Coorong District Council

Industry and Motorsport Development Plan Amendment

Explanatory Statement and Analysis

For Consultation
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Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at xxx from xxx until xxx.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to xxx.

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on xxx at xxx.
Explanatory Statement

Introduction

The Development Act 1993 provides the legislative framework for undertaking amendments to a Development Plan. The Development Act 1993 allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the Development Act 1993 (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:
- An Explanatory Statement (this section)
- Analysis, which may include:
  - Background information
  - Investigations
  - Recommended policy changes
  - Statement of statutory compliance
- References/Bibliography
- Certification by Council’s Chief Executive Officer
- Appendices
- The Amendment.

Declared Interests

The Coorong District Council has an interest in several parcels of land that will, or potentially might be affected by this DPA. These interests are indicated below:

- Tailem Bend Motorsport Park (several allotments comprising all of the land within the Motor Vehicle Track Zone). Council is the sole owner of this land, and is currently leasing this to Tailem Bend Motorsport Park Limited for motorsport and driver training activities. Council will not be a party to the development of this land. It originally pursued ownership with the purpose of facilitating economic development within the Council area. Council anticipates sale of this land at an appropriate time in light of this purpose.

- Three parcels of Industry Zoned land on Sheoak Place, Tailem Bend. It is anticipated that this land will remain as Industry Zone. Council has this land available for sale to facilitate economic development.

- Two parcels of land at Bice Terrace and Coombe Terrace, Coonalpyn. One allotment is currently zoned Residential and the other Community, with both proposed to be rezoned to Industry.

- A portion of a parcel of land just off the Princes Highway at the northern entrance to Tailem Bend. This land is currently zoned Primary Production but is proposed to be rezoned to Industry. The remainder of this parcel is already zoned Industry.

Need for the amendment

This DPA has been initiated to facilitate appropriate industrial and motorsport development within the Council area. Planning policies applying to the following areas and activities have been identified as requiring review and potential amendment to support desired outcomes:
Tailem Bend Motorsport Park

The motorsport industry bodies have identified significant demand in relation to the provision of facilities for motorsport at all levels, driver education programs, vehicle testing, etc. well in excess of what can be provided for in existing locations within South Australia. This site has been identified as having strong attributes which lends itself to the development of this location for these activities and facilities beyond the already frequent use of the site (based on the infrastructure previously developed by Mitsubishi as a vehicle testing and development site).

Current provisions for the Motor Vehicle Track Zone are focussed primarily for use as a testing facility rather than for motorsport. There is a need, therefore, to introduce planning policies that will support and guide the development of this land for wider motorsport activities, including potential for associated industrial and commercial development that would benefit from being in this key locality.

Industry and Renewable Energy Facilities in Rural Areas

The Council area has been identified as having significant potential to establish renewable energy facilities in light if the transmission lines bisecting the Council, good solar access, access to the high-pressure SEA Gas pipeline and areas of poor primary production lands which may be more suited to partially accommodating renewable energy facilities. In addition, there may be instances where certain development (for example milling, gas power plants, etc) might not be suitable within the confines of smaller industrial sized allotments within, or on the fringes of, towns.

There is a need, therefore, to review the current policy base applying to rural areas to ensure that it can accommodate these types of development, where appropriate, and without significant impact on the primary production potential of the rural area or on urban development.

Industrial Land in Tailem Bend

Industry zoned land in Tailem Bend is currently located within four distinct precincts, being centred on the Viterra bulk handling site/Railway yards, BP Fuel Depot, Sheoak Place and Tailem Bend Agri-Industrial Park. Whilst services are available to most of these allotments and there appears a significant supply of vacant land available, this DPA will investigate likely demand for this land to assist in determining whether further land is required for industrial development in the near future or whether the current supply is appropriate.

In addition to the land zoned Industry, the Viterra bulk handling facility is increasingly becoming more important as the regional focus for grain storage and transport. The corporatisation of this industry is seeing increasing interest in other entities providing competing operations, including alternative grain handling mechanisms for exports and provision of bulk supplies for farm inputs. The development requirements of the wider bulk handling industry will be considered in this DPA.

Review will also be undertaken to ensure that currently zoned industrial land is appropriate for industrial purposes.

Industrial Land in Meningie

Current industrial zoning is split between the Industry Zone and Home Industry Zone and is located (with one exception) in one “precinct” at the north-eastern side of the township. In respect to the Industry Zoned land, there are several allotments that have been previously established and used primarily for rural living purpose, or for minor commercial use in association with a “caretaker’s residence”. In recent times there has been little demand for industrial land in the township and there is significant pressure for use or sale as rural living land as this has higher value to the seller.

Investigations are required to: establish the key localities of existing industrial and commercial development within the zone and ensure that the zoning and policy does not prejudice suitable expansion of these operations; determine whether allotments currently used for “rural living” are likely to be ever used purely for industrial use and confirm an appropriate zoning for them; review the appropriateness of allowing “caretaker’s residences” in the Industry Zone; ensuring that industrial zoned land is suitably aligned with the location and feasible access to required infrastructure; review the envisaged land uses in the zones to ensure that they are appropriate to the locality and assist in the potential for new industries.
Industrial Land in Tintinara

Industry zoned land in Tintinara is contained within four distinct precincts, being centred on the Viterra bulk handling site, the Service Station and truck parking area at the northern entrance to town, transport depot at the north eastern side of town (and undeveloped Home Industry zoned land), and undeveloped industry land on the south east edge of town.

Investigations are required to: determine whether the undeveloped industrial lands are appropriately located and still required; determine the appropriateness of rezoning Deferred Urban land for industrial use; determine whether a better industrial strategy is to expand the key Industry Zoned land area to facilitate the establishment of new industrial precinct/s.

Industrial Land in Coonalpyn

Industry land is currently divided into five localities, including two areas either entirely undeveloped or barely developed and another locality dedicated as a community service provider. It is considered appropriate to re-examine all sites to determine likely future demand, the ideal configuration to facilitate industrial development within the township and the alignment of existing zone boundaries.

General Investigations for Industrial Land

The need for specific Policy Areas/Precincts will be examined for the Industry or Home Industry Zones.

The Primary Production Zone already caters for industrial or commercial type land use, with the focus on being associated with primary produce rather than general industry. The investigations will determine the scope for other industries, including renewable energy facilities, being better suited to rural areas in specific instances and general provisions will be examined to ensure that the rural aspect and production are protected.

Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister on xxx.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

The area affected by the proposed DPA can be described as follows:

- All parcels of land within the Industry Zone, Home Industry Zone, Motor Vehicle Track Zone, Primary Production Zone and some immediately adjoining parcels of land.
- The parcel of land within the Deferred Urban Zone in Tintinara.

The affected areas are indicated generally in the following zone maps from Council's current Development Plan:
Map 1. Primary Production Zoned (PrPro) land in The Coorong District Council area.
Map 2.  Current Industry (In) zoned land at northern end of Tailem Bend township
Map 3. Current Industry (In) zoned land at southern end of Tailem Bend township, including potential Bulk Handling Zone addition (allotment highlighted by red square)
Map 4.  Current Industry (In) and Home Industry (HIn) zoned land in Meningie
Map 5. Current Industry (In) zoned land in Coonalpyn
Map 6. Current Industry (In) and Home Industry (Hln) zoned land in Tintinara
Map 7. Motor Vehicle Track (MVT) Zone south of Tailem Bend township
Summary of proposed policy changes

The DPA proposes the following changes:

• **Industry Zone**

  Industry or commercial uses invariably have an office component which should be recognised as an integral part of such developments. It is therefore proposed to include reference to "office in association with and ancillary to industry and or commercial development" in the list of envisaged uses in PDC 1.

  Deletion of PDC 10 which refers to Concept Plan Map CooD/6. This DPA proposes the rezoning of the land to which the Concept Plan applies from Industry Zone to Primary Production Zone, meaning that the Concept Plan is no longer required.

  The construction of a dwelling in an industrial area often results in amenity issues being experienced by the resident or results in restrictions being placed on adjoining industrial uses. It is considered preferable that dwellings not be allowed in industrial areas. The proposed deletion of the "Exception" circumstances for a "Dwelling" in the non-complying list means that all dwellings will be non-complying in the Industry Zone.

  The amendment of the Zone boundary in some areas (i.e. Tintinara, Coonaplyn, Meningie and Tailem Bend, resulting in an overall reduction of the total area of Industry Zoned land in the Council area.

• **Motor Vehicle Track Zone**

  This DPA proposes that the Motor Vehicle Track Zone be replaced with a Motorsport Park Zone which reflects the goals of the Tailem Bend Motorsport Park Master Plan. This new zoning supports development of the land as South Australia’s pre-eminent motorsport facility, catering for a wide variety of motoring activity. No change to the boundary of the current zoning is proposed.

• **Primary Production Zone**

  A number of studies have identified the Council area as having potential to establish renewable energy facilities and other forms of industrial development (i.e. milling, gas power plants, etc) which are unlikely to be suitable within the confines of smaller industrial sized allotments within, or on the fringes of, towns. It has also been commented that while the Primary Production Zone caters for industrial or commercial type land uses, the focus is on industry being associated with primary produce rather than general industry. It is therefore proposed to amend the current policies to enable consideration of these types of activities in the Primary Production Zone by:

    - Insertion of a new Objective supporting industrial and or commercial development of an emerging “one off” nature that cannot be readily accommodated in a defined Industry Zone.

    - Consequential amendments to the Desired Character statement and PDC 1 to reflect this Objective and also the desire to accommodate other forms of renewable energy facilities as well as wind farms.

    - Insertion of new PDCs to ensure any such development is located on land of low productive potential for primary production and has low potential for adverse impacts on other uses in the locality.

    - Consequential amendments to land division PDCs recognising that such developments may be able to be appropriately undertaken on allotments of less than the current minimum of 40 hectares.

    - Amendments to the non-complying list: in respect of land division to support such activities; to enable an office to be considered as a likely component of such development; to enable a warehouse to be considered as an ancillary activity in association with such development.
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- Additions to the Public Notification list providing for “Commercial development” and “Renewable energy facility” to be considered as Category 2 for Public Notification purposes.

• Rural Living Zone

This DPA proposes that some 30 hectares of land on the Yumali Road at Meningie, be rezoned from Industry Zone. This land is currently held in five allotments, ranging in area from 4.6 to 8.1 hectares, and is used for rural living purposes. The land is elevated from the Princes Highway, is quite visible from that road and is undulating to steep in nature. It is not considered suitable for industrial development. Consideration was given to rezoning the land to Home Industry Zone, as this Zone exists immediately to the west of this land. However, for similar reasons to that of industrial development, home industry development is also not considered suitable on the land, even though the minimum allotment size that might apply would have been 5000 m² rather than 2000 m² for industrial division. Rather, it is proposed to rezone this land to Rural Living Zone, reflecting the current land use and that the larger minimum allotment size to apply (of 3 hectares) is more appropriate given the lands’ elevated and undulating nature. An additional 2 allotments could be created under the proposed minimum allotment size.

It is also proposed that 3 allotments to the south of this land, along Dehy Road, be rezoned to Rural Living Zone. These allotments, which are currently in the Primary Production Zone, share similar physical characteristics to the land being proposed for rural living along the Yumali Road. They are also currently used for rural living purposes. Ranging in area from 6.2 to 8.2 hectares, the proposed 3 hectares minimum allotment size and requirement for a 100 metres frontage to a public road, means that a maximum of 3 additional allotments could be created in this area.

• Advertisements (General Section)

Amendment of 2 PDCs to enable additional advertisements to be established in association with the Motorsport Park complex.

• Hazards (General Section)

Insertion of a new PDC which requires development proposals within the vicinity of the SEA Gas High Pressure Pipeline to be assessed against the requirements of the relevant Australian Standard - AS2885 (Pipelines – Gas and Liquid Petroleum).

• Industrial Development (General Section)

Insertion of a new Objective to reflect the possibility that emerging “one off” industrial and or commercial facilities may be constructed in rural areas.

• Transportation and Access (General Section)

The deletion of local addition PDCs 14 and 15 as a result of deleting Concept Plan Maps Cood/1 and CooD/2 as they are no longer considered relevant.

• Mapping

The amendment of some Industry Zone boundaries on the basis of reflecting more logical boundaries, taking into account existing land uses and current and likely industrial land markets in the Council area.

Consequential amendment to Zone Map CooD/5 to reflect the new zone name proposed for the current Motor Track Zone.

The inclusion of a new Industry Policy Area Map and Concept Plan to guide development within the new Motorsport Park Zone.

The deletion of Concept Plan Maps CooD/1 Tailem Bend Connector Road and CooD/2 Tintinara Connector Road on the basis that such roads are not required by DPTI, are not considered necessary in the longer term and are unlikely to receive any funding for construction.
Consequential deletion of Concept Plan Map CooD/6 as it is proposed that this land be rezoned and is therefore no longer required.

**Legal requirements**

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

**Interim operation**

Interim operation pursuant to section 28(1) of the *Development Act 1993* has not been sought for this DPA.

**Consultation**

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

- **State and Federal Government**
- Auditor-General's Department
- Defence SA
- Department for Communities and Social Inclusion – Assets and Facilities
- Department for Communities and Social Inclusion – Housing SA
- Department for Communities and Social Inclusion – SA Community Housing Authority (SACHA)
- Department for Education and Child Development
- Department for Health and Ageing - Applied Environmental Health Branch
- Department for Health and Ageing - Wastewater Management
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Department of Environment, Water and Natural Resources – Planning and Assessment Unit
- Department of Environment and Natural Resources – Zero Waste SA
- Department of Further Education, Employment, Science and Technology
- Department of Justice – Police Department
- Department of Justice – State Emergency Service
- Department of Justice - Country Fire Service Development Assessment Unit (Bushfire Protection)
- Department of Planning, Transport and Infrastructure - Planning and Assessment
- Department of Planning, Transport and Infrastructure - Transport Services
- Department of Planning, Transport and Infrastructure - Office of Major Projects and Infrastructure
- Department of Planning, Transport and Infrastructure - Office for Recreation & Sport
- Department of Primary Industries and Regions - Mineral & Energy Resources
- Department of Primary Industries and Regions - PIRSA Forestry
- Department of Primary Industries and Regions - Land Use and Planning
- Environment Protection Authority
- Department of the Premier and Cabinet - Aboriginal Affairs and Reconciliation
- Department of the Premier and Cabinet - Office for State/ Local Government Relations
- Department of Treasury and Finance
- SA Power Networks
- Electranet Pty Ltd
SA Water
South East Australia Gas Pty Ltd
Epic Energy
Department of Defence (Defence Support Group, SA)
SA Murray Darling Basin NRM
South East NRM
Regional Development Australia Murraylands and Riverland

Members of Parliament
Adrian Pederick MP, Member for Hammond (State)
Mitch Williams MP, Member for MacKillop (State)
Patrick Secker MP, Member for Barker (Federal)

Adjoining Councils
Alexandrina Council
The Rural City of Murray Bridge
District Council of Karoonda East Murray
Southern Mallee District Council
Tatiara District Council
Kingston Regional Council

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

The final stage

When the council has considered the comments received and made any appropriate changes, a report on this (the Summary of consultations and proposed amendments report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.
1. Background

As a result of undertaking a number of strategic investigations, Council has identified the need to review its Development Plan in relation to the following:

- Tailem Bend Motorsport Park (TBMP)
- Industrial and renewable energy facilities in rural areas
- Industrial land in Tailem Bend
- Industrial land in Meningie
- Industrial land in Tintinara
- Industrial land in Coonalpyn
- General investigations for industrial land.

This DPA has therefore been initiated to facilitate appropriate industrial and motorsport development within the Council area.

