9.2 Regional Development Australia

Meetings were held with representatives of Regional Development Australia (RDA) in each of the three cities. As identified earlier in the report, the fact that three different RDA organisations cover the study area is seen as a barrier to coordination and promotion.

The discussions with the RDA organisations demonstrated a number of themes relating to economic development of the study area and the role that Local Government and the land use planning process plays.

Similar themes were apparent from discussions with staff from the three RDA organisations.



It was recognised that the role of Local Government in attracting investment to the region is significant, but not necessarily substantial in influencing investment decisions, particularly on larger projects. That being said, it was identified that Local Government and land use planning policy can play a key role in issues of labour force attraction and retention and in the attraction and facilitation of small to medium business.

Significant barriers to investment were identified in respect of infrastructure provision. On a regular basis, barriers related to infrastructure were typically bound up with the planning process, as it is often through the planning process that infrastructure issues, bottlenecks and augmentation charges become apparent.

A key identified problem was that the current infrastructure augmentation process provides a disincentive for people to 'act early' on proposals, as frequently those who act early face the most significant infrastructure demands and augmentation costs.

The economy of the study area was seen as moving at 'multiple speeds' with some sectors performing well, and other sectors performing poorly.

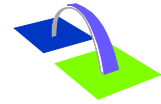
In respect of labour force issues, it was identified that there were few positions for unskilled labour, and that this situation was unlikely to change in the future. Notwithstanding this, the need to attract unskilled migrant labour on 457 Visas was identified, particularly for manual jobs perceived as undesirable or 'dirty'.

In contrast, all three cities faced challenges in attracting and obtaining highly skilled labour, particularly in fields such as medicine and education. It was in these fields where it was identified that Local Government has a key role in supporting the supply of a diverse range of residential accommodation, high quality public spaces and sporting and community facilities.

In Port Augusta and Whyalla in particular, it was identified that there was a problem with 'churn' of skilled graduates who move to the region to gain experience and then seek to relocate to Adelaide. The 'weekend exodus' of skilled and/or professional workers involves such people frequently returning to Adelaide at weekends which deprives the cities of an ability to support community and sporting facilities and limits the ability for the population to form strong community networks.

Workforce churn has the potential to create a self-perpetuating cycle, with a perception that social, community, health and educational facilities are of poor quality, and limits the willingness of people to raise a family in the township which deprives those facilities of the demand they require to provide services at a high standard. Discussions indicated that in many cases the issue is one of perception, with facilities in the townships frequently providing services at a very high standard.

Following the release of the Consultation Report, a joint workshop was held with staff from all three RDA organisations to review the outcomes of the investigations and the draft recommendations. It was agreed that the potential existed for Councils and RDA organisations to work collaboratively to achieve a number of the recommendations provided appropriate resources and funding were available.



9.3 Peak Business Organisations

Contact was made with peak business organisations in Port Augusta and Port Pirie and with applicants who had recently submitted major applications in Whyalla.

A coordinated response was provided and a meeting held with business representatives in Port Augusta. A brief telephone discussion was held with business representatives in Port Pirie and discussion with identified applicants in Whyalla was ongoing at the time of writing this report.

Business organisations identified that conditions in both Port Augusta and Port Pirie were challenging at the present time, and that the commercial and residential property markets remained suppressed, albeit with some signs of improvement in the past six months.

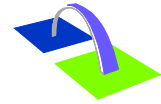
Detailed commentary from Port Augusta indicated that the provision of land was not always well targeted, and there was a perception that developers of broadacre land were primarily interested in financial outcomes rather than matching land to what was required over the longer term. In terms of specific examples, it was identified that there was clear lack of diversity in residential land and dwellings, with stock primarily comprised of single dwellings on large allotments. Concern was expressed in respect of the amount of land available for residential development, and the impact that oversupply could have on prices over an extended period. A lack of retirement accommodation was also seen as a barrier and lost commercial opportunity for the township.

In a similar vein, industrial parcels also need to be provided in a broad variety of sizes, and should have the ability to be reconfigured over time to meet changing demand in future.

It was suggested that there were significant areas of 'brownfield' areas of land in the township that should be targeted for strategic redevelopment, and that the control of many of these sites was locked up because it was still vested in State Government agencies. Councils were seen as having a key role in lobbying the State Government to make key parcels of land available for redevelopment.

A perception was identified that the Port Augusta CBD was 'tired' and this was acting as a barrier to further retail development occurring. Many CBD works undertaken in the 1980s and 1990s, including the provision of one-way streets, are now considered to be a questionable value. There was a feeling that retail facilities in Port Augusta were inferior to those in Whyalla and Port Pirie, and as a result that there was considerable 'leakage' of retail spending to these cities. It was suggested that there was considerable scope for additional development of retail, particularly in the form of bulky goods retail along the highway in Port Augusta.

Whilst some concerns were raised about the performance of Councils in respect of the processing of development applications, these issues were generally seen as minor in the context of the overall economy of the region. Councils were seen as having a key role in the coordination of economic development initiatives and the development and enhancement of key public spaces.



10.0 RESOURCE SHARING OPPORTUNITIES

In considering options for the future, it is recognised that significant reform of administrative arrangements may be complex to implement. Notwithstanding this, it is considered important that these options remain 'on the table' for future consideration by the three Councils.

Having regard to implementation, it is important to recognise that there are limitations to what can be achieved in coordination solely by the development departments of Councils in isolation. A good example of this is IT systems. Councils typically purchase and maintain their IT architecture at an organisational level, implanting records, content and workflow management packages that span across Council, with development being one facet of the overall package.

The integration of IT systems, which would be a core component of the sharing of human resources between Councils on an ongoing and material basis, would most likely require such integration to occur at a whole-of-Council level. At the present time multiple, incompatible systems are in use across the three Council areas. Additionally, the potential exists for the State Government to implement a state-wide IT platform for the lodgement and assessment of development applications, rendering Council systems for the same purpose obsolete.

