



COORONG

DISTRICT COUNCIL



**LAND USE AND INFRASTRUCTURE  
PROSPECTUS**

**SEPTEMBER 2012**



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- Rural Solutions – Scott Robinson and Annmarie Mabarrack
- DPTI – Andrew Humby and Jason Phillips

The Coorong District Council would like to acknowledge the assistance of URPS, in particular Geoff Butler, for their assistance with the investigations and commentary contained within this document.

## 1.0 INTRODUCTION

Council's 2012 - 2016 Strategic Management Plan sets out the Vision for the Council area as:

*“A progressive and proactive Council recognised for its diverse communities, prosperous economy and unique and highly valued environment.”*

As part of its Mission Statement, the Plan commits Council to:

- *“Responsibly managing the natural and built environment to achieve sustainability”*
- *“Facilitating economic prosperity, growth and employment throughout the district.”*

To assist it in achieving this Vision and Mission Statement, Council has prepared this Land Use & Infrastructure Prospectus.

Strategic land use planning is essentially concerned about the planned allocation of land use, taking into consideration such factors as movement networks, the appropriateness of available and proposed infrastructure and environmental factors.

While primarily of a strategic nature, the Prospectus also provides a level of detail that can assist developers in investment decisions by providing an indication of key strengths, emerging opportunities and challenges facing the region.

The Council area is already subject to a number of strategic directions, across the local, state and federal levels. This Prospectus therefore reflects these directions, with an emphasis on the provision of key land use and infrastructure information.

## 2.0 THE COUNCIL AREA IN BRIEF

### The Council area comprises:

- land within the regions generally known as the Murraylands and the Upper South East
- 8,836 square kilometres of mainly rural land
- the main townships of Tailem Bend, Meningie, Tintinara and Coonalpyn, plus other smaller settlements including Peake, Sherlock, Coomandook, Yumali, Ki Ki, Noonameena, Salt Creek, Policeman's Point, Narrung and Raukkan
- a large area of coastline and the environmentally renowned Coorong and includes the lower reaches of the River Murray and encompasses Lake Albert and part of Lake Alexandrina
- a strong diversified primary industry base
- major service freight routes, including the Dukes, Mallee and Princes Highways as well as the Adelaide to Melbourne rail line.

### Its population:

- was 5,431 people at the 2011 census
- faced an overall decline in numbers between the 2001 and 2011 censuses of 229 people (4%)
- experienced growth in Tailem Bend, Meningie and Coonalpyn townships but a decline in rural areas
- is ageing, with the median age increasing from 38 to 43 between the 2001 and 2011 censuses
- has a significant Indigenous component – approximately 6% of the population
- is considered to be relatively disadvantaged (under the SEIFA Index of Relative Socio-economic Disadvantage)
- in March 2012 had a higher unemployment rate (6.1%) than the State wide figure (4.7%).

### Key land uses include:

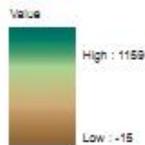
- 75% agriculture
- 19% native vegetation
- 6% other (urban, roads, etc).

### Economic drivers (2010) include:

- agriculture, accounting for nearly 40% of the District's economic output (\$152M), 76% of regional exports and over 40% of employment, with key sectors being grain, beef cattle, sheep and dairy cattle
- manufacturing outputs (\$35.6M)
- retail (\$35.8M)
- transport and storage (\$24M).



To identify the precise location of the Development Plan boundary refer to Council Index Map then select the relevant map number.



## Council Preface Map

COORONG COUNCIL  
Consolidated - 22 December 2011

### 3.0 STRATEGIC INFLUENCES

There are a number of strategic documents across the three tiers of Government that will influence the direction of this Prospectus.

The key influences include:

- Council's Strategic Management Plan
- Council's Strategic Directions Report
- Council's Tourism and Economic Development Plan
- Council's Population and Economic Activity Profile
- Council's Carbon Neutral Strategy
- Coorong District Local Action Plan (LAP)
- Tintinara–Coonalpyn Land and Water Management Plan
- South Australia's Strategic Plan
- Murray and Mallee Region Plan (Planning Strategy)
- The South Australian Murray-Darling Basin NRM Strategic Plan 2009-2019
- The South East Region NRM Plan
- The Strategic Infrastructure Plan for South Australia – Regional Overview
- Regional Development Australia – Murraylands & Riverland Regional Roadmap 2011-2013
- Mid Murray to Coorong corridor in the Murraylands, South Australia – Agriculture and associated industry potential
- Carbon Farming Initiative
- Environment Protection and Biodiversity Conservation Act 1999

A summary and links to these strategic documents and influences are provided in Appendix 1 of this document.

## 4.0 ZONING & LAND USE

The directions identified in the various Strategic documents that apply to the Council area, can, in some instances, be implemented via the planning policies contained in Council's Development Plan.

A review of the Development Plan has been undertaken for the key non-urban zones in the Plan (see Zone Map CooD/1 on the next page), with summary comments provided below.

### 4.1 Primary Production Zone

The bulk of the Council area is located within the Primary Production Zone in Council's Development Plan.

A key objective for the Zone is the *“Protection of primary production from encroachment by incompatible land uses and protection of scenic qualities of rural landscapes.”*

Envisaged forms of development within the Zone include:

- bulk handling and storage facility
- commercial forestry
- dairy farming
- dwelling in association with primary production
- farming
- horticulture
- intensive animal keeping
- land-based aquaculture
- tourist accommodation (including through the diversification of existing farming activities and conversion of farm buildings)
- waste facility which supports and existing township
- wind farms and ancillary development.

The definition of “farming” includes the use of land for any purpose of agriculture, cropping, grazing, or animal husbandry. When taken into account with the other listed land uses envisaged in the Zone, there appear little or no agricultural activities that cannot occur in some fashion within the Zone.

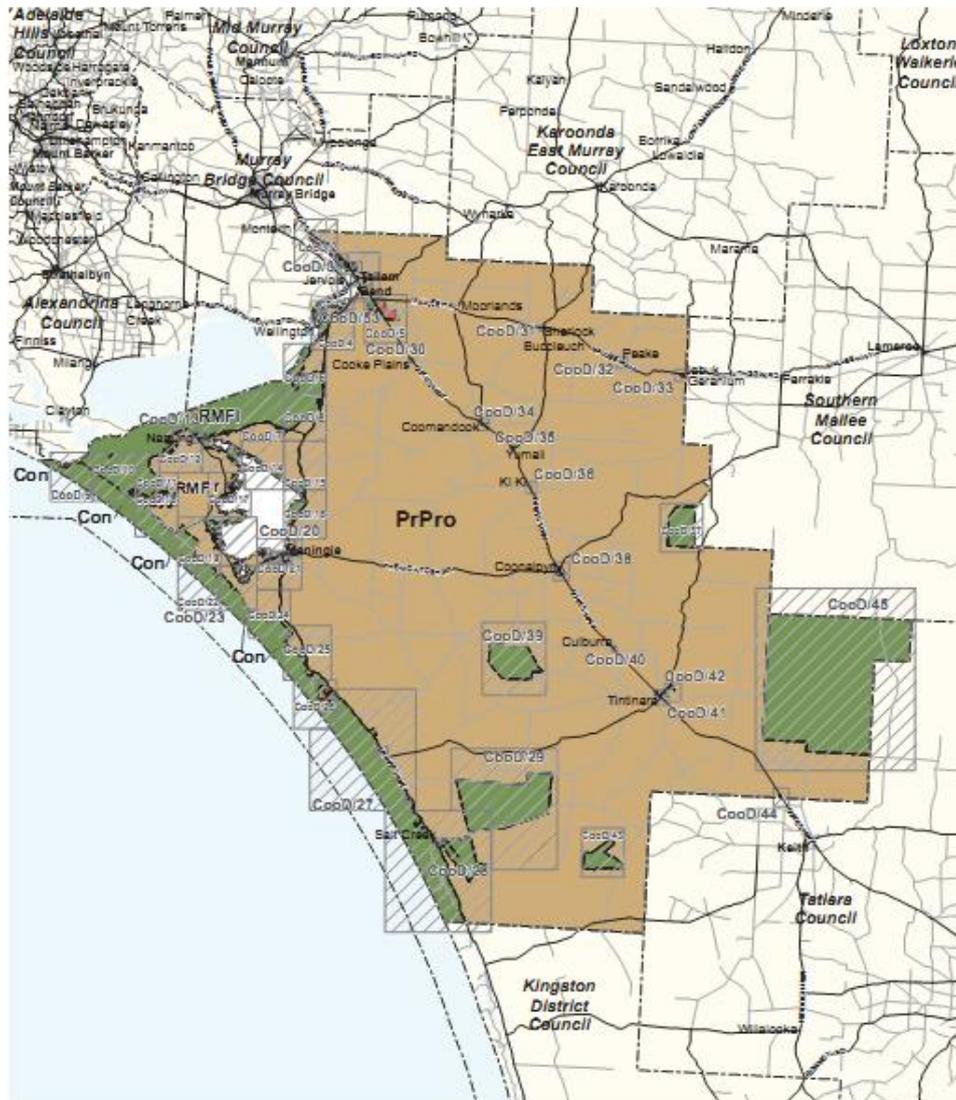
Apart from restrictions on the location of the growing of olives, the creation of allotments of less than 40 hectares in area and the general requirement for new dwellings to be located on allotments of at least 40 hectares where created after 1 January 2001, there appears little to restrict consideration of development that could be expected within a Primary Production Zone.

In summary, there appears no fundamental policy barriers to facilitating a wide range of agricultural and associated activities within Council's current Primary Production Zone. However, when considering a new development within the Zone, the proponent should first undertake a more detailed review of applicable “merit” policy to ensure the proposed development “fits”.

### 4.2 Conservation Zone

The Conservation Zone is also a significant zone within the Council area.

A key objective for the Zone is “The conservation and enhancement of the natural environment and natural ecological processes for their historic, scientific, landscape, faunal habitat, biodiversity and cultural values.”



See enlargement map for accurate representation.

Zones	
Cons	Conservation
PrPro	Primary Production
RmfF	River Murray Flood
RmfF	River Murray Fringe
—	Zone Boundary
- - - - -	Development Plan Boundary

## Zone Map CooD/1

COORONG COUNCIL  
Consolidated - 22 December 2011

The Zone contains the District's Conservation Parks, including Ngarkat, Martins Washpool, Messent, Mount Boothby and Carcuma, as well as The Coorong National Park which is an environment of international significance, particularly in regard to the habitat it provides for waterbirds. The entire Coorong (including the ephemeral lakes in the southern end) has been listed by the Ramsar Convention as being Wetlands of International Importance.

Envisaged forms of development in the Zone are largely limited to those required for scientific studies, conservation management and appreciation of natural and cultural heritage.

Not surprisingly, development of commercial forestry, dairying, farming, horticulture, intensive animal keeping and the like, are listed as non-complying uses within the Conservation Zone.

Given that these uses are envisaged in the adjoining Primary Production Zone, however, tensions can arise when these uses have the potential to adversely impact on the "conservation" activities being pursued in the Conservation Zone. Similarly, the management of activities undertaken in the Conservation Zone can have adverse impacts on the adjoining Primary Production Zone activities, including through increased bushfire risk from expanses of native vegetation and impacts from foraging animals (i.e. kangaroos, wombats, etc).

As the activities undertaken in both zones are important to the future of the Council area, a proponent should not assume that their proposal will take precedence over other factors. In some instances, increased attention to avoidance or amelioration of potential impacts will need to occur, perhaps through the provision of buffers or separation distances at the interface.

#### 4.3 River Murray Flood Zone

The River Murray Flood Zone is a relatively narrow strip of land bordering the River Murray, apart from where it also encompasses the Lower Lakes.

A key objective for the Zone is "*Restricted development in recognition of the hazards associated with floods, by minimising new structures and changes to existing natural ground levels.*"

While primarily for the conservation of the natural and cultural features of the river environment, "farming" is also an envisaged use within the Zone, but not other forms of agriculture.

The following activities (and others) are non-complying in the Zone:

- commercial forestry
- dairy
- horticulture
- industry
- intensive animal keeping
- tourist accommodation.

#### 4.4 River Murray Fringe Zone

The River Murray Fringe Zone is more expansive than the River Murray Flood Zone and forms a key element to the backdrop of the River, Lakes and Coorong. It contributes significantly to the natural character of these areas.

A key objective for the Zone is “*The natural character and visual attractiveness of the River Murray, valley face and surrounds unmarred by development.*”

Notwithstanding this, the Desired Character statement for the Zone envisages activities involving interpretation, sale or sampling of produce, on-farm tourism and small-scale value adding enterprises.

Envisaged forms of development within the Zone include:

- dairy
- detached dwellings in association with primary production
- farming
- horticulture
- industry for the processing of primary produce
- irrigated pasture
- intensive animal keeping
- land-based aquaculture
- tourist accommodation in association with existing farm residences
- tourist facilities in association with ongoing use of land for primary production.

Similar to the Primary Production Zone, there appear little or no agricultural activities that cannot occur in some fashion within the Zone, although commercial forestry is not listed as an envisaged use.

While there appears no fundamental policy barriers to facilitating a wide range of agricultural and associated activities within Council's current River Murray Fringe Zone, when considering a new development within the Zone the proponent should first undertake a more detailed review of applicable “merit” policy to ensure the proposed development “fits”, particularly in relation to water quality policies.

Also similar to the Primary Production Zone, tensions can arise when these uses have the potential to adversely impact on the activities being pursued in adjoining zones.