2. The strategic context and policy directions

2.1 Consistency with South Australia’s Strategic Plan

South Australia’s Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The DPA supports the following targets of South Australia’s Strategic Plan:

<table>
<thead>
<tr>
<th>Strategic Plan Objective/Targets</th>
<th>Comment/Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 4 Tourism industry - Increase visitor expenditure in South Australia’s total tourism industry to $8 billion</td>
<td>The DPA will facilitate the further development of motor sport activities at TBMP, with the potential to increase tourist visitor numbers to the area.</td>
</tr>
<tr>
<td>Target 38 Business Investment – Exceed Australia’s ratio of business investment as a percentage of the economy by 2014 and maintain thereafter</td>
<td>The DPA will ensure that the Council area has an adequate supply of industrial land as well as provide for additional opportunities in association with the further development of TBMP, facilitating the potential for business investment.</td>
</tr>
<tr>
<td>Target 46 Regional population levels – Increase regional populations outside of Greater Adelaide, by 20 000 to 320 000 or more by 2020</td>
<td>The DPA will assist in providing a positive business climate through tourism and industrial opportunities, which in turn will assist in maintaining/growing the regional population.</td>
</tr>
<tr>
<td>Target 47 Jobs - Increase employment by 2% each year from 2010 to 2016</td>
<td>The DPA will assist in providing a positive business climate through tourism and industrial opportunities with the potential for increased employment opportunities.</td>
</tr>
</tbody>
</table>
Target 64 Renewable energy - Support the development of renewable energy so that it comprises 33% of the state’s electricity production by 2020. Milestone of 20% by 2014

The DPA will assist in supporting the development of renewable energy options within the Council area.

2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volume of the Planning Strategy is relevant to this DPA:

▪ Murray and Mallee Region Plan.

The DPA supports a number of policies of the Planning Strategy, including the following key principles:

▪ Principle 3. Protect people, property and the environment from exposure to hazards
▪ Principle 5. Protect and build on the region’s strategic infrastructure
▪ Principle 8. Provide and protect serviced and well-sited industrial land to meet projected demand
▪ Principle 10. Strategically plan and manage the growth of towns
▪ Principle 11. Design towns to provide safe, healthy, accessible and appealing environments.

A detailed assessment of the DPA against the Planning Strategy is contained in Appendix A.

2.3 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

2.3.1 Department of Trade and Economic Development Strategic Directions 2011-2014 (Regional Development)

The TBMP proposal, which this DPA will support, aligns with the following directions:

▪ Outcomes:

Regional communities in South Australia maximise their economic development opportunities and their contribution to the state’s overall economic performance.

▪ Strategies:

   Undertake projects that deliver significant economic development opportunities in regional areas.

   Promote regional participation in major project value chains.

Support regional businesses through effectively managing regional grant programs on behalf of the government.

2.3.2 State Tourism Plan

The TBMP proposal, which this DPA will support, has potential to be a key contributor to tourism development in South Australia by:
- Leveraging partnerships that help to reach the target audience with the most compelling message
- Creating new and refreshed tourism developments in South Australia
- Ensuring external planning and policy impediments to sustainable tourism development are removed and that strategic investments are case managed through the development process
- Encouraging further investment in South Australia’s tourism assets and experiences.

2.3.3 Council’s Strategic Directions Report

This DPA is consistent with Council’s Strategic Directions Report (noting that the latest Report is currently with the Minister for Final Approval and has yet to be adopted) and helps deliver on the following recommendations/targets of this plan:

- Encourage economic activity that diversifies the local economy
- Encourage industrial development
- Support the agriculture sector
- Reverse the current population decline of the district.

As a priority outcome of the Section 30 SDR process to more appropriately facilitate targeted industry development, the TBMP and Industry Policy Area has been specifically adopted by Council as the initial DPA to be instigated in 2012.

A detailed assessment of the DPA against Council’s Strategic Directions Report is contained in Appendix B.

2.3.4 Council’s Economic Development Policy

Council’s expressed objective within its Economic Development Policy is to support new and existing businesses and promote the Council area and the broader Murraylands and Upper South East regions as a great place to live and work. The development of TBMP and its associated Industrial Policy Area is an expressed key Objective of Council’s Economic Development Policy, seeking to:

- Capitalise on the location being central to the main Adelaide – Melbourne – Sydney road and rail routes to create opportunity for logistics management, storage and interchange facilities for bulk goods
- Capitalise on excellent access to high capacity utility services (electricity, gas, telecommunications / data, mains supply water and, artesian water in particular)
- Generate employment opportunities for young people
- Develop new industries to underpin reduction in traditional primary industry activities.

Council’s other identified roles relating to TBMP include:

- Promotion of a centre for renewable energy production (alternative fuels, bio-mass, wind, solar)
- Facilitating the provision of infrastructure and public services
- Fostering tourism development and infrastructure
- Facilitating of research and development activities
- Exploring sustainable development practices
- Attracting new business and industry to the region.

Council’s primary role in this respect is to foster strong relationships with Regional Development Australia (RDA) and relevant State and Commonwealth Government departments and agencies to ensure that the Council can facilitate and encourage new development and expansion of existing development in the Council district.

The current situation is that SA has a definite demand for a high quality, national (ideally international) standard multi-discipline motor sport venue – one which is able to adapt to the changing needs of the community.

2.3.5 Council’s Tourism and Economic Development Plan 2011

This plan specifically includes TBMP as a key strategy underpinning direct and total expenditure on regional retail, accommodation, transport and other industry sectors. The key strategy is to capture regional investment and ensure its viability, sustainability and growth on a long term (multi-generational) basis.
TBMP aims to be SA's pre-eminent motorsport facility through the provision of a multi-purpose facility including a national standard drag facility, a national standard road circuit, a drift and motard circuit, and off-road facilities for recreational users as well as competitors of both two-wheel and four-wheel events. Over time, it is envisaged that the TBMP will be become one of Australia’s premier multi-purpose motorsport facilities.

In addition, it is also proposed that a TBMP Industrial Precinct be created that specifically caters for the following land use groupings:

- Motorsport Industry and Support - including repairs, tyres, fuelling, car storage, electronics, mechanical, design and manufacture etc
- Regional Initiatives - specific large allotments to accommodate research and development based industries, renewable sector and (linked specifically to gas and water capacity)
- Logistic Industries - with exposure to Dukes Highway enabling place recognition
- Local Industry - a range of local scale industries across manufacturing, primary production support, etc.

2.3.6 Infrastructure Planning

As this DPA does not propose any increase in the areas of land set aside for urban or industrial purposes, it will not affect infrastructure planning.

2.3.7 Current Ministerial and Council DPAs

There are no Ministerial or Council amendments either initiated, on public consultation or pending a decision, that need to be taken into account in this DPA.

2.3.8 Existing Ministerial Policy

This DPA does not propose any changes to existing Ministerial policy.
3. Investigations

3.1 Investigations previously undertaken to inform this DPA

Investigations previously undertaken (prior to the preparation of the SOI) that have informed this DPA include the following:

- Strategic Directions Report (with Minister for Final Approval)
- Land Use and Infrastructure Prospectus
- Tailem Bend Motorsport Park Business Case
- Native Vegetation Preliminary Property Assessment (for former Mitsubishi site).

3.1.1 Strategic Directions Report

See discussion under section 2.3.3 and Appendix B.

3.1.2 Draft Land Use and Infrastructure Prospectus August 2012

This draft report, while primarily of a strategic nature, is also designed to provide 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.

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

It concludes this will occur by making the most of the strategic advantages of the region, such as:

- the district being 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 region’s current aims to promote and facilitate alternative energy such as wind, solar and bio fuels.

3.1.3 Tailem Bend Motorsport Park Business Case

The TBMP Business Case identifies that the TBMP project is an initiative involving collaboration between the Coorong Council, Coorong Property Group, Motorcycling SA and the peak motorsport bodies in Australia. TBMP requires the commitment of both the Commonwealth Government and the State Government of South Australia to assist with capitalisation and infrastructure funding.

The site, which is currently owned by Council and comprises the Motor Vehicle Track Zone, is the former Mitsubishi Test Track on the corner of the Dukes Highway and the Mallee Highway, near Tailem Bend. The total land area of the site is some 680 hectares.

The land is currently leased to Tailem Bend Motorsport Park P/L which operates the current motorsport activities at TBMP. The land is supported by a high level of infrastructure, including national road networks, electricity grid connection, access to the SEA Gas gas pipeline, SA Water South East water main, Adelaide-Melbourne optical fibre network and subterranean aquifer capacity.

TBMP is strategically located a one hour drive from Adelaide via the national highway link and is highly accessible to the eastern states market. This distance and travelling time compares favourably with the experience of other states.

TBMP aims to be SA’s pre-eminent motorsport facility through the provision of a multi-purpose facility including a national standard drag facility, a national standard road circuit, a drift and motard circuit, and off road facilities for recreational users as well as competitors of both two-wheel and four-wheel events.
Over time, it is envisaged that the TBMP will become one of Australia’s premier multi-purpose motorsport facilities.

TBMP aims to provide SA with the capability to hold a wide variety of motor sport events. The strategy is to re-establish SA as a leading state in Australian motor sport - to develop a viable facility that will hold prestigious events to meet the widest participation of motor sport enthusiasts across all disciplines from the racer to the staff and officials and the spectators.

The ultimate goal is to host events which are promoted internationally and by doing so, put SA and the Murrayland/Riverland region in particular on the world map. SA has some beautiful natural wonders, tourism opportunities which can be exploited world-wide through the motorsport interface. Whilst the facility will be purpose built for motorcycle and car racing, the aim is to incorporate other corporate and community functions of benefit to SA including:

- Corporate releases (e.g. new car launches), vehicle and product testing
- Driver training and awareness – implementing world standards
- Positive anti-hoon expression - TBMP aims to encourage young individuals to remove themselves from the streets and provide a location for their racing in a controlled environment
- Sanctioned, regulated and licenced off road riding experiences
- Ongoing programs in partnership with the Natural Resource Management Board to assist in providing facilities in the Murray Darling water catchment region to reduce the amount of illegal use of recreational vehicles on government reserves and land
- Vision for an elite training camp facility to offer a different level of training to our best State and national riders and drivers
- Provide supporting industrial capacity to establish a viable employment centre as a Product Provider.

The total TBMP master plan involves the development of the majority of the total site. The following elements comprise the TBMP master plan:

- New sealed racing circuit (long and short course) of 3.6km catering for cars and motorbikes
- A new 1/4 mile drag strip to National Standards
- Support infrastructure (pits, workshops, control tower etc)
- Adjoining car parking and amenities
- Development of a central service core area to the southern end of Callitris Road
- Development of a new bitumen B-Doubling compliance access road (on the existing road reserve) along Callitris Road off the Mallee Highway (to enable queuing capacity for major events to the national highway connector and industrial capacity access)
- Upgrade of the existing sealed test track and skid pan
- Development of motor cross, enduro and rally circuits
- Development of high level facilities in subsequent stages (including grand stand capacity, permanent pits and service centres, management centre, function facilities, media centre etc).

In alignment with the objectives of Regional Development Australia, Council and motor sport activities, the project also proposes the creation of an Industrial Precinct to cater for the following land use groupings:

- Motorsport Industry and Support - including repairs, tyres, fuelling, car storage, electronics, mechanical, design and manufacture, etc
- Regional Initiatives - specific large allotments to accommodate research and development based industries
- Logistic Industries.

### 3.1.4 Native Vegetation Preliminary Property Assessment

This 2008 report, prepared by a Rural Solutions SA Native Vegetation Council accredited environmental consultant, involved an assessment of native vegetation on the site of the now proposed TBMP. At the time of the assessment, the land was owned by Mitsubishi Australia Ltd and had been used as a vehicle testing track.
The site is located within the Hundred of Seymour, which in 2002 was estimated to retain 11.9% of its original native vegetation. The site is also located in the Moorlands Environmental Association (2.3.7), which in 2002 was estimated to retain 5.2% of its original native vegetation. The consultant concluded that these figures indicate that vegetation has been cleared extensively in the past and that the ‘preservation and/or management of remnant areas of native vegetation in this region is therefore extremely important’.

The report indicates that the site is located within flat country, with predominantly shallow sandy type soils with numerous areas of exposed limestone. Prior to purchase by Mitsubishi Australia, the site had a history of grazing and some level of cropping in open areas. The native vegetation areas had not been cropped for many years and stock grazing had been incidental during this period also. Kangaroos were observed on the property as was evidence of foxes and rabbits. More recent management of the bushland areas has included rabbit control, African boxthorn removal and introduction of the biological control rust for the management of Bridal Creeper.

There are numerous vehicle tracks present throughout the property and many dissect native vegetation areas. Large power lines also dissect a portion of the property. A small quarry exists on the northern boundary of the property and, in some areas, native plants have begun to colonise the disturbed areas.

In 2002, Mitsubishi Australia applied to clear some native vegetation for the purpose of improving the safety of the test track. Part of the application was granted based on conditional consent to permanently set-aside an area of land for the sole purpose of native vegetation growth and protection. This 2 hectares SEB offset is located in the Mallee Box Woodland Type A association, on the western side of the site adjacent to the southern end of the test track.

Paddocks in the south eastern portion of the site have been subject to ongoing grazing and cropping. The majority of native vegetation in these areas is restricted to remnant clumps and scattered paddock trees.

Based on the information recorded during an inspection, the site is estimated to support four native plant associations and scattered native trees as described in the following Table and as shown on the following Figure 1 – Advisory Plan.

<table>
<thead>
<tr>
<th>VEGETATION SUMMARY</th>
<th>Vegetation Group</th>
<th>Structural Formation</th>
<th>Type</th>
<th>Dominant Species</th>
<th>Report Author’s Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Mallee Box Woodland</td>
<td>A</td>
<td>Eucalyptus porosa (Mallee Box) +/- Callitris gracilis (Native Pine) over native grass and/or patchy chenopod shrubland.</td>
<td>From a natural resource management perspective, the primary land use for this section of the property should be to protect and maintain native vegetation cover. Clearance outside the existing set-aside area may be considered subject to achieving a significant environmental benefit (SEB). The SEB ratio for this plant association is likely to be 8:1.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>B</td>
<td>Eucalyptus porosa (Mallee Box) +/- over more degraded native grass and/or patchy chenopod shrubland.</td>
<td>From a natural resource management perspective, the primary land use for this section of the property should be to protect and maintain native vegetation cover. Clearance may be considered subject to achieving a SEB. The SEB ratio for this plant association is likely to be 6:1.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td>Eucalyptus porosa (Mallee Box) +/- Callitris gracilis (Native Pine) over introduced pasture/crop stubble.</td>
<td>Clearance may be considered subject to achieving a SEB. The SEB ratio for this plant association is likely to be 2:1.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Native Pine</td>
<td></td>
<td>Callitris gracilis (Native Pine) over</td>
<td>Clearance may be considered</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodland</td>
<td>native grassland.</td>
<td>subject to achieving SEB. The SEB ratio for this plant association is likely to be 4:1.</td>
<td></td>
<td></td>
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<td>---</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>3 Open Mallee</td>
<td><em>Eucalyptus dumosa</em> (White Mallee) and/or <em>Eucalyptus gracilis</em> (Yorrell) +/- <em>Eucalyptus porosa</em> (Mallee Box) over introduced pasture/crop stubble.</td>
<td>Clearance may be considered subject to achieving a SEB. The SEB ratio for this plant association is likely to be 2:1.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Open Grassland</td>
<td>A Austrodanthonia geniculata (Wallaby Grass), Austrodanthonia caespitosa (Common Wallaby Grass), Austrostipa sp. (Spear Grass) with numerous native herbs, forbs and lilies.</td>
<td>Clearance may be considered subject to achieving a SEB. The SEB ratio for this plant association is likely to be 4:1.</td>
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<tr>
<td></td>
<td>B Highly modified environment. Patchy native grass cover with a few low chenopod species (<em>Austrostipa elegantissima</em> (Elegant Spear Grass), Austrodanthonia sp. (Wallaby Grass) and Enchylaena tomentose (Ruby Satbush)).</td>
<td>Clearance may be considered subject to achieving a SEB. The SEB ratio for this plant association is likely to be 2:1. Large areas where no native vegetation occurs (i.e. between scattered clumps etc) is likely to have no SEB requirement, 0:1.</td>
<td></td>
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<tr>
<td></td>
<td>C Highly modified environment, little or no native vegetation.</td>
<td>Clearance is not considered subject to achieving a SEB offset. The SEB ratio for this plant association is likely to be 0:1 (i.e. no SEB).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Scattered Trees</td>
<td><em>Eucalyptus porosa</em> (Mallee Box), with occasional <em>Callitris gracilis</em> (Native Pine) or <em>Eucalyptus dumosa</em> (White Mallee).</td>
<td>Clearance may be considered subject to achieving a SEB. This average score could equate to the requirement of the land holder to put aside approximately 0.5 hectares of land for every larger tree removed.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Paddock</td>
<td>Highly modified environment, little or no native vegetation.</td>
<td>Proposed clearance would be considered to be nil or minor and of limited biodiversity impact.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Revegetation</td>
<td>Planted seedlings, <em>Eucalyptus porosa</em> (Mallee Box) and <em>Allocasuarina verticillata</em> (Sheoak).</td>
<td>Although revegetation is not protected under the Native Vegetation Act 1991, minimal disturbance of these plants would be encouraged as they are beginning to provide valuable habitat and aesthetic features.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

