



Coorong Growth Strategy

SEPTEMBER 2022



URPS

SHAPING
GREAT
COMMUNITIES

Acknowledgement of Country

We acknowledge and pay respect to the Traditional Custodians of the land and waters, the Ngarrindjeri and Ngarkat People whose ancestral lands are on which we meet. We acknowledge the deep feelings of attachment and relationship of Aboriginal people to country and pay our respects to Elders past and present. We also extend that respect to all First Nation People.

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Why a Growth Management Strategy?

Purpose

The Coorong Growth Management Strategy describes our plan for how the region could grow to become more liveable, competitive and sustainable.

It builds on the Coorong Community Vision Plan 2021-2025 prepared by Council with the local community in 2021.

This Strategy implements key actions of the Vision Plan by setting a 30-year growth strategy for the region.

The Strategy will be instrumental in guiding Council decision making and investment, whilst also providing a clear message to the community and private sector about priorities for the region.

The strategies and actions seek to provide a practical mechanism to build on the strengths of the region, including its idyllic landscapes and natural features, productive land, resilient community and existing infrastructure.

Given the spatial nature of the Strategy, it will inform higher order planning policy documentation being advanced by the State Planning Commission and Government of South Australia who are commencing the preparation of Regional Plans across South Australia.

Our Vision

“A district that has pride in its communities, has a prosperous economy and lives in a valued environment. Our success comes from our diversity.”

Source: Community Plan



Why a Growth Management Strategy?

Benefits

- › Support a long-term sustainable pattern of growth.
- › Build on the region's economic strengths, enabling clusters of activity to grow and compete on a state, national and global level.
- › Ensure that infrastructure is provided to support land use.
- › Values and protects our natural environment, resources, landscapes, productive land and cultural heritage.
- › Helps to provide the housing we need to support a range of lifestyle choices.
- › Locate people and jobs close together, and build on supply chains, to enable people and goods to move more efficiently and reliably.
- › Promote vibrant and attractive places to live.
- › Make us more resilient and adaptive to change.



How Was The Strategy Developed?

Overview

Our approach to the development of the strategy was iterative. The thinking was refined through engagement with stakeholders and the community.

The approach involved a range of people contributing their ideas, challenging these ideas through evidence and analysis and then testing and validating these ideas with the community.

The engagement approach was based on the principles of the Community Engagement Charter.

01 Engagement is genuine

02 Engagement is inclusive and respectful

03 Engagement is fit for purpose

04 Engagement is informed and transparent

05 Engagement processes are reviewed and improved

The Charter has an important role in shaping engagement on planning projects.

Contribute learnings and ideas

Meetings and workshops with Council Elected Members, Community and Business Advisory Group and Government Agency Advisory Group provided local context and knowledge to underpin this Strategy and provided:

- › Valuable insight into the key pressures being experienced across the Coorong District and on a town-by-town level.
- › Open discussion on the elements that will form part of the Growth Strategy.
- › Insight from government agencies and local community on the key barriers and drivers of growth including industry, housing, community facilities and employment.

Challenging ideas with evidence and analysis

Base level investigations assisted in establishing context and technical information and to challenge or test some of the issues or ideas raised.

This analysis addressed:

- › Key drivers of change.
- › Population and economic trends (Economic Report).
- › Planning constraints and opportunities.
- › Key legislative matters and requirements (e.g. consistency with State Planning Policies).
- › Environment and heritage opportunities and constraints.
- › Capacity of infrastructure to support growth (Infrastructure Assessment Report).
- › Residential and employment land supply.

Background reports to this strategy are available on the Coorong District Council web site.

Our process to develop the approach



How Was The Strategy Developed?

Testing and validating ideas through engagement

Based on the evidence and local knowledge, a discussion paper was publicly released, with the invitation to community to provide feedback. The objective of the feedback was to help Council understand how the community would like the area to grow over the next 30-years and specifically if there is support for key areas identified for growth. A range of activities to gather inputs and feedback were included in the engagement approach including:

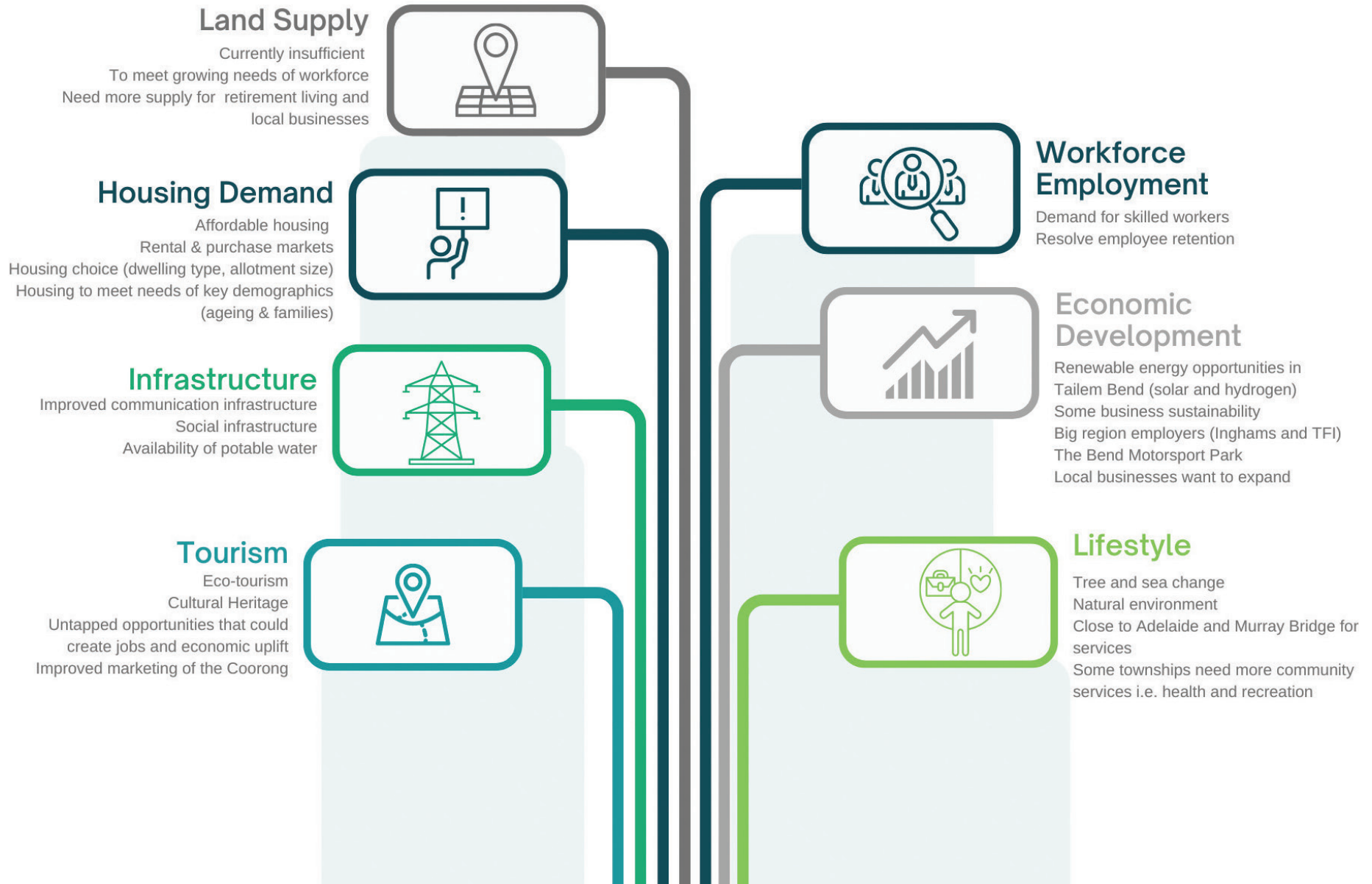
Engagement with the broader community via:

1. Community drop in sessions (around 55 people attended four sessions)
2. Online feedback form (19 responses)
3. Business survey (5 response)
4. Listening posts (online meetings or phone calls)
5. Written submissions (7 received).

To supplement and support the community and stakeholder engagement, online methods of providing feedback were developed to provide additional forums for those that are unable to attend a community forum and capture those living in smaller settlements.



What We Heard



How Was The Strategy Developed?

Strategic Setting

It is important to recognise that the future recommendations contained in Growth Strategy do not stand-alone from broader policy considerations and themes.

There are a range of important documents and strategies influencing this Strategy.

What is a Regional Plan?

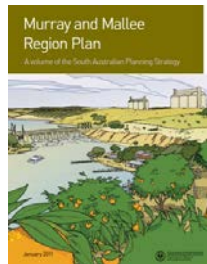
The State Planning Commission is currently preparing regional plans for South Australia.

These plans include:

- › A long-term vision (over a 15–30 year period) for the region including provisions about the integration of land use, transport, infrastructure and the public realm.
- › Maps and plans that relate to the long-term vision.
- › Contextual information about the region or area, including forward projections and statistical data and analysis.
- › Recommendations about the application and operation of the Planning and Design Code.
- › A framework for the public realm or infrastructure within the region or area.



The State Planning Policies (SPPs) are the highest order policies which define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use planning and alignment with the SPPs is a key requirement of strategic planning activities.



The Murray Mallee Regional Plan is a key planning policy document which guides the long-term vision for a particular region. The Regional Plan is prepared to align with the SPPs and provide guidance on land use, transport and public realm. The Plan sets a target of attracting some 23,000 people to the Murray and Mallee Region over the next 30 years. Additional employment opportunities play a key role in facilitation the population growth. This Plan is currently under review by the State Planning Commission.



The Regional Development Strategy (the Strategy) by Department of Primary Industries and Regions SA (PIRSA) was developed to shape the long-term direction of regional South Australia. The Strategy outlines how the Government will work with and support communities across the state through regional development and overcoming challenges. The strategy stated that growth and investment in regional South Australia must be targeted in ways to make communities stronger and more resilient. This investment should focus on the development and delivery of initiatives that result in increased trade, productivity, profitability, sustainability and growth.

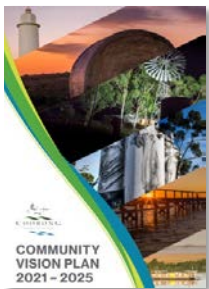
How Was The Strategy Developed?



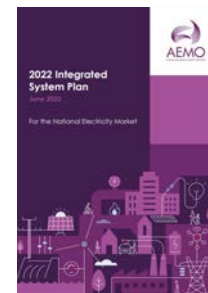
Infrastructure SA is an independent statutory body established to support Government in achieving its aspirations and policy commitments. Whilst the Strategy prepared by Infrastructure SA is targeted at State and Federal Government, there is opportunity for the Growth Strategy to leverage and capitalise on identified priorities in the Strategy. Importantly, the Growth Strategy can assist in positioning Council in a manner that contributes to higher level decision making and leads to growth for Council.



The Regional Blueprint aims to drive the region's economic success post pandemic. The Blueprint is an informed and central reference point for all levels of Government and key stakeholders. The Blueprint states that the regions will in partnership with government and the business community shape what opportunities are created. Regional cities will play an even greater role as hubs in their regions providing services such as education and health, in this instance Tailem Bend and Meningie would be the larger hubs within the Coorong District.



The Community Vision Plan 2021–2025 (the Plan) was developed as an overarching four-year Strategic Management Plan, this Plan replaced the Strategic Management Plan 2016/2020. Extensive community engagement was undertaken. Feedback assisted with the development of key actions, themes and key priorities. The five key themes are Economy, Infrastructure, Community, Environment and Leadership. Growth is focused on throughout each of the five themes including the demands to support the growth of the primary production industry, economic growth opportunities and how to maintain strong and active communities as the foundation for future growth and wellbeing. The development of a district wide Growth Strategy investigating economical sustainability, infrastructure and land use policy constraints and opportunities is action 3.1 under economy.



The Australian Energy Market Operator (AEMO) 2022 Integrated System Plan (ISP) is the plan for a true transformation of the National Energy Market from fossil fuels to renewables through to 2030 and then 2040 and 2050. AEMO has identified Tungkillo / Tailem as the northern extent of a South East SA Renewable Energy Zone which would provide a critical component of the roadmap to zero emissions power generation in Australia before 2050. Hydrogen, Solar and Wind generated energy all form part of an energy mix which replaces reliance on emissions generating sources. Renewable energy generation closer to Adelaide would require lower transmission augmentation. Tailem Bend and surrounds present attractive options for further renewable energy projects development.

How Will The Strategy Be Implemented

The Coorong Growth Strategy will provide a clear plan for growth that can be adapted over time. Like all plans, it will need to evolve to respond to changes at the local, state and even global level. The State Planning Commission has commenced the preparation of Regional Plans across South Australia. As part of this planning, the Commission is setting a vision for 30 years. The Regional Plans will identify the land and infrastructure required to deliver the vision over the first 5-years, and then provide higher level land supply and infrastructure requirements over 15-years.

The Council is proposing to the Commission that this Growth Management Strategy be incorporated into the new Regional Plan. This will enable the outcomes of this work to guide future decision-making within Government and the private sector.

It is intended that this Strategy will inform:

- › Future rezoning proposals.
- › Infrastructure investment decisions.
- › Council's advocacy role in growth management issues.
- › Decision around the use of community land and assets.

Council will report on the Strategy through its annual reporting process.



Our Economy

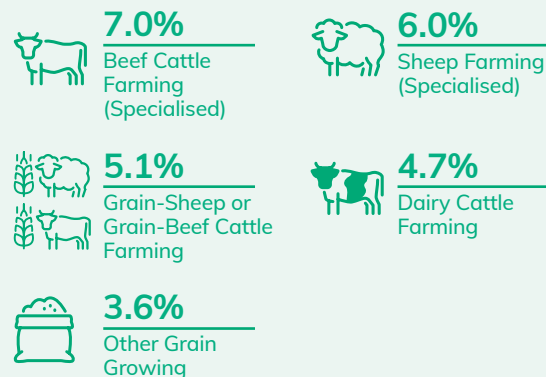
Highlights

The Coorong regional economy is dominated by agriculture (mostly sheep and wheat). The region's townships act as important service centres for the surrounding regions, accommodating retailers and population services, including education and health. The region is also known for its nationally significant wilderness areas, in particular the Coorong National Park and Murray Mouth.

Industry representation

The region is heavily dependent on Agriculture, Forestry and Fishing. For the period 2019/20 some 45.8% of persons aged 15 years or older were employed in the sector and is some 31% higher than the average for Regional South Australia. The contribution of this industry in 2019/20 was estimated to be approximately \$325M and equated to some 59.3% of the total outputs for the Coorong district. This is in comparison to the balance of Regional SA where Agriculture, Forestry and Fishing comprised just 20% of outputs and there was a broader output base linked to a more diverse industry spread.

The most common industries within the agriculture sector is provided below:

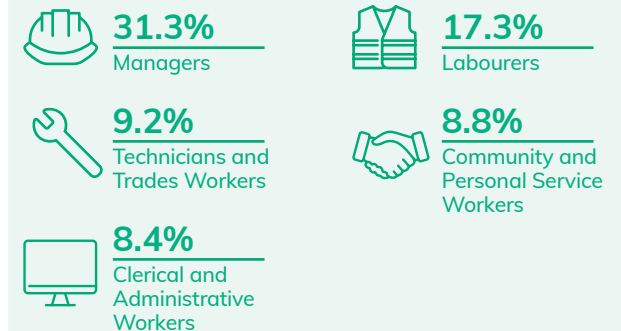


Based on 2016 Census Data

Workforce

The workforce contains a relatively high percentage of both Managers and Labourers, this is reflective of the regions primary industry base and the high number of persons employed in the agriculture, forestry and fishing sector.

The most common occupations included:



Based on 2016 Census Data

The Coorong district has reasonable levels of work force participation.

In 2016, of those persons aged 15 years and over, some 2,035 people were actively participating in the workforce.

This represents a participation rate of approximately 54.6% and is consistent with the balance of Regional SA.

Our Economy

Catalyst Projects

- › Motor Sports Park at Tailem Bend.
- › Vena Energy Solar Farm stage 2 at Tailem Bend to be operational in 2023.
- › \$52 million commitment to regional road network.
- › \$70 million Coorong Environmental Improvements.
- › \$52 million for a regional road network package, including upgrades to the Stuart, Dukes, Spencer and Riddoch Highways.

Opportunities

- › Proximity to Greater Adelaide and major centres (Murray Bridge and Mount Barker).
- › Efficient freight and commuter transport connections.
- › Availability of community and social services in smaller townships (e.g. hospital at Meningie).
- › Capitalising on the district's innovation and business and community confidence will build a positive future for exploring new economic opportunities.
- › Supply of suitable land and increasing interest in the provision of large-scale renewable energy production (e.g. solar farm at Tailem Bend).
- › Building on the 335,000 overnight visitors to the Murray River, Lakes & Coorong region each year and 779,000 domestic day trips.
- › Agriculture is a strong industry in the Coorong producing \$247M worth of output annually and employing 47% of the Coorong population.
- › Housing is more affordable in the Coorong compared to its western neighbours, Murray Bridge, Alexandrina, and Mount Barker.

Challenges

- › There are no significant towns with large retail offerings in the Coorong.
- › The ageing population limits the economic activity in the region, with the share of residents 'of working age' low, and the number of available workers in decline in absolute terms.
- › The proximity of Tailem Bend to Murray Bridge, which is an established freight and logistics hub, hinders this industry's potential for growth.
- › The Coorong has a relatively low skill base, reducing the opportunity for growth in some sectors.
- › Most local tourism activity is conducted such that local residents derive little benefit, with many accommodation facilities owned by non-locals.
- › Upfront costs for infrastructure to support growth within and outside of townships.
- › Climate change presents risk to the Coorong's agricultural sector via regulatory changes, climate risk and changing consumer preferences.
- › Poorly planned and conceived energy, mining, and other land use projects have the potential to hinder the productivity of the Coorong's agricultural activities.



Our People

Highlights

Who we are:

- › 5,463 people across almost 9,000km².
- › Median age of 48 compared to 41 for South Australia.
- › Increase of 83 people from 2016–2021.
- › Increase of 17.8% of people aged 70–84.
- › Decline of 10% of people aged under 9.
- › 52.3% male and 47.7% female.

