Development Plan Amendment

By the Council

Coorong District Council

Town Centres, Townships and Environs DPA

Explanatory Statement and Analysis

For Consultation

Version date: 27.04.17
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Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at the Coorong Civic Centre at 95 - 101 Railway Terrace, Tailem Bend from "Insert Consultation Start Date" until "Insert Consultation Close Date".

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

Submissions should be sent to the Chief Executive Officer, Coorong District Council, PO Box 399, Tailem Bend SA 5260 or by email to council@coorong.sa.gov.au and marked to the attention of the Chief Executive Officer.

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 "Click and Type" at "Click and Type".
Explanatory Statement

1.1 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.

1.2 Need for the amendment

The Coorong District Council’s Strategic Directions Report (2011 SDR) identified a need to review the Development Plan provisions related to townships. The SDR is a periodic review which is required to ensure that Council’s strategic directions include examination of how the Development Plan continues to be relevant, community aspirations are addressed and that consistency with the Planning Strategy is maintained.

The Council’s SDR identified its priorities related to Development Plan investigations in order to:

- Promote development in suitable locations, protect the environment and create a desired character relevant to its urban and regional context; and
- Provide more certainty and clarity for those proposing development and the wider community.

A Townships and Town Centres DPA was identified in the priority list.

The following issues to be addressed as part of this DPA were described generally as:

- Ensuring provisions and zoning in Council’s townships are appropriate, with particular emphasis on Tintinara, Meningie and Tailem Bend.
- Investigate options regarding tourism and signage.

From the Council’s identified township development opportunities, the following key objectives were listed as being the focus of a future DPA:

- Ensuring the development of town centres is encouraged and commercial development activity is increased.
- Ensuring adequate residential and rural living land is available.
- Reviewing the zoning pattern of Tintinara to facilitate future economic and orderly development.
- Providing streetscapes and parklands that encourage travellers to visit towns and to promote well-being and recreational activity of residents.
1.3 Statement of Intent
The Statement of Intent relating to this DPA was agreed to by the Minister on 30 January 2015.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed, noting that some issues initially identified are not currently considered a priority while new issues have been addressed.

1.4 Affected area
There are a number of areas throughout the Council area that are affected by the proposed DPA, generally described as following:

- Tailem Bend: Some portions of the Community Zone, Primary Production Zone, Rural Living Zone, Town Centre Zone and Motorsport Park Zone as shown on the following Tailem Bend map.
- Meningie: Some portions of the Residential Zone, Industry Zone and Town Centre Zone as shown on the following Meningie map.
- Tintinara: Some portions of the Primary Production Zone, Industry Zone, Town Centre Zone and Airfield Zone as shown on the following Tintinara map.
- Coonalpyn: Some portions of the Community Zone and Town Centre Zone as shown on the following Coonalpyn map.
- Wellington East: Some portions of the Township Zone as shown on the following Wellington East map.
- Council wide:
  - Updating of current “Advertisements” policies which will apply across the Council area.
  - Updating of current “Building near Airfields” policies which will apply to development in proximity to the zoned airfields at Meningie and Tintinara, the existing airfield near Tailem Bend and the proposed airfield in the Motorsport Park Zone (south of Tailem Bend).
  - Updating of Overlay Map CooD/1 Development Constraints to identify the location of the Sea Gas High Pressure Pipeline.

1.5 Summary of proposed policy changes
The DPA proposes the following changes:

- **Tailem Bend and environs** (see following Tailem Bend map)

  Rezoning land on the western side of Granites Road from Community Zone to Industry Zone.
  Rezoning land on the eastern side of Granites Road from Primary Production Zone to Community Zone.
  Rezoning land on the northern side of Second Avenue from Community Zone to Industry Zone.
  Rezoning two portions of the Community Zone north and south of Kulde Road to Rural Living Zone.
  Amending the minimum allotment size for the current Rural Living Zone area south of Kulde Road.
  Rezoning a Council reserve north of Tenth Street from Community Zone to Residential Zone.
  Rezoning land on the eastern side of Railway Terrace from Community Zone to Residential Zone.
  Rezoning land to the south-east of the urban area from Primary Production Zone to Urban Employment Zone.
  Amending policies for the Motorsport Park Zone (south of Tailem Bend) to:
    - support consideration of dwellings for “occasional accommodation”, where in association with vehicle garaging/workshop activities
    - provide a level of flexibility for the location of the proposed retail service precinct
    - include a truck park and fuel depot as envisaged uses
    - provide more flexibility for the location of advertisements internal to the complex.
• **Meningie and environs** (see following Meningie map)
  Rezoning land on the northern and southern sides of Narrung Road from Residential Zone to Town Centre Zone.
  Rezoning land bounded by Bonney Street, northern side of Allen Street and Princes Highway from Residential Zone to Town Centre Zone.
  Rezoning land on the western side of Dehy Road from Industry Zone to Home Industry Zone.

• **Tintinara and environs** (see following Tintinara map)
  Rezoning land between Brock Road and Homestead Road on the western side of Tintinara from Primary Production Zone to Rural Living Zone.
  Rezoning land at the corner of Kings Road and Northcott Terrace from Industry Zone to Community Zone.
  Introducing additional policies for the Airfield Zone at Tintinara to facilitate the development of a small “residential airpark” at the airfield.

• **Coonalpyn and environs** (see following Coonalpyn map)
  Rezoning land west of McIntosh Way in the western portion of the township from Community Zone to Rural Living Zone.
  Rezoning land east of Venning Road on the eastern boundary of the township from Community Zone to Rural Living Zone.
  Rezoning land south-west of Coombe Terrace from Community Zone to Deferred Urban Zone.

• **Wellington East** (see following Wellington East map)
  Introducing additional policies for the Wellington East Residential Policy Area 10 providing greater guidance on development on allotments not able to be serviced by the Community Wastewater Management Scheme (CWMS).

• **Advertisements**
  Updating current General Section policies for “Advertisements” with the latest version (version 6) of these policies from the South Australian Planning Policy Library.
  Deleting Table CooD/2 - Advertisement Standards and Guidelines from the Table Section of the Development Plan.

• **Industry Zone and Town Centre Zone**
  Amending policies for the Industry Zone and Town Centre Zone to:
  - include reference to “service station complexes”
  - clarify that the floor area of a restaurant should not be included in the floor area of a shop for a service station complex within the Industry Zone.

• **Building near Airfields**
  Replacing current General Section policies for “Building near Airfields” with the latest version (version 6) of these policies from the South Australian Planning Policy Library.
• **High Pressure Gas Pipelines**
  Amending Overlay Map CooD/1 - Development Constraints to indicate the approximate alignment of the SeaGas high pressure gas pipeline.

• **Tourism**
  Amending Town Centre Zone policies to provide increased policy guidance for tourism development.
Explanatory Statement

Town Centres, Townships and Environs DPA
Coorong District Council

TAILEM BEND
Areas of Proposed Rezoning

- Existing Town Centre Zone
- Existing Industry Zone

Note:
Policies for the Town Centre Zone and Industry Zone are to be amended to support “service station complexes”.

Rezone from Community Zone to Industry Zone
Rezone from Primary Production Zone to Community Zone
Rezone from Community Zone to Industry Zone
Rezone from Community Zone to Rural Living Zone
Amendment to land division policies for the Rural Living Zone
Rezone from Primary Production Zone to Urban Employment Zone
Amendment to some policies for the Motorsport Park Zone

Map Source: Property Location Browser
TINTINARA
Areas of Proposed Rezoning

- Existing Town Centre Zone
- Existing Industry Zone

Note:
Policies for the Town Centre Zone and Industry Zone are to be amended to support "service station complexes".

Map Source: Property Location Browser
COONALPYN
Areas of Proposed Rezoning

- Existing Town Centre Zone
- Existing Industry Zone

Note:
Policies for the Town Centre Zone and Industry Zone are to be amended to support “service station complexes”.

Map Source: Property Location Browser
1.6 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.

1.7 Consultation

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

▪ Department of Planning, Transport and Infrastructure
▪ Department for Health and Ageing
▪ Department for Education and Child Development
▪ Department of Environment, Water and Natural Resources
▪ Department for Communities and Social Inclusion (Housing SA and SA Community Housing Authority)
▪ Environment Protection Authority
▪ Office of Recreation and Sport
▪ Environment Protection Authority
▪ Aboriginal Affairs and Reconciliation Division
▪ ElectraNet
▪ SA Power Networks
▪ South Australian Murray-Darling Basin Natural Resources Management Board
▪ South East Australia Gas Pty Ltd (SEA Gas)
▪ South East Natural Resources Management Board
▪ South Australian Water Corporation
▪ SA Tourism Commission
▪ Regional Development Australia Murraylands and Riverland
▪ Federal Member for Barker
▪ State Member for MacKillop
▪ State Member for Hammond
▪ District Council of Karoonda East Murray
▪ Southern Mallee District Council
▪ Tatiara District Council
▪ Kingston Regional Council
▪ Rural City of Murray Bridge
▪ Alexandrina 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.
1.8 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.
Analysis

1. Background

The Coorong District Council's Strategic Directions Report (2011 SDR) identified a need to review the Development Plan provisions related to townships. The SDR is a periodic review which is required to ensure that Council's strategic directions include examination of how the Development Plan continues to be relevant, community aspirations are addressed and that consistency with the Planning Strategy is maintained.

The Council's SDR identified its priorities related to Development Plan investigations in order to:

- Promote development in suitable locations, protect the environment and create a desired character relevant to its urban and regional context; and
- Provide more certainty and clarity for those proposing development and the wider community.

A Townships and Town Centres DPA was identified in the priority list.

The following issues to be addressed as part of this DPA were described generally as:

- Ensuring provisions and zoning in Council's townships are appropriate, with particular emphasis on Tintinara, Meningie and Tailem Bend.
- Investigate options regarding tourism and signage.

From the Council's identified township development opportunities, the following key objectives were listed as being the focus of a future DPA:

- Ensuring the development of town centres is encouraged and commercial development activity is increased;
- Ensuring adequate residential and rural living land is available;
- Reviewing the zoning pattern of Tintinara to facilitate future economic and orderly development; and
- Providing streetscapes and parklands that encourage travellers to visit towns and to promote well-being and recreational activity of residents.

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 goals and targets of South Australia's Strategic Plan:
# South Australia’s Strategic Plan 2011

<table>
<thead>
<tr>
<th>Goals</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Community:</strong></td>
<td>We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging.</td>
</tr>
<tr>
<td></td>
<td>We are known world-wide as a great place to live and visit.</td>
</tr>
<tr>
<td></td>
<td>4: Tourism industry: Increase visitor expenditure in South Australia’s total tourism industry …</td>
</tr>
<tr>
<td><strong>Prosperity:</strong></td>
<td>South Australia has a resilient, innovative economy.</td>
</tr>
<tr>
<td></td>
<td>South Australia has a sustainable population.</td>
</tr>
<tr>
<td></td>
<td>47 Jobs: Increase employment …</td>
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<td></td>
<td>56 Strategic infrastructure: Ensure that the provision of key economic and social infrastructure accommodates population growth.</td>
</tr>
<tr>
<td></td>
<td>46: Regional population levels: Increase regional populations …</td>
</tr>
<tr>
<td><strong>Environment:</strong></td>
<td>We adapt to the long term physical changes that climate change presents.</td>
</tr>
<tr>
<td></td>
<td>62 Climate change adaptation:</td>
</tr>
<tr>
<td><strong>Health:</strong></td>
<td>We make healthy choices in how we live.</td>
</tr>
<tr>
<td></td>
<td>78 Healthy South Australians: Increase the healthy life expectancy of South Australians …</td>
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</tbody>
</table>

## 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 January 2011.

The DPA supports the following principles and policies from the Planning Strategy:

- **Principle 3: Protect people, property and the environment from exposure to hazards.**
  - **Policy 3.1:** Design and plan for development to prevent the creation of hazards (including exposing residents to unacceptable noise and air pollution) …

- **Principle 5: Protect and build on the region’s strategic infrastructure.**
  - **Policy 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.
  - **Policy 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.
  - **Policy 5.4:** Promote the development of renewable energy in appropriate locations and facilitate the establishment of supply chains in association with renewable energy developments.
Policy 5.5 Manage interfaces between infrastructure and residential areas and other sensitive land uses to ensure adequate protection against noise and air pollution.

Policy 5.6: Reinforce the capability of airports, aerodromes and airstrips to support economic and social development and the Royal Flying Doctor Service, and protect these facilities from incompatible development in surrounding areas by specifying Principles of Development Control for building heights and defining noise zones within which residential development should be avoided.

Policy 5.7: Ensure land uses surrounding airports, aerodromes and airstrips are compatible with these facilities and do not detract from their operation.

- **Principle 6: Retain and strengthen the economic potential of primary production land.**

  Policy 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
  - limiting and carefully locating rural living areas.

- **Principle 7: Reinforce the region as a preferred tourism destination.**

  Policy 7.1: Protect, enhance and promote the assets that attract tourists and are of value to the community, including:
  - caravan parks, campsites, motor homes facilities (that is, large sites with effluent disposal facilities) outside of the floodplain.

  Policy 7.7: Develop the foreshore areas in towns for community/public recreation to attract tourists and create an inviting link between towns and water bodies.

- **Principle 8: Provide and protect serviced and well-sited industrial land to meet projected demand.**

  Policy 8.1: Provide a supply of well-sited and serviced industrial land in … Tailem Bend, and encourage the clustering of related activities.

  Policy 8.2 Ensure an adequate supply of 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.

  Policy 8.3 Site and locate industrial land to facilitate:
  - management of interfaces with residential areas and other sensitive uses to ensure adequate protection from noise
  - protect existing industrial areas from encroachment by residential and other non-industrial land uses
  - optimal use of existing and planned infrastructure (for example, wastewater re-use plants)
  - provision for future expansion
  - accordance with EPA policies, codes of practice and guidelines
  - an efficient, safe and functional arterial road freight network that minimises the impacts of freight movements on neighbouring areas
  - access to required energy and water supplies.

  Policy 8.4: 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.

  Policy 8.5: 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.

  Policy 8.6: 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.
**Principle 9: Focus commercial development in key centres and ensure it is well sited and designed.**

**Policy 9.3:** Reinforce the supporting commercial and services role of ... and Tailem Bend.

**Policy 9.6:** Locate commercial activities in existing town centres or commercial zones, which should be expanded where necessary to support activity commensurate with the town role.

**Policy 9.9:** Ensure new commercial development and commercial zones do not expose residents to unacceptable noise levels.

**Principle 10: Strategically plan and manage the growth of towns.**

**Policy 10.1:** 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.

**Principle 11: Design towns to provide safe, healthy, accessible and appealing environments.**

**Policy 11.3:** Retain town centres as the focus of retail, commercial, recreational, entertainment, community and civic activities in accordance with the role and function of the town.

**Policy 11.5** Provide strong linkages between the town centres and key sites of tourism interest, such as the river.

**Policy 11.6** Manage interfaces between residential and industrial areas and town centres to avoid potential conflicts.

### 2.3 Consistency with other key strategic policy documents

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

#### 2.3.1 Council’s Strategic Directions Report

Recommendations from Council’s Strategic Directions (Section 30) Report 2011 supporting the proposed DPA are related to the Council DPA priorities to:

- Prepare a Town Centre/Township DPA considering the appropriateness of the existing Community Zone acting as a buffer around townships, opportunities for additional residential and rural living areas, opportunities for employment, tourism & marina development including that linked to the Motorsport Park, implementation of a main street master plan for Meningie, potential for a residential air park at the Tintinara Airfield, further investigation into Tailem Bend being a major Intermodal Transport Hub and updating tourism signage policies.

- Update the Development Plan with the latest version of policies from the SAPPL (via a Miscellaneous DPA).

The SDR also informed that the district is heavily reliant on the agricultural sector for its prosperity, and with existing drought conditions and predicted weather pattern changes owing to climate change, Council should support the further diversification of its employment industries to ensure population, services and business sustainability.