### 3.2 Investigations undertaken to inform this DPA

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken to inform this DPA:

- Review of key strategic documents
- Discussions with key stakeholders
- Assessment of the key metrics of the current industrial landscape of the Council area
- Site visits and assessment of industrial lands and motorsport lands
- Review of relevant Development Plan policies and consideration of the new policy base required to meet the aims of the SOI (i.e. in relation to industrial lands, motorsport lands and within the wider rural area)
- Review of the National Recovery Plan for the Iron-grass Natural temperate Grassland of South Australia ecological community report
Figure 1 – Advisory Plan

To be inserted
• Consideration of the potential implications of development on the groundwater resource
• Consideration of the impact of development of Motorsport Park activities on primary production
• Consideration of interface issues that may arise (i.e. from activities at Motorsport Park, industrial development in rural areas, between residential and industrial activities - including around any proposed rezoning of the Deferred Urban Zone at Tintinara)
• Consideration of the management of stormwater at TBMP
• Consideration of the potential for site contamination in relation to any tourist accommodation at TBMP
• Consideration of potential traffic implications for major events at TBMP and the preparation of a concept/structure plan to identify the impacts and improvement needs for the surrounding road network
• Consideration of other planning issues.

The investigations are as follows:

3.2.1 Review of key strategic documents

See discussions under sections 2.1, 2.2, 2.3, 3.1 and Appendices A and B.

3.2.2 Discussions with key stakeholders

In order to gain an appreciation of the market “metrics” for industrial and commercial land uses and the current state of the market, a number of discussions were held with key industry players, including:

• National Industrial Property Trusts
• Agents for existing large scale industrial land developments
• Local business operators
• Local agents
• Regional Development Australia – Murraylands and Riverland.

From these discussions a clearer picture of the industrial landscape emerged, including information on:

• The drivers required to generate an industrial base – why will someone develop industrial land and who will occupy the land?
• The current state of the market
• Types of industries which are suited to the Coorong Council area.

3.2.3 Assessment of the current industrial landscape

The key elements of the feedback from the discussions with key industry players are outlined below:

• the majority of the industrial development of significant scale within 100km of Adelaide is located in the northern suburbs and north western suburbs of Adelaide
• the demand to develop significant industrial developments is currently weak
• the demand to locate industrial development in other more remote locations with cheaper land is also weak, mainly due to the imperative of commercial and industrial businesses needing to locate directly adjacent to their market in the core economic activity centres
• industrial development is ideally located near its markets, but also near a workforce with the necessary skills to facilitate the functions of that land use
• industrial parks and development are much more likely to occur when they are within proximity to the key economic drivers and are ‘just in time’ or within 30 minutes delivery
• the decoupling and breaking down of road trains is ideally located within close proximity of the end markets – 1 “B Double” truck is broken into multiple shorter range delivery vehicles
• demand for new industrial land uses of a manufacturing nature is very weak.
The current implications of this scenario for the Coorong Council area are:

- **Industry Supporting Large Manufacturing** *(Category 1)*
  
  This category comprises industry that exists to serve larger economic drivers, including the transport and distribution of materials into those industries. Given the relatively generous supply of industrial land elsewhere, the creation of the types of industry that would benefit the area are unlikely to locate in the area unless there is a clear reason / driver to do so. No drivers have been identified.

- **Rural Based Industry** *(Category 2)*
  
  This category comprises rural based industries dealing in the transport, treatment and value add to primary production outputs. The main examples of rural based industrial land uses are the handling of bulk grains and potential dairy related industries. The latter is now unlikely to produce significant demand for industrial land due to the reduction in total dairy production and the recent drought causing water supplies to be severely impacted. The bulk grains industry is a steady and probable long term land use that will continue to locate in Tailem Bend. While the current Viterra operation has capability to expand in terms of its current land ownership, it is considered to be operating at its optimal size from an economic viability point of view. The main changes are likely to be reconfigurations to provide greater operating efficiencies. The driver for this type of industrial land use is proximity to the grain source, access to rail and proximity to the shipping port via that rail link. Tailem Bend is ideally located for this land use. It is likely to remain a viable and potentially growing economic land use in the foreseeable future. Potential opportunities exist for value-add grain services.

- **Local Service Industry** *(Category 3)*
  
  This category comprises local small-scale commercial/industrial operators, including those supplying the primary industry market. Local agents advise that the turnover of industrial land is minimal. This is unsurprising given the metrics that drive the SA industrial market and the relatively remote location of the Council area to the end market and a large skilled employment base. Recent land sales at Meningie have been realised to accommodate storage facilities. It can be assumed that price is a key driver in generating this land use and allowing for a relatively discounted end user offering to the storage market. It was suggested that another factor in the depressed market is the impacts and severity of the recent drought which has not receded from the market’s memory. Although this may be a factor, it does not change the fundamental drivers outlined above.

  The creation of the proposed Motorsport Park, if successfully executed and adequately funded, could provide demand for associated industries. The creation of these industries would face the same hurdles as outlined above and it is reasonable to suspect they would only become viable in the locality if there was a considerable anchor of a principal economic driver. A potential change to this situation is the creation of a niche industry driver that attracts other complementary businesses and builds momentum by creating its own market.

- **Large Scale Emerging Industries** *(Category 4)*
  
  This category covers large scale “new and emerging” industries, possibly linked with power generation, recycling or other as yet undeveloped industrial land uses (i.e. certain industries where the technology is still in the development stage or is currently uneconomic). Potential exists for large scale emerging industries requiring buffers and low priced land near infrastructure of gas, electricity and road transport near Tailem Bend. As the nature and requirements of these emerging industries is largely undefined, it is difficult, in a planning sense, to comprehensively “plan” for them in a specific zone at this time. This DPA therefore proposes providing some flexibility to accommodate these emerging industries in the Primary Production Zone, which covers the bulk of the Council area. In this scenario, this form of industrial development would need to demonstrate that it genuinely needs to be accommodated in this Zone (i.e. it is of a scale or nature that cannot be readily accommodated in an Industry Zone, it requires a specific location for resource needs and it is to be located on land of lower primary production potential, etc) rather than on the basis of the land being a cheaper land supply. This proposal is discussed in more detail in section 3.3.5.
In summary, the key drivers for the industrial land uses that generate employment are:

- proximity to a manufacturing or economic generator base
- Road Train decoupling opportunities close to markets
- appropriately priced land that is serviced by infrastructure.

In the context of the Council area, these drivers are not considered as strong as alternative locations and therefore “Category 1” industrial development is unlikely. The nearest example of a distribution centre, at Monarto, is considered by some as being on the threshold of maximum distance from local markets of metropolitan Adelaide, therefore destinations further out provide even greater challenges. In all other aspects the Coorong Council area does not contain the key economic manufacturing drivers that exist in the Adelaide northern suburbs and therefore the potential for large scale industries is considered unlikely in the near term.

It is therefore proposed that the main focus of planning for future industrial land supply and attracting industry to the Council area should focus on Categories 2 - 4 with an understanding that:

- the current industrial land bank in metropolitan Adelaide is well supplied
- rural industries are the main driver for the Council area
- the current market for small scale industrial development is depressed
- there is potential that large scale emerging industries requiring buffers and low priced land near infrastructure of gas, electricity and road transport may in the future locate near Tailem Bend. However, there is no current example of these industries locating in similar locations in the foreseeable future.

3.2.4 Site visits and assessment of industrial lands and motorsport lands

Site visits have been undertaken to view the industrial lands and the motorsport lands which are the subject of this DPA. Factors used in assisting in the process of determining whether amendment to the current industrial and motorsport zones is required include the following:

- Market trends
- Existing/potential allotment numbers
- Location
- Size and shape of allotments
- Physical suitability of the land
- Existing land uses/vacant land
- Adjoining zones/proximity to sensitive land uses
- Access
- Wider strategic directions.

This information, together with the findings of section 3.2.3 above, is considered to provide an appropriate basis for assessment of these industrial and motorsport land parcels.

Tailem Bend Motorsport Park

The future development of the Tailem Bend Motorsport Park facility is discussed in detail in section 3.1.3 above. As discussed earlier, such a form of development is consistent with a number of goals set out in various State and Local strategic documents.

While some aspects of the proposed Motorsport Park facilities can be achieved under the current Motor Vehicle Track Zone policies, significant amendments will be required to fully achieve the overall vision for this land. It is therefore proposed to introduce a new Motorsport Park Zone in this DPA. No change to the current boundary of this Zone is proposed.

See proposed Zone Map CooD/5 following on page 32.
Industrial Land in Tailem Bend

As discussed earlier under “Need for the amendment”, industry zoned land in Tailem Bend is currently located within four distinct precincts, being centred on the Viterra bulk handling site/Railway yards, BP Fuel Depot, Sheoak Place and Tailem Bend Agri-Industrial Park. In addition to the land zoned Industry, the Viterra bulk handling facility is increasingly becoming more important as the regional focus for grain storage and transport. The corporatisation of this industry is seeing increasing interest in other entities providing competing operations, including alternative grain handling mechanisms for exports and provision of bulk supplies for farm inputs.

The investigations undertaken suggest:

Area 1: This area is located on the eastern side of the Princes Highway, commencing at the northern entrance to the township. It primarily accommodates the Viterra Bulk Handling facilities and activities associated with the operations of the rail line and yards. The bulk handling facilities are largely separated from the Highway by the extensive road reserve and plantings of native vegetation between the road reserve and the rail line. Within the township the Community Zone provides some separation to the residential development to the west of the rail line, however, to the east of the rail line the residential development backs onto the rail land.

Some 7 hectares of land immediately to the east of the Princes Highway road reserve is held as Crown Land (Section 550 and allotments 11 and 12) and has been extensively planted with native vegetation, providing a positive entrance amenity as well as some screening to the industrial activities to the east. Given these factors it is considered that this land would be more appropriately zoned as Community Zone.

Viterra owns some 137 hectares of land in the northern part of this Industry Zone. Its Bulk Handling facilities are located primarily on 41 hectares (allotment 500) within the Bulk Handling Zone, with a further 96 hectares held in two allotments immediately to the north of these facilities in the Industry Zone. These allotments are flat, largely arable and could cater for any expansion of the bulk handling facilities or accommodate other appropriate industrial development. It is proposed that this land be retained within the Industry Zone. In addition, it is proposed that adjoining land to the north-west corner of this portion of the Industry Zone be rezoned from Primary Production Zone to Industry Zone. The allotments (allotment 107 and part allotments 71 and 12) in this area are either owned by the Government or the Council and are considered to form a logical addition to the Industry Zone as well as providing the potential for access from the Princes Highway to the industrial land to the east.

Area 2: This area comprises 4 allotments on Trevena Terrace with areas in the 1000 m2 to 1700 m2 range. It accommodates the Reliance Petroleum Depot and is proposed to be retained in the Industry Zone at this time. However, the future of this land could be reconsidered as part of a specific review of the township.

Area 3: This area is located on the eastern side of the town on the former racecourse site and is being considered for development as a grain industry precinct and warehousing for farm chemicals and fertiliser. It is located within the Primary Production Zone. A development application for these uses is currently being considered by Council. In regard to the current zoning of this land, the Primary Production Zone lists a “bulk handling and storage facility” as an envisaged use within the Zone but lists a “warehouse” as non-complying. However, a recent ERD Court decision (Behn & Anor v Clare and Gilbert Valley Council) found that a facility for the storage and dispatch of agricultural chemicals and seed for direct delivery to farms did not constitute a “warehouse”. Rather, the proposed facility was considered to be a bulk handling and storage facility that might be reasonably anticipated in the Zone. On this basis it is considered there is no immediate need to rezone this land. Longer term, should the development receive approval and be constructed, it may be beneficial to rezone the land to Bulk Handling Zone.
Area 4: This area is located at Myrtle Place and Sheoak Place and contains some 25 allotments. Most allotments are within the 900 m² to 1400 m² range, with Council owning three larger allotments between 8200 m² and 1.8 hectares. A poultry processing plant is located on a 4.6 hectares site on the eastern side of the Zone. An earthmoving depot and dwelling are located immediately adjacent in the adjoining Primary Production Zone. The appearance of development within the area is of a variable standard, with a number of smaller sheds/premises, a car wrecker’s yard and the poultry processing plant. It is estimated there is in the order of 6.5 hectares of vacant land within the area, some of which could be further divided if required. Based on the current minimum allotment size of 2000 m² allowable in the Zone, this area could accommodate an additional 25 to 30 industrial allotments. It should be retained within the Industry Zone.

Area 5: This area is located adjacent to the Dukes Highway at Tailem Bend south. It is commonly known as the Tailem Bend Agri-Industrial Park and contains “The Big Olive” facilities. The area encompasses some 20 allotments with areas ranging from 5000 m² to in excess of 2.3 hectares. Built development is limited at this time with The Big Olive facilities, a trading post/hardware store and a partially constructed shed being the only structures on the land. The land is flat, well serviced and has good access to the National Highway. It should be retained within the Industry Zone.

See proposed Zone Maps CooD/47 to 52 following on pages 33 to 38.

Industrial Land in Meningie

As discussed earlier under “Need for amendment”, current industrial zoning is split between the Industry Zone and Home Industry Zone and is located (with one exception) in one “precinct” at the north-eastern side of the township. In respect to the Industry Zoned land, there are several allotments that have been previously established and used primarily for rural living purpose, or for minor commercial use in association with a “caretaker’s residence”. In recent times there has been little demand for industrial land in the township and there is significant pressure for use or sale as rural living land as this has higher value to the seller.

The investigations undertaken suggest:

Area 1: This 1.5 hectares site is located in the Industry Zone on East Terrace. It is a former Transport SA Depot that contains a shed and is currently used for bus/truck parking. Based on the current minimum allotment size of 2000 m² allowable in the Zone, this area could accommodate some 5 to 7 industrial allotments. It provides an option to the main industrial area located further to the north of the township and should be retained.

Area 2: This land contains 9 allotments within the Home Industry Zone, ranging in area from 2000 m² to 1.1 hectares. Only 1 allotment is vacant, with the others having a shed or shed and dwelling on them. With a minimum allotment size of 5000 m² required in the Zone, there is the possibility that only 1 additional allotment could be created. It is proposed that the Home Industry Zone be retained.