Housing trends

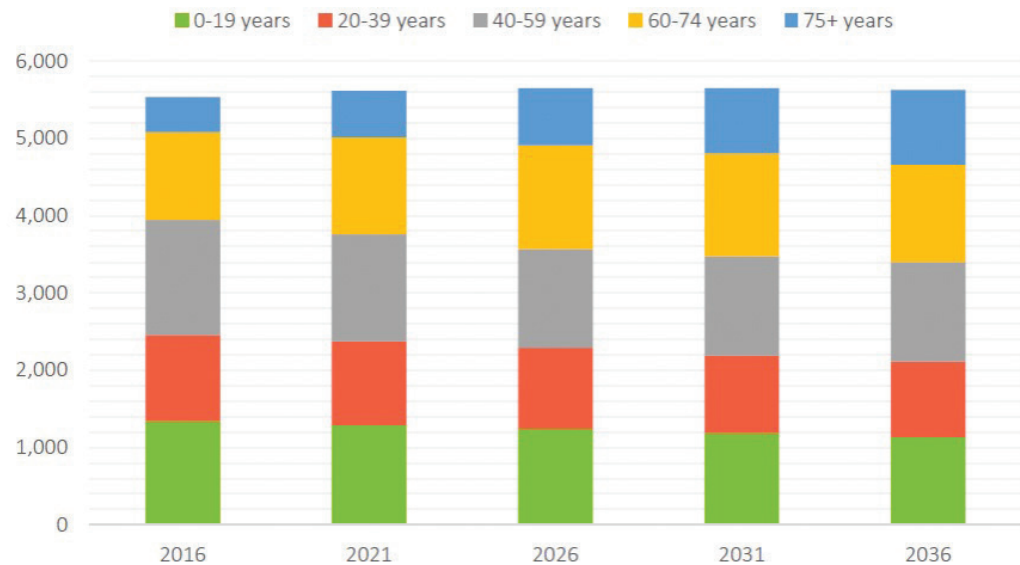
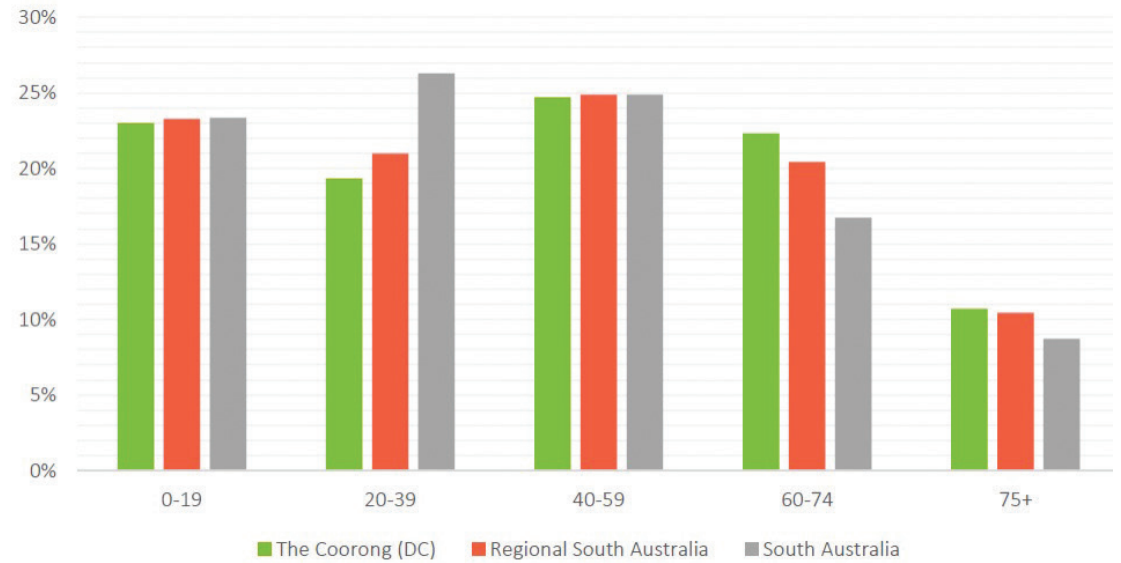
- › Property prices across Australia have risen rapidly following COVID-19.
- › The annual growth of median residential houses prices across Australia's eight capital cities to December 2021 was 21.7 per cent – the highest annual growth on record (ABS, 2022).
- › While Adelaide has remained more affordable than other capitals (with a median dwelling value of \$619,819 in April 2022), the city observed an annual growth in home value of 26.2 per cent – the 2nd highest growth compared to other capital cities (CoreLogic, 2022).
- › This sharp rise in property value has been reflected in regional centres across the country too.
- › A combination of decreased affordability in city centres, urban sprawl and the rise of sea/ tree-changers has led to dramatic increases in house prices across regional Australia.
- › In April 2022, the median dwelling value across regional South Australia was \$324,708, reflecting annual growth of 19.7 per cent (CoreLogic, 2022). Comparatively, in the same period, Tailem Bend's median house sale price was \$218,500, reflecting 28.5% annual growth (realestate.com.au, 2022).
- › While the Coorong region has experienced significant growth in property values, the region remains relatively affordable compared most other parts of Australia, which is a key element in promoting the liveability of the region to prospective residents.
- › In terms of housing product, detached dwellings make up around 75% of dwelling types (compared to 77% for South Australia), which is not likely to change significantly given the economics of the region. However, housing will need to be provided for the older age groups, including through options such as retirement living or aged care facilities. It is worth noting that the stock of rental housing is relatively low. There may be a need for additional housing stock to stimulate growth in the region.
- › The demand for residential land across the district has been estimated based on the dwelling approvals data provided by Council for the period 2016-2020 inclusive (5-years). The trend of approvals is outlined below.
- › The townships which had the largest number of dwellings approved for the period were Wellington East (58), Tailem Bend (26) and Meningie (14).

Our People

Highlights

How we live:

- › 3,089 dwellings with an average of 2.2 people per household
- › Couple family without children 52.8% compared to 41% for SA
- › Average household weekly income \$1,084 compared to \$1,455 for SA
- › 96.3% of dwellings are separate houses



Our People

Challenges

Some of the key issues are as follows:

- › The Coorong's small population means that it may lack the critical mass to attract high quality health and education services.
- › There is a low availability of rental stock in the Coorong compared to its western neighbours, presenting a further barrier to migration to the region.
- › The Coorong is experiencing an ageing population, which places some additional pressures on social infrastructure.
- › Low level of population growth, and seasonal fluctuation in worker population.
- › COVID-19 has had a significant impact on immigration, which is crucial to supporting regional economies.
- › The region is experiencing shortages of skilled and unskilled labour.
- › There is a need to increase the availability of rental and affordable housing for workers.

Opportunities

- › Building on the strong community spirit and resilience by working with communities.
- › Strengthening the livability of townships to encourage population growth.
- › Continued increase in different employment sectors to diversify.
- › Greater marketing of the lifestyle benefits of living in the region.
- › There is opportunity to capitalize on the trend towards a 'Tree change' with people looking for living environments that are in a natural setting (eg near the River, sea, hills or other natural asset).



Our Environment

Highlights

The Coorong is home to a wetland of international importance and hosts a natural environment that is a drawcard for visitors and those wanting a sea/tree change.

The Coorong is of strong cultural significance to the Ngarrindjeri people with a focus to respect and preserve cultural heritage.

Improved long-term management solutions for the Murray-Darling Basin will support social, cultural and economic benefits. The Department for Environment and Water are committed to health of the Murray-Darling Basin and are working with the Commonwealth Government \$70 million contribution to ensure the ongoing health of the Coorong.

The planting of native plants will help create habitat for native animals, birds and fish and improve habitat connectivity between water and land.

Opportunities

- › Natural landscape and scenic quality characterised by the River Murray, Lower Lakes and Coorong and rich agricultural lands.
- › Preservation and enhancement of cultural heritage.
- › The Coorong National Park provides an opportunity for eco-tourism. The waterway attracts a diverse range of visitor types and presents a number of cultural or nature-based activities.
- › Conservation and sustainable use of Lake Albert and Alexandrina as they are Ramsar sites.
- › Large areas of relatively flat open land and other natural attributes provides opportunity for renewable energy ventures such as solar and hydrogen.

Challenges

- › Manage the impacts of climate change which is likely to bring a drier and warmer future.
- › Presence of acid sulfate soils in some townships.
- › Natural hazards such as bushfires, drought and flooding.
- › Shoreline erosion and flooding along the River.



Our Infrastructure

Highlights

The integration of land use, transport and infrastructure planning helps to enable us to address the longer term challenges and opportunities by working towards a common vision.

The commitment of \$52 million for a regional road network package, including upgrades to the Stuart, Dukes, Spencer and Riddoch Highways will upgrade some parts of the roadways in the region. This will improve the transport network through the region and improve connection with neighbouring regions. The Dukes and Princes Highway are the major route through the Coorong district.

Further to this the investigation of the South Australian Highway High Productivity Vehicle Freight Network Access will improve connectivity and support economic development. 25% of employment is in the industries of beef/cattle farming, sheep farming, grain-sheep or grain-beef cattle farming and dairy cattle farming which rely on the movement of freight vehicles. The geographic location between Adelaide and Melbourne highlights the importance of a quality freight route to support growth. Expected growth in these agricultural industries is reliant on freight vehicles.

More detail is provided in the Infrastructure Report attached.

Opportunities

- › Agtech advancements in the region.
- › The Bend Motorsports Park (“The Bend”) has stimulated cashflow into Tailem Bend and secured ongoing private investment into the asset for the foreseeable future.
- › Partnering with State and Federal Government to deliver strategically important infrastructure and leverage Council investment.
- › Region’s capacity to accommodate hydrogen generation and renewable energy.
- › Utilising infrastructure to take advantage of the 106 kilometers of coastline in the region.

Challenges

- › Movement of freight through and to the region with upgrades required across the heavy vehicle transport network.
- › Providing townships with the desired services related to potable water, waste water, electricity, communication and road ways.
- › Aged and ageing infrastructure.
- › Managing environmental impacts by designing adaptable and resilient infrastructure.
- › The timing and prioritisation of infrastructure development.
- › Funding mechanisms for infrastructure planning and delivery.



The Strategy

Our 30-Year Vision for the Region

The Coorong region is recognised internationally as a place where people love to live, work, invest, recreate and visit. It is renowned for its natural features with adventure and nature-based tourism experiences bringing visitors to the region.

The Community Vision Plan recognises the success of the Coorong is its diversity in tourism, a gateway and the foodbowl.

The Coorong is well known as a quality food producing region with continued growth in primary industries and the agribusiness sector. Food production is well connected to export markets through transport infrastructure and connected supply chains.

The Coorong is also known for renewable energy and supporting technology (including hydrogen, wind and solar). The region is well connected and supports efficient transport of goods and services.

Residents enjoy a range of choices in their lifestyles, housing and jobs. Our towns foster opportunities for an enviable lifestyle, close to employment opportunities. Smaller settlements provide unique lifestyle opportunities.

The Coorong is well regarded as a diverse region that takes a strategic and purposeful approach to growth management, capitalising on opportunities as they arise and adapting to social, environmental and economic changes.

Each township has its unique character and identity and together combine to create a prosperous and resilient community.

Tailem Bend is the tourism and grain gateway to the region, which is supported by transport infrastructure that supports freight movement and renewable energy growth industries.

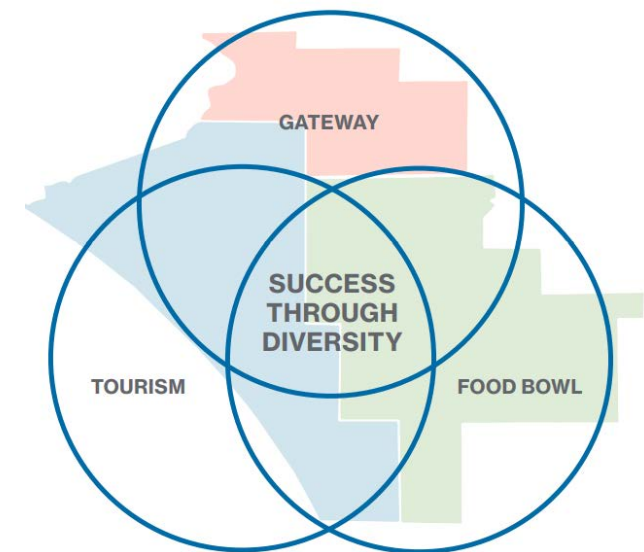
The town provides a range of employment opportunities that support a growing population alongside the scenic River Murray. It is a key service centre for the region. Urban greening makes the town an attractive place to live and visit with quality pedestrian connections through the town to the waterfront.

Meningie is a thriving adventure and eco-tourism location which capitalises on the scenic and environmental qualities provided by the Murray Lakes and Coorong. Nature-based tourism experiences bring visitors to the region. The local community enjoys the lifestyle provided by Meningie, with a diverse range of community services and facilities that support a thriving community.

Wellington East is a lifestyle town that attracts retirees and visitors. The town is centred around the marina, with luxury accommodation and tourism experiences that capitalise on the natural assets of the locality. A portion of the town is unserviced and attractive for 'off-grid' lifestyles.

Tintinara is attractive to families with a range of community facilities and employment opportunities connected to the food industry and primary production. It is an enterprising community with a range of small businesses that are unique and creative.

Coonalpyn is a welcoming town which is known for its arts, culture and events. Located on the Dukes Highway, visitors stop and experience the 'café culture', heritage and arts with quality accommodation for short stays.



Reference: Community Vision Plan

Population Growth Scenarios

Base case

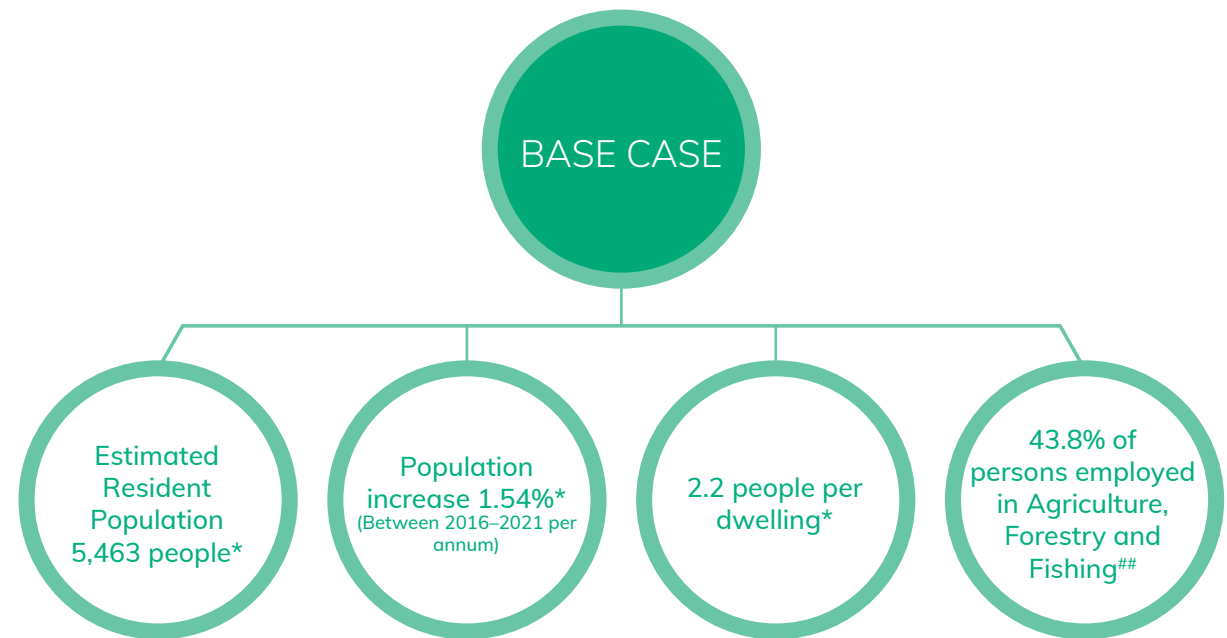
Population is influenced by a range of different factors such as migration patterns, employment and changing preferences of the community.

Understanding future population is important to:

- › Enable Council and stakeholders to make informed decisions about future investment.
- › Enable detailed infrastructure investigations to be undertaken to shape future growth areas.
- › Enable stakeholders to actively identify allied services that may be required to support growth (e.g. health care services).

Three growth scenarios have been developed for a 15-year period (until 2037) which build on current population trends (the base case). The base case has been derived from data made available by the Australian Bureau of Statistics following the 2016 and 2021 Census.

The base case is illustrated on the right.



*Australian Bureau of Statistics, 2021 Census All persons QuickStats, www.abs.gov.au/census/find-census-data/quickstats/2021/LGA47800

#Australian Bureau of Statistics, 2016 Census All persons QuickStats abs.gov.au/census/find-census-data/quickstats/2016/LGA47800

Our Targets

Population Growth Scenarios

The following table summarises the three growth scenarios. While we have set a long term vision for the region of 30 years, we are planning for the land supply over a 15-year timeframe. The Low Growth Scenario is based on a population growth of 1.5% which would be a slight decline from the current growth rate of 1.54% per annum.

The Medium Growth Scenario is based on a population growth of 2.5% which is above the current growth rate. This scenario is possible if a more significant employer is introduced in the region or the 'tree change' takes a greater affect.

The Stretch Growth Scenario is based on a population growth of 4.0% which requires a significant change. This scenario could occur with the emergence of a new industry or employment generator.

Given the nature of the region, it is possible that different townships will experience different population growth scenarios. Given the low population base of some townships, one large employer has the potential to significantly impact on the township growth rate. Planning for a range of scenarios is therefore important.

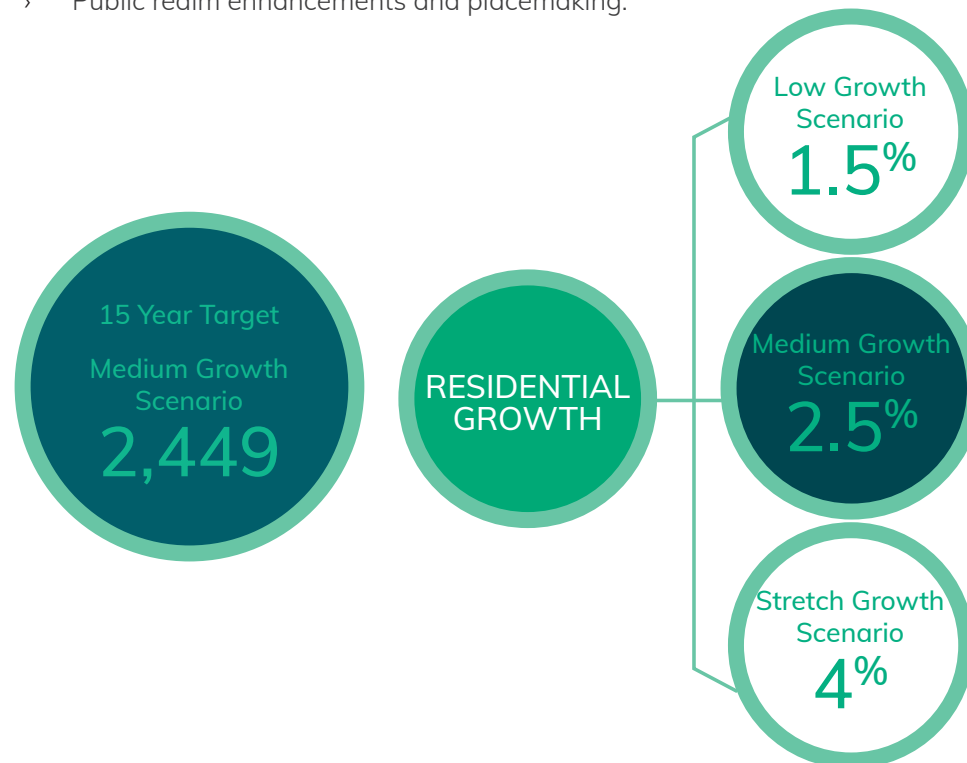
Measure	Low Growth Target 2037	Medium Growth Target 2037	Stretch Target 2037
Total Population	6,830 people	7,912 people	9,839 people
Average Annual Population Increase	91 people	163 people	291 people
Annual Growth Percentage	1.5% (compounding)	2.5%	4.0%
Total Growth Percentage	25.0%	44.8%	80.1%
Population change (2022 to 2037)	1,367 people	2,449 people	4,376 people

Achieving our Targets

To achieve the higher growth scenarios requires a level of intervention or stimulus to growth the economy.

There are a range of levers:

- › Infrastructure investment
- › Adequate land supply
- › Policy that enables flexibility and diversification of the economy
- › Liveable and affordable places
- › Catalysts such as investment in a particular growth industry that attracts workers
- › Public realm enhancements and placemaking.



Calculating Land Supply

Calculating land supply

To understand the supply of land within each township, the area and location of current vacant land and maximum theoretical yield of land in key zones were identified. Maps have been produced for each township identifying supply and are presented in the relevant Township Growth Management Plan.

Maximum theoretical yield was calculated by identifying appropriately zoned land (vacant and non-vacant) and analysing if existing land parcels could be sub-divided based on the relevant current Zone provisions (at January 2022). The table below presents the provisions considered for each Zone.

Assumptions for Residential Land Supply

	Neighbourhood		Rural Living	
	Minimum Site Area	Minimum Frontage	Minimum Site Area	Minimum Frontage
Tailem Bend	750m ²	15m	5000m ²	50m
Wellington East	1000m ²	15m	-	-
Meningie	750m ²	15m	5000m ²	50m
Coonalpyn	750m ²	15m	2ha	100m
Tintinara	750m ²	15m	5000m ²	50m

Additional Assumptions:

- › Tailem Bend Rural Living – The minimum allotment size which applies to the largest area has been applied to all land.
- › Tailem Bend Business Neighbourhood Zone – There is no zone minimum allotment size. This assumed allotment size is based on other lots in the zone.
- › Meningie Rural Living – One parcel was identified to be suitable for future subdivision calculated for maximum theoretical yield. The balance of the Rural Living Zone has a mix of minimil allotment sizes and likely no additional yield.
- › A 15% reduction has been applied to land that can be sub-divided into more than 20 allotments to allow for land requirements such as roads and other infrastructure.
- › No small scale infill (1 to 2 or 1 to 3) is assumed within the townships.
- › Dwelling demand numbers don't account account for existing dwellings.