#### 2.3.2 Council’s Strategic Management Plan 2016-2020

On 16 February 2016, the Council adopted a new four year, over-arching Strategic Management Plan (SMP). The SMP includes the following themes, objectives and strategies that support this DPA:

**Theme: Community Wellbeing**

Objective 1: A caring, healthy and resilient community.
Supporting Key Strategies

1.2 Enhance the quality of life of our communities by advocating, supporting and/or undertaking health, recreation development, ageing in place, library services, community development, safety and transport initiatives.

1.3 Through leadership and the sharing of knowledge, building the capacity of communities to sustain their ownership of facilities and, where appropriate, renovate or expand their facilities to meet community needs.

1.6 Promote active and healthy lifestyles for our communities.

Theme: Infrastructure & Townships

Objective 2: A strong sense of civic pride and well maintained townships.

Supporting Key Strategies

2.1 Improve the appearance and functionality of our townships with a focus on connecting key precincts with footpaths, creating welcoming entrances, some permanent green spaces and attractive town centres.

2.5 Activate public open space areas adjacent to water bodies in townships/settlements.

Theme: Prosperity & Sustainability

Objective 3: A prosperous and sustainable district.

Supporting Key Strategies

3.1 Plan for a variety of housing accommodation options that will increase population, grow tourist visitation and assist with business sustainability.

3.2 Plan for employment-generating land uses to satisfy projected demand or to support industry innovation.

3.3 Encourage increased tourist visitation by ensuring volunteers at VIOs provide helpful & correct advice, developing RV-friendly towns, helping businesses with their digital presence, increasing accessibility to water bodies, expanding recreation trails and implementing signs/public art that interprets heritage directs people to attractions & promotes a sense of arrival.

3.11 Encourage town-based community, environment, government and tourism information activities to be consolidated, where appropriate, in multi-purpose spaces to reduce long term maintenance costs of under-utilised sites.

Supporting the development of the above objectives and strategies, Council undertook a thorough review of its previous four year SMP. The Strategic Management Plan 2012-2016 Review Paper, included the following analysis/commentary:

- The 2011 Strategic Directions Report and 2011 Tourism & Economic Development Plan did not have access to 2011 Census data and therefore demographic assumptions were based mainly on the 2001-2006 Census period. By the time the 2011 data was released, the legacy of the millennium drought, a continuing conservative economy post global financial crisis and a rapidly ageing population, as well as a likelihood that younger people were moving away for more varied work & lifestyle opportunities, played a role in the decline of township numbers in three key urban centres. More particularly, the 2001-2006 population gains experienced in the townships of Coonalpyn (+11%), Tailem Bend (+5%), Meningie (+4%) were reversed, and losses were recorded between 2006-2011 in the townships of Tailem Bend (-4%), Meningie (-2%) and Coonalpyn (-5%). Interestingly, Tintinara’s 2001-2006 loss (-5%) was reversed with township growth of +7% between 2006-2011 period, which may be attributed to the relatively good underground water supply in this area that supports more intensive primary production and regularity of employment. The overall district population continued to decline, with a population loss of 7% between the 1996 and 2011 Census periods.
• Other factors that may be influencing population losses include:
  - primary production sector changes where farms are enlargening to gain necessary yields and off-set investment in major machinery, as well as labour replacement with large-scale machinery;
  - long term restructuring practices by rail, banks, primary production services/agents and utilities, where services are relocated away from smaller regional townships;
  - retail sector changes such as online shopping and the pull of major supermarkets and chain stores;
  - preparedness of people to travel further (from outside the district) owing to more modern and fuel efficient vehicles rather than relocate to the township of their employment.
• Rapid ageing of the population, where the median age rose from 35yrs (1996) to 44years (2011) and the percentage of people over 65yrs rose from 13.6% (2001) to 19% (2011).
• Low dwelling growth in the district except for activity at Wellington East, indicating an area of geographic importance to potentially counteract district-wide population losses.
• Real Estate agents informed that there was strong demand for primary production rural land with access to good quality water, as well as dwellings with water views (although there is not much product around for sale). Housing demand in townships was not significant (unless prices were significantly lower than the capital replacement for the dwelling or had an attractive water view), except for Tailem Bend where momentum was growing owing to The Bend Motorsport Park. Actual demand for rural living was difficult to ascertain, but there remains a strong level of enquiry.

A number of key projects/initiatives linked to the aforementioned Strategies, and as a result of the Review Paper and community engagement forums held in 2015, were listed in the 2016-2020 Strategic Management Plan. These include:
• The Princes Highway Tailem Bend Landscaping Study. *Funded in 2016/17 Annual Business Plan and to be progressed April 2017.*
• Improving the appearance of Coonalpyn. *This has resulted in the successful Creating Coonalpyn & Growing Coonalpyn Initiatives, which have provided main street improvements and a point of difference for Coonalpyn through landscaping and public art treatments.*
• Continue the Dickson Reserve Activation Project, to improve the activation and hazard reduction of the main public waterfront reserve in Tailem Bend and provide complementary tourism product for The Bend Motorsport Park. *A master plan for this site should be completed by early February 2017.*
• Implementation of the Meningie Town Centre Master Plan. *Further works along the main street are anticipated to commence in 2016/17 but the scale of capital works are still to be determined and funded.*
• Conduct an audit of sport and recreation facilities to determine membership levels, resourcing and infrastructure & building issues to proactively determine recommendations to respond to an ageing population, population losses and increasing costs for clubs. *Grant rounds open in early 2017 to fund sport and recreation studies.*
• Develop a Concept Plan for the Lake Indawarra Precinct in Tintinara and implement capital works in a staggered manner. *The Concept Plan is developed and Council has formed a Precinct Advisory Group to work through issues.*
• Review the 2011 Tourism & Economic Development Plan and produce an updated strategy. *Work has recently commenced on this action.*
• Undertake the Town Centres, Townships & Environ DPA.
• Investigate, at a strategic level, the potential for housing & tourist accommodation growth in the Wellington East to Tailem Bend area. *Work is to commence late March 2017.*
The Statement of Intent for this DPA was agreed prior to Council updating its four year overarching Strategic Management Plan in February 2016. The DPA responds to concerns around population loss by providing some additional land for living purposes. There will be further strategic land use work, outside of this DPA, dealing with population matters undertaken in the 2016/17 and 2017/18 financial years.

2.3.3 Infrastructure planning

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

Review of various State and Local Government strategic documents has not identified any overarching infrastructure planning needs required to be taken into consideration for this DPA.

As discussed later in this DPA, in Section 3.2.20 Infrastructure Services, discussions with key service providers have been held. Based on these discussions and investigations, it is considered appropriate service infrastructure can be achieved at the local level. Further consultation with key physical and social service providers will occur when the DPA is released for agency and public consultation.

Specific investigations in relation to the potential impacts from on-site wastewater treatment for some allotments at Wellington East has been undertaken and is discussed later in this DPA in Section 3.2.17 Wellington East.

2.3.4 Current Ministerial and Council DPAs

No current Council or Ministerial DPAs have been identified as being of relevance to Council’s investigations for this DPA.

2.3.5 Existing Ministerial Policy

There are no existing Ministerial policies introduced through section 25(5), 26 or 29 of the Act that are intended to be amended by this DPA.
3. Investigations

3.1 Investigations undertaken prior to the SOI

Investigations previously undertaken that will inform this DPA include the following:

- Coorong Tourism and Economic Development Plan (2011)
- Coorong Community Needs Analysis - 2011.

3.1.1 Coorong Tourism and Economic Development Plan (2011)

**Situation Analysis Report May 2011**

Key findings from this Report included:

- The District was experiencing an overall population decline, although the townships of Tailem Bend, Meningie and Coonalpyn all experienced population growth.
- The District’s population was ageing.
- In terms of the SEIFA Index of Relative Socio-economic Disadvantage, its 2006 rating of 947 suggests the District was relatively disadvantaged, ranking 211 out of 1,111 LGAs in Australia (on a lowest to highest ranking scale).
- Key economic drivers were agriculture (40% of the District’s economic output), retail (9.4%), manufacturing (9.3%) and transport and storage (6%).
- Above State average community strength, reflecting strong connections with the local community.
- Climate change will result in a longer dry season and more extreme weather events, with significant implications for primary production.

**Coorong Tourism and Economic Development Plan (Final Report 21 November 2011)**

Based on the earlier findings of the Situation Analysis Report (May 2011), Council developed the Tourism and Economic Development Plan to focus on positive strategies to re-invigorate the local economy. The Plan sets out objectives and strategies for nurturing innovation, supporting local economic development and strengthening business and community confidence. In this way, Council is able to assist communities to identify and realise opportunities available to them to foster new forms of tourism and economic development.

Investigations for the Plan identified seven potential projects considered to have business enterprise promise:

- A grain precinct at Tailem Bend.
- A durum wheat storage facility at Coonalpyn.
- A cultural tour of the Coorong starting with a walk on/walk off barge crossing at Parnka Point.
- Scenic flights over the Coorong operating from Tintinara Airfield.
- River activities operating out of Tailem Bend including scenic boat cruises.
- A water frontage eco lodge at either Lake Alexandrina or on the Coorong.
Additional accommodation development to meet the demand of participants and spectators to Tailem Bend Motor Sport Park.

Following a preliminary economic assessment, the most promising prospects identified were considered to be:

- A cultural tour based out of the Coorong Wilderness Lodge (rather than at Parnka Point as indicated in the economic assessment) this tour would include a walk on walk off barge crossing of the Coorong at an appropriate point.
- Scenic flights in fixed wing aircraft over the Coorong and National Parks based at the Tintinara airfield.
- Motel and hotel/resort style accommodation to support the demand generated by the Tailem Bend Motor Sport Park.

Feasibility issues surrounding the funding of a barge crossing and the need for an average of ten passengers per day to provide sufficient breakeven income for scenic flights out of Tintinara were identified as concerns that required further analysis.

3.1.2 Coorong Community Needs Analysis 2011

This Analysis investigated current and future community needs to establish directions targeted to meet local priorities. The key issues with regard to Council’s population and demographic trends were identified as population decline, population ageing, the degree of remoteness and isolation and the higher than average degree of socioeconomic disadvantage across the district.

The Analysis listed 16 Strategic Directions for the future, with the following of relevance to aspects of this DPA:

- To respond to the challenge of an ageing population.
- To provide a wide range of sporting and recreational facilities.
- To develop and implement initiatives that will enhance investment, commerce and investment potential across the district.

3.2 Investigations undertaken to inform this DPA

The Statement of Intent discussed the potential for a number of investigations to inform this DPA. Since approval of the Statement of Intent in January 2015, some circumstances have changed. This has resulted in investigations for some initial issues not proceeding while, following discussion with the Department of Planning, Transport and Infrastructure, some other issues have been added.

3.2.1 Background

Increased development activity has been identified in various locations in the Council area, including:

- The Tailem Bend area (such as strong interest in the purchase of existing dwellings related to the announcement of Motorsport Park, strong demand in the housing rental market linked to construction activities, energy proposals, additional café/food and service trade premises and tourist accommodation enquiries).
- The Wellington East area (such as vacant allotment sales, dwelling approvals and tourist accommodation proposals).
The Coonalpyn area (the public art projects in Coonalpyn, and the construction of the Chicken Farm in nearby Yumali, has translated into strong housing rental interest and proposals for additional food/cafe premises in this township).

In addition, in late 2016, Council commenced the update to its 2011 Tourism & Economic Development Plan (T&EDP), and as part of commencement proceedings undertook Elected Member and Council staff workshops on perceived key development opportunities, a review of the 2011 T&EDP and analysis of recent significant development activities.

### 3.2.2 Significant Development Opportunities

There is a substantial amount of development activity linked directly or indirectly to job opportunities in the Council area. These include:

- The construction of The Bend Motorsport Park ($120m) is underway.
- The chicken farm ($50m) at Yumali is under construction.
- There is significant pressure for more serviced rental housing at Tailem Bend and Coonalpyn, linked to the above construction activities.
- The $64m “occasional accommodation” concept at The Bend Motorsport Park has been presented to Council.
- The 2019 National Scout Jamboree, bringing 12,000 visitors to the Tailem Bend area and injecting approximately $15m into the SA economy, will be based at The Bend Motorsport Park.
- The installation of a 28.8 MW diesel power generator (cost $10M).
- A Section 49 development application has been received at Council for comment for a 110 MW ($160M) solar farm south east of Tailem Bend (with potential for further stages in 3-5yrs).
- The proposed remake of the “Stormboy” movie which will raise the profile of the Coorong, adding to the recent ranking by Expedia of the Coorong as one of the top 25 most beautiful places in Australia.
- Discussions continue around further truck parking, storage and movement of farming product, intensive primary production activities and petrol stations.

All together the developments under construction, assessment or discussion are valued at $450m- $500m.

In addition to these development activities, the following actions are occurring:

- The Coorong Water Transport Scheme Study has commenced with a view to investigating the capacity for significant water users to access cheaper water.
- The Murray & Riverland Local Government Association is looking to progress a regional freight strategy to streamline and reduce administration associated with the trucking movements of commodities (see discussion in Section 3.2.13.7).
- There have been several recent grant announcements for primary producers in the district to expand their activities.
- A regional tourism website is to be launched for the River Murray, Lakes and Coorong.

Council has also noted that the SA Government has delivered direct flights between China and Adelaide, and with the continued rise of the “experience” economy it is reasonable to assume that tourism will continue to grow beyond that associated with The Bend Motorsport Park.
3.2.3 2016 Innovation Workshops and Potential Game-Changers

In November 2016, Council staff and Elected Members were briefed on broader tourism and commercial trends, and participated in workshops regarding where they believed future employment-generating development opportunities lie. Top “game-changers” for the district were seen to be:

- River, Lakes & Coorong Corridor Development - Strategic development making the most of waterfront assets.
- Brand Coorong – Promote tourism, produce, business and lifestyle assets/opportunities.
- Brownfield Intermodal – Build on existing road, geographic and rail strengths to maximise warehousing, logistics and passenger transport possibilities.

The Council intends to strategically investigate the tourism, recreation and housing opportunities in the Tailem Bend-Wellington East area in the 2016/17 financial year, and may also investigate further opportunities for development in the lakes and river corridor as part of a future regional planning approach.

With respect to developing Tailem Bend further as a logistics and commodities hub, the township is already an important regional location for grain delivery, storage and transfer for Viterra and a significant break & fuelling destination for the trucking and tourism industry. Council’s 2012 Land Use and Infrastructure Prospectus informs of the important confluence of rail, arterial roads (Dukes, Princes & Mallee Highways), water and SeaGas pipelines and treated wastewater infrastructure in the Tailem Bend area. This infrastructure is often seen as important to underpinning logistic opportunities, and the district is an already important generator of commodities that are exported or moved significant distances by freight. There are current trends showing the development of logistic hubs to support commodity export to Asia and to support the growing online sales sector.

3.2.4 General Housing Development Issues & Approaches

As discussed in Council’s Strategic Directions Report and the Statement of Intent for this DPA, the existence of sheetrock in the eastern sector of the Tailem Bend township has hampered the development of broad acre land in the existing Residential Zone, owing to the cost of undergrounding services. It is probable that the existing vacant land will take some time to develop, even with the employment opportunities associated with The Bend Motorsport Park and the Tailem Bend Solar Farm, as the market has to be prepared to purchase higher priced lots to offset the necessary common services trench infrastructure.

It is also probable that housing demand for new dwelling builds at Tailem Bend is being slowed by the development of the former paper town of Wellington East (just north of the existing Marina), which has brought affordable allotments with attractive water views to market within approximately 10km of Tailem Bend and within 8km of The Bend Motorsport Park. The majority of dwelling approvals in the last three years has been at the Wellington East Marina. A public boat ramp is also soon to commence construction, which will support further demand at Wellington East.