Once again, as the activities undertaken in surrounding zones are important to the future of the Council area, a proponent should not assume that their proposal will take precedence over other factors. In some instances, increased attention to avoidance or amelioration of potential impacts will need to occur, perhaps through the provision of buffers or separation distances at the interface.

#### 4.5 Motor Vehicle Track Zone

The Motor Vehicle Track Zone, which is located approximately five kilometres from the centre of Tailem Bend, encompasses the former Mitsubishi Test Track. The site was purchased by the Council in order to facilitate economic activity in the district and to diversify the district's economy.

A key objective for the Zone is “A zone primarily accommodating facilities for the development of motor vehicles, driver training, vehicle inspection and motoring events.”

Envisaged forms of development within the Zone are primarily based around the motor track and ancillary activities and facilities.

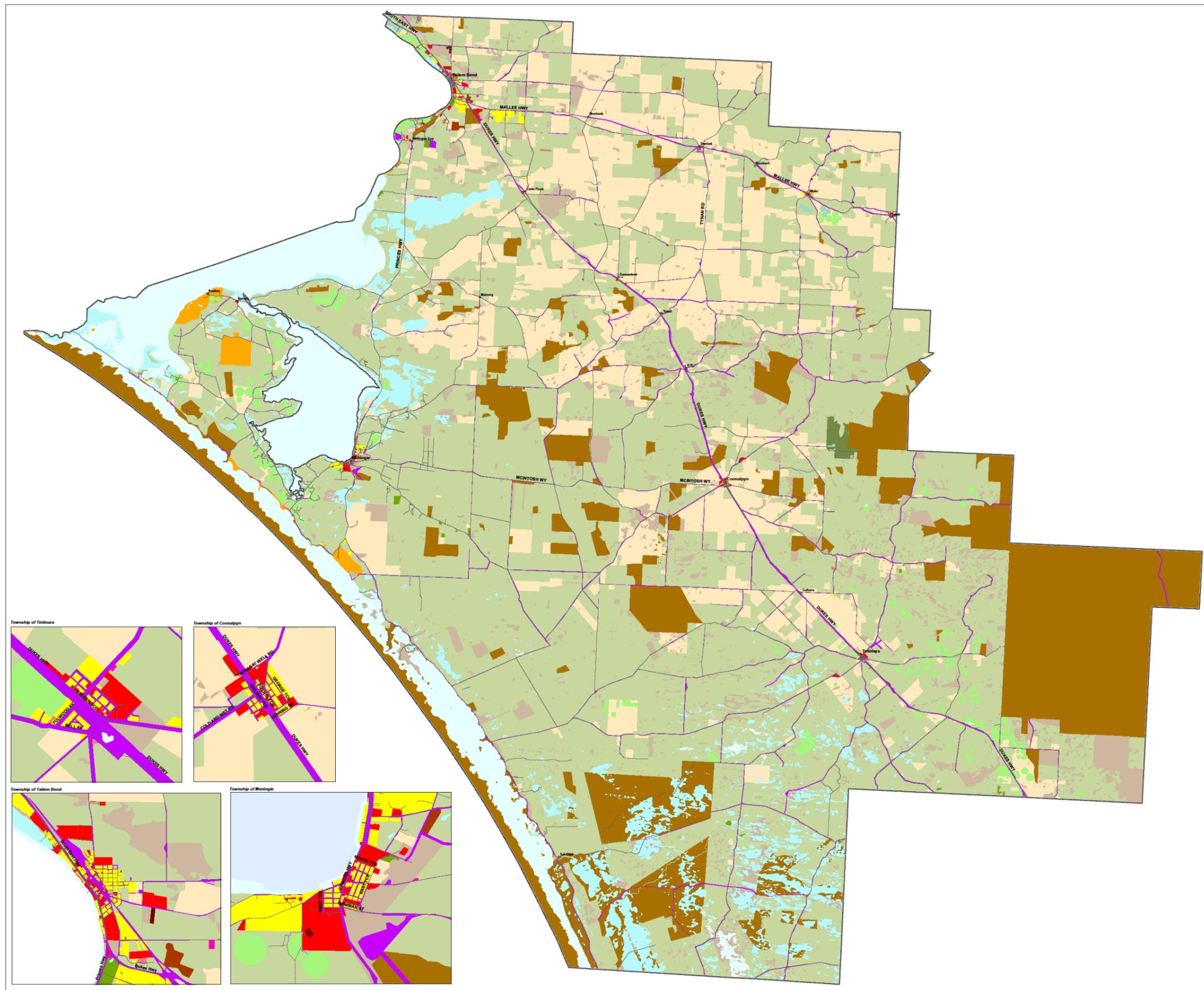
Recognised as having significant opportunities for further development, Council is currently proposing amendments to the Zone to facilitate this development.

#### **4.6 Land Use**

In addition to the current zoning covering the Council district is it important to consider and recognise the land uses as well. The following map indicates the Land Use Survey undertaken in 2008.

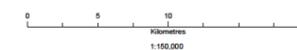
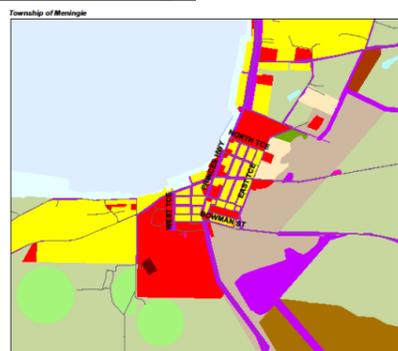
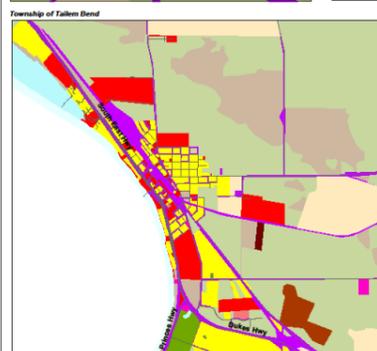
The map indicates that the predominant land use is grazing, especially in the south and western part of the district. There is substantial cropping in the northern area of the district with some small areas of horticulture and irrigated cropping and native vegetation.

The nature conservation land use generally aligns with the Conservation Zones.



**Legend**

- Roads
- Coorong Council Boundary
- Landuse Survey 2008**
- Water Infrastructure
- Cropping
- River Murray system
- Grazing
- Intensive animal production
- Horticulture
- Irrigated cropping/pastures
- Irrigated horticulture
- Irrigated plantation forestry
- Managed resource protection
- Manufacturing and industrial
- Land subject to inundation
- Mining
- Nature conservation
- Native Vegetation
- Plantation forestry
- Residential
- Services
- Transport and communication
- Utilities
- Waste treatment and disposal



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## 5.0 INFRASTRUCTURE OPPORTUNITIES AND CHALLENGES

This section identifies the key infrastructure components servicing the Council area, indicates potential opportunities based on the provision of this infrastructure and also the challenges into the future, whether from a lack of suitable infrastructure or a lack of information being readily available from service infrastructure providers.

The information available today will not always reflect the information available in coming periods and it is therefore important that relevant service providers be contacted when considering key development proposals in the region. Where possible, contact details are provided at the end of each section of discussion, enabling further, up-to-date information to be sought.

This infrastructure information, coupled with an understanding of the various land uses considered desirable within the Council area (i.e. primary production, industry, urban, environmental, etc), will provide a solid basis for investment decisions into the future.

### 5.1 TRANSPORT AND MINERAL RESOURCES

#### 5.1.1 Highway Network

The Council area is dissected by the Dukes Highway, which is part of the National Land Transport Network. The Network is a single integrated network of land transport linkages of strategic national importance, which is funded by Federal, State and Territory Governments. The Network is based on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections that together are of critical importance to national and regional economic growth development and connectivity.

The Princes Highway (Tailem Bend to Meningie and then to the South East) services the coastal areas while the Mallee Highway (Tailem Bend to Peake and then to Pinnaroo) services the north-eastern portion of the Council area. These roads, together with McIntosh Way (from Meningie to Coonalpyn) and a small section of the Langhorne Creek Road (around Wellington), are maintained by the Department of Planning, Transport and Infrastructure (DPTI).

Both the Princes Highway and the Dukes Highway service the Adelaide-Melbourne and Adelaide-South East South Australia freight routes, with the Mallee Highway servicing the Adelaide-Sydney route (as an alternative to the Sturt Highway route through the Riverland region).

Access to these Highway networks provides a significant advantage in being able to readily access key markets, as well as providing visibility to businesses with Highway frontage.

The various types of roads are shown on the Transport and Mineral Resources Map.

#### 5.1.2 Controlled Access

A potential limitation for this Highway network is being able to provide the required access to a Highway from private property, particularly to the portions of the Princes Highway and the Dukes Highway (essentially from where the Princes Highway enters the Council area north of Tailem Bend and extending along the Dukes Highway to Coomandook) which are declared Controlled Access Roads under the Highways Act.

Control of access on these roads is administered by the DPTI on behalf of the Commissioner of Highways.

The purpose of these controls is to minimize or eliminate the traffic congestion resulting from development of adjoining properties and to ensure that the traffic carrying capacity of roads is maintained.

Control of access is not necessarily intended to prohibit development but rather to control both the location and the number of points of access to premises which abut the road. This form of control limits the effect of local traffic movements on through traffic, and where necessary the two types may be physically separated.

Before entering into any agreement to purchase a property, build on or subdivide a property abutting a controlled- access road, information should be sought from the Transport Services Division of the DPTI with regard to present and future access to the property.

Application for approval to construct or alter a means of access to a Controlled-Access Road must be made in writing to the Commissioner of Highways and should state the location of the property, the Certificate of Title reference, the land owner's name, the present and intended land use and the preferred location of the access.

After consideration of all aspects of traffic management and public safety the application may be approved (in which case a permit to construct and use a means of access is issued) or not approved (in which case the applicant will be advised of the reasons for the decision).

Control of access is implemented by publication in the Government Gazette of a proclamation together with a plan defining the section of road subject to control and showing the existing, approved means of access at the time of proclamation. Subsequent access points approved after the proclamation would be permitted access points that have been issued permits. DPTI does not have any plans that show approved access points on non controlled access roads.

After proclamation, owners and occupiers of adjoining and adjacent land who may be affected are notified of the proclamation and their statutory rights, and of the controls which apply to the construction and use of points of access. The Council of the district is also advised of the issue of the proclamation.

In the event of a new access point being granted by DPTI (or relocated from an existing approved location), then there could be significant construction work required to provide the grade of intersection suitable to service the proposed development.

Any future plans for duplication might have an impact on accessibility to the Highway network, but this is likely to only affect the Dukes Highway. DPTI has advised that it does not have any current plans to duplicate any DPTI roads at Tailern Bend or Tintinara townships.

### **5.1.3 New Access**

The creation of a new access to non-controlled access roads would follow the normal process of applying to the Council (i.e. an access application or as part of a development application) and then Council referring it to DPTI for comment. The rationale for the new access should be provided, generally in the form of a traffic

impact assessment to determine the impacts on the arterial road network and any upgrading works required to safely and efficiently cater for the expected movements.

The standard of access required depends on the size of vehicles using the access and the frequency of movements (i.e. the access points would be assessed to see if they can support additional traffic movements). Some issues that would need to be considered are:

- Location of the access e.g. are sightlines adequate, proximity to side roads and other conflict points, is alternative access available, etc
- Design of access e.g. can it be designed for simultaneous two-way vehicle movements of the largest vehicles expected, can it be sealed and flared to the sealed carriageway and provide a level platform area to enable vehicles to stand on a sealed and level area prior to entering the road
- Can vehicles left turn out without encroaching over the centreline of the road?
- Depending on the traffic movements, channelized treatments (e.g. left turn deceleration lane, sheltered right turn lane, etc) may be required to safely cater for the movements. Any road works required as a direct result of a development will need to be designed and constructed to the satisfaction of DPTI, with all costs (design, construction, project management, lighting, drainage etc) being borne by the developer. A Developer Agreement would also need to be entered into with DPTI.
- Is there enough room for the required road works to be provided that meet DPTI and Australian Standards?

Whether seeking access to a DPTI maintained non-controlled access road or a controlled access road, some general principles regarding access points along these roads are:

- It is preferred that the access points be one consolidated access point (i.e. a local road) rather than direct access from the new development (i.e. direct driveway access from the development)
- There is a need to provide an adequate buffer between the development and the Highway
- Direct property access onto the Highway should be prohibited
- Access to the Highway should be limited by way of existing local/service road junctions. Any proposed new junctions would need to be assessed by DPTI
- That the existing speed limits on the Highway are able to be maintained.

In relation to the DPTI maintained The McIntosh Way (between Meningie and Coonalpyn), DPTI has advised that, while not a controlled access road, the number of new access points on this road should be minimised in the interest of road safety.

DPTI has also advised that it has no forward plans to provide the arterial road bypasses (shown as intermodal connector roads on Concept Plans in Council's Development Plan) proposed by Council for Taillem Bend and Tintinara townships.

#### **5.1.4 Advertising Signs Along DPTI Roads**

In relation to advertising signs along DPTI maintained roads, DPTI has advised:

- it is of the view that advertising signs should relate to the use of the land
- third party advertising is generally not supported

- any advertising sign should not pose a hazard in relation to its location (i.e. it must be located outside the clear zone and not obstruct sight lines to pedestrians, traffic control devices, junctions etc and be designed to minimise the potential for distraction)
- the content of signs (including graphic and text) should be simple, effective and easily assimilated to minimise distraction
- signs must be legible from an appropriate distance and designed and installed so that they may be identified and read by an approaching driver in advance to avoid driver distraction from their primary task of observing and reacting to traffic control devices and the presence of other road users, including pedestrians and cyclists
- signs that flash, rotate, scroll etc and those that use LED/LCD technology and create an undue distraction are not supported.