Building a Strong Economy

Objectives

1. Capitalising on the district's innovation and business and community confidence to build a positive future for exploring new economic opportunities.
2. Ensure sufficient land is available to support employment generating uses that support economic growth and productivity.
3. Promote growth of sustainable and affordable energy options, including renewable energy and new innovative technologies.
4. A diverse and dynamic primary industry sector that builds on the natural assets of the region.

Strategies

1. Ensure sufficient quantities of well-connected, zoned and serviced land, capable of accommodating new investment in freight and logistics.
2. Identify sites for potential eco-tourism facilities and work collaboratively with industry and landowners to support delivery.
3. Research business models that optimise the retention of benefits of tourism businesses within local communities.

Actions

1. Develop an investment prospectus for promotion of key growth opportunity areas such as:
 - › Hydrogen generation.
 - › Affordable housing.
 - › Tourism and hospitality.
 - › Highway economy.



Creating Sustainable Environments

Objectives

1. Development that is climate ready so that our economy, communities and environment will be resilient to climate change impacts.
2. Maintain and enhance the region's biodiversity and its life supporting functions.
3. Protect, restore and enhance the River Murray and the Murray Lakes in order to sustain the physical, economic and social well-being of the community and facilitate the economic development of the region.
4. Build the resilience of communities, development and infrastructure from the adverse impacts of natural hazards.

Strategies

1. Utilise local knowledge and the Ngarrindjeri People to preserve and enhance the natural environment, especially in areas of cultural significance.
2. Protect people, property and the environment from exposure to hazards (including coastal flooding, erosion, dune drift and acid sulfate soils) by working with the State Government to identify these risks and ensure they are mapped within the planning rules.

Actions

1. Develop an Environmental and Sustainable Climate Action Plan.

Making Great Places

Objectives

1. Well-serviced and sustainable townships with housing and land choices that respond to community preferences and needs.
2. Conserve and adapt heritage places and areas for the benefit of present and future generations.
3. Manage interfaces between residential and industrial areas and town centres to avoid potential conflicts.
4. Enhance the liveability of towns through improved public realm and township greening.

Strategies

1. Work with Regional Development Board, Local Government Association and State Government to identify and unlcok baries to housing supply (i.e. banks, grocery, infrastructure and construction)
2. Develop infill capacity and skills to understand how to bring land to service.
3. Develop in-house capacity and skills to provide support and advice to developers on Council Infrastructure.

Actions

1. Set-up pre-lodgement/case management services to support development and investment.
2. Undertake a small township and settlement review identifying key land use and sustainability issues to inform planning priorities.

Note: This Plan includes a range of town specific actions in the Township Plan.

Connected Communities

Objectives

Integrate land use and transport infrastructure, services and functions to preserve and enhance safe, efficient and reliable connectivity for people and business.

Strategies

1. Through the Regional Plan, establish regular review and updating of Coorong District Council Growth Strategy and other spatial/strategic planning documents.
2. Ensure expansion of towns accords with following principles:
 - › Rural living should not prevent future urban expansion.
 - › Expansion should not encroach on areas of environmental significance unless all other expansion options have been exhausted.
 - › Support the cost effective provision of infrastructure.
 - › Minimise impacts on important economic development areas (eg key industries).

Priority Action

1. Undertake bi-annual reviews of the Growth Strategy to monitor and reflect changing population and development trends.
2. Advocate for enhanced education, medical and childcare services in the region.

Tailem Bend

About Tailem Bend

Tailem Bend is a rural town on the banks of the Murray River located 99 km east of Adelaide. The township has a range of advantages, not the least its proximity to the major centres of Murray Bridge (25km) and Mount Barker (66km) and its location at the junction of Dukes and Princes Highways with good road and rail access to Adelaide and the eastern States.

The current population of Tailem Bend is 1705 (Census 2021) with a median age of 49 years old (38 years old for Australia wide, Census 2021). There is a total of 907 private dwellings (Census 2021) recorded in the Tailem Bend district.

Tailem Bend's providing industries include broadacre farming, dairy and pig farming. Tailem Bend also has a growing tourism industry based around its location along the Murray River and the recent construction of a state-of-the-art motorsport facility.



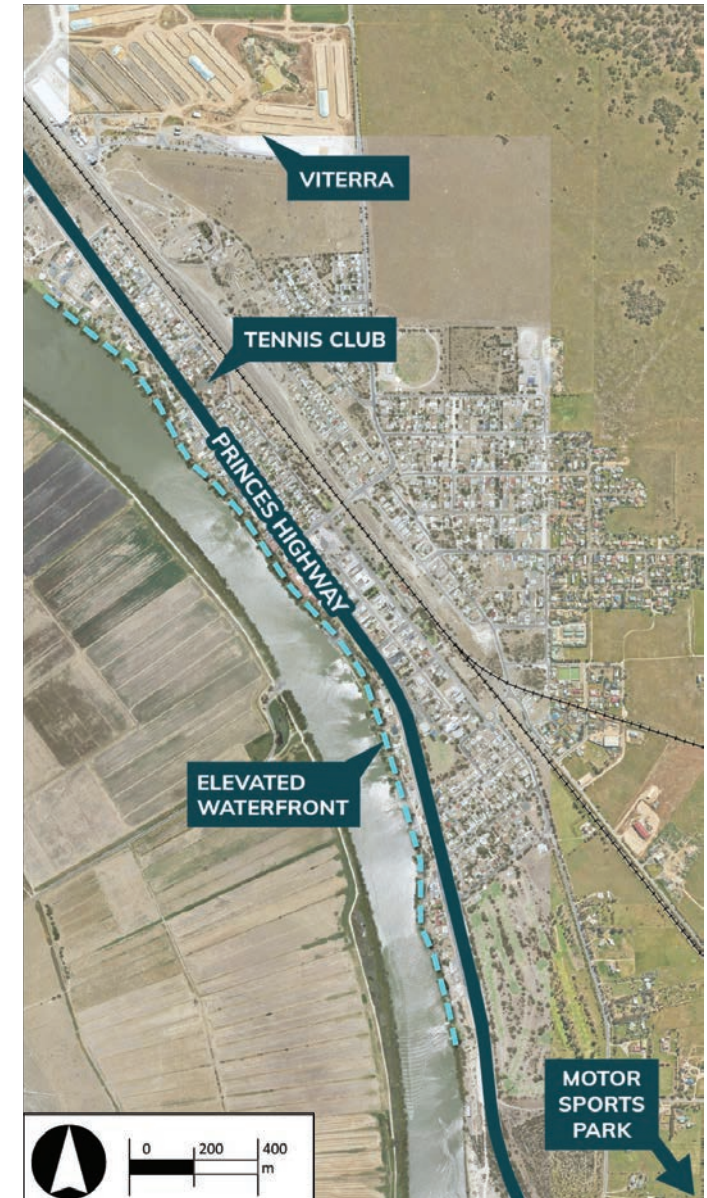
Tailem Bend

Opportunities for Tailem Bend

- › There is an opportunity to anchor visitation (tourism, corporate) around The Bend Motorsport Park, then establish local partnerships to encourage longer lengths of stay and greater expenditure in Tailem Bend.
- › Vittera provides an important employment opportunity, with the Silo Art creating a tourism opportunity.
- › Opportunities for further growth in the renewable energy sector given access to high voltage transmission lines.
- › Council surplus land at Tenth Street (refer to Map) offers the opportunity a mix of residential housing options and will provide an improved community open space.
- › The liveability of Tailem Bend could be further enhanced to attract greater population eg through an enhanced open space network, street tree planting program.
- › Growth in the tourism sector and overnight stays through a stronger gateway to Tailem Bend and capitalising on the Motor Sports Park.
- › Utilise the heritage areas in the township for the development of cultural heritage and story telling.
- › Highway economy - potential for a major chain restaurant/take-away servicing local and visting customers.

Challenges for Tailem Bend

- › The town is dissected by the Princess Highway and freight rail line limiting movement through the town to the main street and waterfront.
- › Heavy truck movements through the town affect township amenity.
- › The waterfront is elevated on cliffs, which makes access challenging.
- › Additional housing for workers is required.
- › There are no large commercial centres that encourage people to stop in Tailem Bend or that provide for community demand.
- › The flooding risk within the town has not been documented in the Planning and Design Code and therefore the Evidence Required Overlay applies.
- › Residential growth constrained by Rural Living and Strategic Employment Zones.
- › Interface between residential land and effluent ponds.



Tailem Bend

Community services

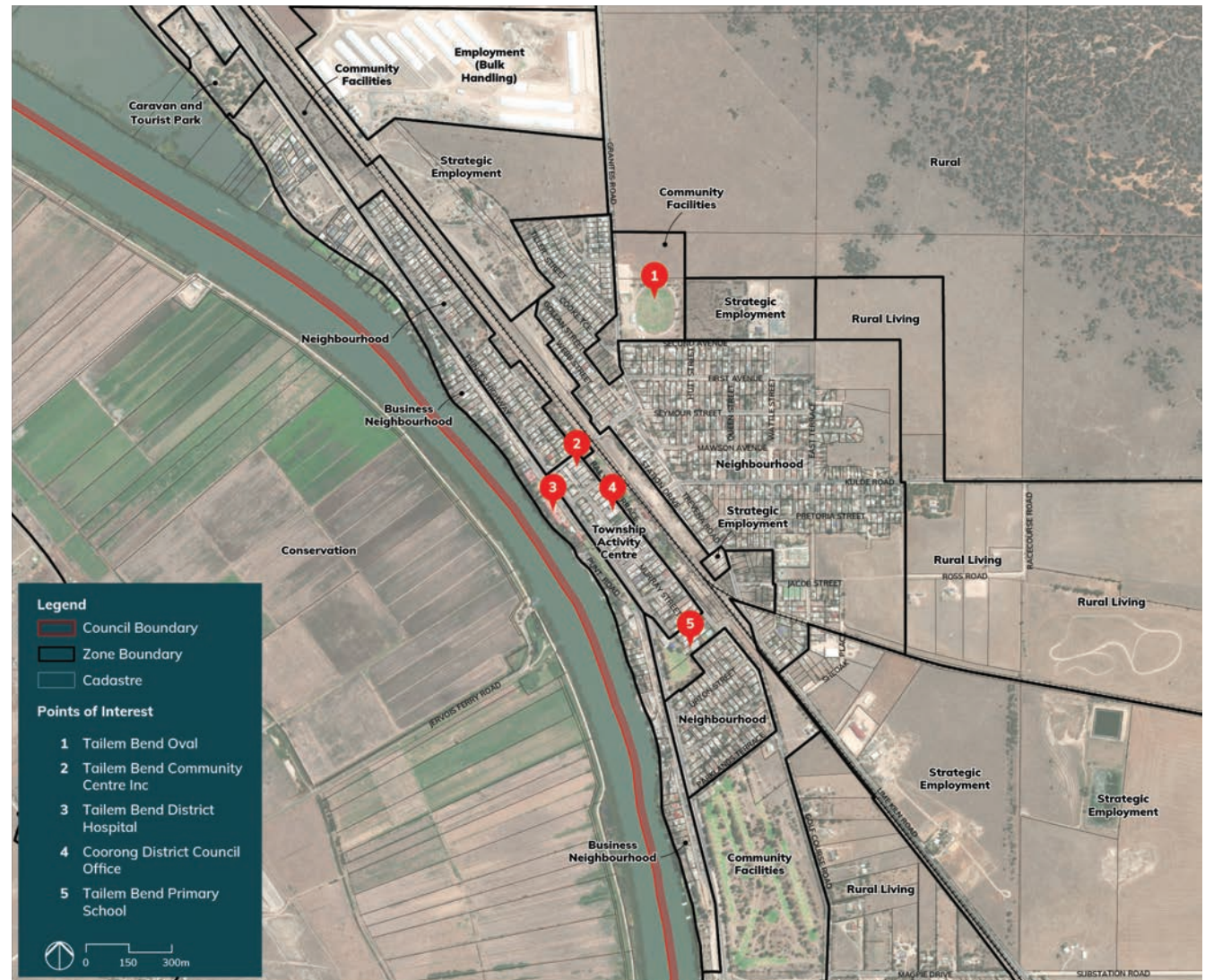
Tailem Bend's has a role as both a service centre for the surrounding district and for people travelling to the South-East and Victoria. Accordingly, there are a number of service, hospitality and agricultural supply businesses.

Tailem Bend is a focal point for health care with the Tailem Bend District Hospital and a medical centre. In addition, Tailem Bend Primary School caters for students from the wider district. Separately, the Tailem Bend Community Centre provides a range of support functions for the community.

The proximity to Murray Bridge and Mount Barker provides additional access to services, particularly significant recreation and sporting facilities.

Additional facilities required in a medium growth scenario include:

- › Social and affordable housing.
- › Services in Tailem Bend or support services from Murray Bridge,
- › A high school if population grew by more than 5,000 people.



Tailem Bend

Essential services

Three Growth Areas have been investigated for Tailem Bend and the potential to be supported by services and infrastructure.

Key points:

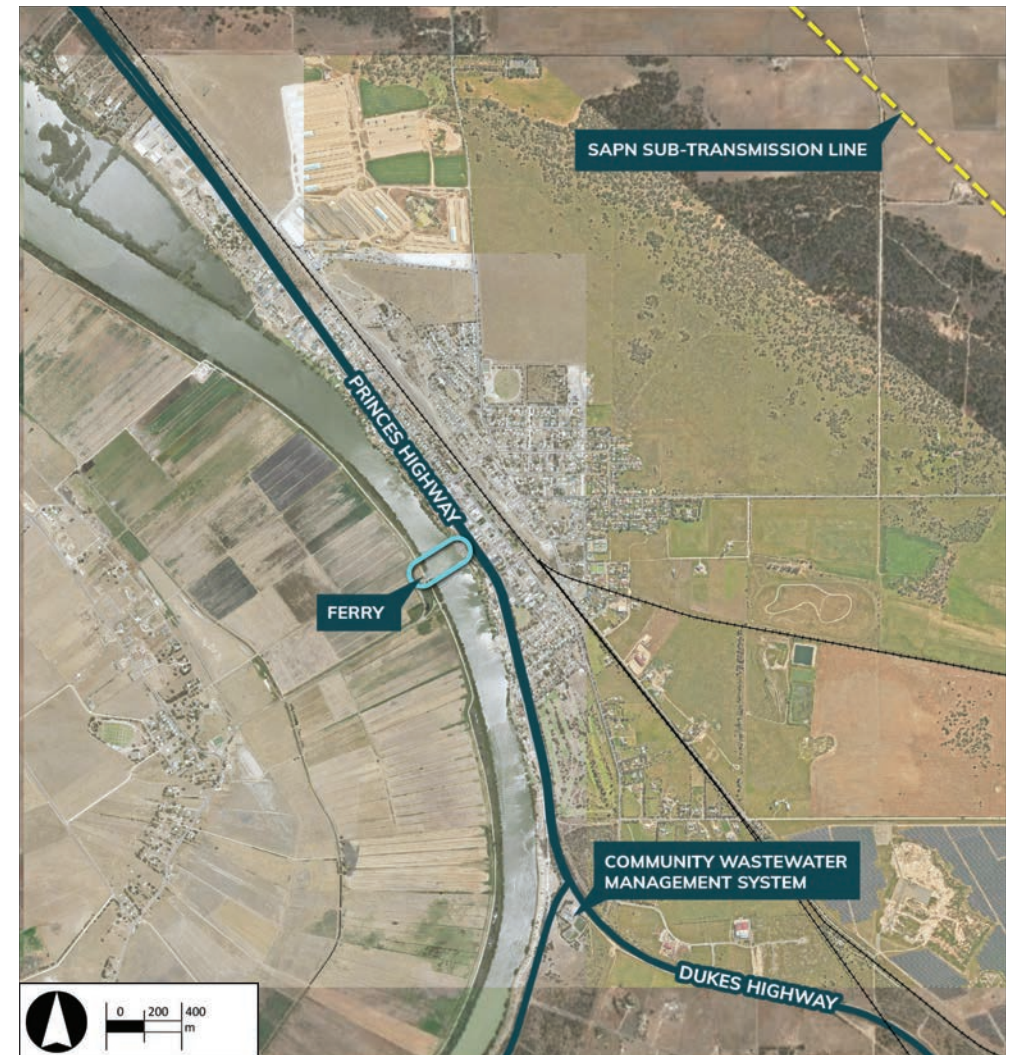
- › Mains water is available to Tailem Bend.
- › SAPN sub-transmission and high voltage overhead lines and a very small underground cable at the silos.
- › The area is serviced by a Community Wastewater Management System.

Transport infrastructure

Tailem Bend is well serviced by transport infrastructure and can accommodate significant growth without significant transport infrastructure upgrades.

Key points:

- › Tailem Bend is located on the Princes Highway with the majority of settlement established to the north-eastern side of the Highway.
- › The Princes Highway also feeds into and is fed by the Dukes Highway which connects Tailem Bend to Coomandook, Coonalpyn and Tintinara.
- › A ferry connects Tailem Bend to Jervis and other smaller settlements south-west of Tailem Bend and the Princes Highway. Freight movement through Tailem Bend by truck and train is mixed with vehicle, pedestrian and bike movements.
- › The roads that service the township intersect with the Princes Highway.
- › Managing the hierarchy of movement and safety for all road users is critical to ensuring accessibility and movement. Traffic management needs to remain at the forefront of future decision making.



Tailem Bend

Land supply for employment

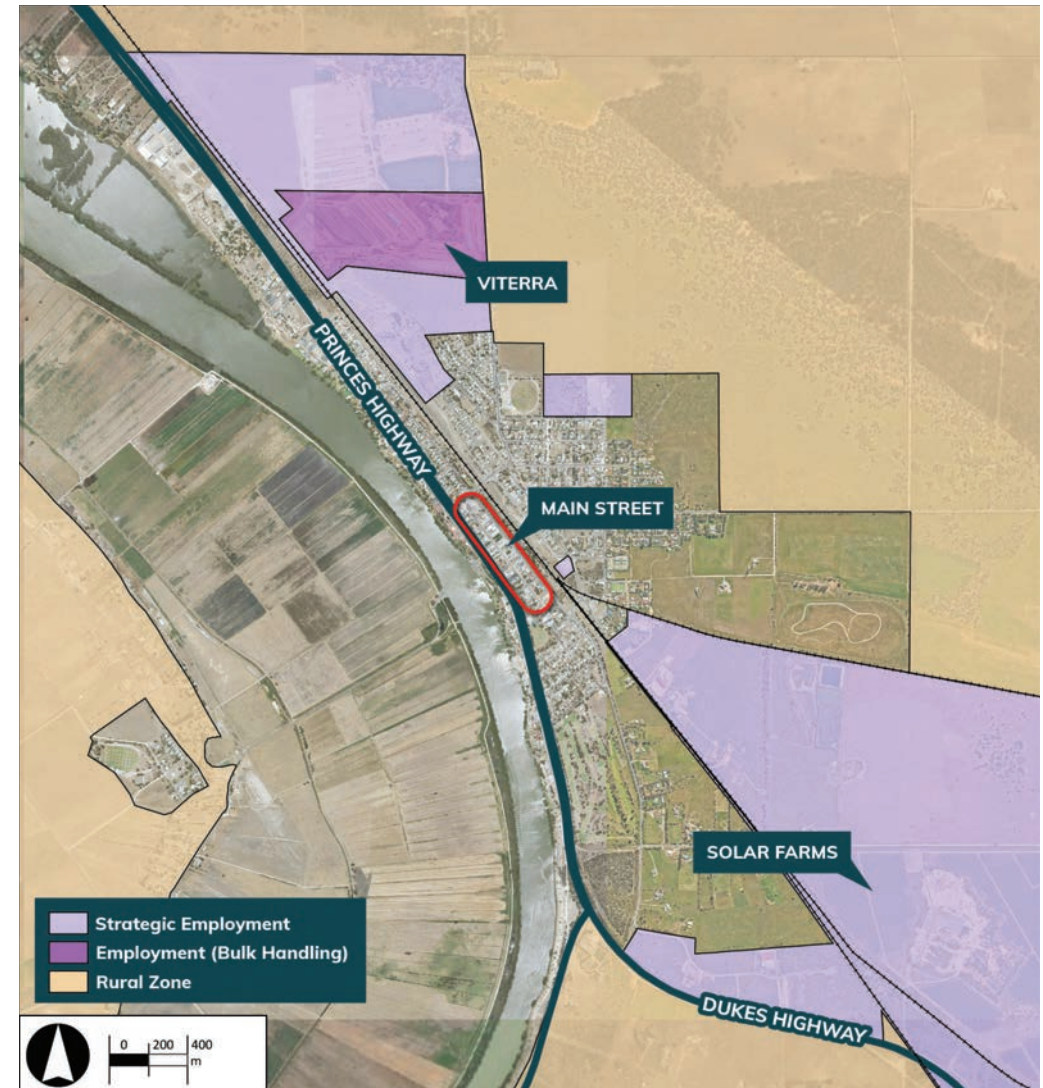
Tailem Bend is home to a range of employers. Seasonally, the Viterra grain bunker site increases its employee count to cater for the increase in grain receipt. It is noted that this site has a direct connection to the railway network. In addition to the above, Tailem Bend became home to Australia's premier Bend Motorsport Park which has brought an array of local motorsport events and tourism opportunities.