Ten opportunities are outlined for consideration of the three Councils. Each opportunity is rated on three criteria:

- Cost (Low, Moderate, High)
- Human Resources (Low, Moderate, High)
- Suggested Priority (Low, Medium, High, Monitor)

10.1 Information Sharing

The workshops with Council staff indicated that whilst some ad-hoc interaction occurs between development staff from the three Councils, there is no structure in place to allow for ongoing engagement between staff of the three Councils. Commentary from staff at all Councils recognised that notwithstanding the commonality of issues that they faced, there was in reality very little sharing of information at a staff level.

It is recommended that a structured yet informal process of engagement between the staff of the three Councils be created for the purpose of fostering closer relationships between staff and the sharing of information at a staff level.



In seeking a model for such a form, the long term success of the Country Planning Officers Group (CPOG) provides an appropriate reference. CPOG provides support and networking to officers from outer metropolitan Adelaide, the mid-north, Flinders Ranges and other areas. It is understood that staff from Port Pirie currently have regular involvement with this group. The long term success of CPOG is based on its informal structure and open nature.

It is recommended that the three Councils support their staff meeting two to three times per year, probably in Port Augusta as a central location, to share information on their respective work. This would include information on large and complex applications, appeals, development trends, strategic and policy programs and planning generally.

The value of such information sharing cannot be overstated, as it is frequently through informal interactions that shared understandings are formed and a willingness to engage and collaborate in a more formal sense can be fostered.

Meetings should be informal, with a brief agenda and should focus on open sharing of information and free discussion. Whilst the focus should be in informality, it is suggested that the three Councils should support the legitimacy and value of the group by simply passing a resolution which supports their staff collaborating in this manner.

Cost: Low

Human Resources: Low

Suggested Priority: High

10.2 Desired Character Review

The review of Development Plans has indicated that none make significant use of Desired Character statements as a means of guiding development. Those statements which exist typically are either backward looking, focusing on the existing, rather than desired character, or they are very brief without having had significant thought put into their construction or the zone's intent.

Utilised properly, Desired Character statements have the ability to set the 'tenor' for a zone, policy area or precinct, providing guidance as to how the substantive provisions are to be interpreted to achieve a desired outcome.

Given the review of Development Plans has indicated that there is a reasonable level of consistency between the intent of equivalent policy across plans, the development of consistent language in Desired Character statements would be a significant first step in increasing the level of congruence in policy between plans.



Cost: Moderate

Human Resources: Low

Suggested Priority: High

10.3 Regional Land Demand/Supply Investigation and Monitoring

Port Pirie Council has recently undertaken a significant body of work in respect of analysing land demand and supply for non-residential development and it is understood that similar work is planned in respect of residential development in the near future.

Given that such projects are typically undertaken on an infrequent basis, undertaking them on a joint or regional basis presents some difficulty in achieving alignment in the base data. Notwithstanding this, there is no reason why such projects cannot be undertaken on a regional basis in future. Doing so would realise benefits of economies of scale, in that by undertaking a combined project, the larger budget may permit a finer grained and more detailed analysis of local issues together with a focus on more significant, regional issues that are often not included when the lens of a project is more closely focused.

It is recommended that Councils undertake a joint evaluation of their strategic programs with a view to determining what opportunities for joint projects exist in the short term, and at a more fundamental level, investigating the opportunity to undertake the next Strategic Directions Report on a joint basis.

The issue of timing may present a challenge to such an approach. With Port Augusta having only recently completed a Strategic Directions Report, it may well be some time in the future before a joint review among the three Councils occurs, however as is the case of one or more Councils extending beyond five years, whilst Port Augusta has a short timeframe between reports, a joint approach is likely to be an acceptable outcome to the State Government.

Such an approach will be more strategic than it might otherwise be, by aligning the planning processes of the three Councils over the medium to long term, rather than seeking to undertake joint projects 'just for the sake of it' in the short term.

Cost: Moderate

Human Resources: Moderate

Suggested Priority: Medium



10.4 Comprehensive Joint Policy Review

As outlined in the previous recommendation, whilst the potential may exist to undertake joint strategic and policy projects in the short term, a more sustainable approach is one which achieves alignment between the strategic and policy programs of Councils in the medium to long term.

Accordingly, it is not recommended that a comprehensive review of policy on a joint basis occur until such time as a Strategic Directions Review, undertaken jointly, has been progressed. Having regard to Port Augusta having recently completed such a review, it is considered that an opportunity to undertake such a review may present in the 2016/2017 financial year, or sooner if the City of Port Augusta is willing to participate.

Whilst this approach would see the review undertaken several years in the future, being funded and commenced approximately two years from the present time, if the approach is endorsed, there is no reason why resolutions cannot be passed and agreement on the process cannot be made with the State Government in the near future.

Cost: Moderate

Human Resources: Moderate

Suggested Priority: High

10.5 Regional Infrastructure Needs Aggregation Study

Whilst there is a significant amount of data in respect of infrastructure, that data tends to be assembled either in respect of a single infrastructure service (such as electricity, gas or water) or in respect of a single project or sector (such as a major port project or mining within a region). However, our research indicates that data does not appear to have been aggregated in an accessible form on a regional basis.

During the consultation process, significant discussion on the issues of infrastructure provision occurred. This was particularly relevant to the assessment process for larger applications and land division applications where delays caused by a lack of clarity in respect of infrastructure are attributed to delays caused by the relevant authority.

It is recommended that a project be undertaken to aggregate infrastructure data across the study area with a goal of providing clarity as to the level of existing infrastructure available, and the extent of capacity that exists.

A further goal would be to understand where infrastructure is inadequate and augmentation is required to support development. The third component would be an identification of gaps in understanding where insufficient data or knowledge exists to make a clear determination as to the adequacy of existing infrastructure.



The scope of such a project should also include analysis of environmental constraints, both present and those anticipated in future through the impact of climate change.

Such data would be valuable in the process of lobbying State and Federal Governments, providing advice to prospective investors and in the assessment of development applications.

Cost: Moderate

Human Resources: Moderate

Suggested Priority: Medium

10.6 Catalyst Site Identification Project

Strategically located 'brownfield' sites exist within all three cities that present significant opportunities for redevelopment. Whilst some of these sites are in the ownership of Local Government, more commonly they are held by either the State Government or the private sector. From the consultation to date, it is noted that some work is being undertaken to review these ownership constraints particularly by the City of Whyalla.