Whilst the zoning framework is already in place for additional residential development in Tailem Bend, Tintinara and Coonalpyn, the introduction of new or further Rural Living zoned land is proposed. This form of development will provide for additional housing diversity and it is also expected that these larger allotments will provide an additional attraction to the district. Council believes this will assist in better promoting the district in the future as a place of employment and lifestyle opportunity and encourage those that have left the district to consider returning. The capacity for family households to purchase smaller acreages (which are now very costly in the Adelaide Hills and Fleurieu regions) is part of Council’s strategic approach to stabilise and grow its overall district population. The population losses across regional areas are well documented, and has dire implications for business sustainability, maintenance of services and facilities and volunteering numbers. Larger allotment sizes will also reduce the need for underground services and still provide the opportunity for any re-subdivision in the future should there be a requirement to convert rural living land to residential zoning.

The “occasional accommodation” proposal at The Bend Motorsport Park site aims to bring a different accommodation option to the South Australian market, which may also appeal to those seeking to have weekend or holiday accommodation as a direct result of motor sports.
3.2.5 Specific Investigations
A number of specific investigations have been undertaken to inform this DPA. They are discussed in the following sections.

3.2.6 Tourism
A review of the Town Centre Zone and Community Zone policies has been undertaken to identify whether changes are required to further support tourism development in these Zones.

3.2.6.1 Town Centre Zone
Town Centre Zone policies apply to the townships of Tailem Bend, Meningie, Tintinara and Coonalpyn.

Tourist accommodation and/or tourist development are not listed as either complying or non-complying forms of development within the Town Centre Zone, therefore proposals can be considered on merit. However, such uses are not listed as envisaged uses in PDC 1 for the Zone and are not specifically discussed in the other policies for the Zone which have a focus on “accommodating a wide range of retail, office, administrative, community, cultural and entertainment facilities to serve residents of the town and the surrounding rural community.”

The Guide document - South Australian Planning Policy Library Terminology List September 2011 - has been prepared by the State Government to assist councils, planning professionals and consultants to interpret planning policies and improve consistency in Development Plans and when drafting Development Plan Amendments.

This document indicates that the terms “Tourist Accommodation” and “Tourist Development” are both acceptable for use in Development Plans and comments that “Tourist Development” is considered to have a wider intent than “Tourist Accommodation”.

In order to encourage new tourist development within townships it is proposed to amend the Town Centre Zone policies to give greater recognition to this form of development, noting that these amendments will apply to the Town Centre Zone areas within Tailem Bend, Meningie, Tintinara and Coonalpyn.

Existing General Section policies, including Tourism Development, Design and Appearance, Interface Between Land Uses, Landscaping, Fences and Walls, Orderly and Sustainable Development and Transportation and Access, will continue to be able to be applied in the assessment of any tourist development proposals in the Town Centre Zone.

It is proposed to amend Town Centre Zone policies to give greater recognition to tourism accommodation / development within the Zone.

3.2.6.2 Community Zone
Consideration has also been given to Tourist Accommodation / Tourist Development being located with the Community Zone. Similar to the Town Centre Zone, Tourist Accommodation / Tourist Development is not listed as either a complying or non-complying form of development within the Community Zone, therefore proposals can be considered on merit. However, these forms of development are not discussed in the Zone policies, which have a focus on “accommodating community, educational, recreational and health care facilities for the general public’s benefit.”

While there is extensive land in the Community Zone which could be suitable for Tourist Accommodation / Tourist Development, these uses are not currently envisaged and are not considered to align with the intent of the Zone which has a focus on public facilities and spaces.

In this context it is not proposed to pursue any amendments to promote Tourist Accommodation / Tourist Development in the Community Zone.
3.2.7 Airfields

The airfields at Tintinara and Meningie are located within the Airfield Zone. In addition, there is a private airstrip near Tailem Bend in the Primary Production Zone and potential for an airstrip in the Motorsport Park Zone south-east of Tailem Bend.

Policies for land within a 3km radius (approximately) of the existing and proposed airfields have been reviewed to determine if potential impacts from airfield operations on sensitive development, and vice-versa, are adequately addressed. From a zone perspective, it is only the recent Motorsport Park Zone that provides policies to minimise potential aircraft/ helicopter impacts on developments adjacent to it.

However, there are General Section (Council wide) policies that can be used in assessing impacts from and on airfields. These are primarily contained in the “Building near Airfields” policies, and to a lesser extent within the “Residential Development” policies.

Current policies for “Building near Airfields” reflect an earlier version of the policies from the South Australian Planning Policy Library (SAPPL) module and do not contain all of the current policies available in version 6, which provide increased attention being given to development within areas affected by aircraft noise.

Given these Council wide policies and the number of zones located within proximity to these airfields, this issue is considered better addressed by updating the current General Section policies “Building near Airfields”.

It is therefore proposed to introduce the latest version of the SAPPL policies for “Building near Airfields” into the General Section of the Development Plan.

3.2.8 Site History and Landfill Reporting

Council engaged JBS&G environmental consultants to undertake site history reporting and an assessment of sites (at Tailem Bend, Meningie, Tintinara and Coonalpyn) in proximity to any known landfills, where it was relevant to land being proposed to be rezoned for Residential, Rural Living, Home Industry, Town Centre, Industry or Community Zone purposes.

In summary, the JBS&G report identified:

- Only Low and Low to Moderate contamination risk ratings for land identified for rezoning. In certain cases it recommended further environmental testing by a suitably qualified consultant as part of a development application process.

- Only two sites within the recommended 500 metres separation distance to landfills. These sites were:
  
  - The proposed Rural Living Zone on Kulde Road, Tailem Bend which could be affected by catering waste disposed of to the east of the site.
  
  - The proposed Rural Living Zone on McIntosh Way, Coonalpyn which could be affected by unknown waste disposed in an historic landfill to the north of the site.

  In both instances it recommended landfill gas investigation by a suitably qualified consultant as part of a development application process.

In addition to this general reporting of potential contamination issues, more specific advice is available in relation to Allotment 502, Granites Road at Tailem Bend. This information has been provided by the Department of Planning, Transport and Infrastructure (DPTI), the current owners of the land.

DPTI advised:

- The allotment was formerly owned by the Railways Commission and is adjacent to the Tailem Bend railyard.

- A 1996 environmental audit by Rust PPK indicated the allotment had been used as an open soakaway for contaminated wastewater from the railyards turntable area.
Remediation of the site was undertaken by Rust PPK from 1997 to 2001.

An independent review by REM in 2005 confirmed the site was fit for continued rail or industrial use.

The whole of Tailem Bend, including this allotment, is under a groundwater exclusion notice which prevents use of groundwater due to contamination with arsenic from the railyard site and rail land within the town.

In summary, DPTI advised the 2013 desktop assessment (undertaken by its Environment Contamination Officer) of allotment 502:

- Had not identified any known residual contamination which could prevent the site’s disposal for commercial/industrial use.
- Confirmed all requirements with respect to land contamination procedures had been met.

Based on this advice and other planning factors, Council is proposing to rezone this allotment from its current Community Zone to Industry Zone.

In concert with the above advice, it should be noted that current policies within Council’s Development Plan enable further consideration of site contamination matters at the development application stage. These policies are primarily found under the General Section “Hazards” heading and include Objectives 8 and 9 and PDC 20, and are based on the latest version of such policies in the SA Planning Policy Library. They require that a site (where contamination has occurred) be assessed and remediated as necessary to ensure it is suitable and safe for the proposed use.

On this basis, it is not considered necessary to introduce further policy into the Development Plan on this matter, noting that further information to demonstrate the suitability of sites can be requested at the development application stage.

### 3.2.9 Aboriginal Heritage

Consultation will be undertaken with the Aboriginal Affairs and Reconciliation Division of the Department of Premier and Cabinet during agency consultation on the DPA. This will identify whether any registered Aboriginal sites or objects exist within the various areas affected by the DPA and are likely to be impacted by proposed development. It is not proposed that registered sites be identified in the Development Plan. It is noted that all Aboriginal sites and objects are protected under the [Aboriginal Heritage Act 1988](#) whether they are listed in the Register or not.

### 3.2.10 High Pressure Gas Pipelines

South East Australia Gas Pty Ltd (SEA Gas) operates the high pressure natural gas transmission pipeline (HPP) system that transports natural gas from Port Campbell in Victoria to markets in South Australia. 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.

SEA Gas has confirmed that a “stub-offtake point” (provided during the construction of the pipeline) is available directly south of Tailem Bend in the area known locally as “Blacketts Subdivision”. This 200mm connection point could service a number of users or be dedicated to a particular user. “Hot taps” (providing a new pipeline connection while the pipeline remains in service, flowing natural gas under pressure) can be provided at other locations at a cost to the proposed user.
HPPs have a level of risk, which must be assessed when considering land use and development of land in the vicinity of pipelines, to ensure that risk to people, property and the environment is within acceptable levels. A HPP failure can impact an area several hundreds of metres from a pipeline.

The most frequent cause of pipeline failure worldwide is damage caused by external interference resulting from construction or maintenance activities. While easements exist to control access to pipelines, a much larger area needs to be considered when planning and developing land in the vicinity of HPPs. The term Notification Area has been used to define the area in which Pipeline Operators should be consulted regarding rezoning proposals and development proposals in the vicinity of a HPP to ensure that any changes to the pipeline location classification in accordance with AS2885 are identified.

The Notification Area is the radial distance from the pipeline within which Pipeline Operators should be aware of any proposed activity so they can work with planning authorities and developers to implement design changes that reduce the risk to and from the pipeline. Early consultation will ensure that the impact of any constraints can be minimised. The Notification Area for the Port Campbell to Adelaide HPP is 640 metres, with lesser distances applying to other lines.

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.

Council’s Development Plan currently contains the following PDC in relation to High Pressure Pipelines under the Hazards heading in the General Section:

“26 It is required that development comply with AS2885 (Pipelines - Gas and Liquid Petroleum) to ensure minimum pipeline safety requirements have been met.”

**While this PDC is appropriate, additional guidance is proposed on this matter by indicating the approximate alignment of the Sea Gas HPP on Overlay Map CooD/1 - Development Constraints.**

### 3.2.11 Advertisements

Policies guiding the assessment of development applications for advertisements are primarily contained in the General Section of the Development Plan under the “Advertisements” heading and in Table CooD/2 - Advertisement Standards and Guidelines. PDC 1 under the “Advertisements” heading requires advertising or advertising hoardings to have regard to the design guidelines contained in Table CooD/2.

The SAPPL indicates that the use of a Table to illustrate forms of advertisements is optional and review of a number of Development Plans in the surrounding area indicates varying use. Seven of the ten Development Plans reviewed do not contain a Table, two contain a modified form to that currently shown in Council’s Development Plan and only one contains the same Table.

In this circumstance, and as Council’s planners have indicated they do not find the Guidelines helpful in assessing development proposals, it is proposed to delete this Table and the reference to it.

Comparison of the “Advertisement” policies in Council’s Development Plan with those in the latest version (version 6) of the SAPPL indicates some minor differences (noting that Council’s current policies also include some local additions) and some new policies in the later version. These are described in the Table below, with variations highlighted in bold text:
### Council’s Current Policies

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<th>Description</th>
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<tr>
<td>3</td>
<td>The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:</td>
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<td>(a) clutter</td>
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<td>(b) disorder</td>
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<td></td>
<td>(c) untidiness of buildings and their surrounds.</td>
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<td>7</td>
<td>Advertisements and/or advertising hoardings should not be erected on:</td>
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<td>(a) a public footpath or veranda post</td>
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<td></td>
<td>(b) a road, median strip or traffic island</td>
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<td></td>
<td>(c) a vehicle adapted and exhibited primarily as an advertisement</td>
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<td></td>
<td>(d) residential land, unless erected to fulfil a statutory requirement or as a complying type of advertisement or advertising hoarding associated with the residential use of the land.</td>
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### SAPPL Policies

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<td>(c) untidiness of buildings and their surrounds</td>
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<td>(d) driver distraction.</td>
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<tr>
<td>15</td>
<td>Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.</td>
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<tr>
<td>16</td>
<td>Freestanding advertisements and/or advertising hoardings should be:</td>
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<td></td>
<td>(a) limited to only one primary advertisement per site or complex, except where envisaged by the provisions of the relevant zone</td>
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<td>(b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.</td>
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<tr>
<td>20</td>
<td>Advertising and/or advertising hoardings should not be placed along arterial roads that have a speed limit of 80 km/h or more. except where envisaged by the provisions of the relevant zone.</td>
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<tr>
<td>21</td>
<td>Advertising and/or advertising hoardings should not be placed along arterial roads that have a speed limit of 80 km/h or more.</td>
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<td>22</td>
<td>Advertising in Mixed Use and Corridor Zones</td>
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<td></td>
<td>Advertisements and/or advertising hoardings should be:</td>
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<td>(a) no higher than the height of the finished floor level of the second storey of the building to which it relates</td>
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<td>(b) where located below canopy level, flush with the wall or projecting horizontally</td>
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<td>(c) where located at canopy level, in the form of a facia sign</td>
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<td>(d) where located above the canopy, flush with the wall and within the height of the parapet.</td>
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<tr>
<td>23</td>
<td>Advertisements or advertising hoardings should not exceed 25 per cent of the ground floor wall area on the façade the sign is placed.</td>
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It is proposed to update the “Advertisements” policies in Council’s Development Plan to bring them into alignment with the latest version of the SAPPL policies. Existing local additions will be retained. Table CooD/2 - Advertisement Standards and Guidelines is to be deleted.
3.2.12 Tailem Bend and Environs

3.2.12.1 Allotment 502, Granites Road

The future use of portion of the Community Zone (Allotment 502), on the western side of Granites Road in the northern portion of Tailem Bend, has been reviewed. This allotment, of some 16 hectares, is currently owned by the Department of Planning, Transport and Infrastructure. Its southern boundary is formed by the Residential Zone, its western boundary by the Industry Zone, its northern boundary by the Bulk Handling Zone and its eastern boundary by the Primary Production Zone.

While the land itself is inherently suitable for a number of uses, the whole of the allotment is within 300 metres of the major Viterra bulk handling operations to the north. This falls within the distance recommended by the EPA as requiring evaluation for effective air quality and noise management for sensitive (i.e. residential) uses. Should residential uses be established on the land it could result in adverse impacts on future residential amenity caused by increased air and noise nuisance from the bulk handling operations and, vice versa, resulting in restrictions being placed on the bulk handling activities. In this circumstance, rezoning the land to Residential Zone is not supported.

Interface issues are also likely should the land be rezoned for “general” industrial uses as these can also have impacts on residential development. However, rezoning for light industrial / commercial uses, by applying specific policies to the land, could provide for an appropriate use of the land.

The alternative is to leave the land within its current Community Zone. However, in this location it is not considered likely that it will be developed in accordance with the Zone’s primary objective “of accommodating community, educational, recreational and health care facilities for the general public’s benefit.”

As outlined in Section 3.2.8, while the allotment had been contaminated by former railyard activities, DPTI considers it has now been remediated to a suitable standard for commercial/industrial uses.

Within this context it is proposed to rezone the land from Community Zone to Industry Zone, enabling its development for lower impact commercial and/or industrial activities while protecting residential areas to the south.

3.2.12.2 Expansion of Council’s sports complex, Granites Road

Council’s main sports’ complex in Tailem Bend is located on Granites Road, on the northern outskirts of the residential area. The current site is substantially developed with an oval, cricket nets, clubrooms and netball courts, with one of the courts already located on adjoining land to the north. Houses are located in the Residential Zone to the west, across the bitumen sealed Granites Road. In order to accommodate future activities and to consolidate existing ones, Council is proposing to extend the sports’ complex to the north, subject to further strategic work, community engagement and external funding.

This land is relatively flat and comprises largely unimproved grazing land. As outlined in Section 3.2.8 no contamination threats to the future development of the land for recreation have been identified.

Within this context it is proposed to rezone the land from Primary Production Zone to Community Zone, enabling expansion of the sports’ complex.