There is currently substantial areas of land zoned for employment activities that can be categorised as:

- › Retail and main streets.
- › Industrial land supply.
- › Rural land that accommodates a range of rural activities.

In the high population growth scenario, there is likely to be additional demand for retail within the township, which is currently constrained by the Community Facilities Zone and railway line. To support the growth, the community will require an additional supermarket or expansion of the existing supermarket.

When a policy review is undertaken consider small sites currently zoned Strategic Employment as suitable for retail.



Tailem Bend

Land supply for housing

Tailem Bend has had steady residential growth with existing historical vacant allotments being purchased and developed with volume builder detached dwellings.

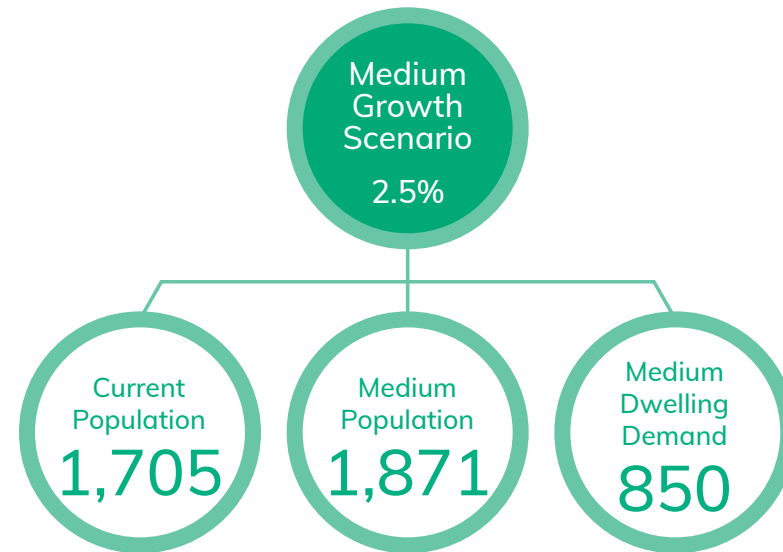
The majority of development is ancillary residential development or dwelling additions. There has been minimal commercial or industrial development within the Tailem Bend township. The Motorsport Park does continue to slowly complete developments in accordance with its Master Plan.

There are approximately 422 allotments available within the town. Under the low growth scenario the available land supply will not be exhausted by 2037.

If population growth reaches the medium rate, available land supply will not be sufficient by 2037 and if it reaches the high it will be exhausted rapidly.

Given the need to have approximately 15 years supply of zoned residential land, planning for additional land should be considered in the next 10 years.

Council has selected the medium growth scenario for Tailem Bend as the target.



Population increase under 3 scenarios

Pop. 1,705	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	132	224	369
10 Years	274	478	819
15 Years	427	764	1366
25 Years	769	1456	2840
30 Years	960	1871	3825

Additional dwellings required under 3 scenarios

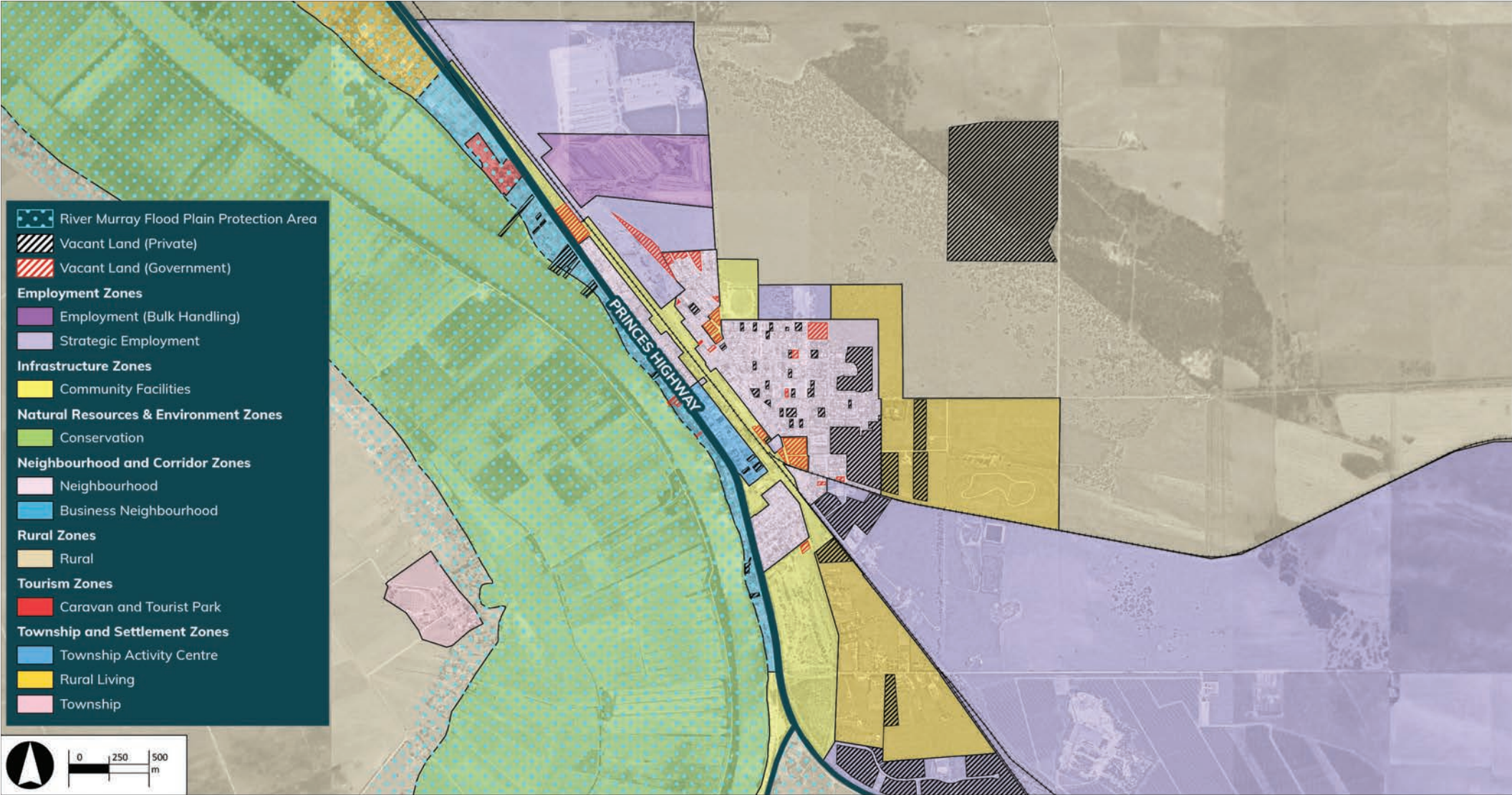
Dwelling	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	60	102	168
10 Years	125	217	372
15 Years	194	347	621
25 Years	350	662	1291
30 Years	436	850	1739

Current land supply and land supply required (Medium Growth Scenario)

Zone	Current Land Supply	Required Land Supply	Land Supply Shortage	Rezoning Priority
Neighbourhood	200 allotments	850 allotments	356 allotments	Growth Area 1
Rural Living	294 allotments			

Tailem Bend

Current Zoning and Vacant Land



Tailem Bend – Our Plan

Vision

The tourism and grain gateway to the region which is supported by transport infrastructure and sees freight movement and renewable energy as growth industries. The town provides a range of employment opportunities that support a growing population alongside the scenic River Murray. It is a key service centre for the region. Urban greening makes the town an attractive place to live and visit with quality pedestrian connections through the town to the waterfront.

Objectives

- › Grow industrial activities to the south of the town, and consider railway loading and road loading.
- › Ensure sufficient quantities of well-connected, zoned and serviced land, capable of accommodating new investment in freight and logistics and renewable energy.
- › Ensure that there are a variety of dwelling options to support young families, people seeking a tree/sea change and those working in the growing industries. Support growth in export opportunities (e.g. hydrogen).
- › Identify and protect important scenic amenity areas, view corridors and viewpoints.
- › Consider new tourism/business ventures that highlight the natural environment or are not yet in the area such as a microbrewery.
- › Maximise opportunities from Highway traffic.

Strategies

1. Create a strong entry statement to Tailem Bend that encourages visitors to stop and stay through a high level Gateway and Public Realm Strategy that includes land along the Princess Highway.

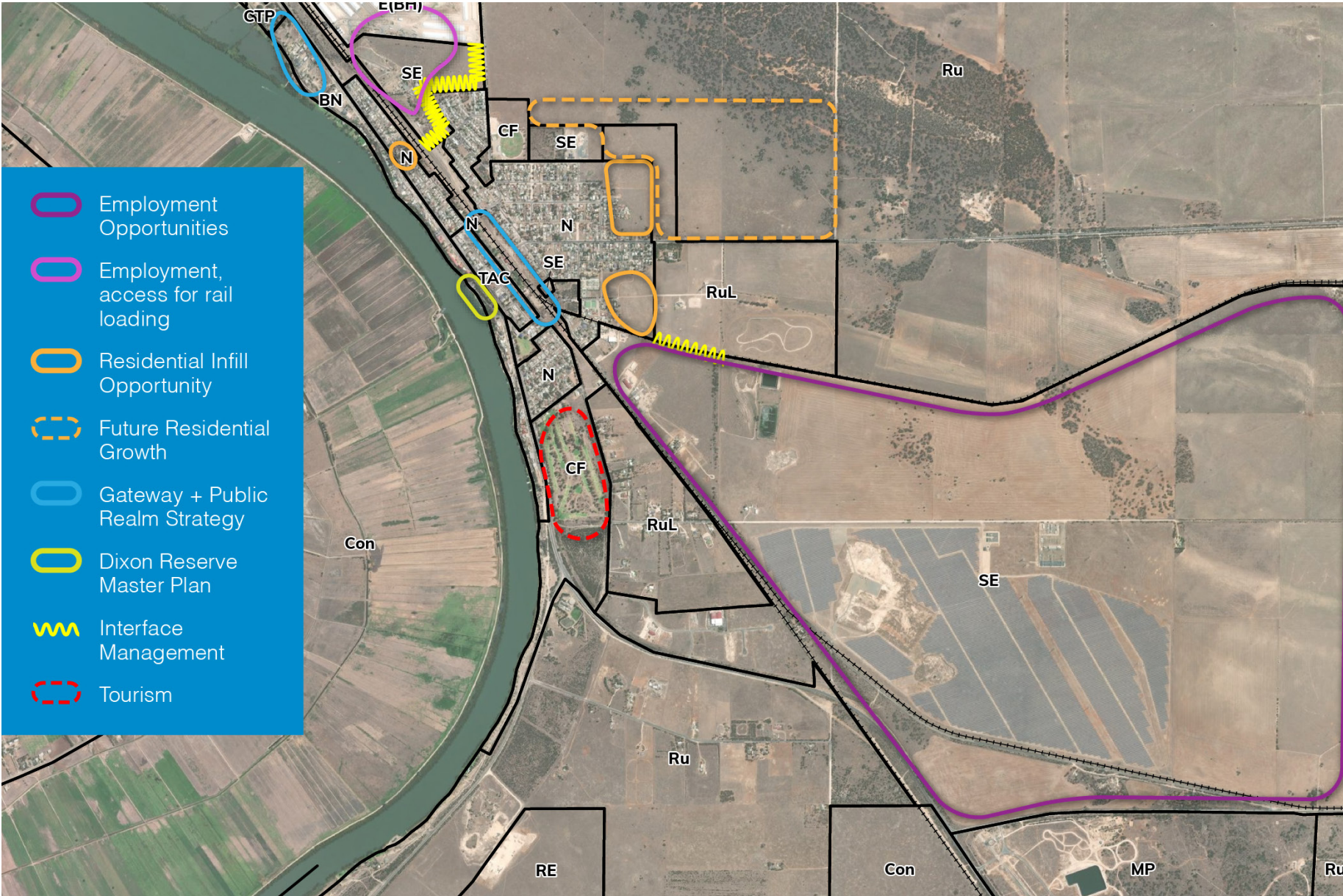
The Plan should address:

- › Urban greening opportunities.
 - › Enhanced pedestrian and visual connections through to the mainstreet to encourage visitors to better experience Tailem Bend.
 - › Retail offerings that encourage people to stop including on the highway.
 - › Public WiFi and signage from the Highway to key features.
2. Investigate improved pedestrian connections from the waterfront through the main street and residential precinct.
 3. Undertake a township greening strategy that prioritises key pedestrian connections.
 4. Anchor tourism itineraries around experiences at The Bend, capitalising on The Bend's existing market presence.
 5. Identify land in a suitable location for major chain restaurant/take-away business.
 6. Consider future retail expansion opportunities.

Actions

1. Develop an options paper for the Tenth Street Precinct-surplus land.
2. Collaborate with The Bend to identify partnership opportunities with other businesses in the Coorong to encourage longer lengths of stay and greater expenditure in the region.
3. Investigate rezoning Growth Area 1 for residential development within 2 years i.e. wastewater, water and power.

Tailem Bend – Our Plan



Tailem Bend – Residential Growth Areas

Residential Growth Area

Growth Area 1 has been identified as a natural extension of the existing Neighbourhood Zone located at the East of the town towards the east along Kulde Rd. This proposed residential growth area provides:

- › Approximately 51 hectares
- › 700 additional residential lots with an average lot size of 700m².

Infill opportunities in the area can also provide an additional 17.5 hectares or 240 new lots.



Service	Requirements
Wastewater	No more than 50 additional dwellings should be added without reviewing upgrade opportunities to both pump stations. It is recommended that a new pump station or a combination of two or three be installed in strategic locations to assist the direction of the proposed development for Growth Area 1. The required capacity would need to adequately service at least 1000 new residential lots for the area.
Potable Water	The infrastructure should be upgraded back to the intersection of Seymour Street and Trevena Road to allow continuation of the 150mm diameter main closer to the town's storage reservoir. The existing 150mm diameter main located on Gardner Road should also be utilised to provide supply to this area.
Communications	The existing Neighbourhood Zone adjacent is fully serviced with NBN infrastructure with capacity for expansion into the new growth area.
Electricity	New infrastructure will need to be installed, including transformers installed approximately every 50 lots. New developments are encouraged to install all infrastructure underground.
Traffic	Many potential traffic entry points that will need to be exhausted to relieve any traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. The development's layout planning will need to be designed to allow a distribution of traffic to all connecting intersections. The main intersections e.g., onto Kulde Road, will need to be impact assessed to determine the turning treatments required to provide safe traffic flow.

Tailem Bend – Employment Growth Areas

Two key employment areas have been identified that are already zoned Strategic Employment and therefore could accommodate growth today:

- › **Growth Area 2** is located within the area between the old Loxton Railway line and the old Pinaroo Railway line. This is a large designated area, approximately 946 hectares and future usage cannot be specifically predicted or confirmed.
- › **Growth Area 3** has direct access to rail loadout facilities and can provide industries logistical capabilities. This area is located directly south of the existing grain storage yard on the Adelaide-Melbourne Railway line.



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Growth Area 2	Growth Area 3
Wastewater	New infrastructure will need to be installed to convey wastewater to the new treatment plant on the Princess Highway. Council can investigate the revival of the old once usage requirements are received.	There are no existing wastewater services in this area and the closest infrastructure is designed for residential use only and could not be expected to provide for industrial capacity. The wastewater requirements will generally be determined by the industrial use of the area.
Potable Water	Mains on Substation and Lime Kiln Road can be extended to the land. The water usage is unknown until a development application is received.	Mains on Tiller Street, Moir Street and Granites Road can be extended to provide supply. The current condition of all AC mains should be reviewed prior to future reliance.
Communications	There are no current communications infrastructure and should be extended from Kulde Road as required.	There is only minor communication infrastructure installed. Extension of the line on Granite Road is recommended.
Electricity	There is sufficient power infrastructure available for use as required. The networks on Lime Kilne Road, Substation Road and Mayfield Road can be extended as required.	There is sufficient supply from the High Voltage line extending into the area from the old railway service Centre. Granites Road currently has a High Voltage line servicing the grain storage facility and can be utilised if required.
Traffic	Traffic generation is difficult to predict until the Development Application is received. The growth area is dissected by Substation Road which can be adequately upgraded to provide safe access for traffic as required.	The land cannot be easily accessed by highway trucks. Access can be taken through residential streets which may impact the comfort of the town and require additional road upgrades. Access to the old rail facility can be utilised.

Coonalpyn

About Coonalpyn

Coonalpyn is located 143 km south-east of Adelaide on the Dukes highway. Coonalpyn is approximately 160km from Adelaide and 590km to Melbourne travelling North or South along the Dukes Highway.

The current population of Coonalpyn is 350 (Census 2021) with a median age of 50 years old (38 years old for Australia wide, Census 2021). There is a total of 196 private dwellings (Census 2021) recorded in the Coonalpyn town.

Coonalpyn's key industries include broadacre farming and sheep farming.

However, there is an increasing presence from intensive animal keeping with Ingham's establishing a large poultry production facility at nearby Yumali, some 25km from Coonalpyn

Coonalpyn also has a growing tourism industry generated from the town's location on the Dukes Highway, this is the main route for freight and holiday makers from Melbourne to the West.



Coonalpyn

Opportunities for Coonalpyn

- › Consider additional tourism opportunities that link with the silos.
- › Additional amenity for the community and visitors with places to stop such as seating, shaded areas quality footpaths and lighting for safety and engagement with the town.
- › Leverage popular attractions including the Silo Art and for locals the snail farm to ensure they stay relevant and well maintained.
- › Utilise the surrounding agriculture and farming sector to generate produce-based experiences such as tasting or on-site stay.
- › Host a market on a regular occurrence i.e., monthly, or fortnightly for producers to showcase their products or stalls.
- › Develop a vision for the Caravan Park and Swimming Pool areas and how they may support visitor and worker accommodation.

Challenges for Coonalpyn

- › The Dukes Highway bisects the town separating it in to two residential areas.
- › Maintaining quality residential amenity with the regular movement of freight vehicles through the town.
- › Population decline and loss of existing services.
- › Additional accommodation for workers is required.
- › Encouraging travellers to stop in Coonalpyn.