Frequently such tenure issues trump a desire to plan strategically for the redevelopment of such sites, as no clarity exists as to whether the ownership will ever permit such development to occur. In reality, this approach is short-sighted, as it is often the process of strategic planning that provides clarity for existing owners as to the potential value of a site, and then signalling a willingness to transfer ownership. In respect of sites held by the private sector, often the strategic planning process can result in a significant value uplift and encourages consideration of redevelopment or sale.

Whilst the identification and planning for redevelopment of catalyst sites could easily occur at a Council level, it is considered that there are significant advantages to undertaking such investigations at a regional level. This is most particularly the case in respect of the identification of sites held by the State Government, where a coordinated, regional approach to investigating future development opportunities is likely to be more persuasive in convincing the State Government to review tenure arrangements following the completion of the identification process.

Additionally, by undertaking the identification on a regional basis, it allows potential opportunities to be marketed to the development industry on a coordinated basis.

It is recommended that the process be staged with the initial study focused on the identification of suitable catalyst sites and prioritisation of opportunities. Once sites have been identified, further work, undertaken at an individual site level, can focus on more detailed analysis of what the development opportunities at individual sites comprise and how those opportunities can be realised.



Cost: Moderate

Human Resources: Low

Suggested Priority: High

10.7 Joint Marketing of Efficient Development Processes

An opportunity exists for the Councils to integrate the existing strong performance of planning and development assessment processes in the region through a coordinated marketing effort.

Discussions with RDA staff indicated that whilst the RDA organisations are frequently involved in discussions with prospective investors in the region, a lack of awareness and understanding of planning processes was limiting the ability to 'sell' the advantages of the region in terms of obtaining development approvals.

It was clear from the consultation that all three Councils have a clear commitment to facilitating and supporting quality development and have a willingness to take a personalised approach to providing assistance to potential investors.

It is suggested that the three Councils and three RDA organisations work together to codify an approach to assisting proponents of moderate to large scale proposals in the region, with this information being made widely available to prospective investors.

Such information would seek to explain the similarities in the region's cities, and outline that the three Councils have efficient processes for assessing development proposals and are willing to work with applicants during the concept, planning and assessment processes. By preparing such information, all stakeholders will also gain a clear understanding of who is involved in the process of attracting investment, the roles that they play and when they should be involved in the regional marketing process.

Cost: Moderate

Human Resources: Low

Suggested Priority: Medium

10.8 Increase Focus on Place Making

Commentary from the consultation process, particularly from RDA staff, indicated that facilities within cities played an important role in the attraction and retention of staff, particularly highly skilled staff, within the region.



Whilst the provision of much infrastructure is outside of the realm of Councils, Local Government has a key role in the provision, appearance and quality of public spaces, major streets, reserves and sporting facilities. The State Government makes available significant funding from the Planning and Development Fund to Councils who adopt a strategic approach to the urban design of public places.

Grant funding is available for planning, detailed design and capital works from programs such as Places for People and the Regional Open Space Program, with funding for capital works frequently being provided to Councils at funding ratios of 4:1. There has been success in the region already at accessing funding from these and other programs to improve the public realm, however significant opportunities exist in all three cities to secure funding for further projects. Many regional cities and townships that have adopted a strategic approach to the planning of public space have enjoyed benefits of substantial capital works funding for multiple projects, significant, enduring support from the community and increased investment from the private sector in locations where public realm upgrades are undertaken.

As noted above both Whyalla and Port Pirie have undertaken significant public realm projects in recent years, however, it is clear that suitable candidate localities exist in all three cities for the application of State Government grant funding. It is recommended that all three Councils seek to leverage such funding to support long term planning and upgrade key civic spaces. Whilst the nature of funding means there will be limited opportunity for Councils to work together, increased information sharing between staff will assist in targeting grant funding applications and the implementation of projects. The ability to share staff skills in managing urban design projects across Councils is also apparent.

Cost: Moderate-High

Human Resources: Moderate

Suggested Priority: High

10.9 Regional Development Assessment Panel

The possibility for a Regional Development Assessment Panel was indicated at the outset of the project as a key potential resource sharing outcome. Whilst the potential exists under the *Development Act 1993* to establish a Regional DAP serving the three Councils, careful consideration should be given to the merits and drawbacks of such a proposal.

The investigations undertaken suggest that at the present time the load on each Councils DAP is sufficient to justify its existence, but not significant to a degree that it results in a burden on staff resources in its administration.



Looking at examples of existing Regional Development Assessment Panels, they have been established in cases where the load on Council Development Assessment Panels was so low as to not justify their existence. An example is the Eastern Eyre Regional DAP, which serves three Councils having a total combined population of around 8,000 people. With such a small population base, and attendant small development base, the number of meetings required, even for the Regional DAP, is significantly less than one per month.

Additionally, in consideration of the study area, it is considered that a Regional DAP would likely meet most months, and would either meet in Port Augusta, as the most central location, or alternatively rotate its meeting location based on the location of items to be considered. Whilst having one DAP rather than three would ease the burden noted by Council staff in attracting and retaining independent members, the need for staff to travel further to Regional DAP meetings, and, if a rotating location approach is adopted, the need for independent members to go to different locations for meetings, must be considered.

On balance, at the present time it is difficult to see an overwhelming argument in favour of a Regional DAP, however it is recommended that the situation continue to be monitored and further consideration given on an ongoing basis.

On the issue of the composition of Council and Regional DAPS, decision making delegations to nominated officers should be considered. It is the level of delegation to Council staff that determines the load of applications going to a DAP.

All three Councils have relatively high levels of delegation, particularly when compared to some metropolitan Councils. It is expected that all applications with unresolved representations wanting to be heard will be considered by a DAP. Generally it would be considered that non-administrative recommendations for refusal would also be considered by the DAP, as the peak decision making body of Council.

In the review of development assessment processes it was noted that delegations for assessments of land division were quite restrictive at two of the three Councils, with applications for the creation of more than five to six additional allotments referred to the DAP. It is considered that this number of proposed allotments is overly conservative and should be increased to at least 10, but preferably in the order of 20 additional allotments, before consideration of the DAP is required.

It is suggested that even if a Regional DAP is not considered at this time, Councils may wish to consider a joint review of the items presented to their respective Council DAPs, with a view to having a consistent approach across the study area.