Further information can be sought from:

George Morias  
 Unit Manager, Land Use Coordination  
 Transport Services Division  
 Department of Planning, Transport and Infrastructure

T 08 8343 2303  
 F 08 8343 2725  
 M 0401 124 302  
 E [george.morias@sa.gov.au](mailto:george.morias@sa.gov.au)

### 5.1.5 Council Road Network

Council has in excess of 2000 km of roads established throughout the district. These have all been classified in respect to their capacity to cater for volume of traffic and the size of transport (up to B-Double rating). Some developments will require B-Double access to operate, and as such upgrade of certain roads might be required to ensure that the capacity of the road can cater for this as well as ensuring that the existing road assets are not significantly damaged by the extent of traffic.

The Transport and Mineral Resource Map indicates the B Double sealed and unsealed roads in the Council District.

Further information can be sought from:

David Mosel  
 Director Infrastructure and Assets  
 The Coorong District Council

T 08 8572 3611  
 F 08 8572 3822  
 M 0428 516 026  
 E [dmosel@coorong.sa.gov.au](mailto:dmosel@coorong.sa.gov.au)

### 5.1.6 Rail Network

As with the Highway road network, there are three rail routes which service the district. The principal line is the Adelaide-Melbourne line, however there are spurs which service the Mallee region, starting at Tailem Bend and linking to Karoonda-Loxton on one line and Lameroo-Pinnaroo on the other.

The ownership/administration of the lines is as follows:

- Adelaide-Melbourne line is owned by the Minister, and administered by the Australian Rail Track Corporation (ARTC). This line is an open-access line to all licenced operators.
- Tailem Bend-Loxton line and Tailem Bend-Pinnaroo line are owned by the Minister and administered by Genesee & Wyoming Australia. This company has also acquired the Adelaide-Darwin line, giving potential to directly access Asian markets.
- Tailem Bend “shunting yards” are administered by Genesee & Wyoming. There may be opportunity for industrial development in conjunction with this.

The current load out facilities onto the railway lines within the district are confined to the bulk handling grain facilities at Tailem Bend, Peake, Coonalpyn and Tintinara which are owned by Viterro Ltd.

Genesee & Wyoming has commented that there are a number of possibilities in relation to establishing load out facilities on the existing rail network and in creating a spur line/possible intermodal hub at Tailem Bend.

Financial arrangements associated with any additional infrastructure requirements would need to be negotiated on a case-by-case basis.

Further information can be sought from:

Wayne James  
Executive General Manager, Special Projects  
Australian Rail Track Corporation

T: 08 8217 4436  
E: [wjames@artc.com.au](mailto:wjames@artc.com.au)

Paul Hollitt  
Access & Property Manager  
Genesee & Wyoming Australia

T: 08 8343 5441  
F: 08 8343 5454

### 5.1.7 Aviation

The district has two licensed airfields, at Meningie and Tintinara.

The Tintinara Airfield has cross runways; an 800 metre SW to NE oriented runway (CASA Code 1) is asphalt sealed, while the 1200 metre NW to SE oriented runway (CASA Code 2) is earth surfaced. Runway lights have recently been installed so that the 800 metre sealed runway can be used at night. Aerotech are presently the only commercial operator using the Airfield.

The Meningie airfield has two grass runways, with 03/21 being 1,000 metres in length and 15/33 being 850 metres in length.

Both airports are designated as local airports and cater for light air traffic. The potential for development in association with these airfields might include tourism enterprises, expansion of aviation-related industries and industrial development that requires an airport location.

Further information can be sought from:

David Mosel  
Director Infrastructure and Assets  
The Coorong District Council

T 08 8572 3611  
F 08 8572 3822  
M 0428 516 026  
E [dmosel@coorong.sa.gov.au](mailto:dmosel@coorong.sa.gov.au)

### 5.1.8 Mineral Resources

There are several mineral exploration licenses and mining and production tenements located across the Council district. The mining and production tenements are for gypsum, salt, silica sand and calcrete. Exploration licenses are for coal, mineral sands, salt, gypsum, uranium, zinc and heavy mineral sands. They are indicated on the Transport and Mineral Resources Map.

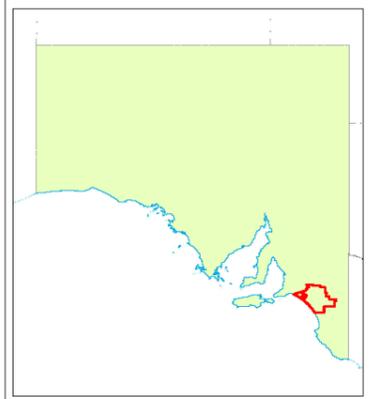
Further information can be sought from the Resources and Energy Group of DMITRE:

Customer Services  
T: 08 8463 3000  
F: 08 8463 6518  
E: [Resources.CustomerServices@sa.gov.au](mailto:Resources.CustomerServices@sa.gov.au)

**Coorong District Council  
Transport and Mineral Resources Map**

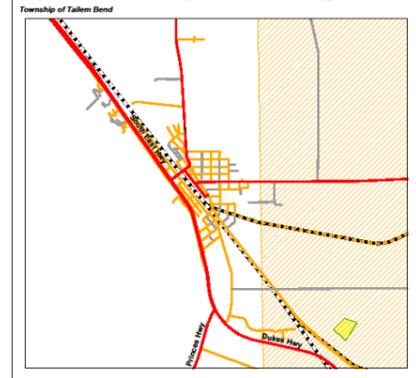
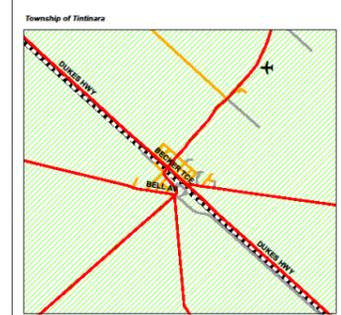
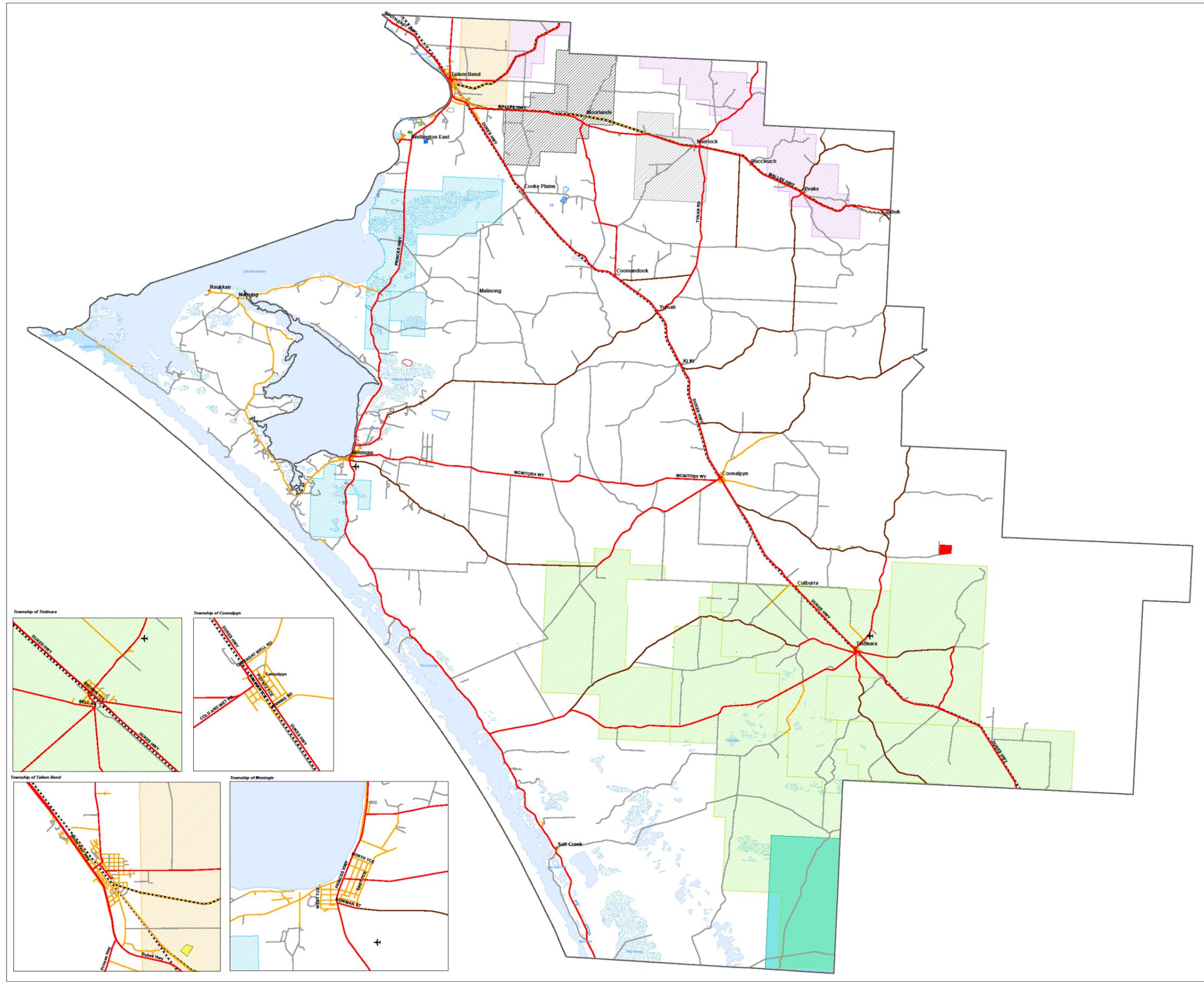
**Legend**

- ✈ Airfields
- Roads**
- B-Double Sealed
- B-Double Unsealed
- Sealed
- Unsealed
- Railway Network**
- Australian Rail Track Corporation
- Genesee and Wyoming Australia Pty Ltd
- Petroleum Exploration Licence or Lease
- Coorong Council Boundary
- Mineral and Opal Exploration Licences**
- ▨ Coal
- ▨ Gypsum
- ▨ Heavy Mineral Sands
- ▨ Mineral Sands
- ▨ Uranium
- ▨ Zinc
- Mining and Production Tenements**
- Extractive Minerals Lease - Calcrite
- Extractive Minerals Lease - Limestone
- Extractive Minerals Lease - Sand
- Extractive Minerals Lease - Sand, Limestone
- Mineral Claim - Salt
- Mineral Claim - Sand
- Mineral Claim - Gypsum
- Mineral Claim - Magnesite
- Mineral Claim - Salt, Gypsum, Coal
- Mineral Claim - Silica Sand
- Retention Lease - Granite



Date: 10/08/2012  
 Prepared by: Rural Solutions SA (R01N001)  
 Spatial Information Delivery  
 Projection: MGA Zone 54  
 Datum: Geocentric Datum of Australia 1984 (GDA84)

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## 5.2 Energy and Water Infrastructure

### 5.2.1 Electricity Network

The State's electricity transmission network comprises of two primary organisations, these being:

- ElectraNet which provides the high-voltage transmission and direct-connect to large industries
- SA Power Networks which provides low-voltage supply to the customer.

#### 5.2.1.1 ElectraNet

ElectraNet is the principal Transmission Network Service Provider (TNSP) in South Australia. It owns and manages the regulated high-voltage electricity transmission network and operates in Australia's National Electricity Market. Its core business is to build, operate and maintain the electricity transmission 'highways' that transport electricity from generators and interconnectors to distribution networks and large industrial customers.

Its customers include:

- power generators
- the State's electricity distributor SA Power Networks
- large industry.

ElectraNet's transmission network operates at 275 kV (275,000 Volts), 132 kV and 66 kV and across South Australia consists of 88 high-voltage substations and about 5,500 circuit kilometres of transmission lines. ElectraNet operates a 275 kV and two 132 kV transmission lines through the Coorong Council area.

The Coorong Council area is part of the South East 132 kV transmission system which comprises a network that supplies customer loads to major towns in the South East region of South Australia, including Tailem Bend. The region derives its supply from the Main Grid 275 kV network via 275/132 kV substations located at Tailem Bend and approximately 15 kilometres north of Mount Gambier.

There are presently eight customer connection points supplied by the South East transmission system. The Tailem Bend, Keith, Kincaig (Naracoorte), Snuggery Rural (near Millicent), Blanche, Mount Gambier and Penola West connection points supply the SA Power Networks distribution system, which in turn reticulates to electricity users in the region. The remaining connection point provides electricity supply to Kimberley-Clark Australia at Snuggery. There are also three generation connection points to the ElectraNet system in the South East region (from gas turbines and wind farms), while a further wind farm connects to the SA Power Networks 33 kV network at Snuggery substation.

Electrical demand in the South East 132 kV transmission system has grown steadily over the years as a result of residential, agricultural, commercial and industrial development. As part of its 20 Year Load Forecast, ElectraNet has prepared low, medium and high forecasts of future demand, based on forecasts produced by SA Power Networks and other direct connect customers and on typical summer peak loads. The projected power system limitations have been based on these forecasts and, from this, ElectraNet has identified measures to alleviate the projected performance limitations.