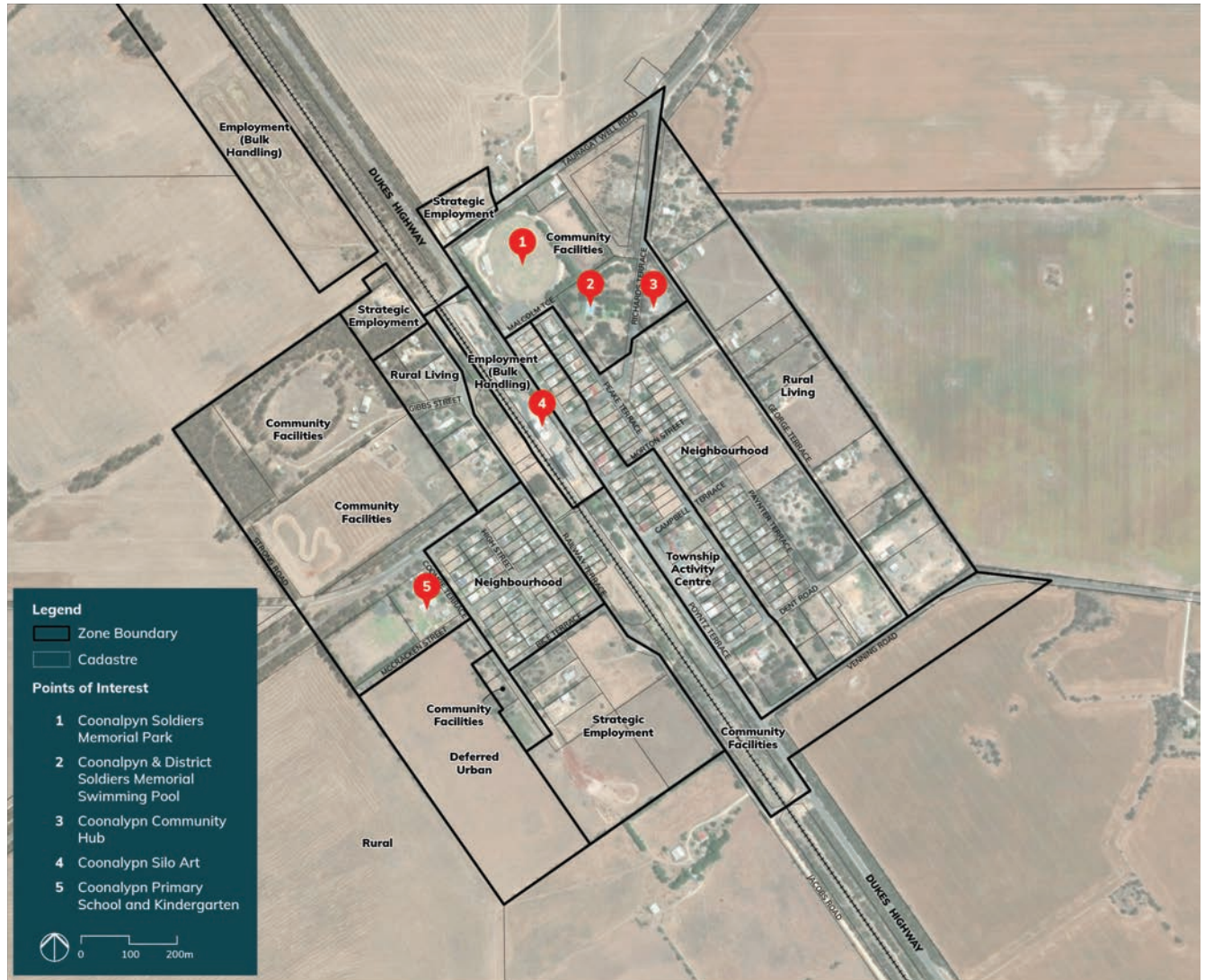
Coonalpyn

Community services

Given Coonalpyn's size, there are limited community facilities. Notwithstanding, Coonalpyn is serviced by a medical centre, as well as the Coonalpyn Community Hub and has a primary School. For other services residents would travel to bigger towns depending on their needs.

Tailem Bend and Keith are both located around 40 mins drive from Coonalpyn and offer high schools, IGA's and other services which cannot be provided and maintained in a town the size of Coonalpyn. There is a good supply of open and community space.

Improved pedestrian connectivity through the town and across the highway could improve access.



Coonalpyn

Essential Services

Three Growth Areas have been investigated for Coonalpyn and the potential to be supported by services and infrastructure.

Key points:

- › Mains water available.
- › SAPN sub-transmission and high voltage overhead lines.
- › No Community Wastewater Management System.

Transport infrastructure

Coonalpyn is bisected by the Dukes Highway which connects with Taillem Bend and Keith.

The Dukes Highway is a major freight and connector road through the region. Managing the safe and continued movement of trucks, trains, vehicles, pedestrians, and bikes through the township and provide connection to the services which do exist.

Planned upgrades to the Dukes Highway will support this.

The rail corridor can be a barrier to movement through the town. There is currently an underpass that could be further enhanced to improve safety and connectivity.



Coonalpyn

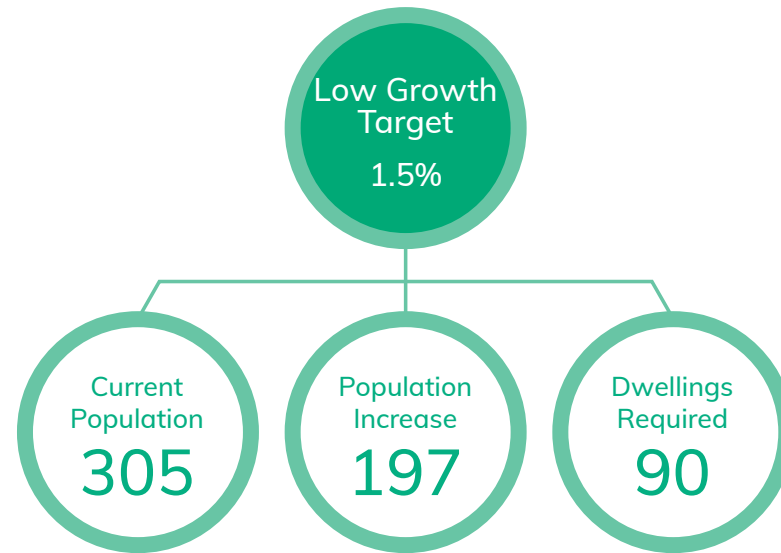
Land supply for housing

Coonalpyn has low development rates. Development is primarily ancillary buildings or farm sheds within Rural Zoned areas.

There are approximately 161 residential allotments that could be created under existing zoning within the town.

Under the growth scenario, this land supply is sufficient for 10 years. Additional land should be identified for the 15 year time horizon.

Council has selected the low growth scenario for Coonalpyn as the target.



Population increase under 3 scenarios

Pop. 305	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	27	46	76
10 Years	56	98	168
15 Years	88	157	280
25 Years	158	299	583
30 Years	197	384	785

Required dwellings required under 3 scenarios

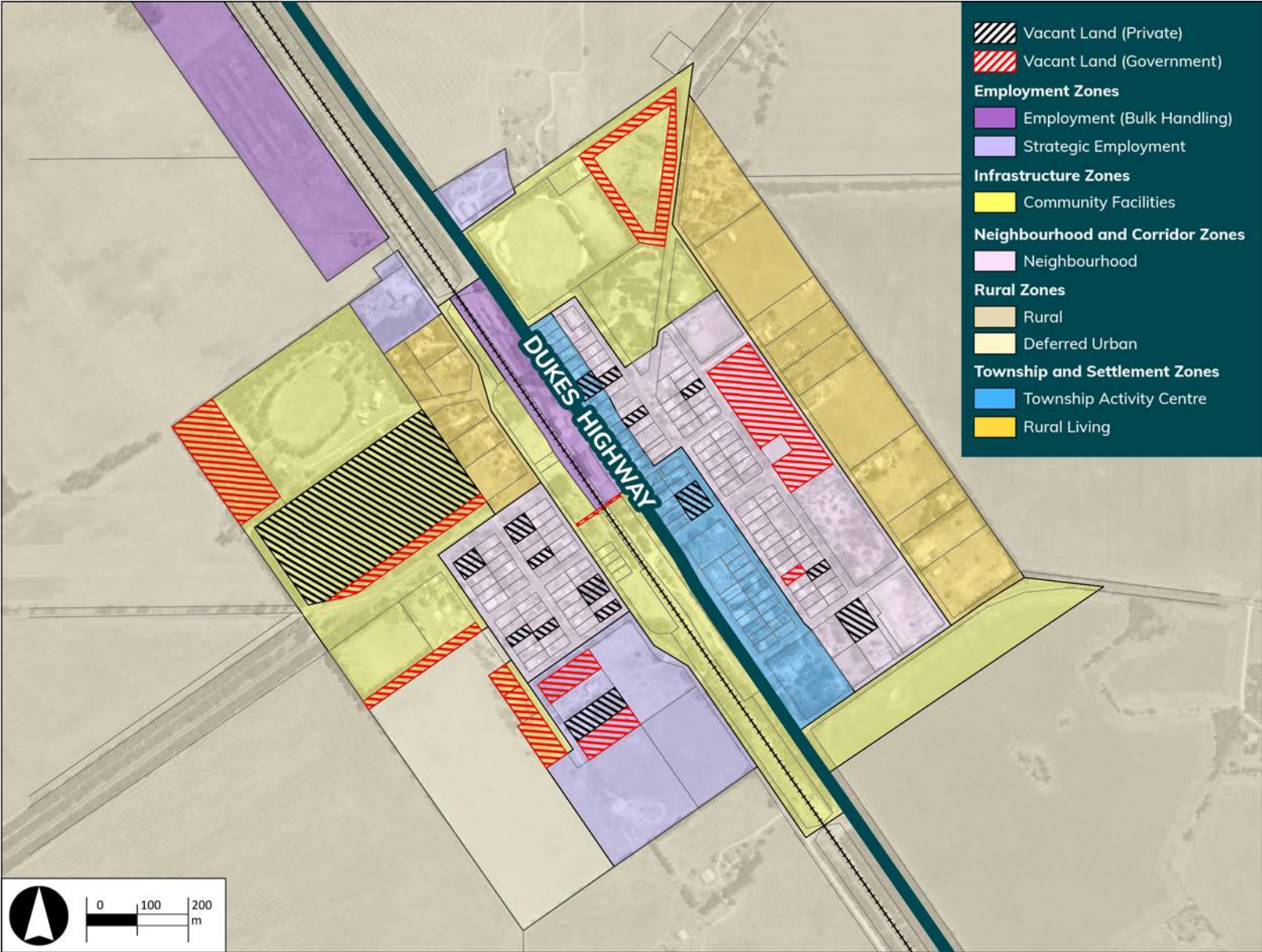
Dwelling	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	12	21	35
10 Years	25	45	76
15 Years	40	71	127
25 Years	72	136	265
30 Years	90	175	357

Current land supply and land supply required

Zone	Current Land Supply	Required Land Supply	Land Supply Shortage	Rezoning Priority
Neighbourhood	36 allotments	88 allotments	52 allotments	Growth Area 1 and 2
Rural Living	Nil allotments			

Coonalpyn

Current Zoning and Vacant Land



Coonalpyn

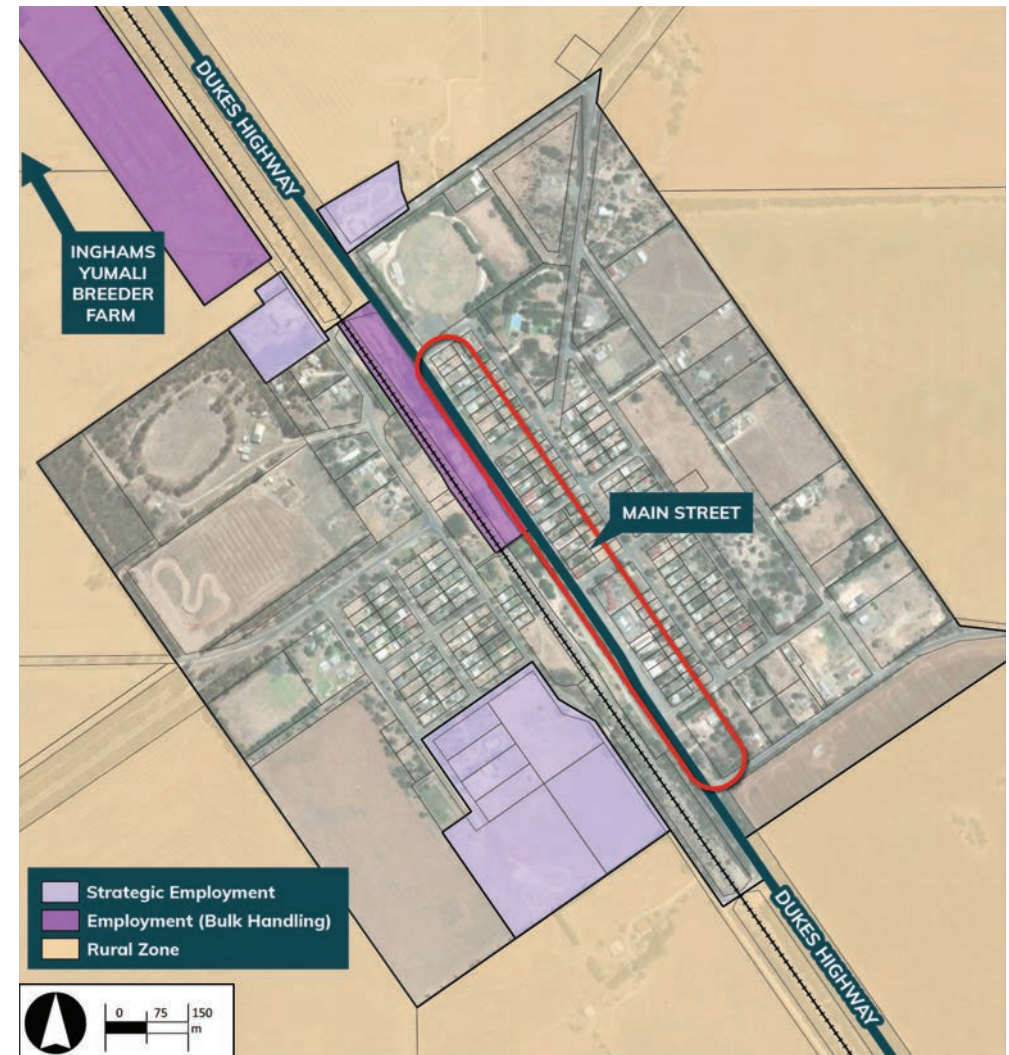
Land supply for employment

Growth is slow within Coonalpyn. There is a current application for an expansion of the existing Social Care Farm (snail farm) which is visited by the elderly, people with ageing related health issues, disability and school children. This expansion is for on-site short-term accommodation and an additional shed to undertake snail farming activities.

Separately, Coonalpyn was home to the first example of silo art in South Australia which has become a major tourist drawcard and visitor experience.

There is currently substantial areas of land zoned for employment land that can be categorised as:

- › Retail and main streets.
- › Industrial land supply.
- › Rural land that accommodates a range of rural activities.



Coonalpyn – Our Plan

Vision

Coonalpyn is a welcoming town which is known for its arts, culture and events. Located on the Dukes Highway, visitors stop and experience the 'café culture', heritage and arts with quality accommodation for short stays. Coonalpyn provides workers accommodation and allied services.

Objectives

- › Open space plan for quality urban environment that encourages the movement of people within the townships and to places additional to the silo art.
- › Identify a target market for township growth such as those looking for a tree change.
- › Protect important services to the township including the medical centre and Primary School.
- › Use community services as an attractor for new residents including health care and school.
- › Coonalpyn is an important location for provision of worker accommodation servicing nearby industry.
- › Improve the location of workers accommodation.
- › Strengthen the community pride and spirit that exists through engagement programs such as walking groups, volunteering

Strategies

1. Activate public spaces around the silos such as through the use of giant games, artwork and/or recreation facilities.
2. Encourage regular (fortnightly/monthly) community events to enable producers to showcase their products and provide opportunity for new entrepreneurial pursuits.

Actions

1. Develop a strategy for the mainstreet to support the repurposing of vacant buildings and to enhance to enhance the public realm
2. Prepare a feasibility study to identify increased tourist and workers accommodation at the Caravan Park.
3. Investigate rezoning of Growth Area 2 and zoning of the school from Community Facilities to Neighbourhood or similar.



Coonalpyn – Residential Growth Areas

Residential Growth Area

Growth Area 1 has been identified as a natural extension of the existing Neighbourhood Zone located at the north-west of the town between Venning Road and Tauragat Well Road. This proposed Residential growth area provides:

- › Approximately 29 hectares
- › 360 additional residential lots with an average lot size of 800m².

Growth Area 2 has been identified to provide future affordable housing and is located south of town adjacent Coombe Terrace. This proposed Residential growth area provides:

- › Approximately 12 hectares
- › 200 additional residential lots with an average lot size of 600m².



Supporting infrastructure

A range of infrastructure enhancements will be required to support these Growth Areas.

Service	Growth Area 1	Growth Area 2
Wastewater	The installation of a wastewater treatment system is highly recommended to provide adequate service. Treatment infrastructure installation locations should be investigated for the southern side of town.	
Potable Water	The combination of the main on Tauragat Well Road and Venning Road will be sufficient to provide adequate service for the proposed growth area. The current condition of infrastructure is unknown and should be investigated.	Existing infrastructure will not provide adequate supply. Infrastructure upgrades will need from the existing water source point located on Railway Terrace onto McIntosh Way and into Coombe Terrace.
Communications	Infrastructure is sufficient. Venning Street has NBN infrastructure that could be connected and directed into the proposed development area.	Existing infrastructure on Cold and Wet Road adjacent to Growth Area 1 will be sufficient to provide services to this area.
Electricity	The existing High Voltage overhead network will be capable of providing adequate service. The area can be connected to the infrastructure located on Tauragat Well Road.	The High Voltage at the end of Coombe Terrace will provide sufficient supply.
Traffic	Intersections where George Terrace meets Venning Road and Richards Terrace will likely need upgrades to accommodate additional traffic movements during peak periods.	Access can be achieved via Coombe Terrace. It is recommended that there are three access points onto Coombes Terrace to relieve potential congestion.

Coonalpyn – Employment Growth Areas

Employment Growth Area 3

Growth Area 3 has been identified on land which is already zoned Strategic Employment and therefore could accommodate growth today.

Growth Area 3 is located adjacent the Adelaide-Melbourne Railway line. This provides a strategic link to rail loadout facilities and provides industrial logistical capabilities. The land is approximately 7.4 hectares and future usage cannot be specifically predicted or confirmed.



Service	Requirements
Wastewater	Coonalpyn currently does not have a community waste management system in place. To adequately provide service for this community it is highly recommended that a wastewater treatment system be installed. Treatment infrastructure installation locations should be investigated for the southern side of town.
Potable Water	If development will require large water volumes the existing infrastructure will not provide sufficient supply. Infrastructure upgrades will need to be connected from the existing water source point located on Railway Terrace onto McIntosh Way and into Coombe Terrace.
Communications	Existing infrastructure adjacent the land can provide sufficient service to this proposed development area. Railway Terrace and Bice Terrace have infrastructure that can be connected to.
Electricity	The existing High Voltage line travelling through the area will be capable of providing adequate service for the proposed growth area. This infrastructure is located off the end of High Street and will need to be connected to and redirected into the proposed development area.
Traffic	The use of this site for rail loading would depend on the current track, siding formation, freight timetables and allocations that are available. Dependant on the proposed usage of the industrial site, merge and turning lanes may need to be installed on Dukes Highway to safely integrate additional heavy vehicle movements at the intersection.

Tintinara

About Tintinara

Tintinara is located 188 km south-east of Adelaide on the Dukes Highway.

The current population of Tintinara is 544 (Census 2021) with a median age of 35 years old (38 years old for Australia wide, Census 2021). There is a total of 264 private dwellings (Census 2021) recorded in the Tintinara town.

As a service centre Tintinara offers a mixture of small-scale services within the township which provide employment. These include the School, serviced accommodation, car and auto repair, retail and food outlets and farming. The Thomas Foods Feedlot has provided additional employment opportunities for the township and region.

Tintinara's primary industries include broadacre farming, cattle and sheep farming. Tintinara also has a growing tourism industry generated from the town's location on the Dukes Highway, this is the main route for freight and holiday makers from Melbourne to the west.



Tintinara

Opportunities for Tintinara

- › Attracting events to the town given the number of accommodation places.
- › Further enhance the main street look and feel.
- › Connection to the wetland space (Tintinara Lake) and improved amenity around this space.
- › Sub-divided allotments which have the zoning for residential development to increase development and provide more housing opportunities to meet demand.
- › Consider marketing of allotments and support a collaborative approach to developing land for residential supply.

Challenges for Tintinara

- › Amenity for residents with the freight trucks regularly making their way through town.
- › Continuing to provide quality services for nearby townships.
- › The Dukes Highway bisects the town separating it in to two residential areas which need to be connected and equally accessible.
- › Providing housing in a timely manner for the growth of employees at Thomas Foods International and allied businesses.