3.2.12.3 Rezoning of Council’s Works Depot and Adjacent Land, Second Avenue

Land to the east of Council’s sports’ complex, on the northern side of Second Avenue, is currently occupied by former “work skill” training land and Council’s works depot. Residential zoned land is located to the south, across the bitumen sealed Second Avenue. This land is currently within the Community Zone but has been identified as being suitable for current and future commercial and industrial land uses, subject to uses being of a low impact generating nature. The rezoning of this land will increase the amount of land available for employment generating activities and will better reflect the current works depot nature.
It is proposed to rezone this land from Community Zone to Industry Zone to better reflect existing uses and to provide additional employment lands within Tailem Bend.

3.2.12.4 Rezoning for Rural Living, north and south of Kulde Road and amendment to current policies

Some 17 hectares of land, to the north of Kulde Road on the north-eastern side of Tailem Bend, is within the Community Zone. This portion of the Zone wraps around the eastern and northern sides of the adjacent Residential Zone and comprises Allotment 104 in FP 167871 and a portion of Allotment 24 in FP 170079.

Allotment 104 has an area of approximately 2.3 hectares and contains some buildings and towers associated with an Airservices Australia air navigation facility. However, it is understood this navigation aid is no longer required, is not on the Backup Navigation Network and is to be decommissioned.

The remainder of this portion of the Community Zone, some 14.7 hectares in Allotment 24, is held by Council. Allotment 24 also encompasses a portion of the Primary Production Zone to the north and east and the Residential Zone to the west.

Council has indicated this portion of the Community Zone in this locality is not required for community purposes, but could be suitable for inclusion within the Rural Living Zone.

It is noted that this land (and adjacent land to the north and east) has been the subject of a recent vegetation assessment and grazing management plan, titled "Draft Grazing Management and Monitoring Plan Lots 22 and 24 Hundred of Seymour, Tailem Bend, 2016 – The Coorong Council". This Plan has not been adopted by Council, but is used as an internal working document.

The draft Plan was sought to assist Council with the management of the degradation of the land and weed infestations, weed management, grazing management, fire risk management and to improve the ecological condition of the land. It included a vegetation assessment – it found zero (0) number of species with Environment Protection and Biodiversity Conservation (EPBC) Act 1999 status, but found seven (7) State of SA declared weeds.

The vegetation assessment also indicated the presence of an ecological community of Iron-grass Natural Temperate Grassland of SA. The most recent site surveys undertaken as part of this report in late 2016 highlighted five (5) sites over a 106 hectare holding that, “appear to just sneak into being eligible as the nationally threatened ecological community of Iron-grass Natural Temperate Grassland of SA (condition B) – therefore the majority and remainder of the site appear to currently exist as Condition C and not recognised as that community, but would be amenable to rehabilitation and eventual eligibility…”. The vegetation assessment also recommends the need for well-managed, strategic grazing and targeted weed control in terms of its ecological benefit.

With regard to the five (5) sites that might be eligible as nationally threatened species, ecological community of Iron-grass Natural Temperate Grassland of SA (condition B), these are highlighted in two (2) clusters with reference to Attachment 3A of the above report. One is far removed (to the north) from the area being rezoned for Rural Living, while the second cluster partially affects a portion of the eastern flank of the proposed Rural Living area. This latter area contains one (1) site within the proposed area as potentially being eligible, although it is recognised as marginal.

In recognition of this circumstance, it is proposed to include discussion within the Desired Character statement for the Rural Living Zone that references the presence of Iron-grass Natural Temperate Grasslands (north of Kulde Road, Tailem Bend) and the need to ensure any future built development, access roads and fencing, is sensitively located in relation to the native grasslands and that land is appropriately managed so as to reduce weed infestations, manage grazing, prevent soil disturbance and to improve the ecological condition of the land.
In terms of access, as the adjoining residential land is undeveloped at this time, access to the land from a public road is currently limited to its 150 metres frontage to Kulde Road (i.e. the frontage of Allotment 104). The provision of suitable access to the land extending further north from Kulde Road is an issue that will need to be considered in the detailed design of any rural living land division proposed for this area. This may be able to be achieved in a coordinated approach with development of Allotment 104 or from roads emanating from the yet to be subdivided (adjacent) residential areas and existing public road reserves. This will require an orderly and planned approach to subdivision design to ensure land within the new Rural Living Zone and adjoining Residential Zone are appropriately serviced with a coordinated road network.

In considering a potential rural living allotment yield from this land, a minimum allotment size of 0.5 hectares and a minimum frontage of 50 metres to a public road has been used. In the order of 22 - 24 allotments could be created if all of the land is developed.

Similarly, there is a strip of Community Zone land located on the southern side of Kulde Road, a little further to the east of the land discussed above. This land is also in private ownership and Council has indicated it is not required for community purposes but could be considered for rural living purposes. The land abuts the Rural Living Zone to the west and has Primary Production Zoned land to the north, east and south. Access can be provided from its frontages to Kulde Road, Racecourse Road and Ross Road.

In considering a potential rural living allotment yield from this land, a minimum allotment size of 0.5 hectares and a minimum frontage of 50 metres to a public road has been used. In the order of 10 - 12 allotments could be created if all of the some 7.5 hectares is developed.

The adjacent Rural Living Zone has an area of approximately 17 hectares. Currently undeveloped for this purpose, and with a current minimum allotment size of 2 hectares this land could accommodate in the order of a further 8 allotments. However, it is proposed to reduce the minimum allotment area required for this land to 0.5 hectares, while still retaining a minimum frontage requirement of 50 metres. Access can be provided from the land’s frontages to Kulde Road, Athol Grove and Ross Road.

In this scenario, a potential allotment yield of in the order of 22 - 24 allotments could be created if all of the land is developed, an additional yield of 14 - 16 allotments above the current position.

Consideration has been given to the location of this proposed extension to the Rural Living Zone (south of Kulde Road) in relation to Council’s Community Wastewater Management Scheme (CWMS) for Tailem Bend. The CWMS is a common effluent system where the primary effluent or sludge is retained on each individual allotment in a septic tank (de-sludged on a periodic basis in the normal way) with the wastewater piped for treatment at a common Wastewater Treatment Plant. The treated wastewater is then held in storage lagoons (with winter storage capacity) prior to being utilised by Council for watering of parks and gardens in the township.

The Wastewater Treatment Plant is located on the western side of Lime Kiln Road, while the storage lagoons are located further to the north-east, between Substation Road and the Karoonda/Loxton railway line to the north. The storage lagoons are located some 290 metres to the south-east of the area proposed for rezoning to Rural Living. This distance exceeds the minimum 200 metres evaluation distance for dwellings and other sensitive land uses as set in the Environment Protection Authority’s “Evaluation distances for effective air quality and noise management” document (August 2016) for aerated lagoons catering for 1,000 to 5,000 equivalent persons (i.e. for Tailem Bend township).

In addition to complying with the separation distance above, there is also ample scope to further address the design and siting of future dwellings at a development application stage, as guided by relevant Development Plan policies, including the Interface Between Land Uses policies.
In summary, the provision of additional rural living allotments on the eastern side of the Tailem Bend township is considered appropriate. Being located in two areas, and in different ownerships, provides flexibility in potential supply, although it is unlikely all of this land will be developed in the immediate future. Given the known incidence of sheet bedrock within the adjoining residential areas and the resultant increased costs to provide underground services to any allotments created, these larger rural living allotments, with potentially lower development costs, could provide an alternative market offering.

In this scenario, it is proposed that current Community Zoned land to the north and south of Kulde Road is rezoned to Rural Living Zone.

3.2.12.5 Rezoning of Land North of Tenth Street

Land immediately to the north of Tenth Street and west of Railway Terrace is within the Community Zone. It is owned by Council and currently occupied by the Tailem Bend Tennis Club. However, with the potential for the Club’s relocation to Council’s sports complex on Granites Road, it is timely to review the future use of this land. Any rezoning proposed will not affect the current use of the land but will facilitate future development should the tennis activities be relocated.

Land to the north and south of the site is within the Residential Zone, while land to the east is within the Community Zone and to the west (across Princes Highway) within the Mixed Use Zone. Given the existing residential development to the north and south of the land, its area of approximately 9,500m², its three road frontages and its convenient access to services and facilities within the Town Centre Zone (approximately 500 metres to the south), it is proposed that this land be included in the adjacent Residential Zone.

Full development of this land for residential purposes would provide opportunity for an additional 10 - 12 detached dwellings on allotments of around 750m² each, or a medium density offering of 20 - 25 dwellings. However, subject to further investigations, a portion of the land could be retained for reserve purposes if considered necessary.

Given its location among existing residential development, the land has access to all required services.

In this scenario, it is proposed that the current Community Zoned land accommodating a Council reserve/ tennis club on Tenth Street, be rezoned to Residential Zone.

3.2.12.6 Rezoning of Land East of Railway Terrace

Nine allotments located within the Community Zone, on the eastern side of Railway Terrace, have been identified as having privately owned dwellings on them. This zoning is considered incongruous with the long established residential uses on the allotments. In this circumstance, and as it has been identified that the land is unlikely to be required for public use in the longer term, Council is proposing to include these allotments within the adjacent/nearby Residential Zone.

Further discussion on the matter of having privately owned land within the Community Zone is contained later in this report in Section 3.2.19 Rezoning of Community Zoned Land.

In this scenario it is proposed that nine allotments, east of Railway Terrace and currently within the Community Zone, be rezoned to Residential Zone.
3.2.12.7 Rezoning for Urban Employment

Land to the south-east of the urban area of Tailem Bend, currently within the Primary Production Zone, has been identified as being suitable to accommodate larger scale activities providing employment opportunities. It is proposed to facilitate such opportunities by rezoning the land to Urban Employment Zone.

One of the key drivers for the Urban Employment Zone is to acknowledge and facilitate the proposed $160 million, 110MW solar farm being developed on the land by Snowy Hydro and Equis. The project is to be co-located with a 28.8MW diesel-fired power station and will connect into the existing and new electricity substation and ElectraNet distribution network. The Zone will also give scope for the expansion of the solar farm, large scale battery storage and associated energy infrastructure that takes advantage of its strategic location to the electricity distribution network.

In addition to the solar farm proposal, the land is also considered suitable for intermodal freight facilities and associated industrial and other employment and business activities. This is based on the area exhibiting a number of the general characteristics considered desirable for urban employment areas, including proximity to major highways (the convergence of the Dukes, Princes and Mallee Highways) and rail links (the Adelaide - Melbourne rail freight route), access to service infrastructure, and the provision of “lower” value land with general physical suitability for larger scale development.

In supporting this land for urban employment purposes near Tailem Bend, Council has taken into consideration the proposal to develop an intermodal facility at Monarto and is cognisant of the recent studies and investigations undertaken for this area. It is also aware of the announcement by the Liberal Party to instigate investigations for its ‘Globe Link (Connecting South Australia to the World)’ concept, with an initial focus on facilities in the Monarto area. However, Council is also aware that a number of people have voiced serious concerns with the concept, including the SA Freight Council and the Transport and Infrastructure Minister who ruled it out of consideration based on previous “independent economic analysis”.

Notwithstanding the potential for further development at Monarto, in the context of the Equis solar farm development at Tailem Bend (on the proposed Urban Employment Zone), the planned expansion of the solar farm, the development of the Tailem Bend Motorsports Park, and major development and other large scale investment projects outlined in Section 3.2.2 of these investigations, the proposed Urban Employment Zone will provide scope, options and market choice for important business investment opportunity at a wide regional level, in a strategic location and as envisaged by the Planning Strategy.

In terms of the future expansion of the solar farm, the location offers benefits through the accessibility of the location, the suitable climatic conditions, the generally flat nature of the land and the ability to provide any required interface buffers. The Zone will allow for the expansion of a solar farm along with associated battery storage facilities, substations and interrelated energy infrastructure development. The form of development within the Zone will be of a type, design and siting to minimise the effect of dust and shadow impact on a solar farm.

Land within the northern periphery of the Urban Employment Zone, in proximity to the Karoonda/Loxton railway line, has been identified by Council as being subject to localised drainage issues. This issue has been identified in the Desired Character statement for the Zone, in order to ensure it is considered (in the normal way) at the design phase of a development proposal. The Desired Character statement also includes reference to the State Heritage Listed ‘former Lime Kilns’ on the western periphery of the zone, and the need to ensure future development is sensitive to the heritage listing.

The provision of employment lands at Tailem Bend is also supported in various regional strategic documents as follows:

Planning Strategy - Murray and Mallee Region Plan

The Murray and Mallee Region Plan sets the framework for guiding future long term planning and development of the region. The Plan places a strong emphasis on Tailem Bend for employment lands given its strategic location, proximity to Adelaide, access to services and national road and rail corridors, availability of urban land and lower productive farm land conducive to employment land development opportunities.
The vision for the Region includes “promote industrial growth, particularly in Murray Bridge, Tailem Bend, Monarto, Berri and Renmark”.

Priorities for councils includes “Plan for the expansion of industrial land in appropriate locations at Murray Bridge, Tailem Bend, Berri, Renmark and Monarto”.

Economic development policies include:

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.

5.3 - Provide for strategic electricity infrastructure corridors for augmentation and extension of the transmission network.

5.4 - Promote the development of renewable energy in appropriate locations and facilitate the establishment of supply chains in association with renewable energy developments.

6.6 - Encourage the development of small- and large-scale value-adding activity that complements primary production in the local area, provided it does not adversely impact on areas of primary production significance.

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.

8.4 - 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.

9.3 - Reinforce the supporting commercial and services role of Mannum, Lameroo, Karoonda and Tailem Bend.

Examine the feasibility of developing industrial land at Tailem Bend.

Encourage further investment into the recently established Monarto to Tailem Bend commercial corridor.

The Planning Strategy also clearly envisages commercial/industrial and tourism development being attracted to the region as a result of the Tailem Bend Motorsports Park development. It also recognises Tailem Bend as it relates to the passenger and freight rail link between Adelaide and Melbourne passing through Tailem Bend, where a junction connects to standard gauge lines terminating at Loxton and Pinnaroo. Although not currently used, these latter rail lines are located within/adjacent to the zone and provide scope for future opportunity as it relates to direct connectivity to the adjacent Adelaide to Melbourne rail line for regional food, grain and mineral sands exports, transport and logistics.

The electricity supply transmission and distribution network also traverses through, and nearby, the area proposed to be rezoned to Urban Employment Zone. These services provide a catalyst for the proposed 110MW solar farm and diesel-fired power station that takes advantage of the strategic advantages of the land in proximity to existing ElectraNet substation and electricity distribution networks.

Regional Roads Freight Movement Study for the Murraylands and Riverland Region, 2017, The Murraylands and Riverland LGA

The Murraylands and Riverland LGA Regional Transport Strategy Committee has commissioned Tonkin Consulting to prepare a Regional Roads Freight Movement Study. The aim of the Study is to:

- Identify and quantify the annual movement of major commodities in to, through and out of the region, including the economic significance of such commodities for the regional economy.

- Identify key freight routes for movement of each major commodity, together with the desired Performance Based Scheme Higher Productivity Vehicle Classification for each route. The operation of existing and potential road/rail freight interchanges is included in this component of the study.
● Investigate the role and capacity of all River Murray Crossings (ferries and bridges) to support the key freight routes.

● Conduct a heavy vehicle route assessment for all identified local government controlled key freight routes, plus liaise with DPTI to ascertain whether similar assessments have been or are in the process of being completed for all identified DPTI controlled key freight routes.

The project brief and prior regional transport studies undertaken by the Murraylands and Riverland LGA acknowledge the region is serviced by the South Eastern Freeway, Princes, Dukes, Sturt and Mallee Highways, along with other important regional freight routes. These routes provide important interconnectivity for local, regional and national produce and freight, access to markets and industrial/commercial enterprises.