Area 3A: This area, which currently contains 10 allotments bounded by Selby Road in the south, Princes Highway to the west, Dehy Road to the east and the Home Industry Zone boundary to the north, is located in the Industry Zone. Allotment sizes range from 1.1 hectares to 8.9 hectares. While industrial development is evident along the Princes Highway and Selby Road frontages, there is still an amount of vacant land available for industrial purposes, particularly along Dehy Road. This land is undulating and generally falls immediately to the west of Dehy Road, before rising further to the west. It is estimated that in the order of 17 hectares is available for further development. Based on the current minimum allotment size of 2000 m² allowable in the Zone, this area could theoretically accommodate some 70 to 75 industrial allotments. It is proposed that the Industrial Zone be retained for this area.

Area 3B: This area is located to the north of the Yumali Road and contains some 18 allotments. Allotment sizes range from 1300 m² along Windmill Drive to 3.7 hectares along the Yumali Road. A mixture of industrial/commercial developments are located in this area, including an auto electrician, rural agency and bulk handling of fertiliser and trucking businesses. Some vacant land is still available for further development in this area. While difficult to quantify, it is in the order of 2 hectares which, based on the current minimum allotment size of 2000 m² allowable in the Zone, could theoretically accommodate some 5 to 9 industrial allotments. It is proposed that the Industrial Zone be retained for this area.
Area 4A: This area contains 5 allotments located on both sides of the Yumali Road. Allotment sizes range from 4.6 hectares to 8.1 hectares. Four of the allotments have dwellings and sheds located on them, with 1 vacant allotment on the southern side of Yumali Road. This allotment is in the same ownership as the allotment to its immediate west. All appear to be currently used for rural living purposes. While the bulk of this area is free from built development, its generally undulating nature and elevated position suggests that this land is less than ideal for retention within the Industry Zone. Similarly, it is also not considered suitable for the closer development that rezoning for Home Industry purposes would bring. On this basis this land is proposed to be rezoned to reflect its current usage, that of Rural Living.

Area 4B: This area contains 3 allotments on the eastern side of Dehy Road, located in the Primary Production Zone. Allotment sizes range from 6.2 to 8.2 hectares and all allotments have dwellings located on them. These allotments share similar physical characteristics to the land being proposed for rural living along the Yumali Road and are also currently used for rural living purposes. Being located immediately to the south of the proposed rural living allotments on the Yumali Road, they together form a cohesive grouping of allotments suitable for rural living purposes. On this basis, it is proposed to rezone this land to Rural Living.

See proposed Zone Maps CooD/61 to 62 following on pages 39 and 40.

**Industrial Land in Tintinara**

As discussed earlier under “Need for the amendment”, industry zoned land in Tintinara is contained within four distinct precincts, being centred on the Viterra bulk handling site, the Service Station and truck parking area at the northern entrance to town, transport depot at the north eastern side of town (and undeveloped Home Industry zoned land), and undeveloped industry land on the south east edge of town.

The investigations undertaken suggest:

Area 1: This land is located on the south-east edge of the township and is separated from the town proper by an extensive Community Zone. It has frontages to the Dukes Highway and Emu Springs Road. A portion of a larger allotment, the industrial zoned component of the allotment comprises an area of some 5.8 hectares. The land is generally flat and is currently used for cropping. Given its continuing suitability for rural use, its location and the current industrial land market, it is not considered necessary that this land be retained for industrial purposes and it is therefore recommended that it be rezoned to Primary Production Zone.

Area 2: This area is located to the west of the Dukes Highway at the southern end of the township and is adjacent to the rail line. The majority of the Zone in this locality is under the ownership of the Minister for Transport and Infrastructure and occupies the major portion of an allotment of some 9.8 hectares. The Viterra bulk handling site is located in the northern portion of this larger allotment, with the central portion of the land comprising a recreation area with walking trails developed around a “lake” (leased to the Council). Disused stock sale yards are located in the southern portion of the site. Given the primary uses of this land it is proposed to rezone that portion of the allotment used by Viterra from Industry Zone to Bulk Handling Zone, in keeping with the zoning of such facilities elsewhere in the Council area. It is also proposed that land immediately to the east of the Viterra land and adjacent to the rail line be included in the Bulk Handling Zone. This land was previously occupied by a service trade premise. It is proposed that the remainder of the allotment to the east, comprising the recreation area and disused stock yards, be rezoned to Community Zone, in keeping with the primary land use of this portion of the allotment and also with the surrounding Community Zoning to the north east and south east.

The current Industry Zone also encompasses a second, much smaller, triangular shaped allotment on the corner of Two Wells and Dump Roads. This 300 m² allotment is owned by the Council. An industrial/commercial premise is located immediately adjacent to this allotment in the adjoining Primary Production Zone. It is therefore proposed that this premise also be included within the Industry Zone, resulting in an approximately 60 metres extension of this Zone from the Council allotment.
Area 3: This area is focussed around the service station and truck parking area on the northern entrance to the town. It comprises of three narrow allotments, totalling 3.8 hectares, extending some 750 metres along the frontage to the Dukes Highway. The northern and southern allotments are currently vacant, while the service station is located on the central allotment. A fourth “allotment” (portion of a larger allotment) of some 10.4 hectares is located to the rear of these allotments. It currently only has access from a local road (Gibbs Avenue) and is currently used for cropping.

The linear extent of this area, as an entrance to the township and with a frontage of some 750 metres along the Dukes Highway, is considered undesirable. Allotment 111, located at the northern extremity of this area, is currently vacant. It is therefore possible for this parcel to be excluded from the Industry Zone (being rezoned to Community Zone), with the boundary then being formed by the boundary of the service station and truck parking facility. This would reduce the linear extent of this area by some 350 metres. Similarly, that portion of allotment 100 in the Industry Zone (located at the rear of these allotments), could also be reconfigured to provide approximately the same area (some 8.4 hectares), but in a more regular shape. The main access to this portion could be from a service road adjacent to the Dukes Highway, rather than through the adjacent residential area. This would require negotiation with the adjoining property owner to achieve. Based on the current minimum allotment size of 2000 m² allowable in the Zone, this area could accommodate some 35 to 40 additional industrial allotments. It is recommended that this land be retained for industrial purposes. Buffering to the Town Centre Zone and Residential Zone should be provided.

Area 4: This 3.66 hectares parcel of land on Helling Terrace is currently zoned Deferred Urban (for future urban purposes). It is the site of a former concrete batching plant and now is used for the storage of sand and metal. Given its previous and current industrial uses, it is considered this land would be more appropriately zoned as Industry, rather than retaining it within the Deferred Urban Zone or rezoning it for residential use (the adjoining zone to the south). Based on the current minimum allotment size of 2000 m² allowable in the Industry Zone, this area could accommodate some 10 to 15 additional industrial allotments. Buffering to the Residential Zone should be provided.

Area 5: This area is located on the eastern side of Helling Terrace (the road to Geranium) and comprises both an Industrial Zone and Home Industry Zone, each of approximately 10 hectares in area.

The Home Industry Zone is portion of a larger rural allotment located at the north-eastern extremity of the township. It is currently undeveloped, being used for cropping and/or grazing purposes. Given the current market, it is not considered necessary that this land be retained for home industry purposes. It is recommended that it be rezoned to Primary Production Zone, in line with the adjoining zone to the north, east and west.

The Industry Zone comprises five smaller allotments from 800 m² to 2.11 hectares, all with frontage to Heller Terrace. The allotments are currently used for a Council Depot, ETSA substation, haulage/trucking services and rural living purposes. The balance of the Zone, some 6.5 hectares, is located at the rear of these allotments and does not have current access to a public road. This portion of the Zone is undeveloped. Based on the current minimum allotment size of 2000 m² allowable in the Zone, this area could accommodate some 25 to 30 additional industrial allotments. It is recommended that this land be retained for industrial purposes.

See proposed Zone Map CooD/41 following on page 41.

**Industrial Land in Coonalpyn**

As discussed earlier under “Need for the amendment”, industry land is currently divided into five localities, including two areas either entirely undeveloped or barely developed and another locality dedicated as a community service provider.

The investigations undertaken suggest:

Area 1: This land is located on the northern boundary of the Coonalpyn township on the eastern side of the Dukes Highway and has an area of 1.1 hectares. It is currently occupied by a farm machinery sales and service business (Coonalpyn Farm Machinery). It is separated from the residential area of the township by a Community Zone. Based on the current minimum allotment size of 2000 m² allowable in the Zone, this area could accommodate some 3 to 5 industrial allotments. It is recommended that this land be retained in the Industry Zone.
Area 2: This land is also located on the northern boundary of the township, but on the western side of the Dukes Highway, with frontage to Railway Terrace. The Industry Zone land is held in 2 parcels, with the smaller at 1500 m² being owned by SA Water. The front portion (some 6000 m²) of the larger allotment is within the Industry Zone and is occupied by a rural agency/farm supplies business (Cox’s). The remainder (approximately 1 hectare) of this larger allotment is within the Rural Living Zone, which also extends to the south. This portion of the allotment has largely been cleared, but some native vegetation has been retained, primarily on its southern boundary. Extension of the Industry Zone to encompass the whole allotment is proposed, with the land being buffered/screened by the existing vegetation on the southern boundary and also by the native vegetation evident in the adjoining Community Zone to the south-west. Based on the current minimum allotment size of 2000 m² allowable in the Industry Zone, this extended area could accommodate some 5 to 7 industrial allotments. Area 2 is also adjacent to the 14 hectares of land held by Viterra Operations Ltd for its grain bunkers. This land is within the Bulk Handling Zone and no change is considered necessary.

Area 3: This 7600 m² parcel of land is located on Richards Terrace and is located at the interface with the Residential Zone to the south. It appears to be a former SA Water Depot site and is currently used by the Coonalpyn Communications Network Learning Hub. Given the community nature of the land use and its location adjacent to the residential area, it is recommended this parcel be rezoned to Community Zone.

Area 4: This area is located on the southern side of the township, to the west of the Dukes Highway. It has frontages to Jacobs Road and Bice and Coombe Terraces. The Industrial Zone here currently comprises 7 allotments (or part allotments), ranging in size from 5400 m² to some 5 hectares. While some of the allotments have large industrial sheds located on them, there is still some 15 hectares of land which is largely vacant which could be further developed for industrial purposes. However, review of this land suggests a more logical boundary could be put in place. This DPA proposes that allotment S146, located on the corner of Bice and Coombe Terraces, be included in the Industry Zone. This 5400 m² allotment is currently in the Residential Zone, but is the only such allotment on the southern side of Bice Terrace and has Industry Zoned land on its eastern and southern boundaries. It is also proposed that allotment S150, on the western side of Coombe Terrace, be included in the Industry Zone. The inclusion of this 5000 m² allotment, currently zoned Community and which has Industry Zoned land on its southern boundary and to its east across Coombe Terrace, results in the better use of existing infrastructure. Both of these allotments are owned by the Council. The allotment immediately to the north of allotment S150 (allotment S151) was also considered for inclusion within the Industry Zone. However, investigations have revealed this land, while under the custodianship of the Council, is owned by the Crown and is dedicated for “plantation purposes” under the Crown Lands Act. In this circumstance, no change in zoning is proposed to this land, with it remaining in the Community Zone.

Not with standing the proposed addition of these 2 allotments to the Industry Zone, it is also proposed that some current Industry Zoned land be removed from the Zone. In reviewing this land it is apparent that the southern boundary to the Zone is currently inappropriately located such that a farm house and associated shedding is included within the Industry Zone, while other associated farm shedding is located in the adjacent Primary Production Zone. This land, which is portion of a larger allotment (S19), has an area of some 5 hectares and is currently used for cropping and grazing. Together with the current weak industrial land market, this is considered sufficient justification to amend the Zone boundary in this location. It is therefore proposed that the southern Zone boundary be relocated some 150 metres to the north, to coincide with a defined property boundary, with the 5 hectare parcel being rezoned to Primary Production. Based on the current minimum allotment size of 2000 m² allowable in the Industry Zone, the proposed remaining 11 hectares could accommodate some 45 to 50 industrial allotments.

Area 5: This approximately 23 hectares parcel of land is located on the south-eastern side of the town, between the Dukes Highway and Hellers Road. It is screened from the Highway by thick roadside vegetation and is currently used for cropping purposes. Given the current industrial market, it is not considered necessary that this land be retained for industrial purposes and it is therefore recommended that it be rezoned to Primary Production Zone.

See proposed Zone Map CooD/38 following on page 42.
Industry and Motorsport DPA
Coorong District Council
Analysis

Zone Map CooD/48

COORONG COUNCIL
Consolidated - 18 October 2012
Industry and Motorsport DPA
Coorong District Council
Analysis
Zone Map CooD/50

Zones

Cu  Community
Ru  Industrial
Pr  Primary Production
R  Residential
RuL  Rural Living

Coorong Council
Consolidated - 18 October 2012
Zone Map CooD/52

COORONG COUNCIL
Consolidated - 18 October 2012
3.2.5 Industrial activities in the wider rural area

As discussed earlier under “Need for the amendment”, the Council area has been identified as having significant potential to establish renewable energy facilities in light of the transmission lines bisecting the Council, good solar access, access to the high-pressure SEA Gas pipeline and areas of poor primary production lands which may be more suited to partially accommodating renewable energy facilities. In addition, there may be instances where certain development (for example milling, gas power plants, etc) might not be suitable within the confines of smaller industrial sized allotments within, or on the fringes of, towns. It was also commented that while the Primary Production Zone catered for industrial or commercial type land use, the focus was on industry being associated with primary produce rather than general industry.

The investigations undertaken suggest:

A significant portion of the Council area is within the Primary Production Zone where industrial development is not listed as either complying or non-complying, enabling it to be considered as a merit application. However, the current policies for industrial development are generally quite restrictive, as evidenced in the following paraphrased policies:

- protect primary production from incompatible land uses / protect scenic rural landscapes
- industries for processing of agricultural products established in suitable locations to provide value-adding opportunities
- buildings only for primary production purposes / grouped together
- industry and warehousing only for primary production, processing, storage and distribution of local primary produce or products produced on the same site
- land division only for economically productive, efficient and sustainable primary production
- land division not creating any allotments of less than 40 hectares
- “warehouse” listed as non-complying.

However, there are some policies that offer limited support for industrial development other than for primary production. These include:

- statements that recognise some rural land is better than other rural land i.e. “land capability varies greatly throughout the zone, reflecting the rainfall distribution and the complex nature of the soils present” / the “highly variable nature of each property is to be considered in determining development opportunities”
- “Bulk handling and storage facility” is listed as an envisaged use
- “Industry (except Special Industry)” is listed as Category 2 for public notification purposes.

It is considered the most likely forms of industrial/commercial development to occur in the Council area in future are those of a local, service type nature. In the main, these can generally be appropriately accommodated in the various Industry Zones located in each of the townships. However, it is more difficult to zone in advance of need for those emerging “one off” forms of industrial/ commercial development or renewable energy facilities that may require larger land parcels or have more specific site or location needs.

The Primary Production Zone, which covers the bulk of the Council area, provides the opportunity to cater for these types of “one off” activities. While it is acknowledged that the primary industry land resource should be protected, it should be to a level appropriate to its productive potential (i.e. land with a high productive potential should receive greater protection for retention for primary industries than land with a lower productive potential). In addition, it is important to, as much as possible, restrict non-primary production activities to those that genuinely need to locate in such areas rather than on the basis of a cheaper land supply.

Amendments to the policies in the Primary Production Zone are therefore proposed on this basis. Some other policies which would be used in the assessment process, such as those under Industrial Development in the General Section of the Development Plan, will also undergo minor amendment. Other General Section policies, such as those under Interface between Land Uses, will continue to apply.
3.2.6 Review of the National Recovery Plan for the Iron-grass Natural Temperate Grassland of South Australia ecological community report

The Iron-grass Natural Temperate Grassland (INTG) of South Australia is an ecological community in which Iron-grasses (*Lomandra* species) are a characteristic and dominant part of the vegetation. INTG has a characteristic structure, dominated by large and medium-sized perennial tussocks of Iron-grass and native grasses, with smaller herbs, low shrubs, mosses, lichens and bare ground in the inter-tussock spaces. Many plants and animals of the ecological community are regarded as grassy habitat specialists.