Such an approach would also assist in providing clear information to potential investors in the region that the administrative processes by which their application will be considered will be the same, no matter which Council is assessing the application.



Cost:	Moderate
Human Resources:	Moderate
Suggested Priority:	Monitor

10.10 Integrated Development Service Structures

Integration of Council administrative structures is the most complex option in regional resource sharing. To the best of our knowledge there is no model within South Australia for this occurring at a departmental level.

It is noted that significant barriers exist to such an outcome in terms of human resources, information technology, management hierarchy and physical distance.

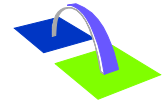
On the basis of the investigations undertaken, it is difficult to quantify the tangible benefits that would emanate from such an outcome, particularly given the high level at which the administration of all three Councils are currently working at.

Accordingly, it is not recommended that a significant level of administrative integration be pursued in the short term.

It is suggested, however, that opportunities for sharing of human resources between Councils be investigated further. Having the ability for staff with specific skills from one Council to assist with specific projects at one of the other Councils would be useful. Additionally, the ability for one Council to assist with the DA load at another Council when staff are on leave or the load at one Council is unusually high, present an opportunity for the sharing of resources.

In order to pursue such an opportunity, an approach needs to be adopted where the cost of human resources can be transferred between the Councils. Such opportunities have been explored frequently, however key challenges are the cost effectiveness compared to consultants and the fact that most Councils do not have a significant pool of spare human resource capacity.

Additionally, the ability to leverage information technology to advance capacity for the electronic handling of development applications could be of benefit. One specific opportunity in this regard is the potential for the online lodgement of development applications. Such an approach is of particular benefit in regional areas where many applications, particularly more significant applications, are prepared and managed from Adelaide. Development applications in electronic format are particularly beneficial in regional areas because they can be easily and rapidly transferred to and from referral agencies, most of which are based in Adelaide.



Further investigation would be required to determine how such a system would interface with the existing, divergent information systems utilised by the three Councils, however this should not necessarily preclude such an approach.

Cost:	High
Human Resources:	High
Suggested Priority:	Monitor



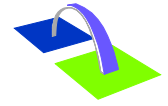
11.0 CONCLUSION

No fundamental barriers exist to the three Councils working more closely together with respect to their planning function, provided each Council is a willing participant in the process.

Opportunities exist for the Councils, their staff and the communities to benefit from increased collaboration and sharing of knowledge and skills between the organisations. This being said, it should be recognised that none of the Councils have significant financial or human resource capacity in their planning functions, so in the absence of the provision of additional resources to enable resource sharing projects, there will need to be a clear demonstration for individual projects that the benefits expected to accrue from the sharing of resources will outweigh the financial, human resource and administrative implications of the sharing of resources.

In a number of the high priority recommendations, it is considered that such benefits should be capable of being demonstrated with relative ease. Conversely, in the case of the projects where the priority is listed as monitor, it is questionable as to whether the extensive resources to establish shared functions could be recouped through operational efficiencies.

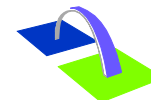
By approaching resource sharing opportunities in an incremental fashion, including an early focus on building relationships, a platform can be created which will enable more significant and complex projects to be undertaken over time. Such an approach is considered more likely to result in enduring outcomes that provide genuine benefits to Councils, staff and communities.



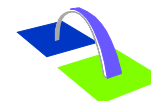
APPENDIX A

Comparative Review of Development Plans

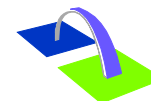
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Industry Zone			
Objectives			
<p>1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.</p>	<p>1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.</p>	<p>1 A zone primarily accommodating industrial, storage and warehouse development to satisfy the requirements of the region.</p>	<p>All Industrial Zone across the respective councils are in essence the same in their core objectives.</p> <p>The PP (Port Pirie) Development Plan differs slightly in that further detail is provided to dictate guidance regarding the siting of industrial activity according to sensitive land uses, consideration of the movement and parking of vehicles, as well as the use of buffers to increase amenity of land especially that visible from the Port Pirie to Warnertown Road and Germein Road.</p> <p>The PP Development Plan has three policy areas within the Industry Zone, reflecting that the zone is located in different locations throughout the Council area and that portions of the zone are focused on quite specific uses, such as the Port Pirie Smelter.</p>



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Industry Zone			
Objectives			
2 Development that contributes to the desired character of the zone.	2 Development that contributes to the desired character of the zone.	2 A high standard of development which promotes good design, with high visual amenity to improve the character and appearance of the area, particularly along zone interfaces and public roads.	All Plans seek to promote a standard of design as outlined in either the Desired Character Statements or in the case of the PP Development Plan where no Desired Character Statement exists, detail is provided through additional Objectives.
		3 No general industry, special industry, fuel depot or intensive commercial activities adjacent to the residential zone or tourist accommodation zone.	The additional Objectives contained in the Port Pirie Development Plan are relatively specific in their focus, and in a more contemporary Development Plan some or all of these provisions may be replaced by a detailed Desired Character Statement.
		4 Co-ordinated use of parking areas west of Copinger road and north of the Port Pirie to Warnertown Road.	
		5 Prime consideration being given in the provision for access to or egress from land to requirements for primary and secondary arterial traffic movement along the Port Pirie to Warnertown Road and Germein Road respectively.	