Amongst other aspects of the Study, it will identify existing and/or planned road/road and road/rail freight interchanges operating within the Region, including an estimate of current and expected future annual tonnages handled by each site. This particularly applies to the significant Viterra and GrainCorp grain receival and storage facilities. It will also identify key freight routes, comprising both national highways / state arterial roads (DPTI controlled) and regionally significant local roads (council controlled), for each of the main regional commodities, with the desired Performance Based Scheme classification for each route. This will include consultation with key stakeholders including relevant agencies, local councils, regional stakeholders and industry groups, such as, but not limited to, the SA Freight Council.

The draft report is due in June 2017. Council has liaised with both the Murraylands and Riverland LGA and Tonkin Consulting to ensure that this DPA informs the Regional Roads Freight Movement Study. Likewise, Council will monitor the outcomes of the Study as it relates to the DPA when the draft report is released.

2030 Regional Transport Plan, Murraylands and Riverland LGA

In June 2013, HDS Australia was engaged by the Murraylands and Riverland LGA to prepare its 2030 Regional Transport Plan. The Plan provides a strategic level assessment of transport needs and priorities within the Region for the period from 2013 to 2030. As part of the Plan it included a literature review of state level strategic planning, regional planning and development issues, regional transport planning and local transport plans. While the findings of the Plan are quite complex in terms of the content and recommendations, it clearly recognises the strategic location of Tailem Bend with regard to key state and national road and rail connections.

Strategic Infrastructure Plan for South Australia, Regional Overview, 2005/6 - 2014/15

Relevant comments from the Plan include:

● There are key industrial and commercial zones in Murray Bridge, Monarto, Tailem Bend, Meningie and Tintinara, where there is scope for major development based on ease of access to the South Eastern Freeway, rail and other strategic freight routes direct to markets.

● Priority Project: Industrial precinct and intermodal facility at Tailem Bend.

● Encourage further investment into the recently established Monarto to Tailem Bend commercial corridor.

● Tailem Bend—growing industrial and transport focus, servicing the agriculture and mining industries.

Coorong District Council Land Use and Infrastructure Prospectus (September 2012)

The Prospectus comments on a number of strategic directions applicable to the Council area, with an emphasis on the provision of key land use and infrastructure information. In relation to the rail network which services the district, the Tailem Bend - Karoonda/Loxton line and the Tailem Bend - Lameroo/Pinnaroo line are noted as being administered by Genesee & Wyoming Australia, the company that has also acquired the Adelaide - Darwin line, giving potential to directly access Asian markets. Genesee & Wyoming has commented that there is the possibility to create a spur line/possible intermodal hub at Tailem Bend.
Summary

In summary, the establishment of an Urban Employment Zone at Tailem Bend is considered consistent with Council’s Strategic Management Plan (Section 2.3.2), Council’s Land Use and Infrastructure Prospectus and various regional plans, including the Planning Strategy.

Notwithstanding this, in supporting the establishment of this Zone at Tailem Bend, Council has taken into consideration the potential for impact on the adjacent Motorsport Park Zone which is currently under development by the Peregrine Corporation. Policies are therefore proposed for the Urban Employment Zone which restrict some forms of development where they are already able to be readily accommodated within the Motorsport Park Zone (i.e. petrol filling station/service station complex, fuel depot, shop and group of shops, motor vehicle and motor bike related storage/warehousing and motor related industry, etc).

In this scenario, it is proposed that land to the south-east of Tailem Bend be rezoned from Primary Production Zone to Urban Employment Zone, with associated policies based on the relevant SAPPL module.

3.2.12.8 Policy Amendment for Motorsport Park

The Motor Sport Park Zone (south of Tailem Bend) is to accommodate a multi-discipline motorsport facility catering for a variety of motorsport events. Apart from limited defined exceptions, dwellings are non-complying within the Zone. However, the need to provide for “occasional accommodation”, in association with vehicle garaging/workshop activities, has been identified. As it is not clear if such an activity should be considered as a merit use or non-complying use under the current policies, it is proposed to amend the policies to clearly identify that such proposals should be considered on their merits.

Other minor amendments are also proposed to provide a level of flexibility for the location of the proposed retail service precinct, acknowledge a truck park and fuel depot as envisaged uses and to provide more flexibility for the location of advertisements internal to the complex.

In this scenario, it is proposed to amend current policies for the Motor Sport Park Zone to clarify the above matters.

3.2.13 Meningie and Environs

3.2.13.1 Expansion of the Town Centre Zone - west

It is proposed to rezone land on the northern and southern sides of Narrung Road from Residential Zone to Town Centre Zone. These allotments abut the current Town Centre Zone boundary and form a logical extension to that Zone, with the proposed northern extension providing opportunities for views over Lake Albert.

Two of the allotments on the southern side of Narrung Road are held by the owner of the adjacent car wash facility and were subject to a request to include them within the Town Centre Zone. These small allotments (350 m2 each) are currently vacant and share a rear boundary with another vacant allotment which is within the Town Centre Zone and has a frontage to the Princes Highway. A further allotment on the southern side of the Narrung Road has an older two storey dwelling on it, while the larger allotment on the northern side of Narrung Road has a single storey dwelling and associated shedding on it. These latter two allotments were suggested for inclusion within the Town Centre Zone as a result of discussions at an informal workshop held with Elected Members.

In this scenario, it is proposed to rezone the subject lands from Residential Zone to Town Centre Zone.

3.2.13.2 Expansion of the Town Centre Zone - north

It is proposed to rezone land bounded by Bonney Street, the northern side of Allen Street and Princes Highway from Residential Zone to Town Centre Zone. Located at the northern end of the current Town Centre Zone, these allotments form a logical extension to that Zone and, overtime, could provide increased opportunity for the establishment of retail and other facilities to service Meningie residents, tourists and the surrounding area.
These allotments are primarily occupied by older style detached dwellings, although one allotment has a group of 4 dwellings on it, another contains a kindergarten and an Anglican Church is located on the corner of Allen Street and Princes Highway. Land to be included on the northern side of Allen Street comprises the old Council Chambers and associated land (currently used for a café/crafts/bric-a-brac shop and the local SES facility) and two transportable style detached dwellings. These allotments were suggested for inclusion within the Town Centre Zone as a result of discussions at an informal workshop held with Elected Members and as a result of further investigation of surrounding land uses.

**In this scenario, it is proposed to rezone the subject lands from Residential Zone to Town Centre Zone.**

### 3.2.13.3 Rezoning to Home Industry Zone

It is proposed to rezone some 9 hectares of land on the western side of Dehy Road from Industry Zone to Home Industry Zone. This allotment also has a road width frontage to Yumali Road and forms an extension to the Home Industry Zone already located on the southern side of Yumali Road.

It has access to town services and power is available from both Dehy Road and Yumali Road. The envisaged minimum allotment size of 5,000m² provides ample scope for on-site effluent disposal methods to be determined at a future development and final engineering design stage.

While the majority of the land is elevated, it does have some lower lying areas that will need to be taken into account in considering on-site stormwater disposal measures. There are a number of existing policies in the Development Plan that will enable any localized drainage issues to be appropriately addressed at the development application stage.

Only one of the nine allotments within the current extent of the Home Industry Zone does not have some form of development on it. Land division policies for the Zone require a minimum area of 5,000m² and a minimum frontage of 50 metres to a public road. On this basis, some 15 - 16 additional allotments could be provided in this proposed extension to the Home Industry Zone.

**In this scenario, it is proposed to rezone the subject land from Industry Zone to Home Industry Zone and include reference in the Desired Character statement to the need to consider localized on-site stormwater disposal measures.**

### 3.2.14 Tintinara and Environs

#### 3.2.14.1 Rezoning to Rural Living - west

It is proposed to rezone some 5 hectares of land, between Brock Road and Homestead Road on the western side of Tintinara, from Primary Production Zone to Rural Living Zone. The current boundary of the Rural Living Zone in this area is based on an old fenceline, rather than the allotment’s cadastral boundary. This proposal will bring the Zone boundary into alignment with the cadastral boundary. An existing farm dwelling and shedding is located in the northern portion of this land with the remainder being used for cropping and grazing purposes.

This minor expansion to the Rural Living Zone may provide scope for up to an additional 10 allotments to be established. No change to the current policy regime is proposed, with allotments still requiring a minimum area of 5,000m² and a minimum frontage of 50 metres to a public road. Given the extent of existing guiding policies, at both the Zone level and within the General Section, a Concept Plan delineating a future development pattern for this land is not considered necessary. This approach also provides a level of flexibility with the developer able to provide allotments of a size suitable for market demand.

**In this scenario, it is proposed to rezone the subject land from Primary Production Zone to Rural Living Zone.**
3.2.14.2 Rezoning to Community Zone

It is proposed to rezone a small parcel of land (9,500m²) at the corner of Kings Road and Northcott Terrace from Industry Zone to Community Zone. This land is currently vacant and has been identified by Council as a potential location for a recreational vehicle (RV) rest area to be developed as part of the overall development concept for the surrounding Lake Indawarra Precinct. 35 hectares will continue to be zoned for Industry in three areas in the northern and western portions of Tintinara.

Council has had a Precinct Plan (URPS 2016) prepared for the Lake and surrounding environs which sets out a clear vision for the future development of the area. The rezoning of this land, which is currently owned by the State Government, will not only facilitate the accommodation of a proposed RV rest area but will also support the construction of an “earth walking trail” from the north of the Precinct (from the “Heart of the Parks” information centre), through this area, to the Lake itself. The Men’s Shed, which is located to the north of the current Industry Zone, will remain within the Community Zone. In addition to these activities, the Precinct will continue to accommodate the Tintinara Action Club, walking trails around the Lake, Disc golf and Geo-caching opportunities.

The policies for the adjacent Bulk Handling Zone, encompassing Viterra’s current grain handling facilities, will remain unchanged at this time. Initial discussion with Viterra has been held and it will have further opportunity to make a submission on this matter during formal consultation on the DPA.

In this scenario, it is proposed to rezone the subject land from Industry Zone to Community Zone.

3.2.14.3 Tintinara Airfield

The airfield at Tintinara is located on Carcuma Road, some 650 metres north of the township. It is located within the Airfield Zone which has an objective of “primarily accommodating aircraft operations, passenger terminals, airport and aviation-related light industrial, service industrial, warehouse and storage purposes.”

In addition to the policies which apply generically to development within the Airfield Zone, a Concept Plan also applies to the Tintinara airstrip. This Concept Plan indicates the land required to be retained for “Airfield Strips”, “Building and Services Area”, “Roadside Vegetation / Landscaped Area” and “Preferred Vehicle Access”.

Council has identified the opportunity to develop land in the southern portion of the Zone (adjacent to Schultz Road) for a limited number of allotments (initially in the order of six) to accommodate both a detached dwelling and associated aircraft hangar. Access to the proposed allotments will be directly from Schultz Road. Power is able to be supplied to the land. A reticulated water supply is not available and wastewater management will occur through on-site treatment systems. Allotments will have a minimum area of 2,000m² and a minimum frontage to Schultz Road of 30 metres.

It is proposed that this opportunity be facilitated by introducing additional policies for a “residential airpark” in portion of the Airfield Zone with the objective of providing for low density housing and associated aircraft hangars, served by and designed to integrate with the adjacent airfield and road network. Dwellings will be constructed only in association with outbuildings and activities for the storage, and or maintenance of light aircraft. Direct access from the rear of each allotment will be provided to enable easy access to airside facilities.

The primary issues associated with locating dwellings in the residential airpark at Tintinara airfield are considered to be in relation to safety, noise and ensuring airport operations are not unduly affected. Current General Section policies in the Development Plan within the “Building near Airfields” and “Residential Development” modules provide guidance on these matters. In addition, specific policies to be introduced in relation to the residential airpark will also require assessment of these matters at the development application stage.

In this scenario, it is proposed that additional policies be introduced for the Airfield Zone in order to accommodate a small “residential airpark” at the Tintinara Airfield.
3.2.14.4 Future Development in Tintinara

Future development at Tintinara is likely to be focused on servicing surrounding agricultural enterprises. Consideration has therefore been given to policies for the Town Centre Zone, Community Zone and Industry Zone to determine if these zones provide reasonable flexibility for a range of possible future uses which might be required to service the district.

The Town Centre Zone is located on the northern side of the Dukes Highway and extends in a linear fashion parallel to the Highway. The primary objective for the zone is to accommodate “a wide range of retail, office, administrative, community, cultural and entertainment facilities to serve residents of the town and the surrounding rural community.”

The following forms of development are envisaged in the zone:

- bulky goods retailing
- café
- civic centre
- consulting room civic centre
- cultural centre
- entertainment facility
- fitness studio
- hotel
- meeting room
- motor repair station
- office
- petrol filling station
- restaurant
- retail showroom
- service trade premises
- shop.

Review of the non-complying list for the zone indicates a typical range of activities which are not considered appropriate in such a zone, including dairy, fuel depot, general industry, road transport terminal and the like.

The Community Zone at Tintinara is located on both sides of the Dukes Highway and in the eastern portion of the township. Apart from its interface with the Town Centre Zone along the Dukes Highway/Becker Terrace frontage, the Community Zone only shares a small frontage with the eastern boundary of the Town Centre Zone. Any extension of the Town Centre Zone to the east (into the Community Zone) would be more remote from the bulk of the current residential area of Tintinara.

The primary objective for the Community Zone is to accommodate community, educational, recreational and health care facilities for the general public’s benefit.

It has a Desired Character of providing for public open space, pleasant streetscapes for main road routes, sporting facilities and public buildings and amenities to provide services to the community.

The forms of development listed as envisaged uses within the Zone reflect this “public nature” intent as indicated in the following list:

- cemetery
- community centre
- consulting room
- educational establishment
- emergency services facility
- hall
- health facility
- hospital
- library
- office associated with community service
- place of worship
Town Centres, Townships and Environs DPA
Coorong District Council

Analysis

- public administration office
- recreation area and associated infrastructure
- recreation centre
- theatre
- welfare institution.

The non-complying development list reinforces the “public nature” intent for the zone by listing a number of commercial land uses, typically provided by the private sector, as non-complying including fuel depot, industry, motor repair station, petrol filling station, road transport terminal and shop.

Together, the two zones enable a number of activities considered desirable to service both the town residents and the surrounding agricultural enterprises.

Also, it should not be overlooked that the Industry Zone in Tintinara also has a key role to play in accommodating activities to serve the town and surrounding area. The Industry Zone is comprised of three main areas, being some 20 hectares on the western entry to the township, and 15 hectares east and west of Carcuma Road on the northern entry to the township. The land to the west of Carcuma Road (some 3.5 hectares) is considered less suitable for industry as it has Residential Zoned land on two sides. However, a significant portion of the remaining two sites is currently vacant and can accommodate various land uses to service both the township and surrounding agricultural enterprises.

In terms of servicing the surrounding rural community, a number of activities listed as non-complying within the Town Centre Zone and/or Community Zone can be more appropriately accommodated in the Industry Zone.

The Industry Zone is primarily to accommodate a wide range of industrial, warehouse, storage, transport and commercial land uses and is to develop as the focus for commercial and industrial activity to support further economic development in the region. It is envisaged that new development will include the establishment of light and general industrial premises and large retail premises such as building supplies, landscape supplies, hardware retail and bulky goods retail. New development will generate local employment and service the needs of the district.

The following forms of development are envisaged in the zone:
- bulky goods retailing
- industry other than special industry
- motor vehicle related business other than wrecking yard
- office in association with and ancillary to industry and or commercial development
- petrol filling station
- service trade premises
- shop with a gross leasable area of 250 square metres or less
- store
- transport distribution
- warehouse.

In summary, in combination, the three zones facilitate a large number of activities considered desirable to service both the town residents and the surrounding agricultural enterprises.

In this scenario, no amendments are considered necessary to the current policies.