INTG mainly occurs on the slopes and hills of the Mount Lofty Ranges, west of the River Murray and throughout the mid north. Patches also occur on the eastern side of River Murray near Tailem Bend, and may occur along the Hummocks Range north of Gulf Saint Vincent. The proposed site of the TBMP is indicated on mapping as an area where INTG ‘may occur’.

This type of ecological community has been listed as critically endangered under the Commonwealth *Environment Protection and Biodiversity Conservation Act* 1999 (the *EPBC Act*) because of a severe decline in distribution and ongoing loss of integrity. The key threat to survival of this ecological community includes clearing, grazing and weed invasion. Other threats include road and rail maintenance activities and the effects of fragmentation. The INTG of South Australia is also threatened by inappropriate tree planting and agricultural snails.

A condition class describes areas of an ecological community that have a similar conservation value. Condition can be determined by factors such as: numbers and types of plants and animals present; the level of weed invasion; the size of the area; and distance to the next area of native vegetation. Significantly degraded (low condition) areas are not part of a listed ecological community. This means that protection provisions of the *EPBC Act* are focused on the most vulnerable elements of Australia’s natural environment, while degraded areas, which do not trigger the ‘significance test’ of the *EPBC Act*, are largely excluded.

INTG is only protected under national environment law where it is in relatively good condition. There are three condition classes for INTG of South Australia. Classes A and B are indicative of the listed ecological community, while Class C is indicative of patches that are degraded but could be rehabilitated to become the listed ecological community. For example, to meet condition Class A, a patch must be at least 0.1 ha in size and have more than 30 native species and at least 10 native broad-leaved forb species not on the disturbance resistant list and have at least five native perennial grass species (excluding *Lomandra*) and have at least one native perennial tussock (including *Lomandra*) per linear metre.

The *National Recovery Plan for the Iron-grass Natural Temperate Grassland of South Australia ecological community*, 2012, was prepared by the then South Australian Department of Environment and Natural Resources as part of the Grassy Ecosystems Recovery Project. The Plan sets out the actions necessary to stop the decline, and support the recovery, of the listed threatened species or ecological community.

The Plan lists the key strategies to achieve the objectives for recovery of the INTG as:

- Increase awareness of INTG to ensure protection of the ecological community
- Improve baseline information on location, extent, condition and management of INTG remnants
- Increase the area of the EPBC listed INTG secured and managed for conservation
- Maintain or improve the condition and integrity of the EPBC listed INTG remnants using ‘best practice’ strategies
- Increase the area of occupancy of the EPBC listed INTG ecological community across its natural range
- Address critical knowledge gaps about the ecological community
- Actively manage the recovery process through an effective recovery team.

The current zoning of the TBMP site is as a ‘Motor Vehicle Track Zone’, with an Objective of ‘primarily accommodating facilities for the development of motor vehicles, driver training, vehicle inspection and motoring events.’ It is noted that the Zone provisions do not contain any comments or policies in relation to the importance of the site for native vegetation in general or, more specifically, as a potential site for INTG.

While the proposed zoning of the site as a ‘Motor Sport Park Zone’ (with an Objective of ‘development of the zone as South Australia’s pre-eminent motorsport facility, catering for a wide variety of motoring activity’),
has the intention of increasing the range of motor sport activities on the site, it also provides the opportunity to strengthen the awareness of the importance of the native vegetation on the site, including in relation to the potential for recognition of the INTG. It can do this by directing proposed development away from areas of vegetation importance and by requiring the protection of such areas.

It is proposed that this occur through the inclusion of a specific Objective, discussion in the Desired Character statement and a PDC, which together with existing relevant policies in the ‘Natural Resources’ General Section of the Development Plan, will enable appropriate assessment of the impact of a development proposal on native vegetation at the development application stage. Such a process will not avoid the need for separate approvals for ‘clearance’ under the Native Vegetation Act or, if found to be required, under the EPBC Act and will also assist in achieving the key strategies (listed above) to achieve the objectives for recovery of the INTG.

### 3.2.7 Consideration of the potential implications of development on the groundwater resource

The South Australian Murray Darling Basin Natural Resources Management Board has advised on standing groundwater levels in relation to the industrial areas across the Council area. These vary from 32 metres at the northern end of the Tailem Bend township to as little as 1.5 metres at Meningie. The depth to groundwater should be taken into account in the assessment of any development proposals, particularly where shallower depths are present, to ensure that the development does not increase the potential for contamination of the groundwater. Current policies under ‘Natural Resources’ in the General Section of the Development Plan are considered appropriate to assess impacts on groundwater.

In addition, based on the investigations of likely demand/take up of industrial land, this DPA is proposing a reduction in the overall area of land currently zoned for Industry, often with its reversion to the adjoining Primary Production Zone. This rezoning will reduce the potential for impacts on the groundwater from industrial uses.

### 3.2.8 Consideration of the impact of development of Motorsport Park activities on primary production

The proposed Motor Sport Park Zone occupies the same area as the current Motor Vehicle Track Zone, so there will be no impact on primary production in terms of land loss or gain. In addition, the basic activities of the current zone and the proposed zone are similar in nature, although it is acknowledged that the proposed zone promotes a range of activities that, if developed, will provide greater use of the site. This is not to say that the proposed activities could not occur under the current zoning, rather that the proposed zoning specifically identifies a greater range of uses. There is, therefore, a history of this land being used for motorsport activities.

A review of the area surrounding the Motor Sport Park Zone, by inspection, consideration of a Landuse Survey map prepared by Rural Solutions SA, and review of 2013 aerial photography, indicates a range of land uses in the vicinity. These include a Conservation area and cropping/grazing activities to the west (over the Dukes Highway), irrigated cropping and grazing to the south, native vegetation, grazing and rural living to the east, and quarrying, cropping and grazing to the north (across the Mallee Highway). While some research indicates the potential for noise from vehicle activities to impact upon animals, the extent of impact is generally not quantified, with some animals and birds adapting/coping better than others.

Within this context, and given the relatively low key nature of primary production/grazing in the vicinity of the Zone, it is not anticipated that the proposed development within the Motor Sport Park Zone will have significant impacts on adjoining primary production activities.

### 3.2.9 Consideration of interface issues that may arise (i.e. from activities at Motorsport Park, industrial development in rural areas, between residential and industrial activities)

Council’s Development Plan was effectively ‘converted’ to the South Australian Planning Policy Library format and content via its Better Development Plan (BDP) and General DPA in August 2011. As such, it contains a number of policies that deal with interface issues and that should be used in the assessment
process, including the ‘Interface between Land Uses’ and ‘Renewable Energy Facilities’ policies in the General Section of the Plan. Some individual Zones also contain policies that deal with interface issues, including the proposed Motor Sport Park Zone and additions to the Primary Production Zone.

The Environment Protection Authority’s Guidelines for separation distances (2007) document has also been considered, particularly in relation to separation distances required between motor racing or testing venues and residential premises. It is noted that a referral under Schedule 8 of the Development Regulations is required to the EPA where such a facility is to be established within 3 kilometres of a residential premise not associated with the facility. The EPA has also advised that an EPA licence is required if a residence is located within 200 metres of the proposed facility.

Specific consideration has been given to land at Helling Terrace, Tintinara. This land, which is currently zoned Deferred Urban, is on the northern edge of the township. It is bounded by the Residential Zone on its western and southern sides, the Primary Production Zone to its north, the Industry Zone to its north-east and the Community Zone to its east, across Helling Terrace. Council records indicate that the land is the former site of a concrete batching plant and that it is still used for industry (i.e. trucking, sand and metal storage and deliveries). Given its current and former uses, the land is not considered suitable for more ‘sensitive’ development, such as residential use, without site contamination investigations being undertaken to confirm its suitability for such a purpose. In these circumstances, and to largely reflect its existing uses, it is proposed that the land be rezoned from Deferred Urban to Industry. If further developed for industrial activities, a landscaped buffer should be provided along all property edges, to reduce the potential for impact, including visual impact to adjoining zones and roadways. Council’s Development Plan contains a number of General Section policies that are relevant to the assessment of any interface issues that may arise from future industrial development proposals on the land, including under ‘Interface between Land Uses’, ‘Industrial Development’ and ‘Orderly and Sustainable Development’.

Within this context, no additional policies dealing with interface issues are considered necessary.

### 3.2.10 Consideration of the management of stormwater and wastewater at TBMP

Motor vehicle activities have the potential to affect water quality in a number of ways, including through oil deposition, particles from the wear of tyres, brakes and other components, air pollution mixing with rainfall and the creation of dust/loose earth, resulting in run-off entering stormwater drains/paths being polluted. Similarly, wastewaters can also cause pollution risk, unless appropriately managed. In the absence of any specific, detailed proposals for the development of TBMP, comments on the management of stormwater and wastewater are necessarily of a general nature. The following comments, from the TBMP Business Case, recognise the need for various infrastructure works to adequately service the level of development proposed.

In relation to management of stormwater, the establishment of a wetland facility is proposed to be developed as part of the industrial stormwater system as required. This could take the form of a specific wetland reserve and incorporate specific environmental initiatives with visibility from the Dukes Highway and motorsport track users. In relation to wastewater treatment, the Business Case identifies a self contained sewer treatment plant being established, with capacity for motorsport patronage and industrial users. Under the discussion on Environmental Initiatives, the wetland (stormwater and wastewater management based) is to be developed for habitat purposes, with re-use of water for irrigation of green space areas. Protection of surface and underground water resources will be a requirement for any such works.

It should also be noted that Council’s Development Plan was effectively ‘converted’ to the South Australian Planning Policy Library format and content via its Better Development Plan (BDP) and General DPA in August 2011. As such, it contains a number of policies that deal with ‘Waste’ (including wastewater) and Natural Resources (Water Sensitive Design/stormwater management). There are, therefore, a number of relevant policies that can be used by the planning authority in assessing both wastewater and stormwater aspects of any development proposal when lodged.

### 3.2.11 Consideration of the potential for site contamination in relation to any tourist accommodation at TBMP

While not specifically envisaged in the zone, tourist accommodation could be considered as a merit use at some stage in the overall development of TBMP. As a more ‘sensitive use’ than existing or proposed uses in the zone, the planning authority could require the applicant to demonstrate that the proposed site of the
tourist accommodation was suitable for the intended use in terms of site contamination. In this regard, as Council’s Development Plan was effectively ‘converted’ to the South Australian Planning Policy Library format and content via its Better Development Plan (BDP) and General DPA in August 2011, it contains a number of policies under ‘Hazards’ in the General Section of the Development Plan that could be used in the assessment process. For example, PDC 20 states that ‘Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use’. In this context, no additional policies are considered necessary for this issue.

3.2.12 Consideration of potential traffic implications for major events at TBMP

Based on recent comments provided by the Transport Services Division of DPTI, a traffic consultant has been engaged to undertake the required investigations for a Traffic Impact Assessment associated with events at TBMP. The findings of these investigations will be included when available.

3.2.13 Other planning issues

High Pressure Gas Pipeline

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.

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 400 metres, with lesser distances applying to other lines.

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.

In line with some other Development Plan areas, which are also traversed by HPPs, it is proposed to introduce an additional policy in this DPA under the “Hazards General Section” policies which requires development to comply with AS2885 (Pipelines – Gas and Liquid Petroleum) to ensure minimum pipeline safety requirements are met.

Advertisements

It is recognised that advertising of the proposed Motorsport Park complex will play an important role in its establishment and long term success. It is therefore proposed that additional advertisements be allowed within the Zone that can be viewed from the adjoining road networks, including the Dukes and Mallee Highways. Local variations are therefore proposed to the policies in the “Advertisements General Section” of the Development Plan to enable additional, but still limited, advertisements to be established in association
with the complex. Further direction as to where any additional advertisements should be located within the complex are proposed in the Desired Character statement for the proposed Motorsport Park Zone.

### 3.2.14 Review of relevant Development Plan policies/amendments proposed

The policies in Council's Development Plan are based on those of the South Australian Planning Policy Library (SAPPL) and were introduced in the Better Development Plan (BDP) and General DPA on 18 August 2011. The exception to this is in relation to the “Motor Vehicle Track Zone” policies, which are relatively unique to the Council area and are not based on any SAPPL modules. Subject to good planning argument, amendments to this particular zone may therefore be made on a more flexible basis.

While surrounding zone information was also taken into account, the Zones and General Section (Council wide) policies specifically reviewed for this section were the:

- Industry Zone - where minor amendments are proposed
- Home Industry Zone – where no amendments are proposed
- Motor Vehicle Track Zone – where amendments are proposed
- Bulk Handling Zone – where no amendments are proposed
- Primary Production Zone – where amendments are proposed
- Rural Living Zone – where minor amendments are proposed
- Industrial Development (General section) – where minor amendments are proposed
- Interface Between Land Uses (General section) – where no amendments are proposed
- Land Division (General section) – where no amendments are proposed
- Bulk Handling and Storage Facilities (General Section) – where no amendments are proposed
- Transportation and Access (General Section) – where minor amendments are proposed.

The specific amendments proposed are discussed in the section following.
4. Recommended Policy Changes

Following is a list of the recommended policy changes based on the investigations of this DPA:

1 Industry Zone

Industry or commercial uses invariably have an office component which should be recognised as an integral part of such developments. It is therefore proposed to include reference to “office in association with and ancillary to industry and or commercial development” in the list of envisaged uses in PDC 1.

Deletion of PDC 10 which refers to Concept Plan Map CooD/6. This DPA proposes the rezoning of the land to which the Concept Plan applies from Industry Zone to Primary Production Zone, meaning that the Concept Plan is no longer required.

The construction of a dwelling in an industrial area often results in amenity issues being experienced by the resident or results in restrictions being placed on adjoining industrial uses. It is considered preferable that dwellings not be allowed in industrial areas. The proposed deletion of the “Exception” circumstances for a “Dwelling” in the non-complying list means that all dwellings will be non-complying in the Industry Zone.

The amendment of the Zone boundary in some areas (i.e. Tintinara, Coonaplyn, Meningie and Tailem Bend, resulting in an overall reduction of the total area of Industry Zoned land in the Council area.

2 Motor Vehicle Track Zone

This DPA proposes that the Motor Vehicle Track Zone be replaced with a Motorsport Park Zone which reflects the goals of the Tailem Bend Motorsport Park Master Plan. This new zoning supports development of the land as South Australia’s pre-eminent motorsport facility, catering for a wide variety of motoring activity. No change to the boundary of the current zoning is proposed.

3 Primary Production Zone

A number of studies have identified the Council area as having potential to establish renewable energy facilities and other forms of industrial development (i.e. milling, gas power plants, etc) which are unlikely to be suitable within the confines of smaller industrial sized allotments within, or on the fringes of, towns. It has also been commented that while the Primary Production Zone caters for industrial or commercial type land uses, the focus is on industry being associated with primary produce rather than general industry. It is therefore proposed to amend the current policies to enable consideration of these types of activities in the Primary Production Zone by:

- Insertion of a new Objective supporting industrial and or commercial development of an emerging “one off” nature that cannot be readily accommodated in a defined Industry Zone.

- Consequential amendments to the Desired Character statement and PDC 1 to reflect this Objective and also the desire to accommodate other forms of renewable energy facilities as well as wind farms.

- Insertion of new PDCs to ensure any such development is located on land of low productive potential for primary production and has low potential for adverse impacts on other uses in the locality.

- Consequential amendments to land division PDCs recognising that such developments may be able to be appropriately undertaken on allotments of less than the current minimum of 40 hectares.

- Amendments to the non-complying list: in respect of land division to support such activities; to enable an office to be considered as a likely component of such development; to enable a warehouse to be considered as an ancillary activity in association with such development.
- Additions to the Public Notification list providing for “Commercial development” and “Renewable energy facility” to be considered as Category 2 for Public Notification purposes.