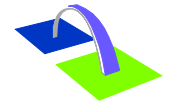
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Industry Zone			
Objectives			
		6 A visually attractive appearance of land visible from the Port Pirie to Warnertown Road and Germein Road.	
		7 The establishment and maintenance of a visual and acoustic buffer between development and zone interfaces.	
Principles of Development Control			
Land Use		Form of Development	
<p>1 The following forms of development are envisaged in the zone:</p> <ul style="list-style-type: none"> ▪ handling, transportation and storage of bulk commodities ▪ industry ▪ transport distribution ▪ warehouse 	<p>1 The following forms of development are envisaged in the zone:</p> <p>industry, transport distribution warehouse.</p>	<p>1 Development undertaken in the industry zone should be primarily light and general industries, warehousing and storage.</p>	<p>From a land use perspective the types of development intended are almost identical. The plans once again differ when it comes to Port Pirie where additional guidance is given for ancillary dwelling development when associated with industrial activity and those instances where retail and office development may be envisaged.</p>



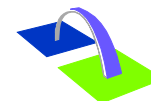
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Land Use		Form of Development	
2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.	2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.		Standard provision found in plans converted to SA Planning Policy Library format.
		2 Dwellings other than caretakers residences should not be erected.	
		3 Development north of railway terrace and south of Warnertown Road should be carried out in accordance with the north east industrial area concept plan fig in2/1 .	
		4 Retail and office development should be of a minor nature and should only occur to support the primary use of the zone.	
Form and Character			
3 Development should not be undertaken unless it is consistent with the desired character for the zone.	3 Development should not be undertaken unless it is consistent with the desired character for the Zone.		As expected form and character principles differ greatly between the three Council areas as to achieve the objectives.



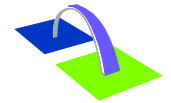
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Form and Character			
<p>4 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):</p>			
<p>(a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street Alignment</p>			
<p>(b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment</p>			
<p>(c) where an allotment has two street frontages, no building should be erected within 3 metres of the Secondary street alignment.</p>			



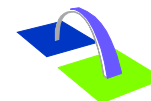
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Form and Character			
	<p>4 Development in Port Augusta west should be in accordance with the Port Augusta west Structure plan map ptau/1 (overlay 1) enlargement c and should:</p>		
	(a) proceed in a coordinated manner once appropriate levels of essential infrastructure have been provided;		
	(b) ensure that future stages of development are able to be effectively and efficiently serviced by essential infrastructure;		
	(c) protect identified sites of aboriginal heritage significance;		
	(d) limit the number of additional access points to the eyre highway while also ensuring that any new intersections operate on a left-in/left-out basis only;		
	(e) create drainage lines and detention basins to manage stormwater flows both within and outside the zone;		



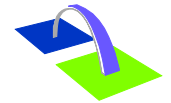
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Form and Character			
	(f) ensure that a minimum 100 metre separation distance is achieved to existing or future residential development to the south of Eyre Highway.		
5 Building facades facing a residential zone should not contain openings or entrance ways that would result in the transmission of noise towards the residential zone that would adversely affect the amenity of the residential zone.	5 development should be set back at least 8 metres from any road frontage, except where fronting a primary or secondary arterial road in which case development should be set back at least 20 metres.		<p>Similarities exist between the Whyalla and Port Augusta Principles regarding the specification of setbacks, noise attenuation measures and a general protection of residential environmental quality and amenity in close proximity to industrial development.</p> <p>Quantitative principles exist for both W and PA which specify setback distances and heights for industrial buildings.</p>
	6 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):		



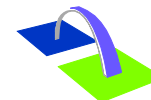
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Form and Character			
	(a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment;		
	(b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment;		
	(c) where an allotment has two street frontages, no building should be erected within 3 metres of the secondary street alignment.		
	7 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the Residential amenity.		



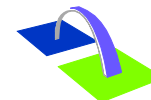
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Form and Character			
6 Any external plant and equipment (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.	8 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.		
	9 Development on land adjoining a residential zone should ensure that a 50 metre vegetated buffer is provided along the zone boundary.		
7 Advertisements and advertising hoardings should not include any of the following:	10 Advertisements and advertising hoardings should not include any of the following:	9 No advertisement should be prominently visible from the Port Pirie to Warnertown road or, east of Copinger Road, from Germein Road.	
(a) flashing or animated signs	(a) flashing or animated signs;		
(b) bunting, streamers, flags, or wind vanes	(b) bunting, streamers, flags, or wind vanes;		
(c) roof-mounted advertisements projected above the roofline	(c) roof-mounted advertisements projected above the roofline;		



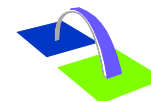
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Form and Character			
(d) parapet-mounted advertisements projecting above the top of the parapet.	(d) parapet-mounted advertisements projecting above the top of the parapet.		
8 Aerobic systems should be installed rather than septic tank systems.			
Land Division			
	<p>11 Land division should create allotments that:</p>	<p>5 Land division undertaken in the zone should incorporate the following:</p>	<p>W – Division on the basis of intended use reflecting the approach typically taken in non-residential zones in plans converted to the SA Planning Policy Library format.</p> <p>PA - Quantitative requirements are set for the division of industrial land, an approach which has greater potential to lead to a mismatch between the demand for land and the supply of land.</p> <p>PP - Division on the basis of promoting a range of uses, being a similar approach to that in the Whyalla Development Plan.</p>



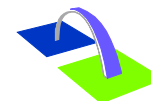
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Land Division			
9 Land division should create allotments that are of a size and shape suitable for the intended use.	(a) are of a size and shape suitable for the intended use;		
	(b) have an area of not less than 2000 square metres, unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated;		
	(c) have a frontage to a public road of at least 25 metres.		
		(a) safe and convenient road networks integrated with adjacent development or provided for in any plan of division, created with adequate width for the type and volume of anticipated traffic;	More qualitative in comparison to PA and W.
		(b) a range of allotment sizes where the size and shape is suitable for the intended use of land and consistent with the desired uses.	



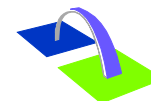
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
		Parking and Access	
		<p>6 Development should provide safe and convenient access for vehicles and pedestrians, with car parking provided in accordance with Table PtPi/2, so that vehicles are capable of entering and exiting the site in a forward direction.</p>	<p>This policy, encompassing Principles 6-9, together with related Objectives 4-6 is very specific, and is similar to policy requirements for industrial development contained in the general section of the Development Plan. Consideration should be given to the extent that this policy has influenced development outcomes over the time it has been in the Development Plan to determine its future value.</p>
		<p>7 There should be limited access to and egress from land along the Port Pirie to Warnertown Road and, east of Copinger Road, along Germein Road.</p>	
		<p>8 Development adjacent to the Port Pirie to Warnertown Road and to the Germein Road should include substantial landscaping designed to screen views of buildings and enhance the appearance of land from those roads.</p>	