Of specific interest to the Coorong area, is the need to install a 15 Mvar 132 kV capacitor bank at the Taillem Bend substation to ensure acceptable voltage levels at the 33 kV connection point should the Taillem Bend 275/132 kV transformer fail. Analysis indicates that voltages at Taillem Bend will fall to unacceptable levels following the loss of this transformer. This Taillem Bend connection point supplies loads as far away as Pinnaroo, Coonalpyn and Narrung, via the SA Power Networks 33 kV and SWER distribution systems. The estimated cost of this work is \$4 million and it may commence in 2013. In the longer term, further augmentation works may be required at the Taillem Bend substation.

ElectraNet has also identified potential opportunities for connection of generation and load to the South East transmission network and has commented:

In relation to generation connection opportunities:

- Taillem Bend would provide a suitable location in the system for generation to connect
- Generation development in close proximity to the Taillem Bend to South East 275 kV transmission lines would provide a viable connection location
- The capacity of the existing 132 kV transmission network is almost fully utilised and there is minimal scope to connect generation into the existing 132 kV network.

In relation to load connection opportunities:

- Taillem Bend or South East 275/132 kV substations provide good locations at which to connect new load
- Connection of new load at any point along the Taillem Bend to South East 275 kV transmission lines would be acceptable especially in the case of large loads (>30 MW)
- The existing South East 132 kV transmission network is operating at close to capacity and there is minimal scope remaining to connect additional load.

ElectraNet has also advised of consideration of a SA-Vic Interconnection Upgrade, aimed at increasing the capacity of the existing 275 kV Heywood Interconnector to allow increased power flows between South Australia and Victoria, thereby addressing congestion, high market price events and restrictions on wind farm outputs. The project will resolve existing transmission network congestion, with two transmission options being considered:

- an incremental upgrade to increase existing interconnector capacity from 460 MW to 650 MW, providing up to 190 MW of additional capacity
- a new 500 kV transmission line from the Victorian Heywood terminal substation into the South Australian South East region, providing up to 2,000 MW of additional capacity.

Further information can be sought from ElectraNet:

Head Office

T: 08 8404 7966

F: 08 8404 7364

E: [enquiry@electranet.com.au](mailto:enquiry@electranet.com.au)

Land Development Manager

Surya Prakash

T: 1800 243 853

Transmission Services Network Customer Manager

Jezac Crowe

T: 1800 243 853

### 5.2.1.2 SA Power Networks

SA Power Networks is the licensed electricity distributor for South Australia and is responsible for planning and operating the distribution system across the State. Distribution system assets commence from the 66 kV and 33 kV Connection Points shared with ElectraNet. SA Power Networks' assets include 66 kV and 33 kV buses, sub-transmission lines, distribution substations, high voltage distribution feeders, street transformers, low voltage circuits and services to customers.

The key services SA Power Networks provides to the community include:

- delivering electricity from the high voltage network through poles and wires to properties and businesses
- installing, maintaining and reading meters
- providing an emergency response in the event of blackouts
- repairing street lighting.

The SA Power Networks *Electricity System Development Plan 2012* indicates that for electricity planning purposes the Coorong Council area is within two regions - the Murraylands Region and the South East Region.

#### The Murraylands

The SA Power Networks' Murraylands Region includes the region from Punyelroo in the north to Coonalpyn in the south and extends eastwards to Pinnaroo and westwards to Narrung. There are three main connection systems in the Murraylands, being Mannum, Mobilong and Taillem Bend.

Electricity is supplied to the various towns and localities throughout the Murraylands directly from the 33 kV sub-transmission network or via distribution substations. These substations are operated at 33 kV stepped down to 11 kV and are upgraded when load exceeds capacity.

Customers are supplied from SA Power Networks distribution system via 33 kV lines and 7.6 kV, 11 kV and 19 kV feeders, which are connected to distribution substations. These lines and feeders are extended and upgraded as required to meet customer demand, customer connection requests and to maintain quality of supply.

Large customer projects may require a distribution substation upgrade as well as 11 kV feeder or 33 kV line modifications. Therefore, SA Power Networks should be notified as early as possible during the planning stages of a project so that customer connection requirements can be met.

SA Power Networks reviews its load forecasts annually after each summer peak load period, with the most recent review completed in April 2012. This review considered the impact of any new peak load recordings, system modifications and new large load developments, in accordance with Network Planning's Procedures. Three load forecasts were developed for all SA Power Networks' substations and ElectraNet Connection Points: high, medium and low. SA Power Networks uses the moderate forecast for the purpose of determining the timing of constraints documented within the *Electricity System Development Plan 2012*.

In relation to that part of the network within the Coorong Council area, and in particular:

- Taillem Bend 132/33 kV Connection Point
- Non Zone Substations, Transformer Stations and Regulators
- 33 kV Sub-transmission Lines

no constraints were identified for the next three years.

### The South East

The SA Power Networks' South East region includes the region from Tintinara in the north to Port MacDonnell in the south and extends westwards to the coast and eastwards to the Victorian border. There are six main connection systems in the South East, being Keith, Kincaig, Snuggery, Mount Gambier, Blanche and Penola West.

The same distribution network, as discussed above for the Murraylands Region, applies in the South East Region.

There are no 132/33 kV Connection Points or Zone Substations in the Coorong Council area.

No constraints were identified for the next three years for Non Zone Substations, Transformer Stations and Regulators and 33 kV Sub-transmission lines in relation to facilities at Tintinara.

#### **5.2.1.4 3-Phase Power**

It is commonly accepted that the provision of reliable, adequate, low priced power in a region can contribute significantly to regional development, stimulating the expansion of existing businesses and the establishment of new ones. Many businesses require 3-Phase Power where the higher voltage (close to 400 volts as opposed to 230 volts for Single Phase Power) delivers more energy to commercial and industrial loads.

Apart from the higher voltages used; the real advantage to 3-Phase Power is in how electric motors perform. Three phase motors are cheaper to manufacture and more efficient to operate than their single phase counterparts and there are fewer issues with power dips and flickering lights when larger motors are being started. All this

adds up to many manufacturers of equipment, such as metalworking machines, car hoists and refrigeration systems, actively using three phase motors in their designs. In effect, this requires the customer to install a 3-Phase connection if they want their machine to work.

If a 3-Phase connection does not already exist at a particular location, organising a connection may take some effort. Checks need to be made to the electricity supplier to see if 3-Phase power is available to the area. It is likely that the cable from the street to the building switchboard will need to be replaced with a new one with the three wires inside. An electrician will also need to upgrade the switchboard with a new tariff meter and fit special three phase circuit breakers. If the existing switchboard is small, then the entire switchboard may need replacement and re-wiring. Lastly, new cables will need to be installed from the switchboard to each machine that uses 3-Phase power.

The “Major electricity transmission line” routes and “Electricity power station/substation” locations are shown on the Energy Infrastructure and Water Resources Map.

Further information can be sought from:

SA Power Networks Asset Manager - South East  
John Riedel  
T: 8724 1617

Office of the Technical Regulator  
T: 8226 5500  
F: 8226 5523  
E: [dmitre.otr@sa.gov.au](mailto:dmitre.otr@sa.gov.au)

## 5.2.2 Gas

South East Australia Gas Pty Ltd (SEA Gas) operates the high pressure natural gas transmission pipeline system that transports natural gas from Port Campbell and Iona in Victoria to markets in South Australia and Victoria. Over 50% of Adelaide’s natural gas energy needs are supplied by SEA Gas.

The primary function of the pipeline system is to provide safe, reliable transportation of gas from receipt points to delivery points. The pipeline traverses the Coorong Council area, entering just north of Keith on its southern boundary, with its alignment generally paralleling the Dukes Highway, until it exits the Council area south of Tailem Bend. The alignment of the SEA Gas pipeline is shown on the Energy and Water Resources map.

To keep the gas flowing on its 680 kilometre trip from Port Campbell to Adelaide, the gas needs to be compressed along the way. Two compressors have been installed to date, one near Hamilton in Victoria and the other near Coomandook within the Coorong Council area.

In addition to transportation to the Adelaide and Victorian pipeline system, SEA Gas currently transports gas to three regional delivery points: a large abattoir at Naracoorte, a cheese production factory at Jervois and the South East South Australia pipeline.

SEA Gas operates under an Open Access Policy that ensures that prospective customers can access services on the SEA Gas pipeline system in a fair, efficient, confidential and timely manner. The quantum of services that SEA Gas is able to offer will vary from time to time, depending on existing contract commitments. SEA Gas maintains a registry of Current Offers on its website, showing indicative quantities, prices and terms for services available at any point in time. SEA Gas is not, however, involved in the setting of gas prices, which is up to the suppliers/producers.

If at any time the demand for SEA Gas pipeline services exceeds the currently available uncontracted or tradeable capacity, SEA Gas will employ a “first come first served” approach to allocate the available capacity. If there is no spare uncontracted capacity, SEA Gas will inquire of existing customers whether an opportunity for trade exists and advise a potential customer accordingly. If there is no spare uncontracted capacity and no trading opportunity exists, a potential customer can discuss expansion of the capacity of the SEA Gas pipeline directly and confidentially with SEA Gas.

The overall capacity of the pipeline is 314TJ per day. While SEA Gas has advised this overall capacity is fully contracted (in mid 2012), it also advised that only 200/250TJ per day capacity was generally required, enabling the spare capacity to be considered for other users.

SEA Gas has confirmed that a “stub-offtake point” (provided during the construction of the pipeline) is available directly south of Tailem Bend in the area known locally as “Blacketts Subdivision”. This 8” (250mm) connection point could service a number of users or be dedicated to a particular user. “Hot taps” (providing a new pipeline connection while the pipeline remains in service, flowing natural gas under pressure) can be provided at other locations at an estimated cost of some \$200,000 each.

High pressure natural gas and liquid petroleum transmission pipelines (HPPs) have a level of risk, which must be assessed when considering land use and development of land in the vicinity of pipelines, to ensure that risk to people, property and the environment is within acceptable levels. A HPP failure can impact an area several hundreds of metres from a pipeline.

The most frequent cause of pipeline failure worldwide is damage caused by external interference resulting from construction or maintenance activities. While easements exist to control access to pipelines, a much larger area needs to be considered when planning and developing land in the vicinity of HPPs. The term Notification Area has been used to define the area in which Pipeline Operators should be consulted regarding rezoning proposals and development proposals in the vicinity of a HPP to ensure that any changes to the pipeline location classification in accordance with AS2885 are identified. The Notification Area is the radial distance from the pipeline within which Pipeline Operators should be aware of any proposed activity so they can work with planning authorities and developers to implement design changes that reduce the risk to and from the pipeline. Early consultation will ensure that the impact of any constraints can be minimised. The Notification Area for the Port Campbell to Adelaide HPP is 640 metres, with lesser distances applying to other lines.

It is therefore essential for safety reasons that the following activities are not undertaken in the vicinity of the pipeline without SEA Gas approval:

- Directional boring or drilling
- Installing fence or strainer posts

- Constructing dams, swimming pools, ponds or tanks
- Excavations and earthworks of any type exceeding 300mm
- Crossing of the pipeline by pipes, drains or other services
- Installation of power lines or poles
- Construction or alteration of roads, access tracks or driveways over or near the pipeline
- Building of any structure (including sheds and dwellings) on or adjacent to the pipeline easement
- Temporary flooding of the area
- Blasting or seismic activities within 1km of the easement
- Crossing the pipeline with heavy vehicles at other than the designated crossing points
- Planting trees on the easement.

The SEA Gas – Epic Energy document, *Guideline for the Planning and Development of Land in the Vicinity of High Pressure Natural Gas and Liquid Petroleum Pipelines* provides a useful background to this issue.

SEA Gas welcomes opportunities to talk with prospective customers about regional development. Any enquiries should be directed to the Manager, Finance and Commercial.

Further information can be sought from:

Jeff Cooke  
 Manager, Finance and Commercial/Company Secretary  
 South East Australia Gas Pty Ltd

T: 08 8236 6805  
 F: 08 8236 6899  
 M: 0400 100 130

Liz Brierley  
 Manager Operations  
 South East Australia Gas

### 5.2.3 Water Supply – SA Water

SA Water is currently the only supplier of mains potable water within the Coorong Council area. There may be opportunities for the provision of private water supplies in the future, especially if infrastructure provision and water costs continue to escalate.

Currently, there is considerable interest in looking for alternative water sources, especially in regard to high volume users such as for stock water supplies. It is anticipated that unfiltered water lines from prescribed areas (River Murray, Tintinara-Coonalpyn Prescribed Wells Area and the Peake-Roby Prescribed Wells Area) and potential for desalination plants in locations outside the reach of these supplies, will begin to service areas outside of those currently connected to SA Water mains.

In regard to the supply of potable water for urban areas, it is envisaged that SA Water will remain the primary source of mains supply to these areas.

The district has key areas which have no mains water supply, including:

- the Peake township (which is in a Prescribed Wells Area and serviced by a non-potable water supply operated by Council)
- the northern side of the Taillem Bend township
- the Wellington East township and the riverside settlements of Placid Estates, Washpool Estate, Murrayview Estate and the Coorong settlement of Noonameena.

Expansion of the Wellington East township, in particular, is reliant upon provision of a potable water supply.

SA Water advised in May 2012 that it is developing a Long Term Plan for the South East Region's public water supply and wastewater network. This will include the Coorong District Council area. The Plan will establish a framework to ensure the Region has secure water supply sources and wastewater systems (where applicable) to meet increases in demand for the future.