4 Rural Living Zone

This DPA proposes that some 30 hectares of land on the Yumali Road at Meningie, be rezoned from Industry Zone. This land is currently held in five allotments, ranging in area from 4.6 to 8.1 hectares, and is used for rural living purposes. The land is elevated from the Princes Highway, is quite visible from that road and is undulating to steep in nature. It is not considered suitable for industrial development. Consideration was given to rezoning the land to Home Industry Zone, as this Zone exists immediately to the west of this land. However, for similar reasons to that of industrial development, home industry development is also not considered suitable on the land, even though the minimum allotment size that might apply would have been 5000 m² rather than 2000 m² for industrial division. Rather, it is proposed to rezone this land to Rural Living Zone, reflecting the current land use and that the larger minimum allotment size to apply (of 3 hectares) is more appropriate given the lands’ elevated and undulating nature. An additional 2 allotments could be created under the proposed minimum allotment size.

It is also proposed that 3 allotments to the south of this land, along Dehy Road, be rezoned to Rural Living Zone. These allotments, which are currently in the Primary Production Zone, share similar physical characteristics to the land being proposed for rural living along the Yumali Road. They are also currently used for rural living purposes. Ranging in area from 6.2 to 8.2 hectares, the proposed 3 hectares minimum allotment size and requirement for a 100 metres frontage to a public road, means that a maximum of 3 additional allotments could be created in this area.

5 Advertisements (General Section)

Amendment of two PDCs are proposed to enable additional advertisements to be established in association with the Motorsport Park complex.

6 Hazards (General Section)

Insertion of a new PDC which requires development proposals within the vicinity of the SEA Gas High Pressure Pipeline to be assessed against the requirements of the relevant Australian Standard - AS2885 (Pipelines – Gas and Liquid Petroleum).

7 Industrial Development (General Section)

Insertion of a new Objective to reflect the possibility that emerging “one off” industrial and or commercial facilities may be constructed in rural areas.

8 Transportation and Access (General Section)

The deletion of local addition PDCs 14 and 15 as a result of deleting Concept Plan Maps Cood/1 and CooD/2 as they are no longer considered relevant.

9 Mapping

The amendment of some Industry Zone boundaries on the basis of reflecting more logical boundaries, taking into account existing land uses and current and likely industrial land markets in the Council area.

Consequential amendment to Zone Map CooD/5 to reflect the new zone name proposed for the current Motor Track Zone.

The inclusion of a new Concept Plan Map to guide development within the new Motorsport Park Zone.

The deletion of Concept Plan Maps CooD/1 Tailem Bend Connector Road and CooD/2 Tintinara Connector Road on the basis that such roads are not required by DPTI, are not considered necessary in the longer term and are unlikely to receive any funding for construction.

Consequential deletion of Concept Plan Map CooD/6 as it is proposed that this land be rezoned and is therefore no longer required.
5. Consistency with the Residential Code

Not Applicable

6. Statement of statutory compliance

Section 25 of the Development Act 1993 prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council’s Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on xxx. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3 of this document.

6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Coorong District Council’s Development Plan.

6.4 Complements the policies in the Development Plans for adjoining areas

Regard has been given to the policies in the following, adjoining Development Plans:

- Alexandrina Council
- Karoonda East Murray (DC)
- Kingston District Council
- Land Not Within A Council Area (Coastal Waters)
- Murray Bridge Council
- Southern Mallee District Council
- Tatiara (DC).

Two of these Development Plans have been ‘converted’ to the South Australian Planning Policy Library format and are therefore consistent with the Coorong District Council Development Plan. While the other five Development Plans have not yet been converted (but will be over time), all, apart from the Land Not Within A Council Area (Coastal Waters) Development Plan, currently contain similar policy content to relevant zones within the Coorong District Council Development Plan.
As the amendments proposed in this DPA are essentially of a minor local nature or, in the case of the Motorsport Park policies, unique to the Coorong Council area, it is considered that the amendments proposed will not affect and will complement the policies of Development Plans for adjoining areas.

6.5 Accords with relevant infrastructure planning

This DPA will result in an overall reduction of land set aside for industrial purposes in the Council area. As such it will not place additional demands on infrastructure requirements. In the few instances where addition to the industrial land supply is proposed, the additional areas are minor in nature and can either be serviced by existing infrastructure or will be required to be serviced as part of the development of a larger industrial area. A small number of additional allotments are proposed as part of the rezoning of industrial and primary production lands for rural living purposes. These allotments all have frontages to existing made public roads and electricity services. New dwellings on these allotments will be required to provide their own potable water supply (rainwater collection) and with a minimum allotment size of 3 hectares will be able to accommodate waste water disposal on site.

6.6 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.
References/Bibliography


2 Coorong District Council, *Land Use and Infrastructure Prospectus*, September 2012

3 Coorong District Council, *Strategic Directions Report – Section 30 Review*

4 Coorong District Council, *Tourism and Economic Development Plan*, November 2011

5 Coorong Property Group Ltd, *Tailem Bend Motorsport Park – Business Case*, February 2012 (Confidential)


10 Department of Trade and Economic Development, *Strategic Directions 2011 -2014 (Regional Development)*

11 Government of South Australia, *SA Strategic Plan 2011*


13 South Australian Tourism Commission, *The South Australian Tourism Plan 2009 - 2014*
CERTIFICATION BY COUNCIL’S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I, Michael Boyd, as Chief Executive Officer of the Coorong District Council, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

(a) accord with the Statement of Intent (as agreed between the Coorong District Council and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the Development Regulations 2008; and

(b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and

(c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and

(d) complement the policies in the Development Plans for adjoining areas; and

(e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the Development Act 1993.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

Geoff Butler, Senior Associate, URPS, MPIA - CPP

DATED this xxx day of xxx 2013

................................................................................
Chief Executive Officer
Appendices

Appendix A - Assessment of the Planning Strategy
Appendix B - Assessment of Council’s Strategic Directions Report
The intent of the DPA has been assessed against policies in the Murray and Mallee Region Plan (the relevant volume of the Planning Strategy) as follows:

<table>
<thead>
<tr>
<th>Target/Policy</th>
<th>How the target/policy will be implemented:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Murray and Mallee Region Plan</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Principle 1: Recognise, protect and restore the region’s environmental assets</strong></td>
<td></td>
</tr>
<tr>
<td>1.1 Protect the quality and function of water ecosystems by preventing the adverse impacts of land use and development, such as the overuse of resources, erosion, impeded surface and subsurface water flows, increase in exposure of acid sulfate soils, land degradation and pollution.</td>
<td>Current Development Plan policy caters for this. Impacts of economic and sustainable provision of infrastructure to the industrial lands to be analysed and adopted.</td>
</tr>
<tr>
<td><strong>Principle 2: Create conditions for the region to become resilient to the impacts of climate change.</strong></td>
<td></td>
</tr>
<tr>
<td>2.3 Increase the energy efficiency of buildings through building standards and design guidelines.</td>
<td>Principles in place and to be retained in any new policy.</td>
</tr>
<tr>
<td>2.5 Encourage commercial and industrial developments to include green buffers (where appropriate), WSUD features and shaded areas.</td>
<td>Investigate whether current provisions need to be enhanced to ensure that these can be suitably considered in the Development Plan assessment.</td>
</tr>
<tr>
<td>2.7 Provide for the development of alternative and innovative energy generation and water supply, including guidance on environmental assessment requirements.</td>
<td>Ensure provisions do not impede development of alternative sources. Configuration and size of the allotment.</td>
</tr>
<tr>
<td>2.8 Provide for the incorporation of sustainable energy generation and water supply in the design of developments and subdivisions (for example, stormwater re-use, and wind and solar photovoltaic technologies).</td>
<td>Ensure provisions do not impede development of alternative sources. Configuration and size of the allotment.</td>
</tr>
<tr>
<td>2.9 Promote energy and water conservation and efficiencies for residential, commercial and industrial activities.</td>
<td>Current provisions in place. To be maintained or enhanced dependent upon investigations.</td>
</tr>
<tr>
<td><strong>Principle 3. Protect people, property and the environment from exposure to hazards</strong></td>
<td></td>
</tr>
<tr>
<td>3.1 Design and plan for development to prevent the creation of hazards (including exposing residents to unacceptable noise and air pollution) and minimise the impacts of naturally occurring hazards, including flooding and sea level rise.</td>
<td>Investigations to assess proximity to existing and potential sensitive land uses to ensure that suitable separation distances can be implemented.</td>
</tr>
<tr>
<td><strong>Principle 4. Identify and protect places of heritage and cultural significance, and desired town character.</strong></td>
<td></td>
</tr>
<tr>
<td>4.2 Identify the desired character of towns and parts of towns, and ensure the design of buildings and public places, such as streetscapes and entrances, supports the desired character.</td>
<td>Design criteria already in place. To be reassessed in DPA to ensure that policy reflects expectations.</td>
</tr>
<tr>
<td>Target/Policy</td>
<td>How the target/policy will be implemented:</td>
</tr>
<tr>
<td>--------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td><strong>Principle 5: Protect and build on the region’s strategic infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>5.1 Encourage industry clusters (including mining, primary production and aquaculture value-adding processing and storage activities) in strategic locations such as freight transport nodes to maximise transport efficiencies and support industry development.</td>
<td>Key component of DPA to facilitate economic linkage to high level transport networks are integral to the district. Ensuring access can be achieved without compromising safe use of the highways.</td>
</tr>
<tr>
<td>5.2 Establish appropriate buffers to protect existing strategic infrastructure, as well as sites and corridors identified as potential locations for future infrastructure, from encroachment by uses that may compromise their operation or expansion.</td>
<td>Separation distances to be incorporated in any rezoning or change in policy.</td>
</tr>
<tr>
<td>5.3 Provide for strategic electricity infrastructure corridors for augmentation and extension of the transmission network.</td>
<td>Provisions already in place. Ensure rezoning does not compromise these corridors.</td>
</tr>
<tr>
<td>5.4 Promote the development of renewable energy in appropriate locations and facilitate the establishment of supply chains in association with renewable energy developments.</td>
<td>An energy precinct has been flagged in the Strategic Directions Report; however it is considered that general provisions that facilitate this within rural areas are more suitable. Investigation of relevant provisions to be undertaken.</td>
</tr>
<tr>
<td>5.5 Manage interfaces between infrastructure and residential areas and other sensitive land uses to ensure adequate protection against noise and air pollution.</td>
<td>Policy in place. Any rezoning to provide appropriate consideration of suitable interface provisions.</td>
</tr>
<tr>
<td>5.9 Protect the transport functionality of road and rail corridors through planning policy in Development Plans.</td>
<td>To be enhanced as relevant.</td>
</tr>
<tr>
<td>5.10 Designate and protect strategic freight corridors as identified on Maps C1 and D2.</td>
<td>Policy to reflect protection of these.</td>
</tr>
<tr>
<td>5.11 Protect high pressure gas pipeline easements through planning policy in Development Plans and in accordance with Australian Standard 2885: Pipelines—Gas and Liquid Petroleum.</td>
<td>Ensure policy provisions reflect this. To be investigated and implemented.</td>
</tr>
<tr>
<td><strong>Principle 6: Retain and strengthen the economic potential of primary production land</strong></td>
<td></td>
</tr>
<tr>
<td>6.1 Prevent loss of productive agricultural land and potential conflict with incompatible uses by: focusing housing (including rural living allotments) and industrial development in and adjacent to towns and industrial estates, unless directly related to primary industry</td>
<td>Ensuring supply of suitably located and configured industrial zoned lands to limit encroachment into primary production areas (other than agricultural-related industries, renewable energy facilities and potentially industries not appropriate within close proximity to townships).</td>
</tr>
<tr>
<td><strong>Principle 8: Provide and protect serviced and well-sited industrial land to meet projected demand</strong></td>
<td></td>
</tr>
<tr>
<td>8.1 Provide a supply of well-sited and serviced industrial land in Berri, Renmark, Murray Bridge, Monarto and Tailem Bend, and encourage the clustering of related activities.</td>
<td>To be investigated and implemented as required.</td>
</tr>
<tr>
<td>8.2 Ensure an adequate supply of</td>
<td>To be investigated and implemented as required.</td>
</tr>
<tr>
<td>Target/Policy</td>
<td>How the target/policy will be implemented:</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>Appropriately located industrial land to provide opportunities for small-scale and local industries in towns where there is sufficient demand and where such developments would support the desired town character.</td>
<td></td>
</tr>
<tr>
<td><strong>8.3</strong> Site and locate industrial land to facilitate:</td>
<td></td>
</tr>
<tr>
<td>- management of interfaces with residential areas and other sensitive uses to ensure adequate protection from noise</td>
<td></td>
</tr>
<tr>
<td>- protect existing industrial areas from encroachment by residential and other non-industrial land uses</td>
<td></td>
</tr>
<tr>
<td>- optimal use of existing and planned infrastructure (for example, wastewater re-use plants)</td>
<td></td>
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<tr>
<td>- provision for future expansion</td>
<td></td>
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<tr>
<td>- accordance with EPA policies, codes of practice and guidelines</td>
<td></td>
</tr>
<tr>
<td>- an efficient, safe and functional arterial road freight network that minimises the impacts of freight movements on neighbouring areas</td>
<td></td>
</tr>
<tr>
<td>- access to required energy and water supplies.</td>
<td></td>
</tr>
<tr>
<td><strong>8.4</strong> Support the growth of renewable energy and green technologies by setting aside employment lands and ensuring flexibility in zoning to allow new industries to establish.</td>
<td></td>
</tr>
<tr>
<td><strong>8.5</strong> Retain and support ongoing industrial operations by providing for appropriate buffers to minimise conflicts and manage external impacts, such as noise, vibrations, odour and native vegetation disturbance.</td>
<td>Policies in place and to be retained or enhanced.</td>
</tr>
<tr>
<td><strong>8.6</strong> Provide for the development of well-sited and appropriately scaled value-adding (processing and storage) activities that complement local agriculture, horticulture, livestock, and mining activities.</td>
<td>Policies in place and to be retained or enhanced.</td>
</tr>
<tr>
<td><strong>8.7</strong> Provide for the establishment of facilities in appropriate locations to support new markets and products for recycled materials, including animal waste products.</td>
<td>Ensure policy enables opportunity for establishment in appropriate locations.</td>
</tr>
</tbody>
</table>

**Principle 9: Focus commercial development in key centres and ensure it is well sited and designed**

<p>| 9.3 Reinforce the supporting commercial and services role of Mannum, Lameroo, Karoonda and Tailem Bend. | Sufficient land to be available to facilitate ongoing expansion. |
| 9.5 Proposals for major commercial areas in towns other than those identified in 9.1–9.4 must demonstrate that they support and complement the commercial functions of these towns both incrementally and cumulatively in the long term. | To be investigated and incorporated into policy as appropriate. |
| 9.8 Prevent linear/ribbon development | Policy to be maintained. |</p>
<table>
<thead>
<tr>
<th>Target/Policy</th>
<th>How the target/policy will be implemented:</th>
</tr>
</thead>
<tbody>
<tr>
<td>along major roads to support an efficient road network.</td>
<td></td>
</tr>
<tr>
<td><strong>9.9</strong> Ensure new commercial development and commercial zones do not expose residents to unacceptable noise levels.</td>
<td>To be considered and implemented.</td>
</tr>
<tr>
<td><strong>Principle 10: Strategically plan and manage the growth of towns</strong></td>
<td></td>
</tr>
<tr>
<td><strong>10.1</strong> Focus growth and development in existing towns and settlements based on their roles and functions, as described in Principle 9 and shown on Map D3.</td>
<td>To be considered and implemented.</td>
</tr>
<tr>
<td><strong>10.5</strong> Build on the character and cultural heritage of the lakeside towns of Meningie and Barmera.</td>
<td>Ensure industrial development and location does not adversely impact the existing or desired character.</td>
</tr>
<tr>
<td><strong>10.8</strong> Manage the interface between primary production activities and urban areas through appropriate separation buffers, such as open spaces, parkland strips and screening vegetation, and appropriate alignment of allotment boundaries.</td>
<td>To be considered and implemented.</td>
</tr>
<tr>
<td><strong>Principle 11: Design towns to provide safe, healthy, accessible and appealing environments</strong></td>
<td></td>
</tr>
<tr>
<td><strong>11.2</strong> Establish and retain distinct and attractive entrances to towns.</td>
<td>Ensure industrial development on the fringes does not adversely impact character of the remainder of the township.</td>
</tr>
<tr>
<td><strong>11.6</strong> Manage interfaces between residential and industrial areas and town centres to avoid potential conflicts.</td>
<td>To be considered and implemented accordingly.</td>
</tr>
<tr>
<td><strong>11.9</strong> Design all developments to minimise their visual and physical intrusiveness and ensure they are sympathetic to cultural and landscape features and contribute to the desired character of the area.</td>
<td>Ensure industrial development does not adversely impact of character of the remainder of the township by combination of design, setbacks and landscaping where appropriate.</td>
</tr>
</tbody>
</table>
Appendix B - Assessment of Council’s Strategic Directions Report

Recommendations from Council’s Strategic Directions (Section 30) Report supporting the proposed DPA are as follows (noting that this Report is currently with the Minister for Final Approval and has yet to be adopted):

As a priority outcome of the Section 30 Review to more appropriately facilitate targeted industry development, the Tailem Bend Motorsport Park (TBMP) and Industry Precinct has been specifically adopted by Council as the initial DPA to be instigated in 2012.