Tintinara

Community services

Tintinara acts as a service centre for several nearby small towns with few to no services as well as Coonalpyn. There is a CFS, recreation area, Area School, Health and Community Centre and a good supply of open and community space.

Essential services

- › Mains water is available to the town.
- › SAPN sub-transmission and high voltage overhead lines.
- › The town is serviced by a Community Wastewater Management System.

Transport infrastructure

The Dukes Highway which connects with Tailem Bend and Keith is the main thoroughfare through Tintinara. Becker Terrace runs adjacent to the Dukes Highway, linking to both entry points of town to improve access to most services and a residential area. On the south-western side there is one access road off the Highway to link with a number of minor roads and residential dwellings. Again, movement through and within Tintinara is by truck, vehicle, train, pedestrian and bike with the hierarchy of this movement important to safety of all users.



Tintinara

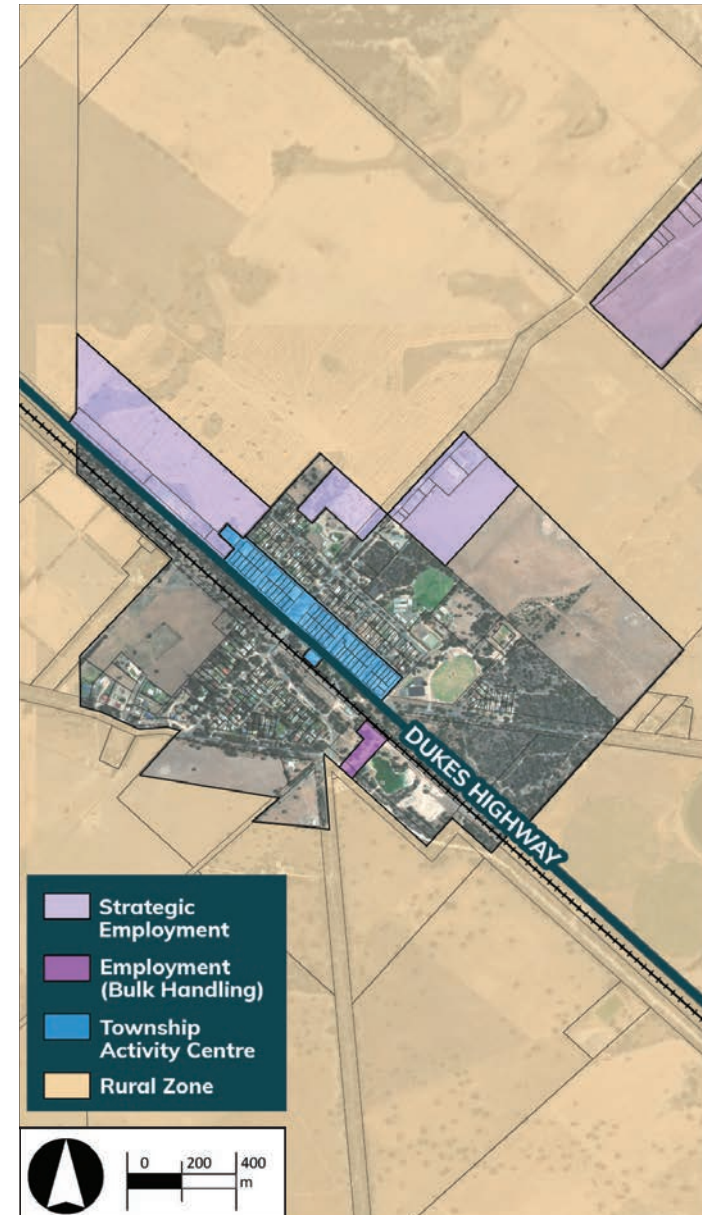
Land supply for employment

Tintinara is not experiencing significant growth in employment land.

There is currently substantial areas of land zoned for employment activities that can be categorised as:

- › Retail and main streets.
- › Industrial land supply (103 allotments available).
- › Rural land that accommodates a range of rural activities.

In the high population growth scenario, there is likely to be additional demand for retail within the township.



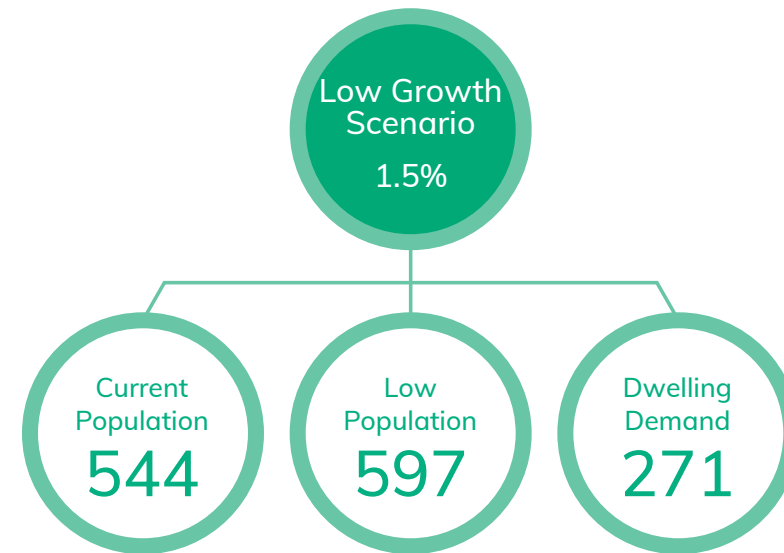
Tintinara

Land supply for housing

Tintinara has had the major Thomas Foods Feedlot expansion approved in 2020. There has been interest from a few community members wishing to provide accommodation on their existing allotments however there is little availability for residential allotments at this stage due to appropriately zoned allotments not being sub-divided or released. Applications within Tintinara have been at a similar pace to Coonalpyn with developments primarily being residential, ancillary residential development or agricultural/ farm buildings on the outskirts of the townships.

Shortage of suitable housing in Tintinara (both workers accommodation and traditional housing) generated from the expansion of the Thomas Foods International. As discussed above there is land zoned appropriately for expansion, but it is not currently subdivided to accommodate this.

Council has selected the low growth scenario for Tintinara as the target.



Population increase under 4 scenarios

Pop. 544	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	42	71	118
10 Years	87	152	261
15 Years	136	244	436
25 Years	245	465	906
30 Years	306	597	1220

Required dwellings required under 4 scenarios

Dwelling	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	19	32	54
10 Years	40	69	119
15 Years	62	111	198
25 Years	111	211	412
30 Years	139	271	555

Current land supply and land supply required (Low Growth Scenario)

Zone	Current Land Supply	Required Land Supply	Land Supply Surplus	Rezoning Priority
Neighbourhood	59 allotments	139 allotments	215 allotments	Nil
Rural Living	295 allotments			

Tintinara

Current Zoning and Vacant Land



Tintinara – Our Plan

Vision

Attractive town for families with a range of community facilities and employment opportunities connected to the food industry and primary production. It is an enterprising community with a range of small businesses that are unique and creative.

Objectives

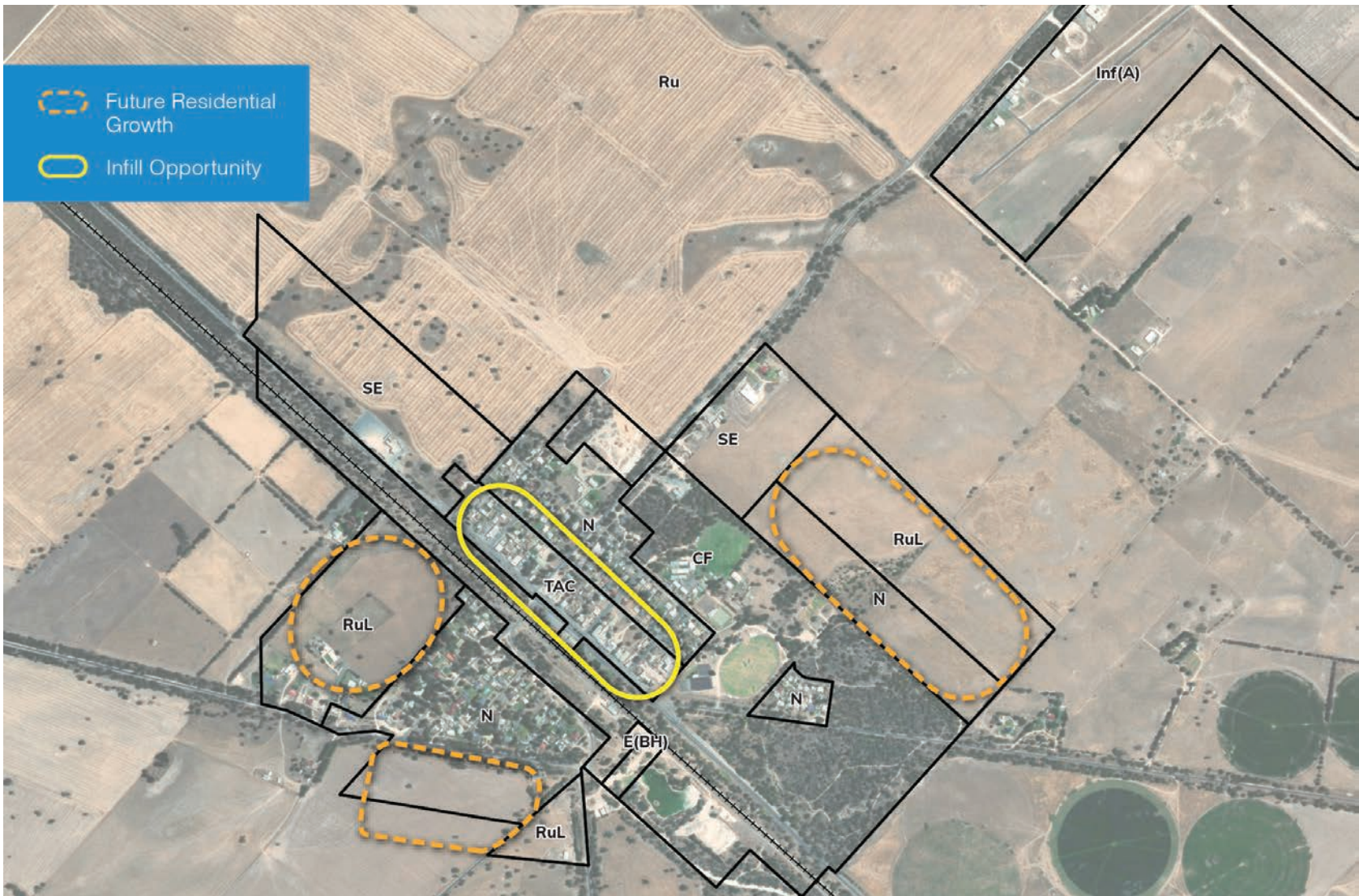
- › Prioritise order of development on vacant allotments and begin the subdivision process.
- › Increase local tourism.
- › Maintain the compact, mixed-use, walkable neighbourhood to provide opportunities for social connection and a reduced reliance on cars.

Strategies

1. Maintain and where necessary upgrade streetscape amenity to encourage movement of people off the Dukes Highway and into the township to utilise the public spaces.
2. Improve amenity around Tintinara Lake to ensure ease of access and usability in all conditions.
3. Provide diversity in new housing options to ensure affordability and ageing in place.

Actions

1. Reinstate residential airfield policy and undertake land division / marketing of Council property.
2. Investigate council infrastructure provision to support cost benefit growth area subdivision (subject to owner/developer support).
3. Investigate rezoning of Growth Area 1.



Tintinara – Residential Growth Areas

Residential Growth Areas

Growth Area 1 has been identified as a natural extension of the existing Neighbourhood Zone located at the southwest of the town towards the West along the Dukes Highway. This proposed residential growth area provides:

- › approximately 15 hectares.
- › 180 additional residential lots with an average lot size of 800m².



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Potable Water	Existing water infrastructure adjacent the growth area is assumed to be inadequate to fully provide sufficient supply to this proposed growth area. There is only a 100mm diameter PVC main on Knight Place that is positioned to be able to provide service to this area, this main will not be large enough to provide for an estimated 180 lots. The current arrangement may be able to provide service for approximately 40 more lots until an upgrade will be required. It is recommended that a new 200mm diameter PVC main be installed from the water source point at Woods Well Road and travel along the southern side of Bell Avenue until it reaches a sufficient connection point into Growth Area 1. This new alignment can also provide a connection point to Growth Area 3 when required.
Communications	Has NBN communications infrastructure installed at Brock Road that can provide sufficient supply to this growth area. Existing infrastructure on Knights Place will not be sufficient for any further service. Development layout planning will need to encompass communication feed from Brock Road.
Electricity	There is a High Voltage overhead network travelling through the proposed development area, this power infrastructure will be capable of providing adequate service for the proposed growth area. Infrastructure is located on Knight Place and will need to be connected to and redirected into the proposed development area. Infrastructure will need to be installed underground and transformers will need to be installed to reduce service to low voltage for residential use, approximately 1 transformer will be required per 50 homes.
Traffic	Potential traffic entry points available onto Brock Road, Homestead Road and Knights Place, all of these intersections can be used to relieve traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. The development's layout planning will need to be designed to allow a distribution of traffic to all connecting intersections. The main intersections e.g., onto Brock Road or Homestead Road, will need to be impact assessed to determine the turning treatments required to provide safe traffic flow. Traffic impact assessments will also need to be conducted to confirm that additional traffic to existing minor residential roads is not causing unwanted congestion or safety hazards.

Tintinara – Residential Growth Areas

Residential Growth Areas

Growth Area 2 has been identified as a natural extension of the existing Neighbourhood Zone located North of the Football and Cricket Club towards the North. This proposed residential growth area provides:

- › approximately 40 hectares.
- › 400 additional residential lots with an average lot size of 1,000m².



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	<p>No existing wastewater infrastructure. The closest infrastructure is located on Filmer Street and Wendt Terrace. There is an existing wastewater pump station located on Emu Springs Road that could be utilised for some minor growth in the area. The existing wastewater lagoons are located on Kings Road to the South-East of town. To provide full service to the proposed growth area, new infrastructure should be installed and a full upgrade of the Emu Springs Road pump station will be required.</p> <p>If this area was to be fully developed the town's existing treatment process would not be sufficient and would require a major expansion or the installation of a treatment plant.</p>
Potable Water	<p>Does not have sufficient existing infrastructure to provide adequate service for the proposed development volume. The area's vicinity is serviced by an existing 100mm diameter PVC main on Carcuma Road. There is 100mm diameter AC main located at the Southern end of the proposed growth area on Emu Springs Road, however, the current condition of this existing main is unknown and should be investigated prior to future reliance. A large main will need to be installed and a major upgrade of the water source point will need to be investigated to confirm adequacy.</p>
Communications	<p>Has NBN service on Carcuma Road and Emu Springs Road. The combination of this existing infrastructure may be adequate to supply this growth area, specific investigations into proposed use will need to be completed. If existing infrastructure is deemed not adequate, new infrastructure will need to be installed on Carcuma Road to assist current supply.</p>
Electricity	<p>Has three High Voltage main lines travelling through the proposed development area, investigations into best service locations will need to be reviewed once development layout is completed. It is recommended that all existing overhead infrastructure will need to be installed underground through new residential areas or large service provider easements will need to be allowed for in development layout planning.</p>
Traffic	<p>Has potential traffic entry points onto Carcuma Road and Emu Springs Road, numerous access intersections should be used to relieve traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. The development's layout planning will need to be designed to allow a distribution of traffic to all connecting intersections. The main intersections will need to be impact assessed to determine the turning treatments required to provide safe traffic flow. Impact assessments will also need to be conducted to confirm that additional traffic to all existing collector roads is not causing unwanted congestion.</p>

Tintinara – Residential Growth Areas

Residential Growth Areas

Growth Area 3 has been identified as a natural extension of the existing Neighbourhood Zone located at the South of Homestead Road towards to South. This proposed residential growth area provides:

- › approximately 14 hectares.
- › 140 additional residential lots with an average lot size of 1,000m².



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	Growth Area 3 is also an extension to the “Neighbourhood” Zone at the Southern end of town, this existing area is currently being serviced by a pump station on Fulwood Avenue and is assumed to be close to capacity. It is recommended that new infrastructure is installed to adequately transfer wastewater from the new growth area to a receiving pit adjacent to the Dukes Highway, this will allow new flows to join existing infrastructure and travel to the wastewater lagoons.
Potable Water	Located in close proximity to the town’s water source point, the current connection to this source point that feeds the town will not be sufficient to provide supply for this new growth area. A new 150mm diameter connection will be required if additional volume of supply is possible. This new main will provide sufficient supply for this area. As noted in 2.2.2.1, Growth Area 1 and 3 can share a connection point if both areas are to be developed.
Communications	Existing communications infrastructure adjacent to Growth Area 3 is estimated to be just sufficient for the current development. Further development in this area will require new infrastructure to provide sufficient service. There is an existing communications tower on Brock Road and currently there is adequate infrastructure installed on Brock Road. Infrastructure will need to be upgraded along Fulwood Avenue to Homestead Road to provide the required service for Growth Area 3. If long term planning agrees that Growth Area 1 and Growth Area 3 are viable to proceed, the installation of new communications infrastructure through Growth Area 1 to Homestead Road will provide adequate service for both areas.
Electricity	A High Voltage main line is located at the intersection of Bell Avenue and Woods Well Road, this service will require minor infrastructure upgrades to provide sufficient supply to the proposed growth area. Infrastructure will need to be installed underground and transformers will need to be installed to reduce service to low voltage for residential use, approximately 1 transformer will be required per 50 homes.
Traffic	Potential traffic entry points onto Woods Well Road and Homestead Road, both these intersections should be used to relieve traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. The development’s layout planning will need to be designed to allow a distribution of traffic to all connecting intersections. The main intersections will need to be impact assessed to determine the turning treatments required to provide safe traffic flow. Impact assessments will also need to be conducted to confirm that additional traffic to all existing collector roads is not causing unwanted congestion.

Meningie

About Meningie

Meningie is located 149 km south-east of Adelaide on the shores of Lake Albert.

The township is popular holiday destination and stop for those travelling to the Coorong and South-East.

Despite its size, Meningie retains the Memorial Hospital and aged care options whilst also comprising the Meningie Area School which caters for students from reception to year 12.

The current population of Meningie is 1,118 (Census 2021) with a median age of 55 years old (38 years old for Australia wide, Census 2021). There is a total of 640 private dwellings (Census 2021) recorded in the Meningie town.

Meningie's providing industry is mainly tourism and broadacre farming, forestry and fishing. Meningie's strong tourism industry is due to its scenic location on the banks of Lake Albert and close proximity to Adelaide.



Meningie

Opportunities for Meningie

- › Caravan Park redevelopment and strategic plan.
- › Meningie Wharf Redevelopment in association with Meningie Sailing Club revitalization.
- › Tourist accommodation and watersports.
- › Expansion of Meningie aerodrome.
- › Capacity in employment zoned lands.
- › Experience - higher end ecotourism – RAMSAR Sites.
- › Build on apiary and fishing industry.
- › Actively plan for aged/retirement accommodation and required services.
- › Attract and support young families to the area by considering the services they need.
- › Main Street Master Plan.

Challenges for Meningie

- › The provision of affordable housing that meets the changing needs of the local community.
- › Retirement living to support the age profile for the community.
- › Fragmented growth of township.
- › Water supply and infrastructure.
- › Impacts of climate change.



Meningie

Community services

Meningie is a service centre for the surrounding district and as a result there are several service, hospitality and agricultural supply businesses. Furthermore, Meningie is a focal point for health care with the Meningie and Districts Memorial Hospital as well as a medical centre. In addition, there is an Area School along with several community and sporting facilities.