While a plan showing the size and location of the SA Water mains within the Council area is available, SA Water has advised it is unable to provide specific information on the network's capacities and limitations until the Long Term Plan process is finalised (due December 2012).

The current "Water supply pipelines" network is also shown on the Energy and Water Resources map.

Further information can be sought from:

Phil Jones  
 Manager Local Government Liaison  
 SA Water

T 8 7424 2161  
 F 8 7003 2161  
 M 0429 675 586

## 5.2.4 Underground Water

The north-eastern portion of the Council area lies within the Peake, Roby and Sherlock Prescribed Wells Area (PWA) and the eastern portion within the Tintinara-Coonalpyn PWA.

These PWAs are shown on the Energy and Water Resources Map.

### 5.2.4.1 The Peake, Roby and Sherlock PWA

The Peake, Roby and Sherlock PWA covers approximately 1,120 km<sup>2</sup> and falls within the South Australian Murray-Darling Basin Natural Resource Management Board's area.

The PWA is located within the Murray-Darling Basin, a large underground water basin which extends from the Mount Lofty Ranges and eastward to the Great Dividing Range. The PWA is underlain by two main aquifer systems from which

underground water is extracted – a shallow Unconfined Aquifer and the underlying Confined Aquifer.

Underground water extraction in the PWA was historically limited to minor extraction for stock, domestic and town water supply purposes. However, since 2004, underground water development has expanded for the irrigation of agricultural and horticultural products, which include, cereal, hay, pasture, olives and, recently, pistachios.

Following concerns raised about the future sustainability of the underground water resource in this area, the wells in the area were prescribed in October 2005.

A Water Allocation Plan (WAP) for the PWA was subsequently developed and adopted by the then Minister for Environment and Conservation in March 2011.

The objectives of the WAP are to:

- manage the underground water resource of the Unconfined and Confined Aquifers so that they may continue to be available for the social, economic and environmental needs of current and future generations
- provide flexibility in the way in which underground water resources are managed
- maintain reasonable ability to access water in the Peake, Roby and Sherlock PWA
- ensure there are no unacceptable impacts on the underground water resource or the productive capacity of land from the taking and use of water
- promote efficient use of water.

The WAP establishes the total maximum Annual Allocation Volume (AAV) of underground water from the PWA as 5,383 ML/year and also the AAV allocated for use in each of the six management zones identified. It must be noted, however, that of this total maximum, some 2,000 ML is located in the Coastal Plain High Salinity Management Zone, where the water is unsuitable for general agricultural production. The potential allocation of this volume allows for future industries such as underground water desalination and aquaculture, and provides for environmental needs of underground water dependent ecosystems. It is noted that the 2008/09 metered extraction for the overall PWA was approximately 1,975.4 ML, plus the unmetered amount for stock and domestic use.

The WAP also sets out a number of principles that guide the water allocation process, including in relation to the transfer of licences and allocations. New development within the PWA which seeks to use the underground water resource will be required to secure an appropriate licence/allocation.

Further information can be sought from the SA Murray-Darling Basin Natural Resources Management Board:

Murray Bridge (Head Office)  
T: 08 8532 9100  
F: 08 8531 1843

Water Allocation Plan can be found at:

[www.samdbnrm.sa.gov.au/Water/WaterAllocationPlanningProgram/PeakeRobyandSherlockPWA.aspx](http://www.samdbnrm.sa.gov.au/Water/WaterAllocationPlanningProgram/PeakeRobyandSherlockPWA.aspx)

#### 5.2.4.2 The Tintinara-Coonalpyn Prescribed Wells Area

The Tintinara Coonalpyn PWA covers approximately 3,432 km<sup>2</sup> and falls within the South East Natural Resources Management Board's area. The PWA was prescribed in November 2000 and the first Water Allocation Plan (WAP) was adopted in January 2003 (amended in May 2003). This WAP is currently in the process of being replaced.

The PWA can be divided by topography into two discrete landforms, the low-lying coastal plain to the west and the highlands of the Mallee to the north and east. Separating the two terrains is the extension of the Marmon Jabuk Scarp. The prescribed water resources consist of two distinct underground water aquifer systems, a regionally unconfined limestone aquifer and an underlying confined aquifer system.

A total of 7,885 hectares of crop were irrigated using unconfined aquifer water in the PWA in 2008/09 (an increase of 285 hectares over the 2000/01 area), representing around 2% of the total land area in the PWA. The major irrigated crop in the Tintinara Coonalpyn area is lucerne pasture/hay, covering 3,125 hectares, closely followed by seed production at 2,387 hectares, which is a regionally significant and valuable industry. Other irrigated crops include cereal (238 hectares), and vegetables (218 hectares). Another significant irrigated crop grown is olives (957 hectares), which relies on confined aquifer water. Small areas of pasture other than lucerne and potatoes are also grown in the district.

There are some industrial allocations within the PWA, including piggeries and feedlots. A number of recreational sporting clubs use confined aquifer water to irrigate areas such as ovals and golf courses. While underground water for stock and domestic use is taken from the unconfined aquifer, all major towns within the PWA receive their water from the River Murray via the Taillem Bend to Keith pipeline.

The PWA is divided into seven management areas, four for the unconfined aquifer and three for the confined aquifer. The future water use requirements in the PWA are unlikely to substantially increase over the long term as most Management Areas are close to or are fully allocated.

However, there are currently two Management Areas that are over allocated, being Tintinara and Tolmer. Licences in these Management Areas will be required to be reduced over the life of the (new) WAP so that the resource is managed sustainably. There is also a Provision proposed in the (new) WAP that if resource conditions continue to deteriorate, licences in the two Management Areas can be further reduced until the implementation of a further new amended WAP. Following the application of new delivery components to licences, overall reductions of 3.4% and 12% are proposed in the Tintinara and Tolmer Management Areas, respectively.

Apart from the Boothby Management Area, where the Minister may make 20,000 ML available for allocation, there will be no further water allocations granted from the confined or unconfined aquifers during the life of the (new) WAP.

Further information can be sought from the South East Natural Resource Management Board:

T: 08 8724 6000

W: [www.senrm.sa.gov.au](http://www.senrm.sa.gov.au)

### 5.2.5 River Murray Prescribed Watercourse

The River Murray Prescribed Watercourse WAP was initially adopted by the Minister in 2002, but has been amended in 2004, 2009 and 2011. A new WAP is currently being developed and is undergoing the necessary statutory processes. The new WAP will provide for the long-term management of the water resource, whilst incorporating the new water management arrangements for the Murray Darling Basin. This includes water resource plan requirements contained within the Federal Basin Plan. It is anticipated that the new WAP will be finalised in 2014.

The WAP covers the Prescribed Watercourse of the River Murray from the Victorian border and also encompasses Lakes Alexandrina and Albert. It falls within the South Australian Murray-Darling Basin Natural Resource Management Board's area.

In the January 2011 WAP, the following allocations from the River Murray were identified for consumptive purposes:

- Water supply purposes delivered to Metropolitan Adelaide and associated country areas through the Swan Reach-Stockwell, Mannum-Adelaide and Murray bridge-Onkaparinga pipeline systems
- Lower Murray Swamp Irrigation
- Country Town Water Supply Purposes
- Other Purposes.

It was commented that under the requirements of the Cap under the Murray Darling Basin Agreement *"it is likely that any future demands for water for consumptive purposes will need to be met by intra-state or inter-state transfers."*

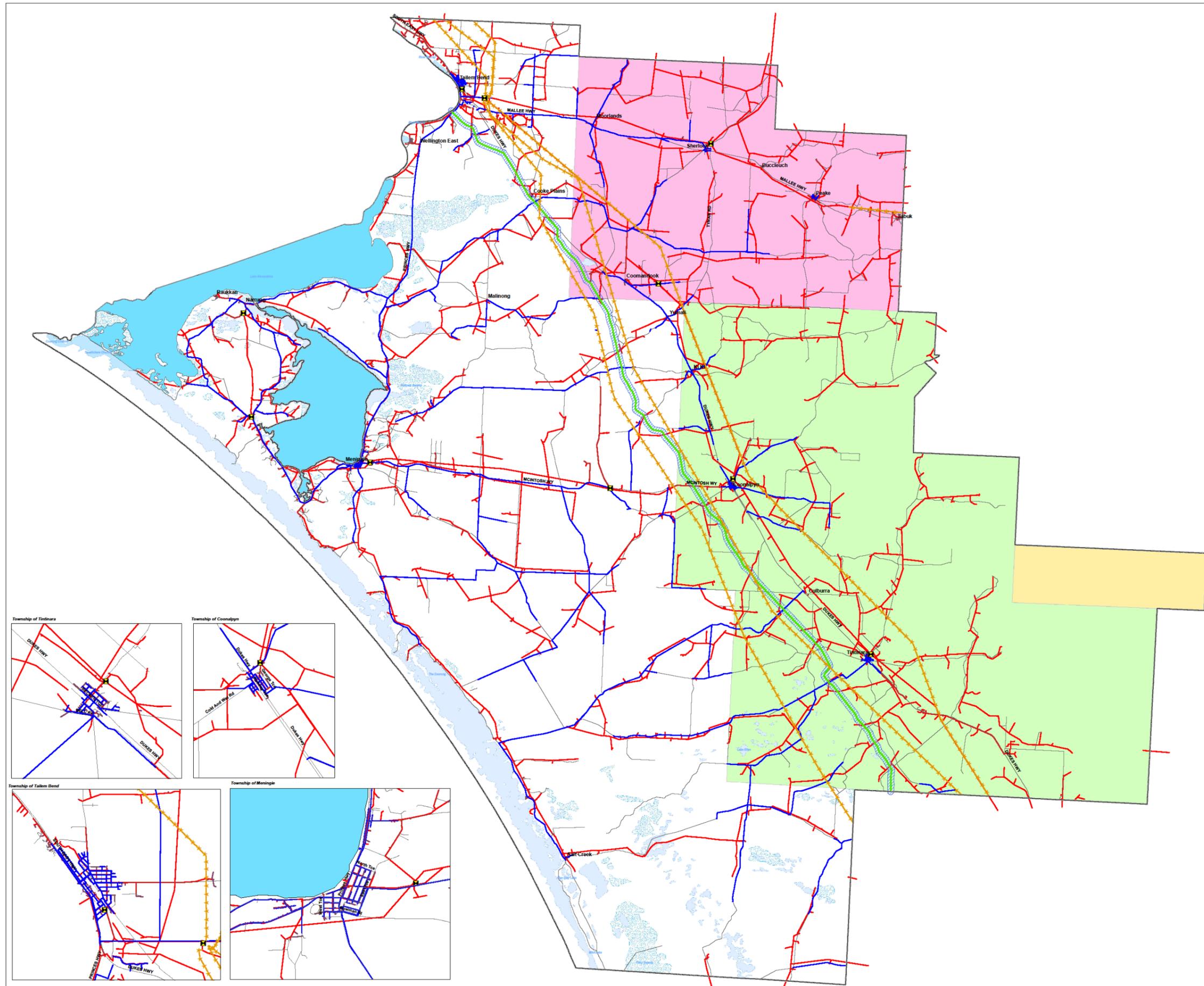
As the WAP covers the entire length of River Murray in South Australia and Lakes Alexandrina and Albert, it is not possible to be prescriptive for just the Coorong Council area. The following comments, taken from the 2011 WAP, provide an indication of the future:

*"Future needs for water from the prescribed water resource of these occupiers of land may increase in future depending upon structural changes in the irrigation sector, changes in irrigation practice, and the future productive capacity of the land."*

*In future, there is likely to be ongoing structural changes within the irrigation sector toward high value horticultural crops. At the same time, there are likely to be improvements in irrigation efficiency. Hence, although the nature of the crops irrigated on land upon which the prescribed water resource is used may change over time, the policies set out in Section 5 and 6 of the plan are not expected to limit the future capacity of the land for uses that may differ from current uses. In general, it is anticipated that future water needs will be satisfied from existing water access entitlements and that land will be irrigated efficiently. If there is demand for additional water, however, this demand will have to be met through water trade."*

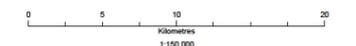
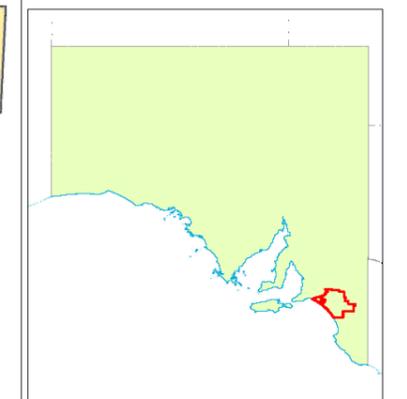
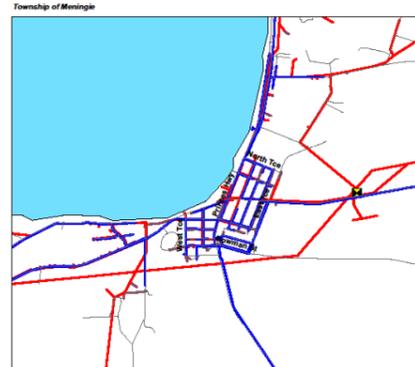
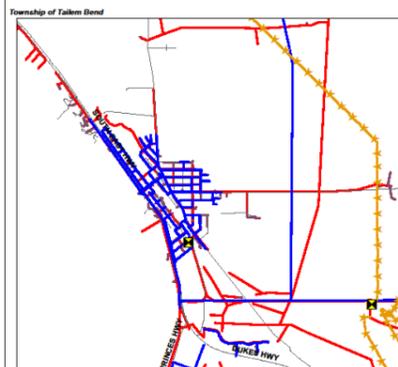
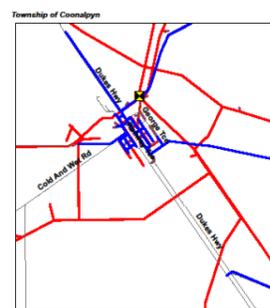
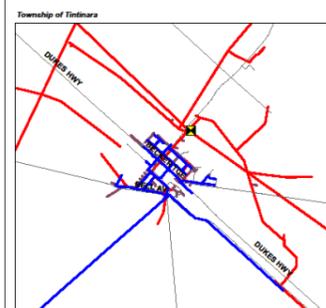
Further information can be sought from the SA MDB NRM Board:

Bianca Lewis  
Senior Project Officer  
River Murray Water Allocation Plan  
T: 08 8204 8578  
M: 0437 381 087  
W: [samdbnrm.sa.gov.au/Water/WaterAllocationPlanningProgram/RiverMurrayPWC](http://samdbnrm.sa.gov.au/Water/WaterAllocationPlanningProgram/RiverMurrayPWC)



**Legend**

- E.T.S.A. Substation
- Major Powerlines
- SEGAS Pipeline
- SA Water Mains
- Roads
- High Voltage Overhead Line
- Low Voltage Underground Cable
- Low Voltage Overhead Line
- High Voltage Underground Cable
- ▨ SEGAS 400m Buffer
- Mallee Prescribed Wells Area
- Peake, Roby and Sherlock Prescribed Wells Area
- Tintinara-Coonalpyn Prescribed Wells Area
- Water Source - Lake Albert, Lake Alexandrina and River Murray
- ▭ Coorong Council Boundary



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## 5.5 Other Opportunities and Challenges Identified

### 5.5.1 Communication

#### 5.5.1.1 Agile Communications

Agile Communications has constructed the infrastructure to provide fixed-wireless broadband services within the Coorong Council area. These services are administered by Internode. Service coverage is possible over a wide area of the Council, but not in all areas. The service is provided through four microwave towers constructed at Tailem Bend, Meningie, Binnies Hill and Tintinara. In each township, further microwave links connect the tower network with nodes in the town. These nodes house broadband data networking switches and advanced Voice-over-IP systems that interconnect with the existing Telstra network in each region.

Whilst providing basic broadband access not currently available through phone line cabling, it does not provide access to speeds envisaged through the National Broadband Network (NBN).

#### 5.5.1.2 National Broadband Network

The National Broadband Network (NBN) is a Federal Government project to improve internet speeds and reliability across Australia. Most premises will access the NBN by fibre optic cable (93%), with fixed wireless and satellite technologies being used for the remaining 7% of premises. Then NBN is Australia's first national wholesale-only, open access, high-speed broadband network. NBN Co, the company established by the Federal Government to design, build and operate the NBN, will roll out the network and sell wholesale services to service providers, such as internet or phone providers. In turn, service providers can offer retail services to consumers.

The NBN will provide all users with access to speeds greater than many experience on ADSL today and offer a more stable and reliable broadband service. The NBN will give homes and businesses access to both high download and upload speeds which are essential for applications such as high-definition videoconferencing. The NBN will also significantly reduce download times for content with high bandwidth requirements such as television programs, documentaries and movies.

Recent Government estimates indicate the entire network will be completed about 2021. As at May 2012, the NBN Co website indicated that no rollout was planned for the Coorong Council area in the next three years.

In addition to NBN potential, there is also large capacity optic fibre network providing service between Adelaide and Melbourne. It is unknown as to whether there is potential for this network to be accessed by high end use (e.g. graphics production, movie making etc).

For more information regarding the NBN rollout please contact:

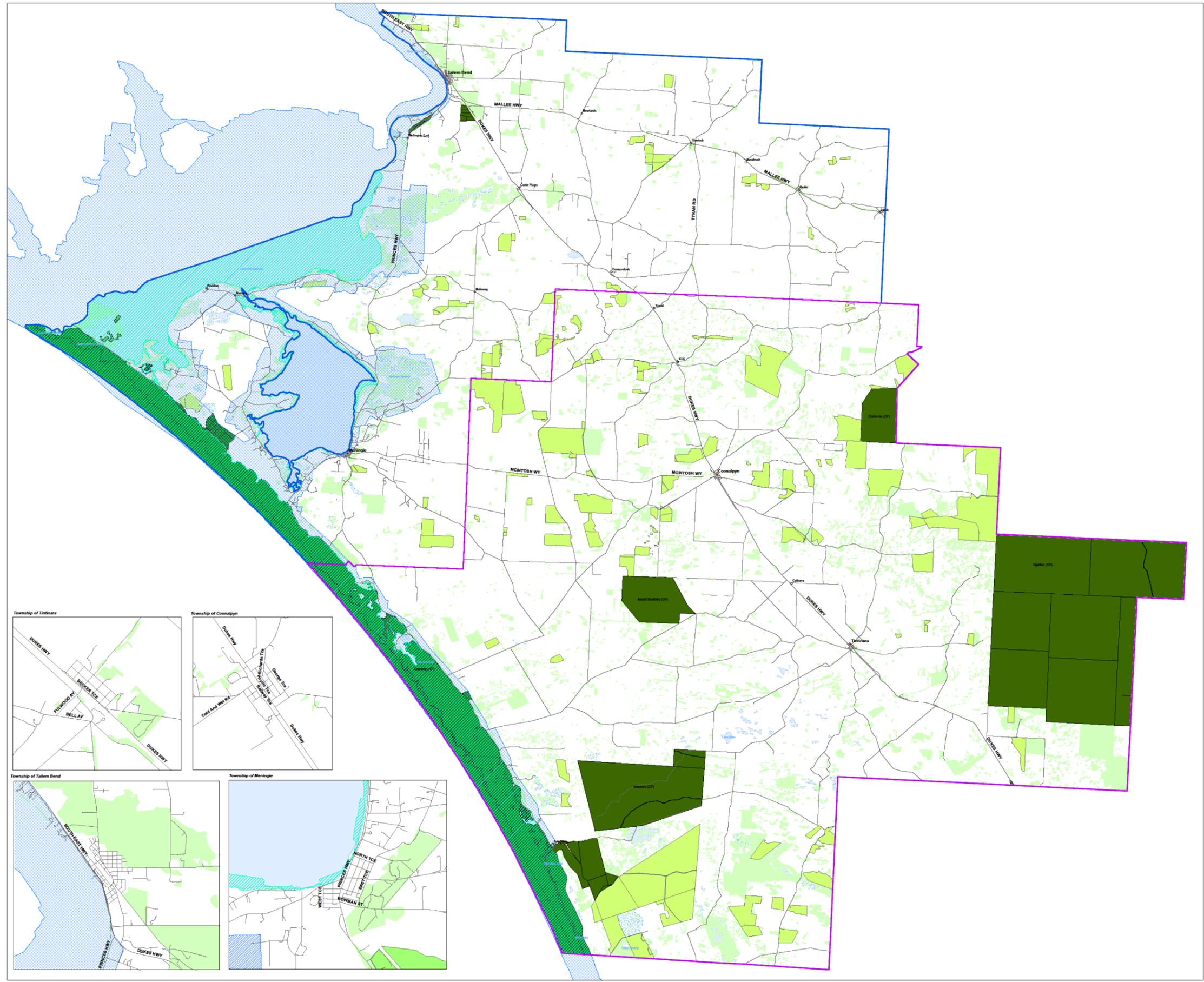
Christopher Gregory  
Community Account Manager SA/WA  
Rollout Engagement Group  
T 08 8193 3608  
M 0400 697 928  
E [chrisgregory@nbnco.com.au](mailto:chrisgregory@nbnco.com.au)

### 5.5.2 Natural Resources

The district is home to Ramsar Wetlands of International Importance in the Lower Lakes and Coorong. In addition, there are several other large stands of native vegetation, some of which are protected as State Government owned National and Conservation Parks, while other stands are under private ownership that are subject to heritage agreements. There are also other large stands that are under no protection other than the requirements of the Native Vegetation Act.

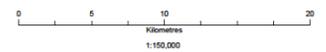
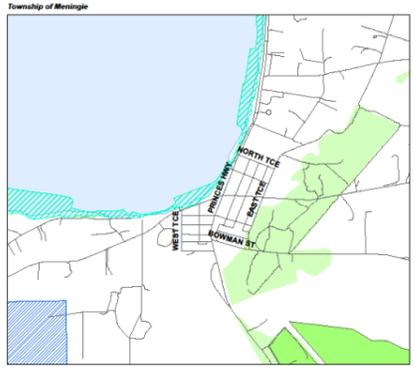
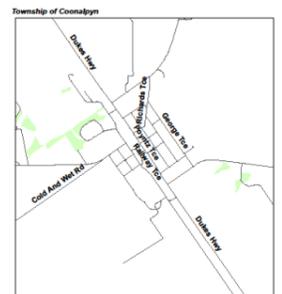
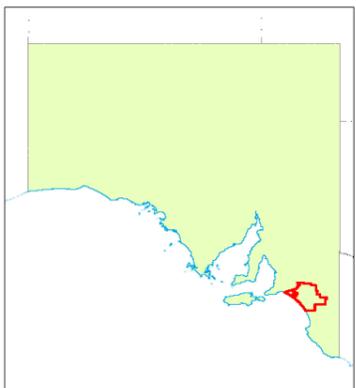
Protection of these areas, not only for sustaining biodiversity, but also for the future potential for ecotourism ventures, is required.

**Coorong District Council  
Infrastructure Map**



**Legend**

- Roads
- RAMSAR Sites
- Native Vegetation Cover
- Native Vegetation Heritage Agreements
- Conservation Park
- Game Reserve
- National Park
- Coorong Council Boundary
- NRM Boundaries**
- South Australian Murray-Darling Basin
- South East
- Water Protection Areas - River Murray Act**
- Murray



Date: 15/06/2012  
 Produced by: Rural Solutions SA (ROBINS01)  
 Projection: Spatial Information Delivery  
 Datum: MGA Zone 54  
 Geocentric Datum of Australia 1994 (GDA94)

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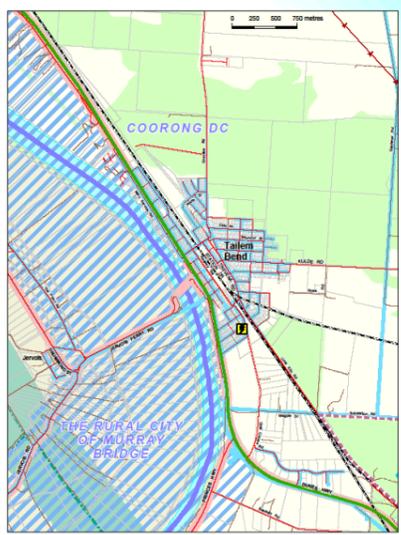
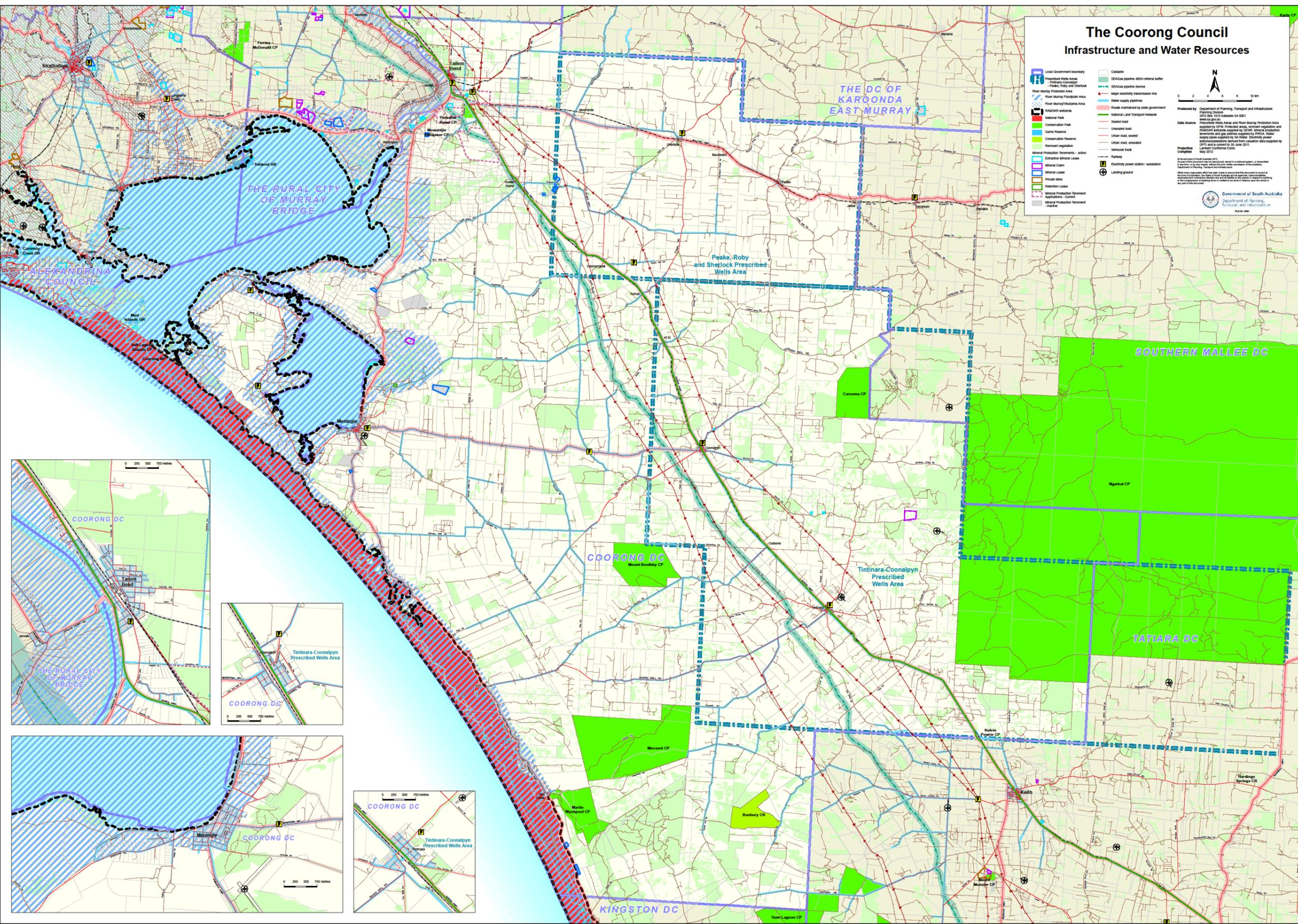


## 5.6 Infrastructure and Water Resources Map

The following map consolidates much of the information provided in the previous maps to provide an overview of all the opportunities and constraints for development across the Council district.