Strategic Issues

To facilitate the aspiration of fostering a sustainable and economically prosperous community, the Coorong District Council considers that the following strategies, actions and targets are applicable in regard to this DPA:

- Increases environmental sustainability of the district, with particular focus on:
  - Climate change;
  - Sustainable energy use;
  - Waste recycling, reuse and reduction;
  - Optimising ecological sustainable urban development;
  - Conserving biodiversity and natural habitat; and
  - Promoting sustainable land and water management practices
- Encourages economic activity that diversifies the local economy.
- Encourages industrial development.
- Supports the agricultural sector.
- Reverses the current population decline of the district.

It is with the above in mind that Council is undertaking this DPA to facilitate industrial and motorsport expansion as highlighted in the Strategic Directions Report, these being:

Tailem Bend Motor Sport Park

Council is working with a consortium called Coorong Property Group with the aim of developing the former Mitsubishi Test Track site into a multi-purpose International Standard Motorsport Facility which will include:

- on and off road motorsport events;
- driver training;
- vehicle testing; and
- other motor sport and motor club events including on road and off road events for bikes and cars (including but not limited to circuit racing, drag racing, drifting, motard, rallying) and training for bikes, heavy vehicles and machinery
- an industrial precinct on the site expressly for industry directly associated with motor vehicle manufacture and motor sport.

Energy Precinct

There are a lot of factors that may make the Coorong District Council being an energy precinct very feasible, including our climate and natural conditions, proximity to transmission lines and gas pipeline, recent renewable energy targets and carbon trading legislation by the Federal Government and the need to supply power to Adelaide into the future.

The development policy may be in the form of local additions to the Primary Production Zone that may focus on energy production being within certain distances from transmission lines and gas pipeline and to encourage green renewable type energy production.
Industrial Development Opportunities

The key areas for investigation include:

- bulk handling and associated commercial enterprises;
- motor vehicle related industries at the Tailem Bend Motor Sport Park;
- ensuring adequate land is available and located in appropriate areas, with suitable provisions that facilitate a vast array of potential uses, for future industrial, commercial and bulk handling development; and
- ensuring appropriate provisions in the Development Plan to encourage industrial development to take advantage of existing infrastructure.
Coorong District Council

Industry and Motorsport Development Plan Amendment

The Amendment

For Consultation
# Amendment Instructions Table

<table>
<thead>
<tr>
<th>Amendment Instruction Number</th>
<th>Method of Change</th>
<th>Detail what is to be replaced or deleted or detail where new policy is to be inserted.</th>
<th>Detail what material is to be inserted (if applicable, i.e., use for Insert or Replace methods of change only).</th>
<th>Is Renumbering required (Y/N)</th>
<th>Subsequent Policy cross-references requiring update (Y/N) if yes please specify.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Replace</strong></td>
<td>• Objective (Obj)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td><strong>Delete</strong></td>
<td>• Principle of Development Control (PDC)</td>
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<tr>
<td></td>
<td><strong>Insert</strong></td>
<td>• Desired Character Statement (DCS)</td>
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<td></td>
<td>• Map/Table No.</td>
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<tr>
<td></td>
<td></td>
<td>• Other (Specify)</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

## COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)

Amendments required (Yes/No): **Yes**

### Advertisements Section

1. **Insert**
   - After “complex” in PDC 15(a) “, apart from within the Motorsport Park Zone where up to four primary advertisements may be provided”  
   - **N**  
   - **N**

2. **Insert**
   - After “more” in PDC 20 “, apart from within the Motorsport Park Zone.”  
   - **N**  
   - **N**

### Hazards Section

3. **Insert**
   - After PDC 25  
   - **High Pressure Pipelines**  
   - 26 It is required that development comply with AS2885 (Pipelines - Gas and Liquid Petroleum) to ensure minimum pipeline safety requirements have been met.”  
   - **N**  
   - **N**

### Industrial Development Section

4. **Insert**
   - After Objective 2  
   - “3 The development of emerging “one off” non-agricultural industry and commercial facilities in rural areas where not  
   - **Y**  
   - **N**
### Transportation and Access Section

5. Delete PDCs 14 and 15

### ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)

#### Amendments required (Yes/No): Yes

#### Industry Zone

6. Insert Alphabetically in PDC 1 "office in association with and ancillary to industry and or commercial development" N N

7. Delete PDC 10 N N

8. Delete Exceptions to “Dwelling” in Non-complying Development list N N

#### Motor Vehicle Track Zone

9. Replace All of Zone With contents of Attachment A N N

#### Primary Production Zone

10. Replace All of the Zone With contents of Attachment B N N

#### Rural Living Zone

11. Insert Within PDC 11 in a new row after “Area south of McIntosh Way, Meningie”

   a) “Area centred on Yumali Road and east of Dehy Road, Meningie”
   b) “3” under (hectares)
   c) “100” under (metres)

   N N

12. Insert Within the “Exceptions” to “Land Division” in the Non-complying list after (e) “(f) minimum of 3 hectares in the area centred on Yumali Road and east of Dehy Road, Meningie” Y N

#### TABLES

Amendments required (Yes/No): No

#### MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

Amendments required (Yes/No): Yes

#### Map Reference Table

13. Delete In Zone Maps section reference to Zone Map Number “CooD/41,” in the Deferred Urban Zone N N

14. Delete In Zone Maps section reference to Zone Map Numbers “CooD/41, CooD/42,” in the Home Industry Zone N N

15. Replace In Zone maps section reference to “Motor Vehicle Track Zone” With “Motorsport Park Zone” N N

16. Insert In Policy Area Maps:

   - as the last item under Policy Area Name; and
   - as the last item under Policy Area Map Numbers

   Industrial Policy Area 12 CooD/5 N N

17. Delete In Concept Plan Maps section reference to:

   a) “Tailem Bend Connector” N N
|   | Road - CooD/1"  
(b) "Tintinara Connector Road – CooD/2"  
(c) "Tintinara East Industry Zone – Tintinara East – CooD/6" |   | N | N |
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>18.</td>
<td>Insert</td>
<td>In Concept Plan Maps section reference to &quot;Motorsport Park Zone – Tailem Bend South – CooD/15&quot;</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Map(s)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 19. | Replace | (a) Enlargement Index Map  
(b) Zone Map CooD/3  
(c) Zone Map CooD/5  
(d) Zone Map CooD/21  
(e) Zone Map CooD/38  
(f) Zone Map CooD/41  
(g) Zone Map CooD/42  
(h) Zone Map CooD/47  
(i) Zone Map CooD/48  
(j) Zone Map CooD/62 | With corresponding maps in Attachment C | N | N |
| 20. | Delete | Concept Plan Map:  
(a) CooD/1 Tailem Bend Connector Road  
(b) CooD/2 Tintinara Connector Road  
(c) CooD/6 Industry Zone – Tintinara East |   | N | N |
| 21. | Insert | After Zone Map CooD/5 | New Policy Area Map in Attachment D | N | N |
| 22. | Insert | After Concept Plan Map Water Management Areas – CooD/14 | New Concept Plan Map in Attachment E | N | N |
Motorsport Park Zone

Refer to the Map Reference Tables for a list of the maps that relate to this zone.

OBJECTIVES

1. The development of the zone as South Australia’s pre-eminent motorsport facility, catering for a wide variety of motoring activity.

2. A zone primarily accommodating a national level multi-discipline motorsport facility catering for events such as motorcycle racing, car racing, drag racing, off road motorcycling, speedway and supercross.

3. A zone accommodating an Industrial Policy Area catering for motorsport support industries, regional level industries, logistics industries and local industries.

4. Protection and restoration of important areas of native vegetation within the zone.

5. Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone is located on the corner of the Dukes Highway and the Mallee Highway south of Tailem Bend and occupies some 680 hectares. It has a history of use as a motorsport facility as the original Tailem Bend Drag Strip and more recently as the testing facility for Mitsubishi Motors Australia Limited. Due to this past history, the facility currently provides basic infrastructure including a bituminised 1400 metre strip, bituminised 80 metres x 80 metres skid pan and tributary road network, fenced workshop, storage shed/office, officials tower, fenced compound area, network of enduro tracks, rally tracks, and internal roadways and a security fenced boundary. The facility currently operates as a motorsport park with limited infrastructure. This usage includes motor vehicle events (Drift, Sprints, Drag, Test and Tune, Driver Training, Rally and Motorkhana Competitions and practice) and motorcycle events (Rider Training, Enduro, Motard, Historic and Moto Trials Competitions and practice).

Based on the findings of the Tailem Bend Motorsport Park Master Plan, the development of the majority of the total zone is proposed with a facility designed to allow for multiple events occurring at the same time. By creating the facility in this manner, future growth is achievable for all areas and components of the facility. It is estimated that future usage growth will continue throughout the various stages of development with the maximum capacity of the facility in 10-15 years.

Key elements of future development include:

- New sealed racing circuit (long and short course) of 3.6 kilometres catering for cars and motorbikes
- New ¼ mile drag strip to National Standards
- Support infrastructure (pits, workshops, control tower, etc)
- Adjoining car parking and amenities
- Development of a central service core area to the southern end of Callitris Road
- Development of a new bitumen B-Double compliance access road (on the existing road reserve) along Callitris Road off the Mallee Highway (to enable queuing capacity for major events to the national highway connector and industrial capacity access)
- Upgrade of the existing sealed test track and skid pan
- Development of motor cross, enduro and rally circuits
- Development of high level facilities in subsequent stages (including grand stand capacity, permanent pits and service centres, management centre, function facilities, media centre, etc.

Another key element of the Motorsport Park facility will be the development of an Industry Policy Area of some 40 hectares. The Policy Area will be located to take advantage of direct motor side access and
infrastructure assembly. It may have some visual exposure to the Dukes Highway, but will not be provided with direct access to the Highway. Key land use groupings proposed for the Policy Area include:

- Motorsport industry and support (including repairs, tyres, fuelling, car storage, electronics, mechanical, design and manufacture, etc)
- Regional initiatives (specific large allotments to accommodate research and development based industries)
- Logistics industries.

A range of allotment sizes will be provided to accommodate the key land use groupings to be located in the Industry Policy Area.

Development of this facility will require the implementation of sustainability features to ensure that its carbon footprint is minimised and offset where necessary. A focus for development of Motorsport Park will include reduction of noise pollution, minimising impacts on local water supply and protecting native flora and fauna. Specific environmental initiatives will include:

- Wetland (stormwater and wastewater management based) habitat development
- Re-vegetation
- Community participation schemes/planting programs
- Education programs
- Use of co-generation (heat generation transfer and surplus water management and re-use)
- Re-use of water for green space areas
- Solar, wind, and other renewable energy generation options.

Existing roadside vegetation, and vegetation along the external boundaries of Motorsport Park, will be retained to provide a screening element to current and future development. Appropriate landscaping will be established to enhance the aesthetics and improve the visual approach from the adjoining roads and the surrounding land uses. Vegetation will be established along the western portion of the zone’s frontage to Lomandra Road to provide a screening element to the new facilities to be established in this location.

The zone is estimated to support four native plant associations and scattered native trees of varying quality. The associations are identified as Mallee Box Woodland (i.e. *Eucalyptus porosa* (Mallee Box) +/-, *Callitris gracilis* (Native Pine) over native grass and/or patchy chenopod shrubland), Native Pine Woodland (i.e. *Callitris gracilis* (Native Pine) over native grassland), Open Mallee (i.e. *Eucalyptus dumosa* (White Mallee) and/or *Eucalyptus gracilis* (Yorrell) +/-, *Eucalyptus porosa* (Mallee Box) over introduced pasture/crop stubble and Open Grassland (i.e. *Austrodanthonia geniculata* (Wallaby Grass), *Austrostipa sp.* (Spear Grass) with numerous native herbs, forbs and lilies). The higher quality plant associations will be protected.

In addition, there is the potential for ecological communities comprising Iron-grass Natural Temperate Grassland (INTG) of South Australia to be identified within the zone. INTG has a characteristic structure, dominated by large and medium-sized perennial tussocks of Iron-grass (*Lomandra* species) and native grasses, with smaller herbs, low shrubs, mosses, lichens and bare ground in the inter-tussock spaces. This type of ecological community has been listed as critically endangered under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act) because of a severe decline in distribution and ongoing loss of integrity. The key threat to survival of this ecological community includes clearing, grazing and weed invasion. Other threats include road and rail maintenance activities and the effects of fragmentation. The INTG of South Australia is also threatened by inappropriate tree planting and agricultural snails. INTG is only protected under national environment law where it is in relatively good condition. Development proposals will need to demonstrate that they will not adversely impact on INTG communities or they will require approval under the EPBC Act.

Particular attention will be given to measures that will minimise disturbance to the locality by dust or noise transfer.

Traffic management arrangements will be designed to provide safe and convenient access and egress to the Motorsport Park facilities, with particular emphasis on the intersection of Callitris Road with the Mallee Highway. Appropriate car parking will be provided to cater for the expected maximum attendance numbers of users and spectators.
Primary freestanding advertisements and/or advertising hoardings will be limited to four advertisements within the Zone, with one facing the Dukes Highway, one the Mallee Highway, one on the corner of the Dukes and Mallee Highways and one at the entrance to the motorsport complex on Callitris Road.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Land Use**

1. The following forms of development are envisaged in the zone:

   - car parking and amenities ancillary to and in association with circuits, strips and track facilities
   - industry and commercial activities in the Industry Policy Area
   - logistics industries in the Industry Policy Area
   - motorsport industry and support (i.e. repairs, tyres, fuelling, car storage, electronics, mechanical, design and manufacture) in the Industry Policy Area
   - motorsport support infrastructure (i.e. pits, workshops, control tower)
   - motor vehicle and motorbike racing circuits, drag strips, test tracks and ancillary facilities
   - office ancillary to and in association with other uses
   - research and development industries in the Industry Policy Area
   - shop ancillary to and in association with the circuits, strips and track facilities and development in the Industry Policy Area
   - spectator facilities
   - temporary accommodation in association with a motoring event
   - wetlands.

2. Development listed as non-complying is generally inappropriate.

**Form and Character**

3. Development should not be undertaken unless it is consistent with the desired character for the zone.

4. Development in the zone should be undertaken in accordance with *Concept Plan Map CooD/X – Motorsport Park Zone – Tailem Bend South*.

5. Principal access roads and car parking areas should be constructed of hard all weather surfaces.

6. Lighting should be designed and located such that no light spill occurs onto adjoining development and the adjacent public roads.