3.2.15 Coonalpyn and Environs

3.2.15.1 Rezoning to Rural Living - west

It is proposed to rezone some 8 hectares of land, west of McIntosh Way in the western portion of the township, from Community Zone to Rural Living Zone. This land is privately owned with portions of it being developed as a “care farm” under the Careship Coorong initiative. Originally set up to support people with Alzheimer's disease, the site is also home to a snail farming enterprise which provides wider social interaction opportunities for the community. Future plans for the care farm include expansion of facilities and providing accommodation for some clients.
While it is likely the care farm is able to be considered within the definition of a health facility (an envisaged use in the zone), enabling it to be considered on its merits, it is noted that “Dwelling” and “Land division (Except where no additional allotments are created within the zone)” are listed as non-complying forms of development and do not support the proposed development of the site. Given the land is in private ownership, the care farm concept has been established on the site and evolving over the last five years, the owner’s expansion plans, and the site’s location adjacent to an existing Rural Living Zone, it is considered appropriate that the land be rezoned to better facilitate the existing and proposed development. In addition, it is noted that all, or nearly all, of the rural living allotments available under the current minimum allotment areas are developed with dwellings/shedding or other established uses (i.e. a works depot). There is, therefore, little availability of rural living land to cater for any future demand.

The 8 hectare site is close to rectangular in shape, being approximately 200 metres x 400 metres. Access is available from Gibbs Road in the north and an “unnamed” road in the south. Based on a 5,000m² minimum allotment size and the need for a minimum 50 metres frontage to a public road, five allotments can readily be created without the necessity to create any additional public road. Should a new section of public road be provided, in the order of 14 - 16 allotments could result.

While proposing to include this land within the Rural Living Zone, some amendment to current policies for that zone will still be required to better support the proposed development (i.e. including reference to the care farm concept in the Desired Character statement and PDCs and providing some exceptions to the Non-complying Development list specifically for the site).

In this scenario, it is proposed that the subject land be rezoned from Community Zone to Rural Living Zone and that additional policies be introduced in order to accommodate expansion of the care farm concept.

3.2.15.2 Rezoning to Rural Living - east

It is proposed to rezone some 3.5 hectares of land, located to the east of Venning Road on the eastern boundary of the township, from Community Zone to Rural Living Zone. This land is privately owned and currently forms part of a larger farming allotment. Its rezoning for rural living purposes will provide an alternative rural living opportunity and the potential for increasing the population of Coonalpyn.

As discussed in section 3.2.16.1 above, all, or nearly all, of the rural living allotments available under the current minimum allotment areas are developed with dwellings/shedding or other established uses (i.e. a works depot). There is therefore, no or little availability of rural living land to cater for any future demand.

This land has a frontage of some 570 metres to Venning Road and a depth of some 60 metres. If a minimum allotment size of 5,000m² is set this will enable the creation of seven additional allotments for rural living purposes, all gaining access from Venning Road which is bitumen sealed.

In this scenario, it is proposed that the subject land be rezoned from Community Zone to Rural Living Zone.

3.2.15.3 Rezoning to Deferred Urban

It is proposed to rezone some 12 hectares of land, located to the south-west of Coombe Terrace, from Community Zone to Deferred Urban Zone. This land is privately owned and Council has confirmed it is not required for future community use. A Deferred Urban Zoning will assist in retaining the land for its current use, while retaining the option of it being developed for urban purposes in the future. The land is located adjacent to existing residential and industrial areas on the western side of the Dukes Highway and is in close proximity to the Coonalpyn Primary School and Kindergarten.
3.2.16 Wellington East

The Wellington East township is being developed as a residential and tourist destination that takes advantage of its favourable location adjoining the River Murray. The township is contained within the Township Zone, which has been further “divided” into four Policy Areas (i.e. Wellington East Caravan and Tourist Park Policy Area 8; Wellington East Marina Policy Area 9; Wellington East Residential Policy Area 10; Wellington East Centre Policy Area 11) reflecting the primary land uses existing and envisaged in each area.

Current policy for the Wellington East Residential Policy Area 10 requires new residential development to be connected to a reticulated potable water supply and community wastewater management scheme (CWMS). However, not all of Policy Area 10 is able to be serviced by the Council operated CWMS and Council does not propose any increase in the capacity of the existing system to extend further into this area.

This is a restriction for potential development in the north-eastern portion of Policy Area 10. This area includes some 220 existing, but undeveloped, allotments of approximately 2,000 square metres that were created in the 1800s. Further, the Environment Protection Authority (EPA) has expressed concern with the potential risk to water quality (the land is located approximately 1 kilometre from the main stream of the River Murray) should this area be developed without requiring connection to the CWMS.

In order to respond to this issue, Council engaged Australian Groundwater Technologies (AGT) to undertake a groundwater study to determine if seepage from on-site waste systems would affect water quality and, in particular, if seepage could:

- Impact water quality in the River Murray
- Impact environmental receptors on the River Murray Floodplain
- Limit the availability of groundwater to 3rd party users.

In summary, AGT provided the following conclusions to its investigations:

- The allotments will be developed systematically over the next 10-15 years, but are unlikely to be occupied on a full time basis.
- Seepages per household are likely to be small, only averaging 24 kL/year.
- Any seepages to the groundwater system will move towards the floodplain and will not reach the River Murray due to the presence of levee banks and raised River channel levels (>0.15 mAHAD compared to groundwater elevation below floodplain of -0.8 mAHAD). This suggests a low level or risk to River water quality or aquatic ecosystems.
- Groundwater in the area is brackish to saline with the nearest 3rd party well located ~1 km to the east. Its status is unknown, however any seepages from the development are unlikely to impact this user.
- At this stage of the development the need for additional modelling does not seem warranted. As a worst case some shallow monitoring wells could be constructed to detect groundwater level changes. These could be used as “leading indicator wells” and if significant groundwater level changes were detected additional work could be undertaken to gauge potential risks.
- Council intends to convert on-site waste management systems to CWMS over a 10-15 year period (J. Quinn pers comm., 2017). This will avoid ongoing seepages in the medium to long term.

Overall, GTA concluded, the results demonstrate a low risk to groundwater receptors from nutrient seepages including the River Murray channel.

In this context, Council proposes the introduction of a new Precinct within Policy Area 10 to provide differentiation between the areas where connection to the CWMS is available and required, and where on-site wastewater management can be undertaken.
With areas around 2,000 square metres, the allotments are considered to exhibit more of a country living character than the marina/residential allotments elsewhere in the township. Policies are therefore designed to promote this character. Based on the need for on-site wastewater management, no further division of the existing allotments is envisaged, unless they can be connected to a CWMS in the future. Council is also investigating developer agreements for the construction of roads to service the land to minimise any public expenditure on land already identified for residential purposes.

**In this scenario, it is proposed that the north-eastern portion of Wellington East Residential Policy Area 10 be recognised as requiring additional policies to guide development. These more specific policies are to be contained under the Wellington East Residential Precinct 1 heading.**

### 3.2.17 Service Station Complexes

The last decade has seen a significant change in the nature of services offered at many service stations. From basic sale of fuels and motor repair works, it is now common for service stations to also offer (to varying degrees) the following services:

- 24/7 operation.
- ATM facilities.
- Convenience goods retailing, including such items as fresh milk and bread, magazines, newspapers, drinks, confectionery, chips and ice creams.
- Increased food offerings (either take-away or in-house restaurant or through brand name outlets).
- Small “supermarket” type facilities catering for daily shopping needs.
- Car wash/vacuum units.
- Outdoor eating and play areas for children.
- Car parking and landscaped areas.
- Truck stops (particularly in regional areas or on the outskirts of urban areas) offering:
  - B-double access and parking
  - high-flow diesel pumps
  - healthy, fresh-cooked meals
  - truck drivers’ lounge
  - showers and laundry facilities.

This change in the nature of services offered reflects the generally changing nature of retailing, the desire for “one-stop” service provision by customers and the re-invention of service stations as a result of the changing ownership of the outlets (sometimes by large supermarket chains). The investment in convenience outlets may reflect slower opportunities in other industries, while higher margins are becoming available for selling non-fuel products to highly mobile customers who want their products quickly.

While traditional supermarkets still have an advantage in purchasing power, offering a wider variety of goods at cheaper prices, the trend to petrol-based convenience stores is likely to continue. This not only has potential financial implications for existing retail outlets, but can have wider social effects on the vibrancy and vitality of regional towns if the provision of a good range of services for residents and the surrounding community are unable to be maintained. This potential adverse impact needs to be balanced against the positive impact that a new service station complex could bring to a township, often involving a multi-million dollar investment and increased employment opportunities.

It is noted that some recent development applications for service stations have been considered as “integrated developments” in order to avoid the more specific policies that would otherwise apply to the various components that make up a modern service station (i.e. petrol filling services, shops, restaurant, car wash, traveller facilities, etc). However, this position is not “settled”, with some legal advice understood to be cautioning against this approach and some relevant authorities giving more emphasis to considering the individual components of the proposed development in the assessment process.
Within these circumstances, current Development Plan provisions have been reviewed to ensure opportunities for such investment can be considered without substantially compromising wider planning aims for the Council area.

Policies for both the Industry Zone and Town Centre Zone list a petrol filling station as an envisaged use, with opportunities also identified in the Motorsport Park Zone and the Township Zone (Wellington East Policy Area 11) and to a lesser extent the Settlement Zone. Such a use is generally non-complying in other zones.

It is also noted that in relation to the Industry Zone, a shop with a gross leasable area of greater than 250 square metres is a non-complying land use. This restriction to a shop or shops does not apply in the Town Centre Zone and a “convenience store” of up to 1,000 square metres floor area is envisaged in the retail service precinct in the Motorsport Park Zone, with dine in and fast food restaurants additional to this figure.

From a definition perspective, Schedule 1 of the Development Regulations 2008 indicates that a “shop” also includes a “restaurant”. Dependent on the particular view of the relevant authority, this could mean that a service station complex can only have a shop and/or restaurant with a combined maximum floor area of 250 square metres before it should be treated as a non-complying form of development.

In terms of the trend for modern service stations to contain a number of associated uses, this limitation on gross leasable floor area for a shop (which includes a restaurant), within the Industry Zone, is considered overly restrictive and requires amendment. However, it is also considered important that the retail shop floor area is not such that it will significantly affect the operation, or establishment, of shops in other zones where such a use may be more appropriate (i.e. the Town Centre Zone).

It is therefore proposed to amend various policies within the Industry Zone and the Town Centre Zone to:

- acknowledge the emergence of service station complexes and provide an indication of the elements that comprise such an activity
- list service station complex as an envisaged use in both zones
- amend/include policies to clarify that the maximum 250 square metres gross leasable area for a shop, where in association with a service station complex, will not include the floor area of an associated restaurant.

3.2.18 Rezoning of Community Zoned Land

The primary Objective for the Community Zone is “accommodating community, educational, recreational and health care facilities for the general public’s benefit.”

The Desired Character statement and PDCs for the Zone describe the nature of developments envisaged in the Zone, with most land uses exhibiting a “public” function or nature. However, investigation of the areas currently within the Community Zone indicate some is actually in private ownership and will never be developed or required for public use. While it is not altogether clear why some privately owned land was zoned for public use, the location of some of this land on the periphery of townships and along main road routes suggests it may have been looked at as providing amenity and for streetscape purposes.

Council is cognisant that having a Community Zone over privately owned land restricts potential development opportunities, for example with dwellings and land division (amongst other uses) being non-complying forms of development.
In this circumstance, and where it has been identified that the land is unlikely to be required for public use in the longer term, Council is proposing to rezone some privately and publicly owned Community Zoned land for other purposes as follows:

<table>
<thead>
<tr>
<th>Community Zone - Land description</th>
<th>Proposed Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>West of Granites Road, Tailem Bend</td>
<td>Industry</td>
</tr>
<tr>
<td>North of Second Avenue, Tailem Bend</td>
<td>Industry</td>
</tr>
<tr>
<td>North of Kulde Road, Tailem Bend</td>
<td>Rural Living</td>
</tr>
<tr>
<td>South of Kulde Road, Tailem Bend</td>
<td>Rural Living</td>
</tr>
<tr>
<td>North of Tenth Street, Tailem Bend</td>
<td>Residential</td>
</tr>
<tr>
<td>East of Railway Terrace, Tailem Bend</td>
<td>Residential</td>
</tr>
<tr>
<td>West of McIntosh Way, Coonalpyn</td>
<td>Rural Living</td>
</tr>
<tr>
<td>East of Venning Road, Coonalpyn</td>
<td>Rural Living</td>
</tr>
<tr>
<td>West of Coombe Terrace, Coonalpyn</td>
<td>Deferred Urban</td>
</tr>
</tbody>
</table>

The information supporting the rezoning of these land parcels from Community Zone for other purposes is provided in earlier discussions in this report.

3.2.19 Infrastructure Services

In relation to the areas identified for rezoning to Rural Living (Tailem Bend, Coonalpyn and Tintinara), Deferred Urban (Coonalpyn), Industry (Tailem Bend) and Home Industry (Meningie), Council has held discussions with SA Water, SA Power Networks and its own Infrastructure and Environmental Health staff as it relates to the ability of these areas to provide water supply, power supply and wastewater services.

The areas being rezoned at Tailem Bend for Residential are already located within the heart of the urban area, or is existing residential housing development, that are already serviced or have access to all town services. Likewise, the allotments at Meningie proposed to be rezoned to Town Centre Zone are also within the heart of the township (and are predominantly already developed) and have access to all town services. The rezoning of these properties will simply provide opportunity/scope for a change in land use, future redevelopment, or the continuation of existing uses.

3.2.19.1 SA Power Networks

Council has held discussions with SA Power Networks (Mount Barker regional office) in relation to access to its electricity distribution network for the above areas proposed for rezoning.

SA Power Networks advised that given the relatively low development yield proposed in the above areas, that subject to final design at a development proposal stage, a power supply could be satisfactorily provided. It advised that standard extension work would be required for connection to the nearest network connection point and that developers would need to satisfy the SA Power Networks Connection Policy, in the normal way.
Opportunity also exists for development to provide renewable energy sources, such as, but not limited to, onsite solar photovoltaic panels and battery storage. These options are available to the domestic market and are encouraged by relevant Development Plan provisions. This provides scope for individual property owners to consider supplementing power supply from the SA Power Networks distribution system or to potentially be off-grid.

SA Power Networks will be further consulted during the formal consultation stage of the DPA.

3.2.19.2 SA Water

Council has also held discussions with SA Water (Lower Murray – Eastern Networks) on the above areas proposed to be rezoned in relation to access to its water supply service.

SA Water also advised that given the relatively low development yield proposed in the above areas, that subject to final design at a development proposal stage, a water supply could be satisfactorily provided. This would primarily comprise of standard main extension to the existing township networks or via standard remote service.

Notwithstanding that the areas have the ability to be serviced by SA Water, the Development Plan also supports a range of environmental sustainability principles, via adoption of the State Planning Policy Library Modules. The policy content of these Modules has had regard to the SA Government's Water for Good and Water Sensitive Urban Design (WSUD) strategies – where the WSUD is an approach to urban planning and design that integrates the management of the total water cycle into the urban development process.

WSUD provides for the sustainable use and re-use within developments of water from various sources, including rainwater, stormwater, groundwater, mains water and wastewater (including 'greywater' and 'blackwater'), while at the same time protecting environmental, recreational and cultural values. Water for Good is a South Australian Government plan aimed at securing sustainable water supplies for the State, in response to being a particularly dry state, the added pressures of climate change, a harsh drought, and a growing population. In particular, the plan aims to diversify water supplies to reduce reliance on the River Murray and other rain-dependent water sources. Actions involve a range of water saving measures to reduce consumption, stormwater capture and re-use, irrigation practices, waste water recycling and rainwater tank ownership.

Future residential development within the proposed residential airpark at the Tintinara airfield will need to incorporate the above onsite environmental sustainability principles into its design, or provide a private water scheme, given that SA Water services do not extend out to the airfield.