# The Coorong Council Infrastructure and Water Resources

Produced by: Department of Planning, Transport and Infrastructure  
 Planning Division  
 GIS Data: GIS Adelaide SA 5001  
 Data Source: SEACas pipeline maps and River Murray Production Area  
 supported by CPRE. Prescribed areas, reserved vegetation and  
 RANGIAN wetlands supplied by DNRW. Water supply  
 networks and gas pipelines supplied by SA Water. Electricity power  
 stations/substations derived from valuation data supplied by  
 CPRE and a survey to 30 June 2011.  
 Projection: Lambert Conformal Conic  
 Contour: 10m  
 Date: May 2012  
 © Government of South Australia 2012  
 This work is licensed under a Creative Commons Attribution-NonCommercial-ShareAlike 4.0 International License.  
 Government of South Australia  
 Department of Planning,  
 Transport and Infrastructure  
 14th May 2012



## 6.0 CONCLUSION

The Coorong District Council contains many opportunities for further primary production, industrial and commercial development. The Land Use and Infrastructure Prospectus provides an overview of the zoning and infrastructure opportunities and constraints present throughout the district that can underpin future development.

The Coorong District Council, in conjunction with the RDA Murraylands and Riverland, are keen to support and encourage new regional development opportunities throughout the Council district that will bring economic, social and environmental benefits to the region.

This will occur by making the most of the strategic advantages of the region such as:

- The Council district is serviced by major freight routes, including the Dukes, Mallee and Princes Highways as well as the Adelaide to Melbourne rail line creating opportunities for logistics management and storage and interchange facilities for bulk goods.
- The district's proximity to Adelaide, located at the end of the South Eastern Freeway and with good access to gas supplies, may present opportunities to create an industrial precinct aimed at industries that are restricted in urban environments or that meet the regions current aims to promote and facilitate alternative energy such as wind, solar and bio fuels.

The Council will continue to implement its Strategic Directions Report to ensure it has appropriate development policy that will encourage regional development. Furthermore, the Council is committed to implement its Tourism and Economic Development Plan to assist communities to identify and realise opportunities available to them to foster new forms of tourism and economic development.

This land Use and Infrastructure Prospectus will assist Council in its aims to implement Industrial, Primary Production and Town Centre DPAs as well as provide a resource to prospective developers that wish to take advantage of the strategic advantages and many distinctive and diverse economic opportunities present within the Coorong District Council.

## 7.0 CONTACT DETAILS AND FURTHER INFORMATION

For further information about economic development opportunities in the Coorong District Council please contact the following Council Officers or Officers from RDA Murraylands Riverland.

### Council Contacts:

<p>Timothy Tol Director Sustainable Development The Coorong District Council</p> <p>T 08 8572 3611 F 08 8572 3822 M 0409 900 249 E <a href="mailto:ttol@coorong.sa.gov.au">ttol@coorong.sa.gov.au</a></p> <p>Derek Henderson Senior Planning Officer The Coorong District Council</p> <p>T 08 8572 3611 F 08 8572 3822 M 0428 321 187 E <a href="mailto:dhenderson@coorong.sa.gov.au">dhenderson@coorong.sa.gov.au</a></p>
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### RDA Murraylands and Riverland:

<p>Brenton Lewis Chief Executive Officer RDA Murraylands and Riverland</p> <p>T 08 8535 7170 E <a href="mailto:blewis@rdamurraylands.org.au">blewis@rdamurraylands.org.au</a></p> <p>Daryl Webb Business Development Manager (Murraylands)</p> <p>T 08 8353 7170 E <a href="mailto:dwebb@rdamurraylands.org.au">dwebb@rdamurraylands.org.au</a></p>
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## APPENDIX 1

### STRATEGIC INFLUENCES

There are a number of strategic documents across the three tiers of Government that will influence the direction of this Prospectus.

The key influences include:

#### **Council's Strategic Management Plan**

Council's Vision is *"A progressive and proactive Council recognised for its diverse communities, prosperous economy and unique and highly valued environment."*

The Plan commits the Council to *"Responsibly managing the natural and built environment to achieve sustainability"* and *"Facilitating economic prosperity, growth and employment throughout the district."*

For further information regarding Councils Strategic Management Plan please go to:

<http://www.coorong.sa.gov.au/page.aspx?u=286>

#### **Council's Strategic Directions Report**

This report, prepared under section 30 of the *Development Act 1993*, conceptually identifies the planning issues currently facing the Council area while also recommending a policy work program that will establish a framework around which Council's Development Plan should be amended.

The report identified the following Development Plan Amendments as being required to update Council's Development Plan:

- Integrated Water Management Plan (IWMP) DPA
- Strategic Land Use Masterplan
- Industry/Motorsport DPA
- Rural Lands/River Murray Protection Area DPA
- Town Centre/Township DPA
- Update BDP version/Miscellaneous Amendments DPA
- Bushfire Prone Areas DPA (by the Minister)

For further information regarding Council's Strategic Directions Report please go to:

<http://www.coorong.sa.gov.au/page.aspx?u=617>

#### **Council's Tourism and Economic Development Plan**

In April 2011, communities in the Coorong District helped to identify issues and opportunities to enhance economic activities and employment in the Council area. This input has been used to prepare the Tourism and Economic Development Plan for the Coorong Council. The Plan has been developed by URPS (an urban and regional planning firm), using financial modelling by economic planning and analysis firm SGS (Spiller Gibbons Swan).

The Tourism and Economic Development Plan focuses on positive strategies to re-invigorate the local economy. This initiative is being funded by the Federal Government Strengthening Basin Communities Program (planning component).

The plan sets out objectives and strategies for nurturing innovation, supporting local economic development and strengthening business and community confidence. In this way, the Council will be able to assist communities to identify and realise opportunities available to them to foster new forms of tourism and economic development.

For more information regarding Council's Tourism and Economic Development Plan please go to:

<http://www.coorong.sa.gov.au/page.aspx?u=616>

### **Councils Population and Economic Activity Profile**

The Profile includes statistics in relation to the Council district population, demographics and economic activity. The aim of the profile is to not only conduct a detailed assessment of the economy, but to be a document used to promote Council and the economic and development opportunities that exist.

<http://www.coorong.sa.gov.au/webdata/resources/files/Population%20and%20Economic%20Profile%20-%20August%202011.pdf>

### **Council's 2012-2016 Carbon Neutral Strategy**

The 2012-2016 Carbon Neutral Strategy replaces Council's Sustainable Coorong Action Plan which was adopted in 2009. The focus of the Sustainable Coorong Action Plan was implementing environmental sustainability throughout Council's activities. The purpose of the Carbon Neutral Strategy is to provide an overriding strategy for sustainability, emissions reduction and climate change adaptation. It should be noted that sustainability and responding to the issue of climate change should not be a stand alone policy, but rather an overriding strategy that impacts on all actions and responsibilities of Council. This should include the way we maintain our roads, collect and recycle waste, plan urban development and transport, and even the way individual employees behave in performing their everyday roles. Sustainability and responding to climate change is about behavioural change in terms of reinforcing sustainability and continuing to look at ways of doing things better and smarter.

For further information regarding Council's Carbon Neutral Strategy please go to:

<http://www.coorong.sa.gov.au/climatechange>

### **Coorong District Local Action Plan (LAP)**

The latest version of this Plan was adopted in 2012. The implementation of the Plan is undertaken by the LAP staff and committee through facilitation of significant natural resource works, projects and education throughout the district in response to threats to the natural environment and agriculture. The LAP identifies the benefits of taking action, compared to the costs associated with doing nothing, and has established a fair way of sharing the cost of on-ground works.

The Plan identifies a number of significant environmental and cultural areas in the district, including:

- Coorong and Lower Lakes Ramsar sites
- Part of the Watervalley Wetlands
- The Murray Mouth
- Aboriginal lands, including Raukkan Community, Camp Coorong and Wilderness lodge
- National and Conservation Parks.

The Plan also identifies that the area is subject to a range of natural resource issues which include:

- Dryland salinity
- Native vegetation decline, wetland degradation and loss of biodiversity
- Sustainable agriculture
- Wind and water erosion
- Water security
- Climate change
- Pest plants and animals.

Key actions include:

- Controlling groundwater recharge through the broad scale planting of deep rooted perennial plants
- Conserving and enhancing biodiversity through the protection of remnant native vegetation and wetlands and extensive revegetation using local native species
- Supporting and promoting sustainable agricultural productivity which maintains and enhances the long-term productive capacity and environmental health of the land
- Improving groundwater management
- Empowering the community through education and awareness about the natural resource management issues
- Provision of professional support to community NRM groups and individuals.

For more information regarding the Coorong District Local Action Plan please go to:

<http://www.coorong.sa.gov.au/page.aspx?u=395>

### **Tintinara–Coonalpyn Land and Water Management Plan**

The Tintinara–Coonalpyn Land and Water Management Plan (LWMP) is a community plan, addressing sustainability of the Tintinara-Coonalpyn region through sound, community based natural resource management. It is an initiative of the South East Natural Resources Management Board.

Issues and actions identified within the LWMP include:

- Watertables and salinity – salinity and rising watertables managed to protect existing and future agricultural productivity, regional infrastructure and environmental assets/values
- Irrigation and other groundwater uses – promoting effective and efficient use of water for sustainable irrigation
- Managing biodiversity – greater understanding of biodiversity and farm management issues among all stakeholders

- Leaking confined aquifer wells – reduced impacts to water resources, the environment or end users from old or leaking confined aquifer wells
- Weeds and feral animals – pest plants and animals managed to protect agricultural production and biodiversity
- Soil erosion – use of best-practice land management methods to reduce the impacts of soil erosion
- Monitoring – monitoring data will support all land and water management and assessment actions.

The LWMP also contains a number of targets that, if met, will assist in meeting the above actions. Many of the targets can be tied to targets within other District, Regional, State or National plans.

For more information regarding the Tintinara-Coonalpyn Water Management Plan please go to:

<http://www.senrm.sa.gov.au/Water/LandandWaterManagementPlans/TintinaraCoonalpynLandandWaterManagementPlan.aspx>

### **South Australia's Strategic Plan**

The State Government updated the State's Strategic Plan in 2011. Relevant priorities, goals and targets of the Plan to this Strategic Land Use Plan are:

#### Community:

- We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging. (Urban spaces)
- We are known world-wide as a great place to live and visit. (Tourism)
- We support families (Reducing economic disadvantage)
- We value Australian culture and respect diversity. (Aboriginal culture)

#### Prosperity:

- South Australia has a resilient, innovative economy. (Economic growth/Total exports/Business investment)
- We develop and maintain a sustainable mix of industries across the state. (Food industry/Minerals exploration/Minerals production and processing)
- South Australia has a sustainable population (Total population/Regional population levels)
- All South Australian's have job opportunities. (Jobs/Unemployment)
- South Australia's transport network enables efficient movement by industry and the community. (Strategic infrastructure)
- We overcome distance by digital technology. (Broadband access)

#### Environment:

- We adapt to the long term physical changes that climate change presents. (Climate change adaptation)
- South Australia has reliable and sustainable energy sources, where renewable energy powers our homes, transport and workplaces. (Renewable energy)
- We look after our land, rivers and wetlands. (Lose no species/Sustainable land management)
- We care for our oceans, coasts and marine environments. (Marine biodiversity)
- We respect and enjoy our environment. (Nature conservation)

- South Australia has reliable and sustainable water resources and is a leader in wastewater, irrigation, stormwater and groundwater management. (Recycled stormwater/Recycled wastewater)
- Industry and agriculture are highly efficient and innovative in their use of water. (Sustainable water use)
- We provide leadership in managing the Murray Darling Basin. (River Murray-salinity)

For more information regarding the South Australian Strategic Plan please go to:

<http://saplan.org.au/>

### **Murray and Mallee Region Plan (Planning Strategy)**

The Murray and Mallee Region Plan is the relevant volume of the Planning Strategy for the Council area. It is a legislative requirement that Council's Development Plan is to be consistent with the strategies outlined in the Region Plan.