7. Important areas on native vegetation should be protected and, where necessary, restored.

**Land Division**

8. Land division should:

   (a) assist in the more efficient operation and use of the motorsport facilities
   (b) result in the creation of allotments that are of a size and shape suitable for the intended use
   (c) assist in the management of native vegetation.

9. Land division in the Industry Policy Area should assist in the provision of a range of allotments, with appropriate frontages to a public road, to accommodate the key land use groupings proposed as follows:

   (a) Motorsport industry and support: 1000 to 6000 square metres
   (b) Regional initiatives: 1.5 to 3.8 hectares
(c) Logistics industries: 1.4 to 1.6 hectares.

**PROCEDURAL MATTERS**

**Complying Development**

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

**Non-complying Development**

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

<table>
<thead>
<tr>
<th>Form of development</th>
<th>Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertisement and/or advertising hoarding</td>
<td>Except where all of the following are achieved:</td>
</tr>
<tr>
<td></td>
<td>(a) the message contained thereon relates entirely to a lawful use of land</td>
</tr>
<tr>
<td></td>
<td>(b) the advertisement is erected on the same allotment as the use it seeks to advertise.</td>
</tr>
<tr>
<td>Caravan park</td>
<td>Except for temporary accommodation in association with an event.</td>
</tr>
<tr>
<td>Dwelling</td>
<td>Except for a caretaker’s residence.</td>
</tr>
<tr>
<td>Hospital</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td></td>
</tr>
<tr>
<td>Intensive animal keeping</td>
<td></td>
</tr>
<tr>
<td>Shop or group of shops</td>
<td>Except where ancillary to and in association with:</td>
</tr>
<tr>
<td></td>
<td>(a) circuit, strip and track facilities</td>
</tr>
<tr>
<td></td>
<td>(b) development in the Industry Policy Area</td>
</tr>
<tr>
<td>Special industry</td>
<td></td>
</tr>
<tr>
<td>Waste reception, storage, treatment or disposal</td>
<td></td>
</tr>
<tr>
<td>Wrecking yard</td>
<td></td>
</tr>
</tbody>
</table>

**Public Notification**

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

<table>
<thead>
<tr>
<th>Category 1</th>
<th>Category 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car parking and amenities where ancillary to and in association with circuits, strips and track facilities</td>
<td>Industry and commercial activities in the Industry Policy Area</td>
</tr>
<tr>
<td>Motorsport support infrastructure</td>
<td>Logistics industries in the Industry Policy Area</td>
</tr>
<tr>
<td>Category 1</td>
<td>Category 2</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Motor vehicle and motorbike racing circuits, drag strips, test tracks and ancillary facilities</td>
<td>Motor repair station</td>
</tr>
<tr>
<td>Office where ancillary to and in association with circuits, strips and track facilities</td>
<td>Motorsport industry and support facilities in the Industry Policy Area</td>
</tr>
<tr>
<td>Shop where ancillary to and in association with circuits, strips and track facilities or development in the Industry Policy Area</td>
<td>Renewable energy facilities</td>
</tr>
<tr>
<td>Spectator facilities</td>
<td>Research and development industries in the Industry Policy Area</td>
</tr>
<tr>
<td>Wetlands</td>
<td>Store</td>
</tr>
<tr>
<td></td>
<td>Temporary accommodation where ancillary to and in association with circuits, strips and track facilities</td>
</tr>
<tr>
<td></td>
<td>Warehouse</td>
</tr>
</tbody>
</table>
Primary Production Zone

Refer to the Map Reference Tables for a list of the maps that relate to this zone.

OBJECTIVES

1. Economically productive, efficient and environmentally sustainable primary production.
2. Allotments of a size and configuration that promote the efficient use of land for primary production.
3. Protection of primary production from encroachment by incompatible land uses and protection of scenic qualities of rural landscapes.
4. The development of emerging “one off” non-agricultural industry and commercial facilities in rural areas where not able to be appropriately accommodated in a defined Industry Zone.
5. Accommodation of wind farms and ancillary development.
6. Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will continue to be developed as the primary source of agricultural production in the Council area.

The sustainable development of more intensive forms of primary production, including irrigated pasture, horticulture and intensive animal keeping is envisaged to complement the increasingly efficient broadacre farming operations which are predominant throughout the zone.

It is anticipated that the development of industries for the processing of agricultural products will be established in suitable locations to provide value-adding opportunities.

Other forms of industrial and or commercial development will be limited to those of an emerging “one off” nature which require a larger land parcel than is readily available in a defined Industry Zone or has more specific site, location or resource needs that cannot be met in a defined Industry Zone. These forms of development will be located on land with low productive potential for primary production and will have low potential for adverse impact on other uses in the locality.

The land capability varies greatly throughout the zone, reflecting the rainfall distribution and the complex nature of the soil types evident. The farming land is interspersed with stands of remnant vegetation which contribute not only to the unique landscape, but also contributes to the preservation of flora and fauna between the larger stands contained in the Conservation Parks and Reserves. The highly variable nature of each property is to be considered in determining development opportunities.

Wind farms and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) are envisaged within the zone and constitute a component of the zone’s desired character. These facilities will need to be located in areas where they can take advantage of the natural resource upon which they rely and, as a consequence, components (particularly turbines) may need to be:

- located in visually prominent locations such as ridgelines;
- visible from scenic routes and valuable scenic and environmental areas; and
- located closer to roads than envisaged by generic setback policy.

This, coupled with the large scale of these facilities (in terms of both height and spread of components), renders it difficult to mitigate the visual impacts of wind farms to the degree expected of other types of development. Subject to implementation of management techniques set out by general / council wide policy
regarding renewable energy facilities, these visual impacts are to be accepted in pursuit of benefits derived from increased generation of renewable energy.

It is envisaged that built form, unless required to facilitate the development of wind farms, other renewable energy facilities or the development of industrial and or commercial development of an emerging “one off” nature, will only be in conjunction with maintaining the land for primary production purposes, with the buildings being grouped together to enhance the open character of the zone and setback so as not to dominate the landscape.

Other forms of renewable energy facilities (e.g. solar facilities, bioenergy facilities) may also be located within the zone. These forms of development will be located on land with low productive potential for primary production and will have low potential for adverse impact on other uses in the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1. The following forms of development are envisaged in the zone:
   - bulk handling and storage facility
   - commercial forestry
   - dairy farming
   - dwelling in association with primary production
   - farming
   - horticulture
   - industry and or commercial development of an emerging “one off” nature
   - intensive animal keeping
   - land-based aquaculture
   - renewable energy facility
   - tourist accommodation (including through the diversification of existing farming activities and conversion of farm buildings)
   - waste facility which supports an existing township
   - wind farm and ancillary development
   - wind monitoring mast and ancillary development.

2. Development listed as non-complying is generally inappropriate.

3. Wind farms and ancillary development should be located in areas which provide opportunity for harvesting of wind and efficient generation of electricity and may therefore be sited:
   (a) in visually prominent locations
   (b) closer to roads than envisaged by generic setback policy.

4. Other forms of renewable energy facilities (e.g. solar facilities, bioenergy facilities) should:
   (a) be located on land with low productive potential for primary production
   (b) have low potential for adverse impacts on other uses in the locality.

5. Industry and warehousing should only be developed if it supports primary production, processing, storage and distribution of local primary produce or products produced on the same site, and should be developed where:
   (a) it has a direct relationship with primary production
   (b) it is unlikely to limit or inhibit the use of adjoining land for primary production
   (c) the particular use requires a site in proximity to a particular natural resource or other product or materials sourced from the locality
(d) it will not result in the alienation of land or water resources identified as significant for primary production or ecological reasons

(e) the use would be inappropriate within a township.

6 Other forms of industrial and or commercial development (including warehousing) should only be developed where:

(a) it is of an emerging “one off” nature

(b) it requires a larger land parcel than is readily available in a defined Industry Zone; or

(c) it has specific site, location or resource needs that cannot be met in a defined Industry Zone

(d) it is to be located on land with low productive potential for primary production

(e) it will have low potential for adverse impacts on other uses in the locality.

7 A shop should be:

(a) ancillary to primary production or processing uses, or tourist accommodation or other tourist development

(b) located on the same site as the primary use.

8 Buildings should primarily be limited to farm buildings, a detached dwelling associated with primary production on the allotment and residential outbuildings, or industry and or commercial development of an emerging “one off” nature, that are:

(a) grouped together on the allotment and setback from allotment boundaries to minimise the visual impact of buildings on the landscape as viewed from public roads

(b) screened from public roads and adjacent land by existing vegetation or landscaped buffers

(c) located such that no clearance of native vegetation is necessary.

9 Tourist accommodation should not be converted to dwellings and should be designed to preclude the conversion of buildings into dwellings such as through shared facilities, common utility services, grouped accommodation and/or shared parking.

10 A dwelling should only be developed if:

(a) there is a demonstrated connection with farming or other primary production

(b) there is a demonstrated need for the dwelling in association with the operation, management or security of an emerging “one off” industrial, commercial or renewable energy facility

(c) the location of the dwelling will not inhibit the continuation of farming, other primary production or other development that is in keeping with the provisions of the zone

(d) it is located more than 500 metres from an existing intensive animal keeping operation unless used in association with that activity

(e) it does not result in more than one dwelling per allotment.

Form and Character

11 Development should not be undertaken unless it is consistent with the desired character for the zone.
12 Development should not occur within 500 metres of a National Park, Conservation Park, Wilderness Protection Area or significant stands of native vegetation if it will increase the potential for, or result in, the spread of pest plants.

13 Irrigated horticulture, other than involving the growing of olives, should be located at least 50 metres from the edge of a substantially intact stratum of native vegetation measuring greater than 5 hectares in area.

14 Buildings should be setback:

(a) no less than 50 metres to any public road

(b) no less than 100 metres where the site of the development is adjacent to an arterial road

unless required to facilitate the development of wind farms and ancillary development.

**Land Division**

15 Land division, including boundary realignments, should only occur where:

(a) it will promote economically productive, efficient and sustainable primary production

(b) it will facilitate the development of an emerging “one off” industrial and or commercial or renewable energy facility.

16 Land division should not create any allotments less than 40 hectares except:

(a) for the creation of an allotment of between 1 and 10 hectares that will contain one of two habitable dwellings on the allotment, both of which were built or under construction prior to 1 July 1999

(b) to facilitate the development of an emerging “one off” industrial and or commercial or renewable energy facility.

**PROCEDURAL MATTERS**

**Complying Development**

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

**Non-complying Development**

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

<table>
<thead>
<tr>
<th>Form of Development</th>
<th>Exceptions</th>
</tr>
</thead>
</table>
| Advertisement and/or advertising hoarding  | Advertisement and/or advertising hoarding where the development achieves at least one of (a) or (b):  
(a) is adjacent to a road with a speed limit of less than 80 km/h  
(b) has an advertisement area of 2 square metres or less and achieves all of the following:  
(i) the message contained thereon relates entirely to a lawful use of land  
(ii) the advertisement is erected on the same allotment as the use it seeks to advertise  
(iii) the advertisement will not result in more than two advertisements on the allotment. |

Amusement machine centre
<table>
<thead>
<tr>
<th>Form of Development</th>
<th>Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community centre</td>
<td></td>
</tr>
<tr>
<td>Consulting room</td>
<td></td>
</tr>
<tr>
<td>Dwelling</td>
<td>Except for a detached dwelling that satisfies both (a) and (b):</td>
</tr>
<tr>
<td></td>
<td>(a) is on an allotment of at least 40 hectares in area other than an allotment created prior to 1 January 2001.</td>
</tr>
<tr>
<td></td>
<td>(b) will not result in more than one dwelling on the allotment.</td>
</tr>
<tr>
<td>Educational establishment</td>
<td></td>
</tr>
<tr>
<td>Horticulture involving the growing of olives</td>
<td>Except where the location for the growing of olives achieves (a) and (b):</td>
</tr>
<tr>
<td></td>
<td>(a) at least 500 metres from all of the following:</td>
</tr>
<tr>
<td></td>
<td>(i) a National Park</td>
</tr>
<tr>
<td></td>
<td>(ii) a Conservation Park</td>
</tr>
<tr>
<td></td>
<td>(iii) a Wilderness Protection Area</td>
</tr>
<tr>
<td></td>
<td>(iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area</td>
</tr>
<tr>
<td></td>
<td>(b) 50 metres from the edge of a substantially intact stratum of native vegetation 5 hectares or less in area.</td>
</tr>
<tr>
<td>Hospital</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td></td>
</tr>
<tr>
<td>Indoor recreation centre</td>
<td></td>
</tr>
<tr>
<td>Land division creating allotments of less than 40 hectares</td>
<td>Except for the creation of an allotment:</td>
</tr>
<tr>
<td></td>
<td>(a) of between 1 and 10 hectares that will contain one of two habitable dwellings on the allotment, both of which were built or under construction prior to 1 July 1999</td>
</tr>
<tr>
<td></td>
<td>(b) required to facilitate the development of an industrial and or commercial or renewable energy facility.</td>
</tr>
<tr>
<td>Motor repair station</td>
<td></td>
</tr>
<tr>
<td>Nursing home</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>Except where ancillary to and in association with primary production, aquaculture, industrial and or commercial development, renewable energy facility or tourism development.</td>
</tr>
<tr>
<td>Petrol filling station</td>
<td></td>
</tr>
<tr>
<td>Place of worship</td>
<td></td>
</tr>
<tr>
<td>Pre-school</td>
<td></td>
</tr>
<tr>
<td>Primary school</td>
<td></td>
</tr>
<tr>
<td>Residential flat building</td>
<td></td>
</tr>
<tr>
<td>Service trade premises</td>
<td></td>
</tr>
<tr>
<td>Shop or group of shops</td>
<td>Except where:</td>
</tr>
<tr>
<td></td>
<td>(a) ancillary to and in association with primary production or tourism development</td>
</tr>
<tr>
<td></td>
<td>(b) the gross leasable area is less than 50 square metres.</td>
</tr>
<tr>
<td>Warehouse</td>
<td>Except where ancillary to and in association with a bulk handling facility, industry or commercial development.</td>
</tr>
<tr>
<td>Wrecking yard</td>
<td></td>
</tr>
</tbody>
</table>
Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

<table>
<thead>
<tr>
<th>Category 1</th>
<th>Category 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horticulture, except where involving the growing of olives</td>
<td>Commercial development</td>
</tr>
<tr>
<td></td>
<td>Dairy</td>
</tr>
<tr>
<td></td>
<td>Dwelling on an allotment less than 40 hectares in area</td>
</tr>
<tr>
<td></td>
<td>Horticulture where involving the growing of olives</td>
</tr>
<tr>
<td></td>
<td>Intensive animal keeping</td>
</tr>
<tr>
<td></td>
<td>Land based aquaculture</td>
</tr>
<tr>
<td></td>
<td>Industry, except special industry</td>
</tr>
<tr>
<td></td>
<td>Renewable energy facility</td>
</tr>
<tr>
<td></td>
<td>Road transport terminal</td>
</tr>
<tr>
<td></td>
<td>Stock slaughter works</td>
</tr>
<tr>
<td></td>
<td>Tourist accommodation</td>
</tr>
</tbody>
</table>

Wind farms and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) where the base of all wind turbines is located at least 2000 metres from:

(a) an existing dwelling or tourist accommodation that is not associated with the wind farm

(b) a proposed dwelling or tourist accommodation for which an operable development plan consent exists

(c) the boundaries of any Airfield, Airport, Centre, Community, Fringe, Historic Conservation, Home Industry, Living, Mixed Use, Residential, Settlement, Tourist, Township or Urban Zone, Policy Area or Precinct or any Heritage Area (including within the area of an adjoining Development Plan)

Wind monitoring mast and ancillary development
Insert replacement maps here
Insert new Industry Policy Area 12 Map here
Insert new Concept Plan map for Motorsport Park here