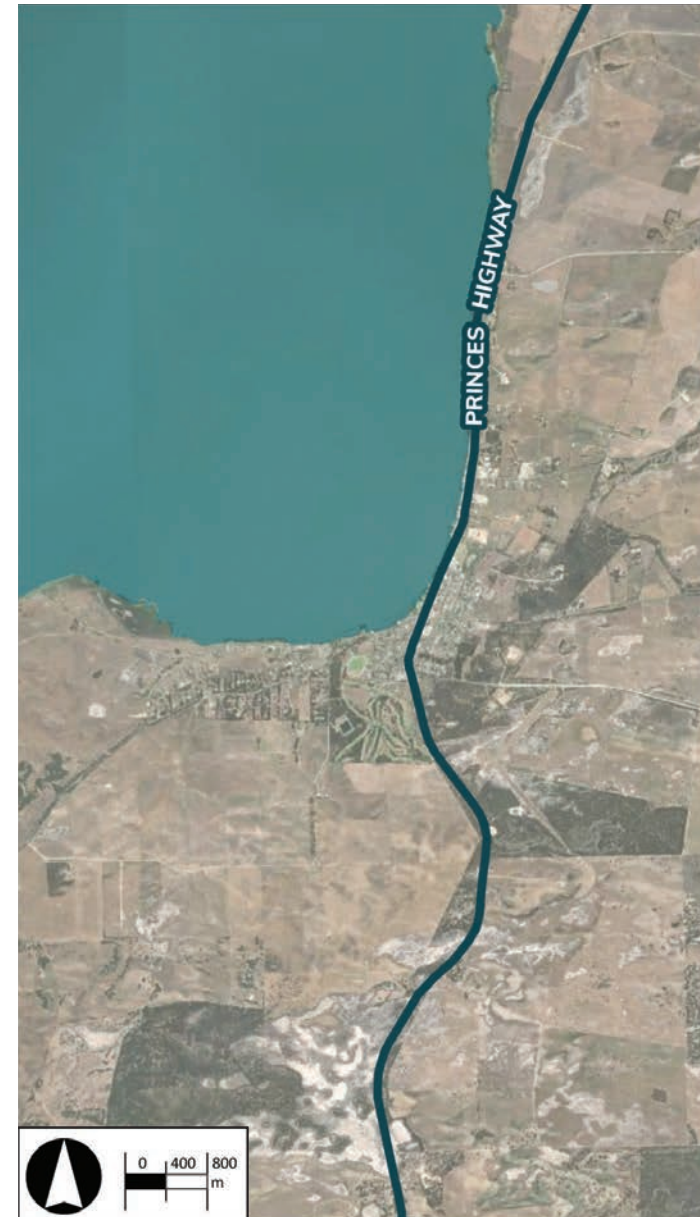
Meningie

Essential services

- › Mains water available.
- › SAPN sub-transmission and high voltage overhead lines.
- › Community Wastewater Management System to most areas.
- › Serviced by on site sewer.

Transport infrastructure

Meningie can be accessed via several road networks, incoming from most directions. The Princes Highway remains the key access route which also services much of the Coorong.



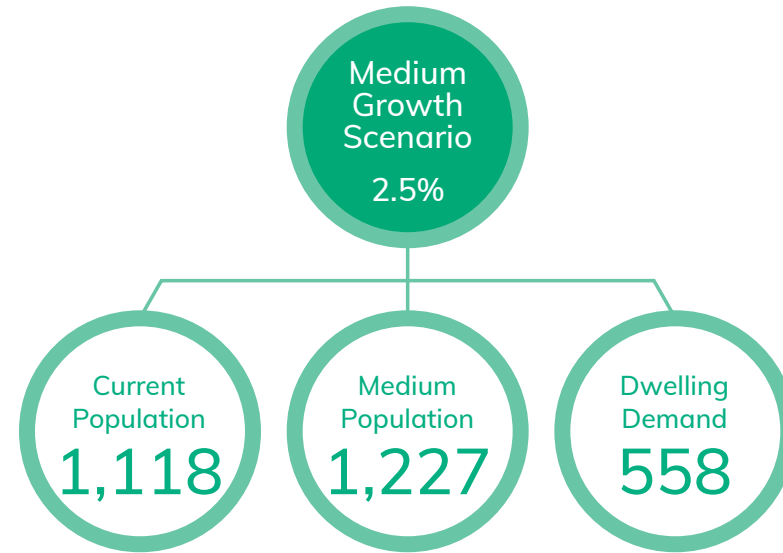
Meningie

Land supply for housing

Meningie has experienced growth through interstate or tree/ sea changers having interest in the area. Allotments closer to Lake Albert have been developed with a mix of volume builder dwellings and architecturally designed dwellings. There are sections of allotments throughout Meningie which have a developer established encumbrance which stipulates among other standard development constraints that dwellings are to be single storey and brick or brick veneer. This may have constrained residential development in this locality.

There have been some minor industrial/ commercial development applications in Meningie for warehouse/ storage sheds within the northern end of Meningie along Yumali Road area.

Council has selected the medium growth scenario for Meningie as the target.



Population increase under 3 Scenarios

Pop. 1,118	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	86	147	242
10 Years	179	313	537
15 Years	280	501	895
25 Years	504	955	1862
30 Years	630	1227	2508

Required dwellings required under 3 scenarios

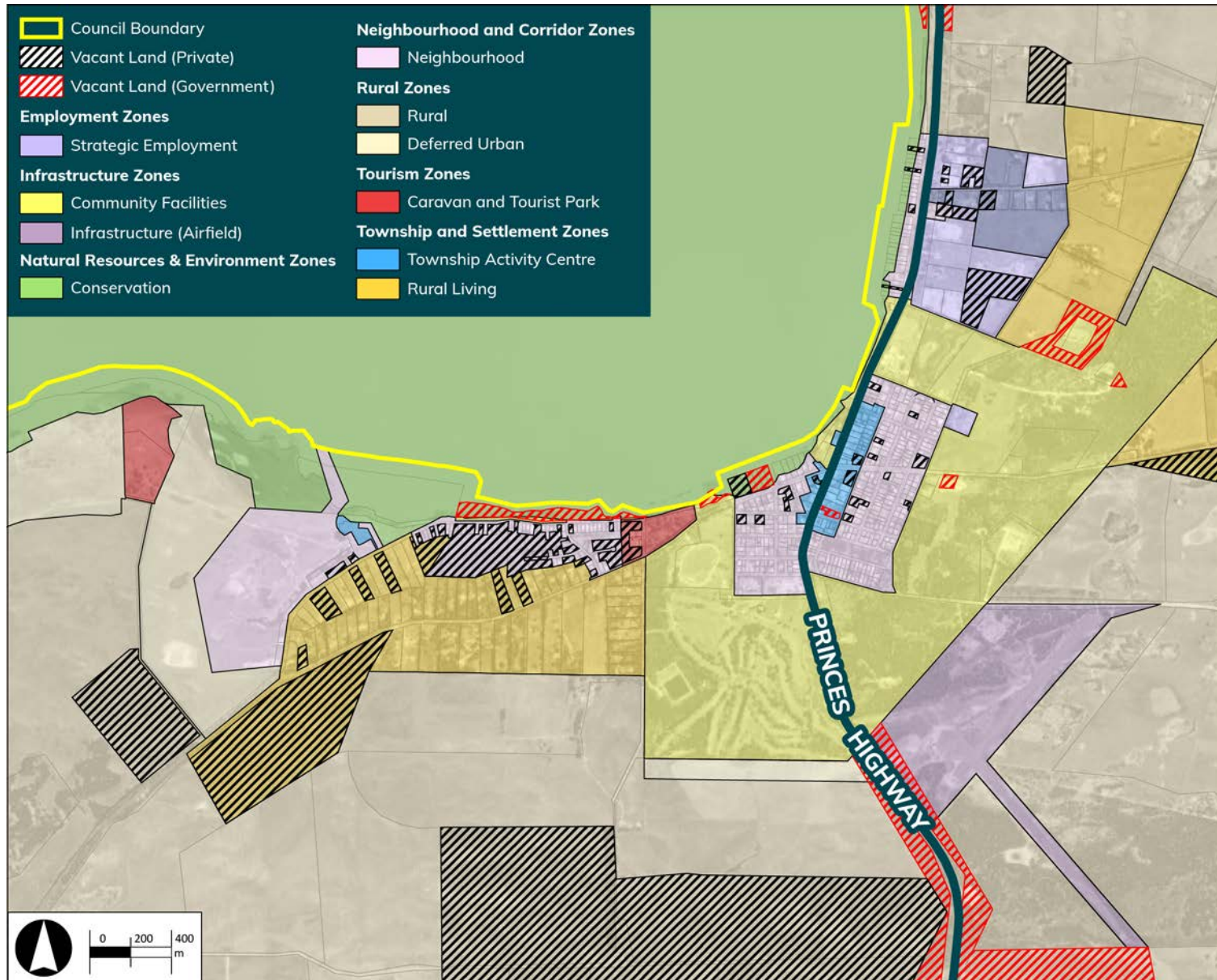
Dwelling	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	39	67	110
10 Years	81	142	244
15 Years	127	228	407
25 Years	229	434	846
30 Years	286	558	1140

Current land supply and land supply required (Medium Growth Scenario)

Zone	Current Land Supply	Required Land Supply	Land Supply Surplus	Rezoning Priority
Neighbourhood	541 allotments	558 allotments	222 allotments	Nil
Rural Living	239 allotments			

Meningie

Current Zoning and Vacant Land



Meningie – Our Plan

Vision

A thriving adventure and eco-tourism location which capitalises on the scenic and environmental qualities provided by the Murray Lakes and Coorong. Nature-based tourism experiences bring visitors to the region. The local community enjoys the lifestyle provided by Meningie, with a diverse range of community services and facilities that support a diverse and thriving community.

Objectives

- › Utilise the natural environment to attract individuals looking for a sea change or for a holiday place.
- › Maintain the community services such as hospital, golf course and school as major attractors for the town.
- › Add additional amenity to the waterfront including consideration of a pontoon, access points and areas for community activity.
- › Open space plan to link the town through a network of trails/paths and improve connectivity given the elongated and sprawling nature of the township.

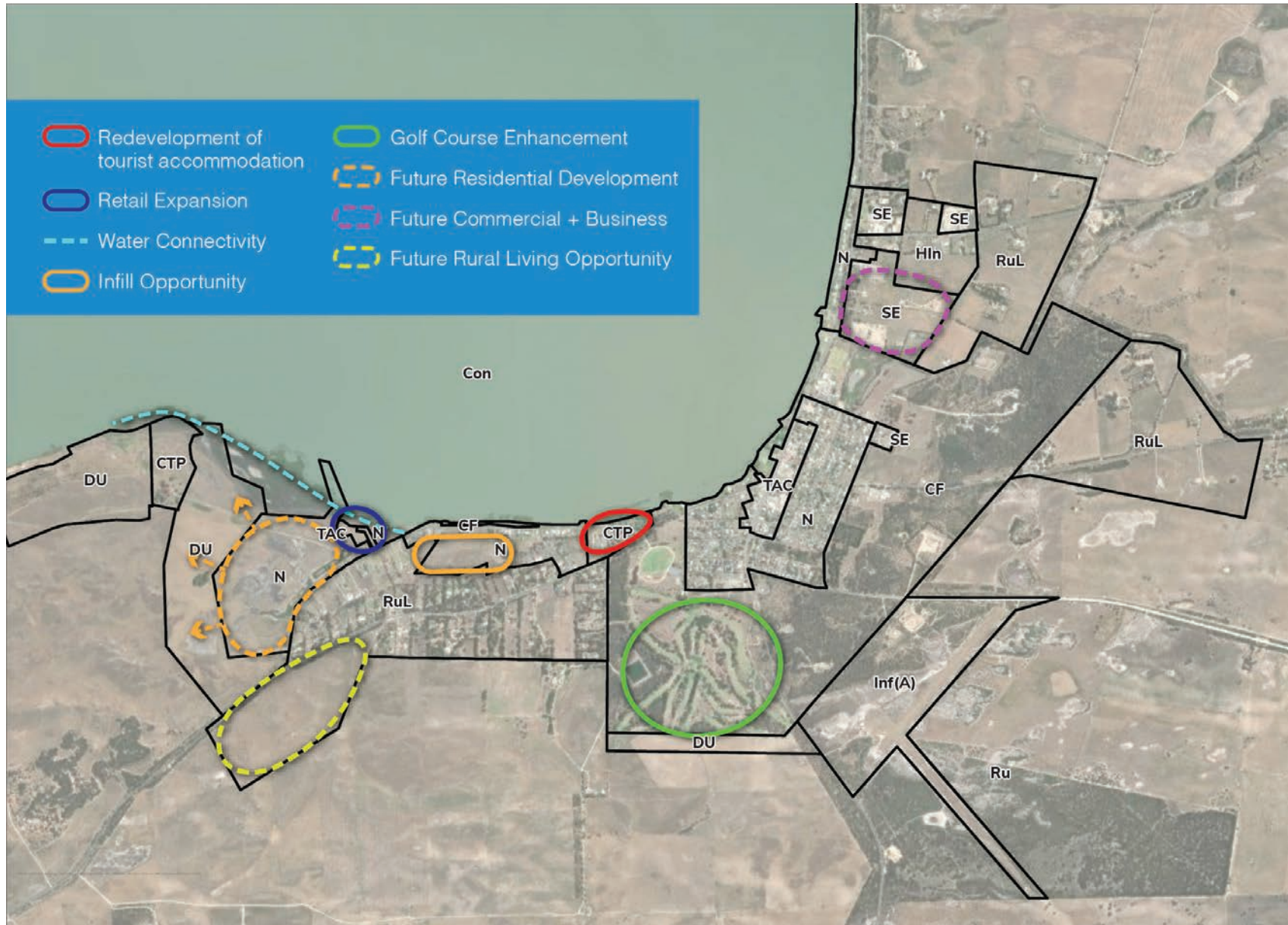
Strategies

1. Investigate opportunities for the redevelopment of the local wharf in association with the revitalisation of the Meningie Sailing Club to boost tourism opportunities in this regard.
2. Promote/advertise the importance of RAMSAR Wetlands, specifically in relation to Lakes Albert and Alexandrina and their significance internationally.
3. Restrict the further expansion of Rural Living opportunities in the immediate vicinity of the township.
4. Develop main street car parking plan with investigation into on-street and off-street carparking options.
5. Actively plan for and encourage retention and expansion of services supporting retired and elderly residents and young families.
6. Collaborate with the Golf Club to assist their consideration of residential tourism development opportunities associated with the Golf Course.

Actions

1. Develop a plan to improve pedestrian connections from the waterfront to the mainstreet and residential areas.
2. Undertake a feasibility study for the expansion of the Meningie Aerodrome to support adventure based tourism.
3. Work with landowners to create eco-tourism opportunities including camping, caravan and tourist accommodation.

Meningie – Our Plan



Meningie – Residential Growth Areas

Residential Growth Areas

Growth Area 1 has been identified as a natural extension of the existing Neighbourhood Zone located at the West of the town towards the west adjacent Warrengie Drive and Narrung Road. This proposed residential growth area provides:

- › approximately 84 hectares.
- › 840 additional residential lots with an average lot size of 1,000m².



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	There is no current wastewater infrastructure located in this area and full system installation will be expected. Currently the closest pump station is located off Warrengie Drive approximately 450m from the proposed development. This pump station will not be sufficient to effectively take all wastewater from this proposed growth area. It is recommended that new infrastructure, including a pump station that can service up to 2,500 people be installed to process and transfer wastewater to the existing treatment ponds located on Feibig Road. The existing treatment plant will need to be upgraded to sufficiently service this proposed Growth Area.
Potable Water	There currently is an existing 200mm diameter PVC water main travelling adjacent to Growth Area 1 on Narrung Road, this main will be sufficient to provide supply for the proposed development area. Connection infrastructure will need to be installed and development layout will require planning to confirm exact connection point location. Investigations into current demand on this existing line will need to be conducted and a storage facility may need to be installed to locally provide for the area.
Communications	Growth Area 1 currently has NBN infrastructure installed adjacent to the proposed development area, this current infrastructure can be extended to service the proposed growth area from Narrung Road or Warrengie Drive. Internal infrastructure will be required to relay service into development layout as required.
Electricity	The area has a High Voltage main line travelling through the area, this existing power infrastructure will be capable of providing adequate service for the proposed growth area. This infrastructure is located off the end of Warrengie Drive and travels adjacent to the proposed growth area and Lake Albert. This line will need to be connected to and directed into the proposed development area. Infrastructure will need to be installed underground and transformers will need to be installed to reduce service to low voltage for residential use, approximately 1 transformer will be required per 50 homes.
Traffic	Potential traffic entry points onto Narrung Road and Warrengie Drive, numerous access intersections should be used to help relieve traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. The development's layout planning will need to be designed to allow a distribution of traffic to all connecting intersections. The main intersections will need to be impact assessed to determine the turning treatments required to provide safe traffic flow. Traffic impact assessments will also need to be conducted to confirm that additional traffic to existing minor residential roads is not causing unwanted congestion or safety hazards.

Meningie – Residential Growth Areas

Residential Growth Areas

Growth Area 2 has been identified as a natural extension of the Rural Living Zone located on the Southwest of town South of Narrung Road. This proposed rural living area provides:

- › 36 hectares
- › 51 additional residential lots with an average lot size of 7,000m².



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	The zoning will allow sufficient lot size to accommodate onsite waste management systems. Service upgrades will not be required for this Growth Area. If CWMS infrastructure is desired in this area, a gravity line can be installed to direct wastewater flows into Growth Areas 1's new network.
Potable Water	Serviced by existing infrastructure on Narrung Road that will be adequate to provide sufficient supply to the area. The proposed development layout will need to be confirmed to determine connection points for access and general pipeline alignments to feed the proposed development.
Communications	Has access to NBN infrastructure installed adjacent to the proposed development area, this current infrastructure can be extended to service the proposed growth area from Narrung Road. Internal infrastructure will be required to relay service into development layout as required.
Electricity	Has a High Voltage overhead network travelling adjacent to the proposed development area, this power infrastructure will be capable of providing adequate service for the proposed growth area. Infrastructure is located on Narrung Road and will need to be connected to and directed into the proposed development area. Infrastructure will need to be installed underground and transformers will need to be installed to reduce service to low voltage for residential use, approximately 1 transformer will be required per 50 homes.
Traffic	Potential traffic entry points onto Narrung Road, numerous access intersections should be used to help relieve traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. The development's layout planning will need to be designed to allow a distribution of traffic to all connecting intersections. The main intersections will need to be impact assessed to determine the turning treatments required to provide safe traffic flow. Traffic impact assessments will also need to be conducted to confirm that additional traffic to existing minor residential roads is not causing unwanted congestion or safety hazards.

Meningie – Residential Growth Areas

Residential Growth Areas

Growth Area 3 will encourage infill on a vacant patch of land in an existing Neighbourhood Zone at the northwest of the town on the South side of Warrengie Drive. This proposed infill provides:

- › Approximately 11 hectares.
- › 110 additional residential lots with an average lot size of 1,000m²



Supporting Infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	Located within an existing Neighbourhood Zone, the infrastructure currently installed in this area is deemed to be sufficient for this additional development area and would require minimal additional infrastructure to provide service. This existing network processes and transfers wastewater from the area using a combination of gravity and rising mains until reaching the wastewater water treatment facility on Feibig Road.
Potable Water	Has existing water infrastructure located along Warrengie Drive. This 200mm diameter PVC main will be sufficient to provide for this proposed development area. A connection point will need to be determined at the best access location depending on development layout.
Communications	Has NBN infrastructure installed adjacent to the proposed development area, this current infrastructure can be extended to service the proposed growth area from Warrengie Drive. Internal infrastructure will be required to relay service into development layout as required.
Electricity	There is currently a High Voltage termination point on Warrengie Drive adjacent to the proposed growth area, this infrastructure will be sufficient to provide adequate supply. Infrastructure will need to be extended and installed underground, transformers will need to be installed to reduce service to low voltage for residential use, approximately 1 transformer will be required per 50 homes.
Traffic	Potential traffic entry points onto Warrengie Drive, Pettet Road and McFarlane Street, numerous access intersections should be used to help relieve traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. The development's layout planning will need to be designed to allow a distribution of traffic to all connecting intersections. The main intersections will need to be impact assessed to determine the turning treatments required to provide safe traffic flow. Traffic impact assessments will also need to be conducted to confirm that additional traffic to existing minor residential roads is not causing unwanted congestion or safety hazards.

Meningie – Residential Growth Areas

Employment Growth Areas

Growth Area 4 is currently zoned Special Employment and located between the Princess Highway and Dehy Road. This site is favorable for freight options and provides:

- › 22 hectares of land.