Key strategies that are directly relevant to the Council area include:

- An average of 1.03% in the annual population growth for the Region to maintain an 18% share of the state's population in regional South Australia. For the Coorong Council to be at par with this average, this would entail a net increase of 60 persons per annum.
- Facilitation of industrial growth, with a focus on Tailem Bend's key opportunities as a Freight Intermodal centre and major bulk handling facility. Provision of infrastructure requirements for this is critical.
- Manage growth to protect natural environmental assets including the River Murray, Lower Lakes, Coorong and remnant Mallee stands e.g. by promoting nature-based tourism.
- Support of renewable and clean energy technologies, and water conservation and re-use measures.
- Protection of areas dedicated to primary production, including suitably located areas for expansion of intensive livestock production.
- Address needs specific to provision of housing and services to an aging population.
- Identify the desired character of towns, including items of local heritage significance, and incorporate into structure plans for key towns to manage growth whilst retaining/enhancing the amenity of the towns.
- Recognition of the development of the Tailem Bend Motorsport Park in attracting major motor sport events and associated commercial/industrial activities to the region.

For more information regarding the Murray and Mallee Region Plan please go to:

[www.sa.gov.au/upload/franchise/.../Region\\_plan\\_Murray\\_Mallee.pdf](http://www.sa.gov.au/upload/franchise/.../Region_plan_Murray_Mallee.pdf)

### **The South Australian Murray-Darling Basin NRM Strategic Plan 2009-2019**

This Plan builds upon previous plans and strategies and provides direction and sets challenging targets in regard to the protection and improvement of the condition of the natural resources within the Region. It supports ecologically sustainable development in the Region whilst achieving an appropriate balance between the environmental, social, economic and cultural outcomes through the use of natural

resources. It seeks to achieve this through focus on key visions, goals, guiding principles, medium and long-term outcomes and the actions required to achieve these. By outlining these, especially in relation to setting 20 year targets for the desired state and condition of the Region's natural resources, it seeks to provide guidance for the future investment decisions and actions of all stakeholders.

For more information regarding the SA MDB NRM Plan please go to:

<http://www.samdbnrm.sa.gov.au/NRMPlan/NRMPlan/StrategicPlan.aspx>

### **The South East Region NRM Plan**

This Plan has similar strategies to achieving 20 year targets for the desired future condition of the natural resources as defined in the SA Murray-Darling Basin Plan. Both these plans have a strong basis on the current state of natural resources in the specific regions and focus on the actions required to maintain or indeed improve the condition of these in the future.

For more information regarding the South East NRM Plan please go to:

<http://www.senrm.sa.gov.au/AboutUs/Planspoliciesandreports/RegionalNRMPlan.aspx>

### **The Strategic Infrastructure Plan for South Australia – Regional Overview**

This is a companion document to the Strategic Infrastructure Plan for South Australia. The Regional component of the Infrastructure Plan provides a framework for infrastructure investment throughout the State, with emphasis on each region of the State.

The following strategic priorities identified in the Overview are considered of relevance to the Council area:

- Provide an adequate supply of affordable housing to attract and retain a seasonal workforce.
- Achieve sustainable management of water resources for enhance economic and environmental outcomes.
- Ensure that infrastructure upgrades support diversification of the region's economic base.

For more information regarding the Strategic Infrastructure Plan for South Australia please go to:

[http://www.infrastructure.sa.gov.au/strategic\\_infrastructure\\_plan](http://www.infrastructure.sa.gov.au/strategic_infrastructure_plan)

### **Regional Development Australia – Murraylands & Riverland Regional Roadmap 2011-2013**

The Regional Road Map establishes, at a strategic level, many of the development opportunities and challenges for the wider region. The key priorities identified for the wider region are all of relevance, to varying degrees, to this Strategic Land Use Plan and include:

- Sustainable environmental management. (water, climate variability, diversification, renewable energies, etc)
- Innovation in food and beverage production. (economic diversification)
- Tourism. (proposed Tailem Bend Motorsport Park)
- Digital economy. (need for high speed broadband)
- Regional health. (poor Aboriginal health, etc).

For more information regarding the RDA Murraylands and Riverland Roadmap please go to:

[http://www.rdamr.org.au/regional\\_roadmap.html](http://www.rdamr.org.au/regional_roadmap.html)

### **Mid Murray to Coorong corridor in the Murraylands, South Australia – Agriculture and associated industry potential**

The area around Murray Bridge, and specifically the corridor of land from Palmer and Mannum, southwards through Monarto and Murray Bridge to Wellington and eastwards through Tailem Bend to Cooke Plains, has underutilised natural, created and human resources with potential for economic development. The integrated development of agricultural production and value adding in the region offers a significant opportunity.

This study was conducted by Primary Industries and Regions SA (PIRSA), in conjunction with Regional Development Australia - Murraylands & Riverland (RDA M&R), to investigate this potential. The study area comprised approximately 158,300 hectares (ha) and was divided into three arbitrary zones influenced by the practical objective of having future development in a confined area if possible, where investment in infrastructure could be maximised.

- Zone 1 is west of the river, north of the SE freeway and extends northwards to include Palmer and Mannum (66,346 ha)
- Zone 2 is west of the river, south of the SE freeway and extends southwards to Wellington and close to Lake Alexandrina (48,142 ha)
- Zone 3 is east of the river from a point opposite Mypolonga and extending south to Cooke Plains (43,810 ha)

The river flats along the River Murray were not included as part of this study.

Agriculture in the region ranges from broad acre cropping and extensive livestock production to intensive horticulture and livestock production. In recent years a number of food processors, machinery manufacturers and agriculture supply businesses have established in the area which, coupled with the area's natural resources, provides a springboard for further development. Opportunities exist to build upon this base and to achieve complementary benefit from co-location of production, processing and other supporting enterprises through appropriate planning and investment attraction.

The report includes detailed information on climatic conditions, land and water resources and supporting infrastructure. Future development must be driven by consumer demand and a brief overview is also provided of some market opportunities.

The area has gas, power, road and rail infrastructure with capacity for increased utilisation and potential for expansion. Population growth is planned for Murray Bridge, and nearby Mt Barker which will provide increased labour resources. Both

centres offer full community support services including housing, retail, health services, police and education and training. Some industrial development, including food processing, has commenced at Monarto. It would seem logical to further encourage this development to support expanded agricultural production in adjacent land areas. Future augmentation of power, gas and water treatment services should consider the flow-on opportunities that can be created.

A major component of this report comprises the mapping of crop and intensive animal production potential that might encourage future investment and guide planning decisions. The mapping clearly shows that Zone 1 (Palmer and Mannum south to Monarto and Murray Bridge) has greatest potential for development based upon soil types and access to infrastructure. However opportunities also exist, to a lesser extent, in the other zones.

Should other areas of SA, such as the Adelaide Plains, continue to have increased pressure from urban encroachment there will be opportunities for the relocation of some primary production to this area, particularly to the higher classified land areas. New opportunities may also arise through the Commonwealth Government's Carbon Farming Initiative to utilise the lower classified land areas.

The economic growth of this area will mainly be dependent upon the continued growth of the primary sector and the value adding of primary products.

For further information regarding this report please go to:

[http://www.rdamr.org.au/fileadmin/user\\_upload/Murraylands/Docs/AGRICULTURE\\_DEVELOPMENT\\_POTENTIAL\\_-\\_Palmer\\_to\\_Cooke\\_Plains\\_Murraylands\\_South\\_Australia.pdf](http://www.rdamr.org.au/fileadmin/user_upload/Murraylands/Docs/AGRICULTURE_DEVELOPMENT_POTENTIAL_-_Palmer_to_Cooke_Plains_Murraylands_South_Australia.pdf)

### **Carbon Farming Initiative**

The Australian Government's Carbon Farming Initiative (CFI), which commenced in December 2011, gives farmers and landholders the opportunity to generate extra income by reducing carbon pollution.

The CFI allows farmers and other land managers to earn carbon credits by storing carbon or reducing greenhouse gas emissions on the land. These credits, known as Australian Carbon Credit Units (ACCUs), can be sold to people or businesses wishing to offset their emissions.

The CFI also helps rural communities and the environment supporting sustainable farming by creating incentives for landscape rehabilitation.

Participation in the CFI is voluntary; farmers and landholders can choose whether or not to be involved.

Carbon credits can be traded and used to meet mandatory obligations and voluntary commitments.

The following activities are currently identified as activities where carbon credits can be traded:

- reducing emissions from livestock
- reducing emissions from fertiliser use

- reforestation
- avoided deforestation
- reducing emissions from waste deposited in landfills before July 2012
- soil carbon management
- feral animal management
- improved forest management
- non-forest revegetation.

Of particular interest in the wider Council area is the potential for carbon sequestration offset projects. Sequestration projects generate abatement by removing carbon dioxide from the atmosphere through sequestering carbon in plants as they grow and increased organic matter in soil. Examples of sequestration activities include reforestation, revegetation, restoring rangelands, increasing soil carbon and protecting native forests or vegetation that is at imminent risk of clearing.

Carbon stored in vegetation and soils can be re-released to the atmosphere, reversing the environmental benefit of the sequestration project. For this reason, all sequestration projects are subject to permanence obligations (100 years).

The Councils LAP team has been successful in obtaining \$2.25 million of DFI Biodiversity funding over the next 5 years to implement the LAP program which will meet some of the above objectives.

Further information can be sought from the Australian Government Department of Climate Change and Energy Efficiency website:

[www.climatechange.gov.au/cfi/](http://www.climatechange.gov.au/cfi/)

### **Environment Protection and Biodiversity Conservation Act 1999**

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's central piece of environmental legislation. The Act provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places – defined in the Act as matters on national environmental significance.

The eight matters of national environmental significance are:

- world heritage sites
- national heritage places
- wetlands of international importance (often called 'Ramsar' wetlands after the international treaty under which such wetlands are listed)
- nationally threatened species and ecological communities
- migratory species
- commonwealth marine areas
- the Great Barrier Reef Marine Park
- nuclear actions.

The EPBC Act affects any group or individual (including companies) whose actions may have a significant impact on a matter of national environmental significance. This includes:

- landowners
- developers

- industry
- farmers
- councils
- State and Territory agencies
- Commonwealth agencies.

An EPBC Protected Matters Report, generated for the Coorong Council area, indicates the following matters of national environmental significance may occur in, or may relate to, the Council area:

- 1 Wetlands of international importance
- 2 threatened ecological communities
- 48 threatened species
- 54 migratory species.

It is up to the proponent of a proposal to ensure that the proposal meets the requirements of the EPBC Act. Anyone unsure of whether the EPBC Act applies to them, or what they need to do to comply with the EPBC Act, is strongly encouraged to seek further information from the relevant Commonwealth department.

The area of the “Ramsar wetlands” is shown on the Natural Resources Map within this document.

For more information regarding the EPBC Act please go to:

<http://www.environment.gov.au/epbc/>

## APPENDIX 2

### Building near Transmission Lines

To protect people and property, minimum safe clearances from powerlines have been established in the *Electricity (General) Regulations 1997*. These distances are a legal requirement and must be maintained at all times. The clearance distance, and how it is measured, depends on the voltage and type of powerline.

#### Building near transmission powerlines – 132 kV or higher

When building near high voltage transmission powerlines (132 kV or higher), the safe clearance distance is measured horizontally from the centreline of the transmission tower.

Transmission line voltage	Minimum clearance
275 kV	25 metres
132 kV (except single pole lines)	20 metres
132 kV (single pole lines)	15 metres

#### Building near aerial distribution powerlines – 66 kV or lower

Clearance distances (both vertical and horizontal) are measured from the point of maximum swing or sag of the powerlines. As this varies depending on the circumstance, there are a range of minimum clearances that may apply. As an example, minimum horizontal clearances of 4.5 metres to 5.5 metres are required for 66 kV powerlines and 2.5 metres to 3.1 metres for above 1 kV up to and including 33 kV powerlines. Further information on specific circumstances should be sought from the Office of the Technical Regulator.

#### Vegetation clearance near powerlines

Vegetation needs to be cleared from powerlines to avoid power outages through damages to lines, fires, or risks to people's safety. It is a legal requirement that electricity network operators and occupiers or owners of private property maintain safe clearance distances between vegetation and powerlines.

In South Australia, the electricity network operator is responsible for maintaining the clearance zone around all public powerlines and in the following situations:

- between powerlines and naturally occurring vegetation – this applies to both public and private supply lines
- where a powerline crosses private land and supplies electricity to others as well as the occupier of the land – this is deemed to be a public supply line.

The occupier of a private property is responsible for keeping the required clearance zone free of vegetation around:

- private supply lines that supply the property
- any trees or other vegetation overhanging the property from a neighbouring property.

There are varying minimum clearance distances required between vegetation and a powerline, depending on:

- whether the powerline is located in a defined bushfire risk area – greater clearances are required in these areas
- the voltage and type of the powerline
- the type of conductor i.e. bare or insulated powerline wires
- the distance between the stobie poles or transmission towers, called the span, is a factor in determining how much a powerline conductor will move in wind or sag due to heat – greater distances between poles increase the amount of movement
- the distance between the vegetation and the closest stobie pole – powerline conductor movements are greater midway between the poles and this means that greater clearances are needed for the central areas between the poles than the areas close to the pole.

The South Australian Government has produced guidelines which set out the varying clearance distances that apply.