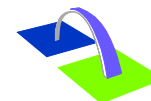
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Commercial Zone			
Objectives			
<p>1 A zone accommodating a range of commercial and business land uses.</p>	<p>1 A zone accommodating a range of commercial and business land uses.</p>	<p>1 A zone primarily accommodating commercial, servicing, wholesaling, storage and associated activities.</p>	<p>All core objectives specify a range of commercial and business land uses in the respective Commercial Zones.</p> <p>Commercial Zones can have broad application, and within a Development Plan there is potential for different areas of Commercial Zone to have different focus in terms of land use, built form and level of acceptable externalities.</p> <p>The Port Pirie Plan currently has three policy areas which reflect different desired outcomes. The Whyalla and Port Augusta plans both have 'minimalist' zones, with limited policy guidance beyond envisaged uses and administrative matters.</p>
<p>2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.</p>	<p>2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.</p>	<p>2 A high standard of development which promotes good design, with high visual amenity to improve the character and appearance of the area, particularly along zone interfaces and public roads.</p>	<p>The Port Pirie provision includes a more specific focus on visual amenity and appearance, with the Whyalla and Port Augusta provisions referring for generically to amenity (which includes visual appearance).</p>



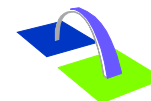
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Commercial Zone			
Objectives			
	3 Development that contributes to the desired character of the zone.		PA only has a Descried Character Statement which includes only limited descriptive analysis of desired outcomes. The development of Desired Character Statements provides an opportunity to provide more specific outcomes as to the intention of Commercial Zones.
	Desired Character		
x	✓	x	
		3 Development which is compatible with adjoining land uses in terms of visual amenity and emissions such as noise, dust, smells, light and the like.	
Land Use			
1 The following forms of development are envisaged in the zone: <ul style="list-style-type: none"> ▪ bulky goods outlet ▪ bus depot ▪ consulting room ▪ light industry ▪ motor vehicle related business other than wrecking yard ▪ office 	1 The following forms of development are envisaged in the zone: <ul style="list-style-type: none"> Consulting room Motor vehicle related business other than wrecking yard, office, Petrol filling station Service trade premises 		For the reasons outlined above, a variance in acceptable land uses can reasonably be expected in a Commercial Zone. Key examples in the three plans include: W – Bulky Goods and Light Industry included. PA – Shop with a gross leasable area less than 250 square metres.



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
<ul style="list-style-type: none"> ▪ petrol filling station ▪ service trade premises ▪ store ▪ warehouse. 	<p>Shop with a gross leasable area less than 250 square metres</p> <p>Store Warehouse.</p>		
<p>2: Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.</p>	<p>2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.</p>		
	<p>3 Retail development in the zone should not hinder the development or function of any centre zone.</p>		PA - A greater focus on retail development.
	<p>4 Shops should have a gross leasable area less than 250 square metres.</p>		
Commercial Zone			
Objectives			
	Form and Character		
	<p>5 Development should not be undertaken unless it is consistent with the desired character for the zone.</p>		



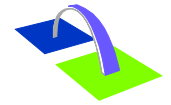
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Commercial Zone			
Objectives			
		Form of Development	
		<p>1 A zone primarily accommodating commercial, servicing, wholesaling, storage and associated activities, which do not create any appreciable noise, smoke, smell, dust or other nuisance or generate heavy traffic.</p>	<p>W and PA provide broad guidance where PP provides more detail through the inclusion of a number of additional Principles of Development Control.</p> <p>PP contains three commercial policy areas to define commercial activity i.e. service centre or small commercial industrial or broad commercial service and industry uses. Once again has a much more detailed approach.</p>
		<p>2 Development should be compatible with surrounding land uses in terms of scale, visual amenity and noise.</p>	
		<p>3 Dwellings, other than caretakers quarters, should not be erected.</p>	
		<p>4 Development should be landscaped appropriately and provided with off-street car parking and loading/unloading facilities, so that vehicles are capable of entering and exiting the site in a forward direction.</p>	



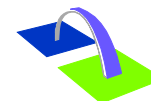
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Commercial Zone			
Objectives			
		Appearance of Land and Buildings	
		5 The height and scale of development should be low rise and be designed with a bulk, height and intensity to minimise adverse impacts on the amenity of the adjoining land, buildings and the streetscape.	Port Pirie is the only plan to include detailed policy relating to built form and visual amenity outcomes. Whilst some focus on these outcomes is appropriate, some of the policy could duplicate policy contained in the general section of the Development Plan.
		6 Development along main roads or adjacent to a residential zone should:	
		(a) be designed and sited so as not to detract from the amenity of the adjacent dwelling or zone;	
		(b) provide a visual buffer in the form of landscape plantings, attractive fencing, siting of buildings or other similar means between any car parking, service area, outdoor storage area or any other unattractive area and the adjacent dwelling or zone;	



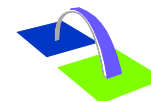
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Commercial Zone			
Objectives			
		Appearance of Land and Buildings	
		(c) provide an acoustic buffer between any excessive noise generating part of the development and the adjacent dwelling or zone to satisfy the standards specified under the Environmental Protection Acts;	
		(d) provide an attractive building facade which incorporates suitable sound attenuation measures and be constructed of masonry or other suitable materials in accordance with the zone provisions;	
		(e) provide service or delivery vehicle access points to and from development to minimise the impact of vehicles on the amenity of residential areas; and	
		(f) Where appropriate, provide a service road to reduce the number of access points.	



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Commercial Zone			
Objectives			
		Movement and Access	
		7 Development should provide safe and convenient access for vehicles and pedestrians, with car parking provided in accordance with Table PtPi/2 .	
		Amenity	
		8 Development liable to create noise, smell, smoke, fumes or other emissions at a level sufficient to cause nuisance within the locality or adjoining localities should not be undertaken.	