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	Located within an existing Strategic Employment Zone and currently has minor infrastructure installed adjacent. The proposed use of this industrial area will determine the wastewater requirements. There is an existing pump station across the Princess Highway on Hyde Avenue that could take minor additions to its current service by use of a new gravity main. If large wastewaters volumes will be generated by the proposed end user investigations into upgrading the existing pump station will be required.
Potable Water	Has existing water infrastructure located along Princess Highway, there is an existing 150mm diameter PVC main that is located on the same side of the Highway as the proposed growth area. This main will be sufficient to provide supply for this growth area. Minor extension to the existing infrastructure will be required to reach the development area.
Communications	NBN infrastructure is installed adjacent to the proposed development area, this current infrastructure can be extended to service the proposed growth area from Princess Highway and Selby Road. Internal infrastructure will be required to relay service into development layout as required.
Electricity	There are two options for adequate power supply, it will depend on the proposed development layout to determine which option will be best suited. Currently there is High Voltage lines on Princess Highway and Dehy Road that will be sufficient. Infrastructure will be required to take service across the Highway if Princess Highway source is used.
Traffic	The traffic generation produced by development of Growth Area 4 will be hard to predict until Development Approval applications are received. Impact assessments will need to be conducted once a development usage is determined as most industries can perform without large in and out traffic movements. The growth area can be accessed by Selby Road, Dehy Road or Princess Highway, Princess Highway access would be desired by industrial users for quick access for freight haulage vehicles.

Wellington East

About Wellington East

Wellington East is located 85 km south-east of Adelaide on the banks of the River Murray and has a permanent population of 291 people. Given its proximity to Wellington and Murray Bridge there are few services and facilities. Notwithstanding, the area has seen a rise in new development in the recent years and remains popular with people seeking to establish a holiday home.

It is noted that the original settlement area (not including the marina) does not comprise the services typical of urban areas.



Wellington East

Opportunities for Wellington East

- › Development of marina precinct.
- › Development / expansion of Township Main Street Zone.
- › Expansion of residential zoned land.
- › Linkages with the Pangarinda Botanic Garden and a vision for this site moving forward.
- › Replacing non-potable water supply with potable water supply by SA Water.
- › Support tourism and visitor developments.
- › Caravan Park and tourist accommodation development.

Challenges for Wellington east

- › Affordable housing.
- › Retirement living.
- › No employment/commercial zones.
- › Lack of infrastructure and community services.
- › In the built-up locality the bushfire rating is general and the area surrounding is identified as regional which is to be expected.
- › Flood risk.
- › Visitor economy interface conflicts with permanent residents i.e. AirBNB and Caravan Park.



Wellington East

Community services

Tailem Bend and to a lesser extent Jervois, service the Wellington East population relative to Community Services. With Tailem Bend approximately 11 kilometres away, this distance is considered comfortable for travelling for support in the form of health care, schools, places of worship and sporting and community facilities.

It is noted that the Pangarinda Botanic Gardens are in Wellington East and will ultimately abut residential development. Situated on 30 hectares of Crown Lands under the care and control of Council, the Gardens are run and maintained by local volunteers, these gardens have the potential to foster community development by providing an asset which the community can take pride in as well as spend their leisure time within.

Essential services

- › Non-potable water supply to services portion of the town.
- › SAPN sub-transmission and high voltage overhead lines and a very small underground cable at the silos.
- › Marina and area immediately adjacent are serviced by a Community Wastewater Management System. The old town is unserved.

Transport infrastructure

The settlement is accessed via the Princes Highway, with the B45 providing the connector point.



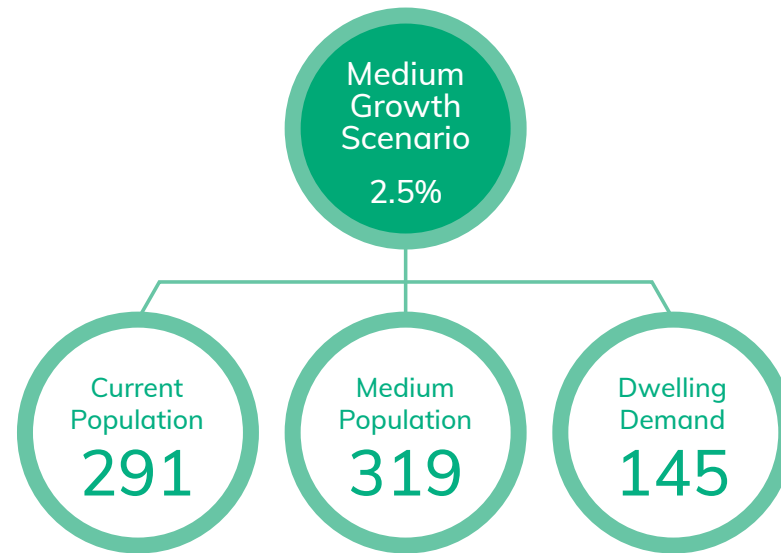
Wellington East

Land supply for housing

Wellington East has seen an increase in dwelling applications and ancillary residential development as well as a population increase. A lot of people who are moving to this area seem to be from interstate or tree/sea change as their primary dwelling or alternatively are people looking for a holiday home.

Ancillary residential development has also been popular including marina/river structures. There is a group of allotments north of the marina which were subdivided in the 1900's and therefore do not have access to services.

Council has selected the medium growth scenario for Wellington East as the target.



Population increase under 3 scenarios

Pop. 291	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	18	38	63
10 Years	47	82	140
15 Years	73	130	233
25 Years	131	248	485
30 Years	164	319	653

Required dwellings required under 3 scenarios

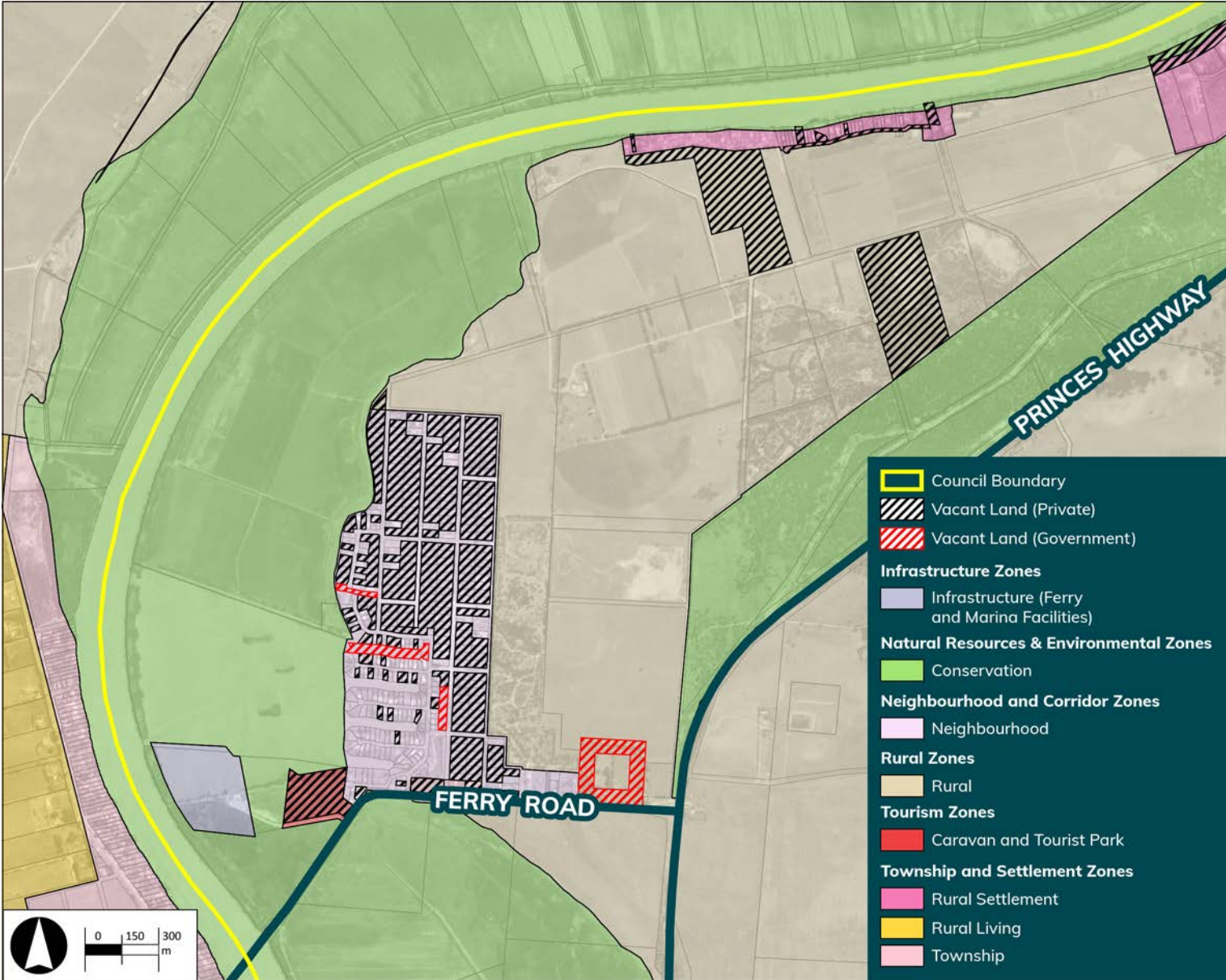
Dwelling	Low Scenario 1.50%	Medium Scenario 2.50%	Stretch Scenario 4.0%
5 Years	8	17	29
10 Years	21	37	64
15 Years	33	59	106
25 Years	60	113	220
30 Years	75	145	297

Current land supply and land supply required (Medium Growth Scenario)

Zone	Current Land Supply	Required Land Supply	Land Supply Shortage	Rezoning Priority
Neighbourhood	96 allotments	145 allotments	49 allotments	Growth Area 2

Wellington East

Current Zoning and Vacant Land



Wellington East – Our Plan

Vision

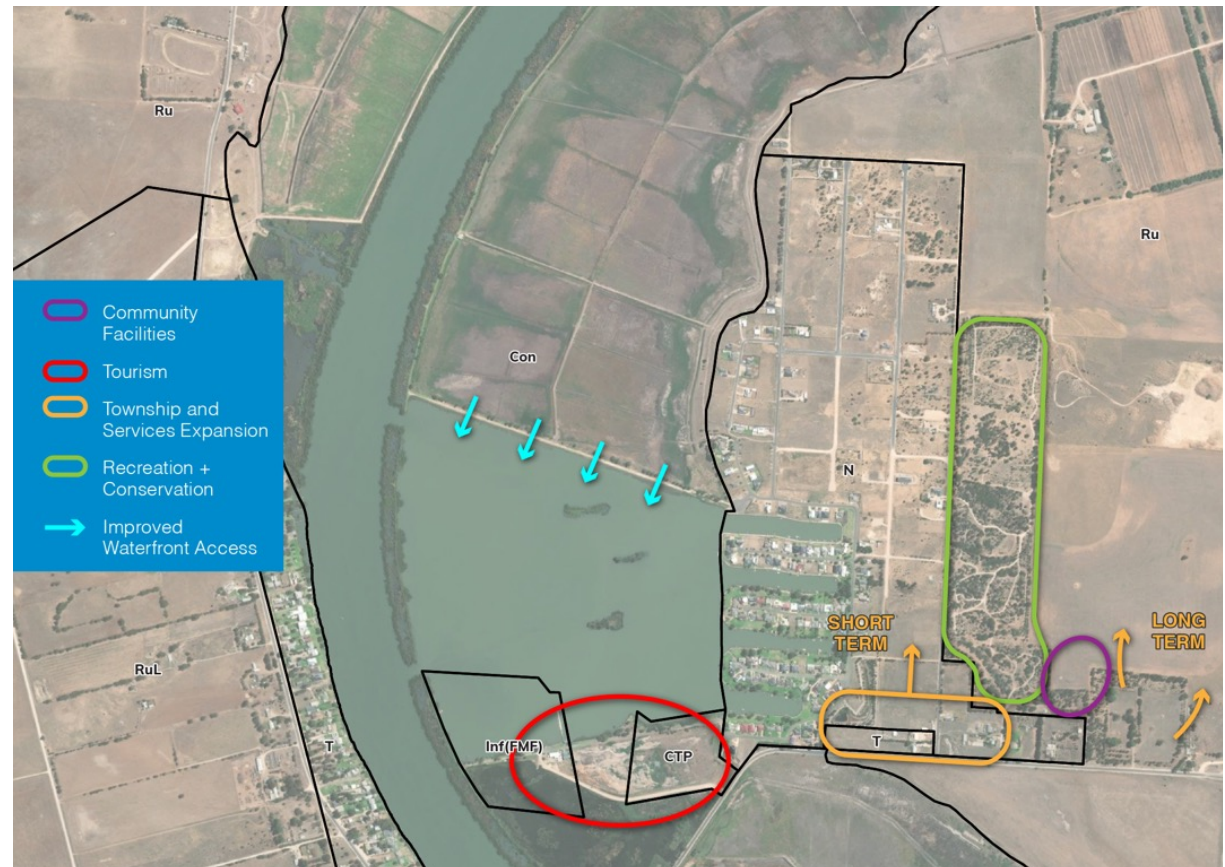
A lifestyle town that attracts retirees and visitors that enjoy the 'off-grid' lifestyle. The town is centred around the marina, with luxury accommodation and tourism experiences that capitalise on the natural assets of the locality.

Objectives

- › Utilise the natural environment to attract individuals looking for a sea change or holiday place.
- › Add additional amenity to the waterfront including consideration of a pontoon, access points and areas for community activity.
- › Consider the order of development of future roadways to bitumise.
- › Link the natural environment of the River Murray and conservation park to development.
- › Orderly servicing of growth areas to accommodate development.
- › Preserve the Town Centre Zone for non-residential use.
- › Preserve town centre for non-residential activities.

Actions

1. Develop a Structure Plan for Wellington East Township including consideration of water supply.
2. Develop Vision and a Strategic Plan for Pangarinda Reserve in consultation with Crown.
3. Work with key stakeholders to develop a marketing strategy to maximise growth potential.
4. Investigate walkability from the township to the Conservation Park.



Wellington East – Residential Growth Areas

Residential Growth Areas

Growth Area 1 will be the extension of the residential Neighbourhood Zone located at the north of the town centre towards the North at the ends of Kelsey Road, Riley Road, Trilby Road and Pangarinda Drive. This proposed residential growth area provides approximately:

- › 22 hectares or 220 additional residential lots with an average lot size of 1,000m².



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	There is no current wastewater infrastructure located in this area and full system installation will be required for this proposed growth area. There currently is a pump station located on future Weber Road. This pump station will be sufficient to effectively take additional wastewater from this proposed growth area. New infrastructure will be required to convey wastewater from the proposed development area to the existing pump station. The existing treatment facility will be sufficient to process the additional development.
Potable Water	New infrastructure will need to be installed from Ferry Road up Pangarinda Drive. Trilby Road and Riley Road currently do not have any water infrastructure installed to provide service to existing lots. A main can be installed on Trilby Road that can be designed to provide sufficient service to existing streets and Growth Area 1.
Communications	Existing communications infrastructure is located on Trilby Road, Kelsey Road and Riley Road, this existing infrastructure will be sufficient to adequately service the proposed growth area. Existing infrastructure will need to be extended to the new development area. Internal infrastructure will be required to relay service into development layout as required.
Electricity	The proposed Growth Area 1 currently has a High Voltage main line travelling through the area, this power infrastructure will be capable of providing adequate service for the proposed Growth Area. This infrastructure is located off Marra Drive and travels adjacent to the proposed Growth Area. This line will need to be connected to and directed into the proposed development area. Infrastructure will need to be installed underground and transformers will need to be installed to reduce service to low voltage for residential use, approximately 1 transformer will be required per 50 homes.
Traffic	Currently has potential traffic entry points onto Pangarinda Drive and Marra Drive. Both these roads will need to be investigated and upgraded if required prior to development. Numerous access intersections should be used to help relieve traffic congestion at peak periods. The additional traffic movements that will be created once the proposed growth area is fully inhabited will cause congestions at most joining intersections. Traffic impact assessments will also need to be conducted to confirm that additional traffic to existing minor residential roads is not causing unwanted congestion or safety hazards.

Wellington East – Residential Growth Areas

Residential Growth Areas

Growth Area 2 will be encouraging further development infills of vacant land areas located in an existing “Neighbourhood” Zone on Ferry Road to the East of the Wellington Marina development area. This proposed residential growth focus area provides approximately:

- › 150 mostly developed lots along Pangarinda Drive and Trilbey Road.



Supporting infrastructure

A range of infrastructure enhancements will be required to support this Growth Area.

Service	Requirements
Wastewater	This area is sufficiently serviced by existing infrastructure and can be assumed to not require any infrastructure upgrades. An additional gravity main will need to be installed from the proposed growth area location to the existing pump station on Seymour Drive.
Potable Water	Existing water supply currently runs adjacent to Growth Area 2 on Ferry Road, this existing main can be connected to and minor infrastructure can be installed to adequately supply the growth area.
Communications	Has NBN infrastructure installed adjacent to the proposed development area, this current infrastructure can be extended to service the proposed growth area from Ferry Road. Internal infrastructure will be required to relay service into development layout as required.
Electricity	Has a High Voltage overhead network travelling adjacent to the proposed development area, this power infrastructure will be capable of providing adequate service for the proposed growth area. Infrastructure is located on Ferry Road and will need to be connected to and redirected into the proposed development area. Infrastructure will need to be installed underground and a transformer will need to be installed to reduce service to low voltage.
Traffic	Access to Growth Area 2 could be achieved by Pangarinda Drive, Weber Road or Ferry Road. The proposed development use will determine which access is desired. A traffic impact assessment would need to be conducted once access requirement is decided as additional traffic may need intersection upgrades to safely incorporate additional traffic movements.

Summary of Recommendations - Region-Wide

Building a Strong Economy

Priority Action

Develop an investment prospectus for promotion of key growth opportunity areas such as:

- › Hydrogen generation.
- › Affordable housing.
- › Tourism and hospitality.
- › Highway economy.

Connected Communities

Priority Action

Undertake bi-annual reviews of the Growth Strategy to monitor and reflect changing population and development trends.

Making Great Places

Priority Action

Set-up pre-lodgement/case management services to support development and investment.

Sustainable Environments

Priority Action

Develop Environmental and Sustainable Climate Action Plan.

Summary of Recommendations - Townships

Tailem Bend

Recommendation 1

Develop an options paper for the Tenth Street Precinct-surplus land.

Recommendation 2

Collaborate with The Bend to identify partnership opportunities with other businesses in the Coorong to encourage longer lengths of stay and greater expenditure in the region.

Recommendation 3

Investigate rezoning Growth Area 1 for residential development within 2 years i.e.

Coonalpyn

Recommendation 1

Develop a strategy for the mainstreet to support the repurposing of vacant buildings and to enhance to enhance the public realm.

Recommendation 2

Prepare a feasibility study to identify increased tourist and workers accommodation at the Caravan Park.

Recommendation 3

Investigate rezoning of Growth Area 2 and zoning of the school from Community Facilities to Neighbourhood or similar.

Tintinara

Recommendation 1

Reinstate airfield policy and undertake land division / marketing of council property.

Recommendation 2

Investigate Council infrastructure provision to support cost benefit growth area subdivision (subject to owner/developer support).

Recommendation 3

Investigate rezoning of Growth Area 1.

Summary of Recommendations - Townships

Meningie

Recommendation 1

Develop a plan to improve pedestrian connections from the waterfront to the mainstreet and residential areas.

Recommendation 2

Undertake a feasibility study for the expansion of the Meningie Aerodrome to support adventure based tourism.

Recommendation 3

Work with landowners to create eco-tourism opportunities including camping, caravan and tourist accommodation.

Wellington East

Recommendation 1

Develop a Wellington East Structure Plan including consideration of water supply.

Recommendation 2

Work with key stakeholders to develop a marketing strategy to maximise growth potential.

Recommendation 3

Investigate walkability from the township to the Conservation Park.

Recommendation 4

Develop Vision and a Strategic Plan for Pangarinda Reserve in consultation with Crown.



URPS

SHAPING
GREAT
COMMUNITIES