In terms of on-site stormwater capture, harvesting and re-use, typically 45,000 litres of rainwater (via two standard 22,500 litre poly-tanks) that recharge after use is required to be self-sufficient. This approach is quite common in semi-urban and rural settlements.

SA Water will also be consulted during the formal consultation stage of the DPA.

3.2.19.3 Wastewater

Areas within the existing urban areas of Tailem Bend, Tintinara and Meningie are serviced by a Council Community Wastewater Management System.

In terms of areas proposed to be rezoned to Rural Living at Tailem Bend, Coonalpyn and Tintinara, it is Council's position that these areas would be serviced by individual on-site effluent disposal systems. The Rural Living Zone (as it relates to these areas) envisages a minimum lot size of 5,000 square metres. Council’s Environmental Health Officer has reviewed the DPA and considers (given the larger size of the allotments) that on-site effluent disposal is not a barrier to development of the land, noting that the final engineering design and approval would occur at a development application stage under the Public Health Act. The Development Plan contains suitable policy to guide development in this manner.

Similar to the above, allotments of 2,000 square metres and above as proposed for the residential airpark in the Airfield Zone at Tintinara, provide ample scope for on-site effluent disposal options.
3.2.19.4 Drainage

Based on local knowledge and understanding of site conditions/terrain, Council has also considered that drainage (as it relates to the above areas) is satisfactory, noting that these areas are not affected by defined watercourses or flood mapped areas. It is noted however, that the proposed Home Industry Zone at Meningie does have some lower lying areas that will need consideration at a development application stage, albeit that the majority of the land is elevated. There is also ample scope to address on-site stormwater disposal (including reuse opportunities, as outlined earlier) and any localized drainage issues via assessment at a development application stage, where a range of Development Plan provisions already exist in the relevant policy modules.
4. Recommended Policy Changes

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

- **Tailem Bend and environs**
  
  Rezoning land on the western side of Granites Road from Community Zone to Industry Zone.
  
  Rezoning land on the eastern side of Granites Road from Primary Production Zone to Community Zone.
  
  Rezoning land on the northern side of Second Avenue from Community Zone to Industry Zone.
  
  Rezoning two portions of the Community Zone north and south of Kulde Road to Rural Living Zone.
  
  Amending the minimum allotment size for the current Rural Living Zone area south of Kulde Road.
  
  Rezoning a Council reserve north of Tenth Street from Community Zone to Residential Zone.
  
  Rezoning land on the eastern side of Railway Terrace from Community Zone to Residential Zone.
  
  Rezoning land to the south-east of the urban area from Primary Production Zone to Urban Employment Zone.
  
  Amending policies for the Motorsport Park Zone (south of Tailem Bend) to:
  
  - support consideration of dwellings for "occasional accommodation", where in association with vehicle garaging/workshop activities
  
  - provide a level of flexibility for the location of the proposed retail service precinct
  
  - include a truck park and fuel depot as envisaged uses
  
  - provide more flexibility for the location of advertisements internal to the complex.

- **Meningie and environs**
  
  Rezoning land on the northern and southern sides of Narrung Road from Residential Zone to Town Centre Zone.
  
  Rezoning land bounded by Bonney Street, northern side of Allen Street and Princes Highway from Residential Zone to Town Centre Zone.
  
  Rezoning land on the western side of Dehy Road from Industry Zone to Home Industry Zone.

- **Tintinara and environs**
  
  Rezoning land between Brock Road and Homestead Road on the western side of Tintinara from Primary Production Zone to Rural Living Zone.
  
  Rezoning land at the corner of Kings Road and Northcott Terrace from Industry Zone to Community Zone.
  
  Introducing additional policies for the Airfield Zone at Tintinara to facilitate the development of a small "residential airpark" at the airfield.

- **Coonalpyn and environs**
  
  Rezoning land west of McIntosh Way in the western portion of the township from Community Zone to Rural Living Zone.
  
  Rezoning land east of Venning Road on the eastern boundary of the township from Community Zone to Rural Living Zone.
  
  Rezoning land south-west of Coombe Terrace from Community Zone to Deferred Urban Zone.
• **Wellington East**
  Introducing additional policies for the Wellington East Residential Policy Area 10 providing greater guidance on development on allotments not able to be serviced by the Community Wastewater Management Scheme (CWMS).

• **Advertisements**
  Updating current General Section policies for “Advertisements” with the latest version (version 6) of these policies from the South Australian Planning Policy Library.

  Deleting Table CooD/2 - Advertisement Standards and Guidelines from the Table Section of the Development Plan.

• **Industry Zone and Town Centre Zone**
  Amending policies for the Industry Zone and Town Centre Zone to:
  - include reference to “service station complexes”
  - clarify that the floor area of a restaurant should not be included in the floor area of a shop for a service station complex within the Industry Zone.

• **Building near Airfields**
  Replacing current General Section policies for “Building near Airfields” with the latest version (version 6) of these policies from the South Australian Planning Policy Library.

• **High Pressure Gas Pipelines**
  Amending Overlay Map CooD/1 - Development Constraints to indicate the approximate alignment of the SeaGas high pressure gas pipeline.

• **Tourism**
  Amending Town Centre Zone policies to provide increased policy guidance for tourism development.

4.1 **State Planning Policy Library update**
Council resolved in the SOI that it would update some sections of the Development Plan to the latest version of the South Australian Planning Policy Library – version 6.

5. **Consistency with the Residential Code**
The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

For the purposes of New Detached and Semi-Detached Dwellings under the Residential Code, the Minister has only listed the “Determined Area” as portions of the Residential Zone in the townships of Coonalpyn, Tintinara, Tailem Bend and Meningie.
Within this context, amendment may be required to:

- include land at Tenth Street, Tailem Bend proposed for rezoning from Community Zone to Residential Zone
- exclude three areas in Meningie, which are proposed to be rezoned from Residential Zone to Town Centre Zone.

However, based on recent advice from DPTI which indicates that a new approach to this matter is to be addressed in the Planning and Development Code under the Planning, Development and Infrastructure Act 2016, no change is proposed under this DPA process.

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:

   (a) accords with the Planning Strategy
   (b) accords with the Statement of Intent
   (c) accords with other parts of council’s Development Plan
   (d) complements the policies in Development Plans for adjoining areas
   (e) accords with relevant infrastructure planning
   (f) 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 Section 2.2 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 30 January 2015 and as discussed with DPTI in 2016 - 2017.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed, noting that some issues initially identified are not currently considered a priority by Council, while new issues have also been addressed. These investigations are discussed in Section 3.2 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 Development Plan.

6.4 Complements the policies in the Development Plans for adjoining areas
The policies proposed in this DPA are primarily “locally focussed” and are not anticipated to have an impact beyond these areas. In addition, it is noted that four of the six adjoining Development Plans are also SAPPL based, ensuring a high level of policy congruity. In this circumstance it is considered the policies proposed in this DPA will not affect and will complement the policies of Development Plans for adjoining areas.
6.5 **Accords with relevant infrastructure planning**

This DPA complements current infrastructure planning for the Council area, as discussed in section 2.3.2 of this document.

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.
7. References/Bibliography

Coorong District Council - Community Needs Analysis 2011
Coorong District Council - Coorong Tourism and Economic Development Plan 21 November 2011; URPS and SGS Economics & Planning
Coorong District Council - Land Use and Infrastructure Prospectus September 2012; URPS
Coorong District Council - Population & Economic Activity Profile April 2013
Coorong District Council - Social Plan Adopted June 2013
Coorong District Council - Strategic Directions Report 'Section 30 Review'
Coorong District Council 2016 - 2020 Strategic Management Plan
Draft Grazing Management and Monitoring Plan Lots 22 and 24 Hundred of Seymour, Tailem Bend (internal working document); Coorong District Council 2016
Evaluation distances for effective air quality and noise management; Environment Protection Authority August 2016
Jobs, Growth and Investment 2016-2020 - Murraylands & Riverland; Regional Development Australia Murraylands & Riverland
Limited Site History and Landfill Area Review; JBS&G April 2017
Monarto Master Plan November 2016; Jensen Planning + Design
Murray and Mallee LGA Regional Public Health Plan 2013-2018
Regional Roads Freight Movement Study for the Murraylands and Riverland Region (Brief); The Murraylands and Riverland LGA 2017
Rural Living Development Plan Amendments - information sheet September 2014: Department of Planning, Transport and Infrastructure
SA Motorsport Park Addressing Disadvantage In the Coorong District Council Area & Beyond 2014
Wellington East Groundwater Desktop Study; Australian Groundwater Technologies January 2017
2030 Regional Transport Plan, Murraylands and Riverland LGA
Schedule 4a Certificate

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 Vincent Cammell, 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 MPIA - CPP, Senior Associate at URPS

David Altmann - RPIA, acting for Council

DATED this "Insert Date" day of "Insert Month" 2017

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Chief Executive Officer
Development Plan Amendment

By the Council

Coorong District Council

Town Centres, Townships and Environs DPA

The Amendment

For Consultation
**Amendment Instructions Table**

Name of Local Government Area: Coorong District Council

Name of Development Plan: The Coorong District Council Development Plan

Name of DPA: Town Centres, Townships and Environs DPA

*The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 24 November 2016.*

*Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.*

<table>
<thead>
<tr>
<th>Amendment Instruction Number</th>
<th>Method of Change</th>
<th>Detail what in the Development Plan is to be amended, replaced, deleted or inserted.</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>Amend</td>
<td>Methods available: Amend, Replace, Delete, Insert.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Replace</td>
<td>If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Delete</td>
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</tr>
<tr>
<td></td>
<td>Insert</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

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

Amendments required (Yes/No): Yes

**Advertisements**

<p>| | | | | |</p>
<table>
<thead>
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</tbody>
</table>

1. **Delete** Current PDC 1. Y N

2. **Insert** After current PDC 3(c): “(d) driver distraction.” N N

3. **Insert** After current PDC 14: “15 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.” Y N

4. **Insert** After current PDC 20: “21 Advertisements and/or advertising hoardings should be: (a) no higher than the height of the finished floor level of the second storey of the building to which it relates” Y N
<table>
<thead>
<tr>
<th>Amendment Instructions Table</th>
</tr>
</thead>
</table>
| **(b)** where located below canopy level, flush with the wall or projecting horizontally  
(c) where located at canopy level, in the form of a facia sign  
(d) where located above the canopy, flush with the wall and within the height of the parapet. |
| **5.** Insert | After new PDC 21:  
“22 Advertisements or advertising hoardings should not exceed 25 per cent of the ground floor wall area on the façade the sign is placed.” | Y | N |
| **Building near Airfields** |
| **6.** Replace | All “Building near Airfields” policies with the policies in Attachment A. | N | N |
| **Hazards** |
| **7.** Insert | Immediately after the first sentence in PDC 26:  
“The approximate alignment of the SEA Gas pipeline is depicted on Overlay Map CooD/1 Development Constraints.” | N | N |
| **ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)** |
| Amendments required (Yes/No): **Yes** |
| **Airfield Zone** |
| **8.** Replace | All “Airfield Zone” policies with the policies in Attachment B. | N | N |
| **Home Industry Zone** |
| **9.** Insert | After the fourth paragraph in the Desired Character statement:  
“While some of the land in the zone is elevated, it does have some lower lying areas that will need to be taken into account in considering localized on-site stormwater disposal measures.” | N | N |
| **Industry Zone** |
| **10.** Insert | Immediately after “bulky goods retail.” as a continuation of the second paragraph in the Desired Character statement:  
“Service station complexes may also be established and may comprise additional elements to vehicle refuelling facilities. Additional elements may include, but are not necessarily limited to, a control building, car wash/vacuum units, convenience store, restaurant, outdoor eating area, play area for children, truck stop facilities, car parking and landscaped areas.” | N | N |
| **11.** Insert | After the second paragraph in the Desired Character statement:  
* Industrial and commercial development on Allotment 502 in DP 38254 at Granites Road, Allotment 105 in FP 167872 and portion of Allotment 23 in FP 170079 at Second Avenue, Tailem Bend, will be of a low impact nature | N | N |
resulting in minimal impact on the adjoining Residential Zone to the south.”

<p>| | | |</p>
<table>
<thead>
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</thead>
</table>
| 12. | Insert | After “petrol filling station” in PDC 1:  
- “service station complex” |
|   |   | N N |
| 13. | Insert | After PDC 1:  
“2 Development of a shop (excluding a restaurant) in association with a service station complex should not result in a gross leasable area exceeding 250 square metres.” |
|   |   | Y N |
| 14. | Insert | Immediately following Exception (a) to a “Shop or group of shops” in the Non-complying Development list:  
“(not including the floor area of a restaurant where in association with a service station complex)” |
|   |   | N N |
| 15. | Insert | After “Road transport terminal” in the Category 1 column under Public Notification:  
“Service station complex” |
|   |   | N N |

**Motor Sport Park Zone**

<p>| | | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>16.</td>
<td>Replace</td>
<td>All policies within the Motorsport Park Zone with the contents of Attachment C.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N N</td>
</tr>
</tbody>
</table>

**Rural Living Zone**

<p>| | | |</p>
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</thead>
</table>
| 17. | Insert | After paragraph 4 in the Desired Character statement:  
“In addition to rural living opportunities, development of land in Section 84, McIntosh Way, Coonalpyn, may assist in achieving the aims of the “Careship Coorong” health initiative. This initiative will provide a community activities “centre”, expansion of the snail farm activities and alternative forms of accommodation for clients requiring care.” |
|   |   | N N |
| 18. | Insert | After the last paragraph in the Desired Character statement:  
“A small portion of land, on the eastern boundary of the zone north of Kulde Road at Tailem Bend, may be affected by the presence of Iron-grass Natural Temperate Grasslands. Future built development and use of the land, including access roads and fencing, in proximity to the Grasslands will need to be sited and managed to reduce weed infestations, manage grazing, prevent soil disturbance and to improve the ecological condition of the land.” |
|   |   | N N |
| 19. | Replace | PDC 11 with the contents of Attachment D. |
|   |   | N N |
| 20. | Insert | In the Exceptions list for “Dwelling” in the Non-complying Development list after “Except detached dwelling”:  
“or a dwelling within Section 84, McIntosh Way, Coonalpyn” |
|   |   | N N |
| 21. | Insert | In the Exceptions list for “Intensive animal keeping” in the Non-complying Development list:  
“ Except a snail farm at Section 84, McIntosh Way, Coonalpyn” |
<p>|   |   | N N |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>22.</td>
<td>Insert</td>
<td>Immediately after current (a) in the Exceptions to “Land division” in the Non-complying Development list: “(b) minimum of 0.5 hectares in the area north of Kulde Rd, Tailem Bend”</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>23.</td>
<td>Replace</td>
<td>Current (b) in the Exceptions to “Land division” in the Non-complying Development list with: “(c) minimum of 0.5 hectares in the area south of Kulde Rd, Tailem Bend”</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>24.</td>
<td>Insert</td>
<td>Immediately after current (m) in the Exceptions to “Land division” in the Non-complying Development list: “(o) minimum of 0.5 hectares in the area west of McIntosh Way, Coonalpyn”</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>25.</td>
<td>Insert</td>
<td>Immediately after current (n) in the Exceptions to “Land division” in the Non-complying Development list: “(q) minimum of 0.5 hectares in the area east of Venning Road, Coonalpyn”</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