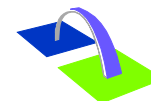
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Regional Centre - Whyalla District Centre – Port Augusta Regional Centre – Port Pirie			
Objectives			
<p>1 A centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.</p>	<p>1 A zone primarily accommodating retail, business, community, entertainment and residential development.</p>	<p>1 A zone accommodating a full range of retail facilities, offices, consulting rooms, cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community within the surrounding region and visitors.</p>	<p>Comparing the centre zones for the three cities is more difficult in that the disposition of the centres is different in each of the cities. Whyalla has a city centre main street and then a large shopping centre remote from the city centre. Port Augusta has retail development concentrated in the city centre as Port Pirie has a reasonable concentration with a smaller centre located relatively close to the city centre.</p> <p>It is fair to suggest that the key objectives, particularly for Whyalla, struggle to articulate an outcome that represents a realistic transition from the current situation. This is a product of policy from the SA Planning Policy Library being focussed towards regional centres within metropolitan Adelaide and not necessarily reflecting the differences in the way that regional cities are structured.</p> <p>It is fair to suggest that there is a gap in SA Planning Policy Library policy as it relates to regional cities, and an opportunity may present for the three cities to advance a resolution to this issue.</p>



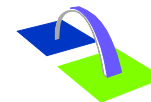
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Regional Centre - Whyalla District Centre – Port Augusta Regional Centre – Port Pirie			
Objectives			
2 A centre providing a focus for public transport interchanges and networks.	2 The district centre to include shopping facilities that provide mainly 'convenience' goods and a sufficient range of 'comparison' goods to serve the major weekly shopping trips, as well as a comparable range of other community facilities.		The Port Augusta policy reflects the outcomes expected in a district centre within metropolitan Adelaide, and could be overly limiting when applied to a regional city.
3 Development of a visually and functionally cohesive and integrated regional centre.			
4 Development that contributes to the desired character of the zone.			
	3 Development protected from the risk of tidal inundation.		
		2 That portion of the zone east of Ellen Street shown on Concept Plan Figure RCe1/1 as the Community Area developed for cultural, community, tourist and public administration purposes.	The Port Pirie Plan includes detailed guidance in the form of Objectives as to land use and built form outcomes. Some of this policy may ultimately be better placed in a Desired Character Statement.



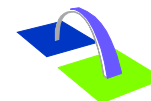
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Regional Centre - Whyalla District Centre – Port Augusta Regional Centre – Port Pirie			
Objectives			
		3 That portion of the zone west of Ellen Street and Main Road shown on Concept Plan Figure RCe1/1 as the Retail Core Area developed as the comprehensive major focus of retail and business services in the council area.	
		4 That portion of the zone west of Florence Street shown on Concept Plan Figure RCe1/1 as the Fringe Area developed for offices, public administration, retail showrooms, service trade premises, clubs and religious facilities.	
		5 The portion of the zone shown on Concept Plan Figure RCe1/2 as the Bulky Goods Area, primarily developed for retail showrooms and service trade premises.	



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Regional Centre - Whyalla District Centre – Port Augusta Regional Centre – Port Pirie			
Objectives			
		6 The portion of the zone shown on Concept Plan Figure RCe1/2 as the Retail/Commercial activities area, developed for a mix of retail, commercial and business uses that are complementary to the role of the Retail Core and each other in scale and form.	
		7 New development should be sympathetic with the established historical character of the city centre.	
		8 Buildings should provide an active frontage at street level to take advantage of pedestrian activity.	
		9 Car parking facilities should not dominate the streetscape.	



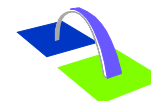
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Regional Centre - Whyalla District Centre – Port Augusta Regional Centre – Port Pirie			
Objectives			
		10 Co-ordinated use of access and egress points by neighbouring occupiers of land to minimise the number of such points on frontages to roads.	
		11 Co-ordinated use of off-street parking areas by neighbouring occupiers of land to ensure the efficient use of such areas.	
		12 Enlargement and integration of the use of off-street parking areas with common access.	
		13 A high level of pedestrian amenity and safety.	
		14 Retention and enhancement of the two-storeyed curvilinear western façade extending along Ellen Street and also along Jubilee Place.	Unless the buildings in question are heritage places, this provision will be of limited effectiveness.



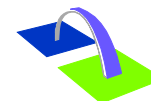
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
		15 Residential development incorporated as part of mixed use development where the residential element is incorporated on the second storey of the development.	
Desired Character			
✓	x	X	
Principles of Development Control			
Land Use			
<p>1 The following forms of development are envisaged in the zone:</p> <ul style="list-style-type: none"> ▪ bank ▪ child care centre ▪ civic centre ▪ community health centre ▪ consulting room ▪ department store ▪ dwelling in conjunction with non-residential development ▪ educational establishment ▪ emergency services facility ▪ entertainment facility 	<p>1 The following list indicates those facilities which are appropriate in a fully developed District</p> <p>Centre:</p> <p>Ambulance Station</p> <p>Bank</p> <p>Child Minding/Child Care Centre</p> <p>Church</p> <p>Cinema</p> <p>Civic Centre</p> <p>Club/Meeting Hall</p> <p>Community Health Centre</p> <p>Commercial Development</p> <p>Consulting Room</p> <p>Day Care Centre</p>		



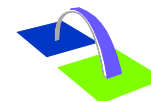
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
	Discount Department Store Further Education Hospital Hotel/Tavern Indoor Recreation Centre Library Office (general, professional, governmental) Park Personal Service Establishments Playing Fields Police Station Pre-school Primary School Residential Development Restaurant Secondary School Service Station Speciality Shop Special School Supermarket Swimming Pool		



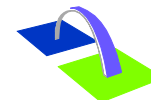
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Land Use			
<p>2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.</p>			
<p>3 High-density residential development and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future retail activity within the zone.</p>			
Form and Character			
	<p>2 Business, community, entertainment and residential development should be located in this zone.</p>		
	<p>3 Development which reinforces this zone as the major shopping centre in the Port Augusta and Stirling North area, should occur in this zone.</p>		



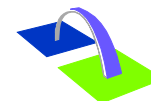
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
Form and Character			
	<p>4 Development should provide sheltered pedestrian pathways between the development and adjacent roadways and car parking areas.</p>		
<p>4 Development should not be undertaken unless it is consistent with the desired character for the zone.</p>			
Principles of Development Control			
Land Use			
<p>5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.</p>			
<p>6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.</p>			



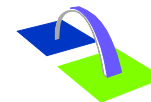
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
	Residential Development		
7 Dwellings should only be located at upper levels of buildings and in conjunction with an envisaged non-residential use located at ground level.	5 Medium to high-density residential development, and development containing a variety of residential and non-residential uses may be undertaken provided such development does not impair the amenity or character of the zone or prejudice the operation of existing or future retail activity within the zone.		
	6 Residential development within the District Centre Zone should not occur in the area bounded by:		
	(a) El Alamein Road/Tassie Street to the north;		
	(b) Marryatt Street to the east;		
	(c) Flinders Street to the south; and		
	(d) Gibson Street to the west.		
Land Division			
8 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.			



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
	Non-Residential Development		
	7 All non-residential buildings in this zone should provide an awning or other suitable form of shelter, at least three metres wide, along the total ground floor frontage of the buildings.		
	8 Welfare institutions, including alcohol and drug rehabilitation centres and shelters should be located in this zone.		The positive nature of the wording of such provisions presents a challenge where such uses are proposed outside of the District Centre Zone, as the provision in question will not be relevant in such a case.
	9 Development should be of a high standard of design appropriate to the locality with respect to the external appearance, building materials, colours, siting, scale, landscaping and character of any proposed buildings.		The specific nature of these provisions may not translate to actual outcomes when they are applied on a development-by-development basis. Guidance in the form of an Urban Design Framework or Structure Plan may achieve more in this regard.
	10 Development should provide additional opportunities to encourage public access to the wharf and beach areas.		



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
	Non-Residential Development		
	11 Development should encourage pedestrian and cycle movement within and beyond the zone through the provision of linked pedestrian and cycle paths.		
	12 Formal shared use car parking arrangements to maximise the use of the land.		
	13 Where possible, large-scale retail development should include toilets available to the general public.		
		1 Development should provide a range of retail facilities, offices, consulting rooms cultural, community, public administration, entertainment, educational, religious and residential facilities.	<p>PP – very extensive detail in comparison to other two Development Plans.</p> <p>Some of the policy contains in the Principles is spatially very specific, with the plan currently defining ‘Areas’ including the Retail Core Area, the Community Area, the Fringe Area and the Bulky Goods Areas together with two formal Policy Areas. A review of the Zone may incorporate the inclusion of a single layer of Policy Areas or Precincts to define policy with a spatial application to only one portion of the zone.</p>



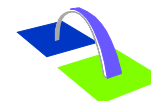
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
		2 Scale and mass of new development to reflect the existing scale and form of historic buildings.	
		3 No building development should exceed two-storeys in height above natural surface level.	
		4 Residential development is suitable as part of mixed use schemes where the residential element is incorporated on the second storey of the development.	
		5 Buildings located on the south side of Mary Elie Street should incorporate a 10 metre setback from the property boundary.	
		6 Buildings on Ellen Street and jubilee place to be built to the allotment boundary.	
		7 Buildings located on the edges of the zone to address the street frontages (Ellen Street, George Street, Gertrude Street and Mary Elie Street).	



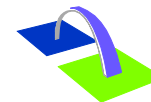
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
		8 Development should not proceed until site contamination has been adequately addressed and managed to ensure that the site is fit for the proposed use.	
		9 Landscaping within the Zone should be designed, planted and maintained in a manner which does not impact on the safe operation of train movements, notably by minimising impact on critical site lines. The landscape design should be determined in consultation with the Rail Operator.	
Principles of Development Control			
		Advertisements	
		10 Advertisements should be incorporated as an integral part of the design of a building or alternatively should be on a wall or fascia of a parapet or canopy or suspended below a canopy.	
		11 All advertising signs should:	
		(a) convey a message in simple clear and concise language, symbols, print layout and style;	



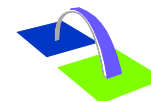
WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
		Advertisements	
		(b) be minimised in number to avoid proliferation of structures;	
		(c) not have an adverse impact on the amenity of adjoining land uses;	
		(d) be unified in colour, style, placement, form and proportion to present a coordinated theme and design for each site and across the entire zone;	
		(e) be designed, made and presented in a high quality manner; and	
		(f) be maintained in good condition at all times.	
		12 Advertising on buildings should:	
		(a) be integrated with the building's design;	
		(b) not extend beyond the top of the walls of the building;	
		(c) not cover more than 15 percent of a single wall face (this includes multi-tenanted buildings);	



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
		(d) not incorporate excessive individual use of banners, buntings and signage;	
		(e) contain elements that provide uniformity throughout the zone; and	
		(f) not detract from traffic control information.	
		13 Buildings, street furniture, lighting and landscaping should be designed and developed to a high standard of appearance and should be consistently applied across the zone.	
		14 Use of feature lighting consistent with a heritage theme should be used to highlight key buildings of historical significance.	
Principles of Development Control			
		Advertisements	
		15 High quality landscaping should be provided throughout the zone and in particular at vehicular entry points to the zone and in the car parking areas.	
		16 Car parking spaces and areas should be clearly defined.	



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
		Advertisements	
		17 Development should provide safe and convenient access for vehicles and should be designed and located in such a way as to minimise traffic hazards, and queuing on public roads, including vehicles being able to enter and exit sites in a forward direction.	
		18 Designated pedestrian routes should be developed between car parks and buildings to provide safe pedestrian movement.	
		19 Building entrances should be clearly apparent from the street.	
		20 Service bays and loading docks should be located away from public areas.	
		21 Buildings should be:	
		(a) constructed of materials that are of high quality; and	
		(b) finished with colours that are strong and bold in nature; and complementary to other buildings in the zone.	



WHYALLA	PORT AUGUSTA	PORT PIRIE	COMMENTS
Principles of Development Control			
		Advertisements	
		22/23 Verandahs and balcony conservation.	**NOTE:** The provisions following this section have been summarised.
		24 Facades...	
		25 Development within 300 metres of the grain storage silos on Ellen Street that specialises in the preparation and/or consumption of food products should incorporate adequate protection from dust emissions.	Much more detail provided in the PP Development Plan regarding the types of commercial development.
		26 – 55 Principles of Development Control 26 to 55 provide guidance on the following areas; Community Area Retail Core Fringe Area Bulky Goods Area Appearance of Land and Buildings Landscaping Movement of People and Goods Outdoor lighting Environment Retail/commercial	