**Town Centre Zone**

<p>| | | | | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>26.</td>
<td>Insert</td>
<td>After “cultural” in Objective 1: “, tourist development”</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>27.</td>
<td>Insert</td>
<td>Immediately after “facilities and services,” as a continuation of the second paragraph in the Desired Character statement: “Service station complexes may also be established and may comprise additional elements to vehicle refuelling facilities. Additional elements may include, but are not necessarily limited to, a control building, car wash/vacuum units, convenience store, restaurant, outdoor eating area, play area for children, truck stop facilities, car parking and landscaped areas.”</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>28.</td>
<td>Insert</td>
<td>At the end of paragraph 3 in the Desired Character statement: “Opportunities for tourist development will be provided.”</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>29.</td>
<td>Insert</td>
<td>After “retail showroom” in PDC1: “service station complex”</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>30.</td>
<td>Insert</td>
<td>After “shop” in PDC 1: “tourist development”</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>31.</td>
<td>Insert</td>
<td>After PDC 1: “2 Development of a shop (excluding a restaurant) in association with a service station complex should not result in a gross leasable area exceeding 250 square metres.”</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>
### Amendment Instructions Table

| 32. | Insert | After “Service trade premises” in the Form of development column and the Exceptions column of the Non-complying Development list:  
“Shop or group of shops in association with a service station complex” and “Except where the gross leasable area is 250 square metres or less (not including the floor area of a restaurant)” | N | N |

| Township Zone |

| 33. | Replace | All “Wellington East Residential Policy Area 10” policies with the policies in Attachment E. | N | Y - in the Map Reference Tables |

| 34. | Replace | “Except where the following are both satisfied:” in the Exceptions column for Land Division in the Non-complying Development list with:  
“Except where outside of Wellington East Residential Precinct 1 and both of the following are satisfied:” | N | N |

| 35. | Insert | After “Stock slaughter works” in the Form of development column of the Non-complying Development list:  
“Store” | N | N |

| Urban Employment Zone |

| 36. | Insert | Immediately after the “Township Zone” policies the contents of Attachment F. | N | Y - in the Map Reference Tables |

### TABLES

Amendments required (Yes/No): Yes

**Table CooD/2 - Advertisement Standards and Guidelines**

| 37. | Delete | Table CooD/2 - Advertisement Standards and Guidelines | Y | Y - Table of Contents |

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

Amendments required (Yes/No): Yes

**Map Reference Table**

| 38. | Insert | In the Zone Maps table - reference to “CooD/38,” numerically in the Zone Map Numbers column for the Deferred Urban Zone. | N | N |

| 39. | Insert | In the Zone Maps table - reference to “Urban Employment Zone” alphabetically in the Zone Name column and “Cood/3, CooD/5, CooD/50, CooD/52, CooD/##” in the associated Zone Map Numbers column. | N | N |

<p>| 40. | Insert | Immediately following the Policy Area Maps table - the contents of Attachment G. | N | N |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>41.</td>
<td>Insert</td>
<td>Immediately following the last reference in the Concept Plan Maps table - reference to “Urban Employment Zone” in the Concept Plan Title and “CooD/13” in the associated Concept Plan Map Numbers column.</td>
</tr>
<tr>
<td></td>
<td>Map(s)</td>
<td></td>
</tr>
<tr>
<td>42.</td>
<td>Replace</td>
<td>Overlay Map CooD/1 Development Constraints with the corresponding map in Attachment H.</td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>43.</td>
<td>Replace</td>
<td>Zone Maps CooD/3, 5, 38, 41, 48, 49, 50, 52, 61, 62 with the corresponding maps in Attachment I.</td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>44.</td>
<td>Insert</td>
<td>New Zone Map CooD/## in Attachment J (to show the eastern extent of the Urban Employment Zone).</td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>Y - in the Map Reference Tables</td>
</tr>
<tr>
<td>45.</td>
<td>Insert</td>
<td>Immediately after Policy Area Map CooD/56 - new Precinct Map CooD/56 in Attachment K.</td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>Y - in the Map Reference Tables</td>
</tr>
<tr>
<td>46.</td>
<td>Replace</td>
<td>Concept Plan Maps CooD/1 - Airfield Zone - Tintinara and CooD/12 - Motorsport Park with the corresponding maps in Attachment L.</td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>47.</td>
<td>Insert</td>
<td>Immediately after Concept Plan Map CooD/12 - Motorsport Park - new Concept Plan Map CooD/13 - Urban Employment Zone in Attachment M.</td>
</tr>
<tr>
<td></td>
<td>N</td>
<td>Y - in the Map Reference Tables</td>
</tr>
</tbody>
</table>
OBJECTIVES

1 Development that ensures the long-term operational, safety, commercial and military aviation requirements of airfields (airports, airstrips and helicopter landing sites) continue to be met.

PRINCIPLES OF DEVELOPMENT CONTROL

1 The height and location of buildings and structures should not adversely affect the long-term operational, safety, commercial and military aviation requirements of airfields.

2 Development in the vicinity of airfields should not create a risk to public safety, in particular through any of the following:
   (a) lighting glare
   (b) smoke, dust and exhaust emissions
   (c) air turbulence
   (d) storage of flammable liquids
   (e) attraction of birds
   (f) reflective surfaces (eg roofs of buildings, large windows)
   (g) materials that affect aircraft navigational aids.

3 Outdoor lighting within 6 kilometres of an airport should be designed so that it does not pose a hazard to aircraft operations.

4 Development that is likely to increase the attraction of birds should not be located within 3 kilometres of an airport used by commercial aircraft. If located closer than 3 kilometres the facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft.

5 Dwellings should not be located within areas affected by airport noise.

6 Development within areas affected by aircraft noise should be consistent with Australian Standard AS 2021: - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.
**Airfield Zone**

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

**OBJECTIVES**

1. A zone primarily accommodating aircraft operations, passenger terminals, airport and aviation-related light industrial, service industrial, warehouse and storage purposes.

2. A residential airpark at Tintinara airfield comprising detached dwellings in association with private aircraft hangars.

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

**DESIRED CHARACTER**

This zone will be developed as an area dedicated to industry and commerce directly associated with aircraft operations and use.

These operations, and associated built form, will be undertaken such that the safe use of the airfield for aircraft is not compromised.

Areas will be set aside for future expansion of the runways and associated infrastructure and facilities.

A residential airpark will be established in association with the airfield at Tintinara as depicted on *Concept Plan Map CooD/1 Airfield Zone - Tintinara*. The residential airpark will provide for low density detached dwellings where constructed in association with an aircraft hangar on the same allotment.

The residential airpark will accommodate large residential allotments, generally in excess of 2000 square metres in area. The allotments will be developed with a single detached dwelling, fronting a public road, and with their associated hangars positioned generally to the rear of sites. Development will be suitably set back from taxiways and runways for operational and safety purposes and will avoid navigational safety hazards, including bird strike and glare.

A high standard of building design and site development is intended in the residential airpark, avoiding excessively large or overbearing buildings. There are to be extensive landscaped areas providing screening for buildings from the surrounding activities and roads. Hangars, including low key maintenance and workshop facilities, will be developed and linked to the dwelling with which it is associated but must be positioned, designed and managed so as not to cause unreasonable nuisance to residents on nearby sites.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Land Use**

1. The following forms of development are envisaged in the zone:
   - aircraft related facility
   - airport
   - detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield
   - fuel depot
   - light industry ancillary to and in association with aviation activities
   - residential airpark at Tintinara airfield
   - road transport terminal ancillary to and in association with aviation activities
   - service industry ancillary to and in association with aviation activities
   - store ancillary to and in association with aviation activities
   - warehouse ancillary to and in association with aviation activities.
2 Development listed as non-complying is generally inappropriate.

3 Development that would be adversely affected by noise and other hazards caused by airport activities should not be undertaken in the zone.

3 Development should not impede the use of the zone for aviation purposes.

4 Within the residential airpark residential outbuildings should be limited in number, scale and use, such that they are ancillary and subservient to a dwelling in the residential airpark at Tintinara airfield.

**Form and Character**

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

6 Commercial and light industrial development located on the airport site should:

   (a) facilitate the more efficient operation of the airport

   (b) be sited in defined clusters

   (c) not adversely affect the amenity of surrounding land uses.

8 Structures should not exceed a height of:

   (a) 7 metres from natural ground level

   (b) 10 metres from natural ground level for antennas and aerials.

9 Development adjacent to the Tintinara airstrip should be undertaken in accordance with Concept Plan Map CooD/1 - Airfield Zone - Tintinara.

10 Development within the residential airpark at Tintinara airfield should:

   (a) be constructed in non-reflective materials, textures and colours that blend with the natural environment and avoid light glare

   (b) allow for landscape screening and substantial residential building setbacks to assist in buffering impacts from surrounding activities.

   (c) provide safe vehicle access onto adjoining roads

   (d) not interfere with the safe and efficient operation of the airport

   (e) restrict residential sites and associated buildings and site works to a safe operational distance from runways and taxiways.

11 Residential development within the residential airpark at Tintinara airfield should be designed and insulated to minimise aircraft noise nuisance to its occupiers by including the following design techniques:

   (a) locating noise sensitive rooms such as bedrooms to face away from runways, flight paths or other noise sources

   (b) incorporating design measures to minimise the entry of noise through sealed windows and doors and/or by screening openings with fences or other devices to reduce the line of sight entry of noise sources

   (c) lining eaves and providing roof cavities with appropriate sarking and thermal/acoustic insulation.

12 The storage and maintenance of aircraft within the residential airpark at Tintinara airfield should:
(a) be carried out only within fully enclosed hangars and/or workshops

(b) be limited to household-related storage and workshop activities, as well as the minor maintenance and servicing of aircraft only

(c) involve works and be undertaken at times so as not to unreasonably disturb resident neighbours.

13 Development should be designed and sited to minimise negative impact on existing and potential future land uses considered appropriate in the locality within the following parameters:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum building setback from primary road frontage</td>
<td>10 metres</td>
</tr>
<tr>
<td>Minimum building setback from side boundaries</td>
<td>2 metres</td>
</tr>
<tr>
<td>Minimum building setback from rear boundary</td>
<td>5 metres</td>
</tr>
<tr>
<td>Maximum total site coverage</td>
<td>30 per cent</td>
</tr>
<tr>
<td>Maximum total outbuilding (including hangar) floor area</td>
<td>300 square metres</td>
</tr>
<tr>
<td>Maximum building height (from natural ground level)</td>
<td>7 metres</td>
</tr>
<tr>
<td>Minimum area of private open space</td>
<td>75 square metres</td>
</tr>
<tr>
<td>Minimum number of on-site car parking spaces, one of which should be covered.</td>
<td>2 spaces</td>
</tr>
</tbody>
</table>

Land Division

14 Land should not be divided except for the realignment of allotment boundaries, where this assists in the more efficient operation and use of the airport.

15 Land division in the residential airpark at Tintinara airfield should create allotments with a minimum:

(a) area of 2,000 square metres

(b) frontage to a public road of 30 metres.

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:
### Form of development

<table>
<thead>
<tr>
<th><strong>Exceptions</strong></th>
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<tbody>
<tr>
<td>Advertisement and/or advertising hoarding</td>
</tr>
<tr>
<td>Except where the advertisement area measures 2 square metres or less and achieves all of the following:</td>
</tr>
<tr>
<td>(a) the message contained thereon relates entirely to a lawful use of land</td>
</tr>
<tr>
<td>(b) the advertisement is erected on the same allotment as the use it seeks to advertise.</td>
</tr>
<tr>
<td>Caravan park</td>
</tr>
<tr>
<td>Community centre</td>
</tr>
<tr>
<td>Consulting room</td>
</tr>
<tr>
<td>Dwelling</td>
</tr>
<tr>
<td>Except a single storey detached dwelling in the residential airpark at Tintinara airfield.</td>
</tr>
<tr>
<td>Educational establishment</td>
</tr>
<tr>
<td>Except where ancillary to and in association with aviation activities.</td>
</tr>
<tr>
<td>Hospital</td>
</tr>
<tr>
<td>Horticulture</td>
</tr>
<tr>
<td>Hotel</td>
</tr>
<tr>
<td>Indoor recreation centre</td>
</tr>
<tr>
<td>Intensive animal keeping</td>
</tr>
<tr>
<td>Motel</td>
</tr>
<tr>
<td>Nursing home</td>
</tr>
<tr>
<td>Place of worship</td>
</tr>
<tr>
<td>Pre-school</td>
</tr>
<tr>
<td>Residential flat building</td>
</tr>
<tr>
<td>Service trade premises</td>
</tr>
<tr>
<td>Shop or group of shops</td>
</tr>
<tr>
<td>Except where the gross leasable area measures 150 square metres or less.</td>
</tr>
<tr>
<td>Special industry</td>
</tr>
<tr>
<td>Tourist accommodation</td>
</tr>
<tr>
<td>Waste reception, storage, treatment or disposal</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><strong>Category 1</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft hangar</td>
</tr>
<tr>
<td>Single story detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Category 2</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertisement and/or advertising hoarding</td>
</tr>
<tr>
<td>The following development where ancillary to and in association with aviation activities:</td>
</tr>
<tr>
<td>(a) road transport terminal</td>
</tr>
<tr>
<td>(b) service industry</td>
</tr>
<tr>
<td>(c) store</td>
</tr>
<tr>
<td>(d) warehouse</td>
</tr>
</tbody>
</table>
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, together with a wide range of supporting development.

2. A zone primarily accommodating a 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 industry precinct catering for motorsport support industries, regional level industries, logistics industries and local industries.

4. A zone accommodating a retail service precinct containing a petrol filling station, car wash facility, convenience store and restaurants.

5. Development to ensure the management of vehicular movement and the location of site access promotes safe and convenient traffic flows both within the zone and to adjacent roads.

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

7. 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 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).

The development of the motorsport facility will be designed to allow for multiple events occurring at the same time together with a wide range of other activities including driver training, product testing, accommodation, tourism and conference facilities. 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 motorsport development could include (but are not limited to):

- new sealed racing circuits (long and short course) for cars and motorbikes
- new drag strip
- four wheel drive adventure course
- drift, skid pan, go-cart and motard courses
- support infrastructure (pits, workshops, control tower, helicopter landing facilities, airstrip, etc)
- car parking and amenities, which may include informal parking areas for temporary parking for major events
- development of a central service core area
- upgrade of the existing sealed test track and skid pan
- development of motor cross, enduro, off road, quad bike and rally circuits
Tourist accommodation and tourism facilities of various forms are envisaged to support motorsport park events, provided the location does not compromise the operation of the industry precinct. A manager’s residence and a caretaker’s residence may be established in association with the motorsport park or tourism accommodation, and up to five dwellings for workers within the motorsport park development area. Other dwellings are not envisaged (apart from limited exceptions in the industry precinct within a community scheme), nor is land division resulting in a dwelling or dwellings on a separate allotment in the zone.

Another key element of the Motorsport Park Zone will be the development of an industry precinct of some 40 hectares. The precinct will be located to take advantage of direct motorsport park site access and power and gas infrastructure. Key land use groupings proposed for the industry precinct 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
- commercial development
- shop development serving workers within the precinct, but not including retail fuel outlets, convenience store retail, or drive through, dine in or fast food restaurants that are envisaged within a retail service precinct
- a community development scheme enabling improvements on individual allotments for use by motoring and motorsport enthusiasts, such as vehicle storage facilities and vehicle workshops.

A range of allotment sizes will be provided to accommodate the key land use groupings to be located in the industry precinct. Additional allotments will be created for the purpose of an industry precinct where solutions for wastewater management, stormwater management, traffic management and infrastructure have been demonstrated to ensure the economic and coordinated development of the precinct and the adjacent motorsport park.

A community scheme is envisaged within part of the industry precinct for motoring and motorsport enthusiasts where allotments support uses associated with private garaging and storage, private vehicle workshops, motor vehicle related research, development and testing (including road safety or driver safety), motorsport related clubrooms and manufacturer facilities or race team facilities or otherwise in support of recreation activities in this area. Development within the community scheme resulting in the use of land or buildings for purely residential purposes or permanent occupation is not envisaged due to the potential for adverse impacts from motorsport and industrial activities envisaged in the zone.

An exception is envisaged where temporary accommodation (not for permanent occupancy or permanent commercial tourist accommodation) is integrated as a secondary use within a single building (typically limited to a kitchen, bathroom/ensuite, living, sleeping area on one level, although buildings may be up to two storeys in height) in which the primary use is a non-residential form of development envisaged for the community scheme.

Development of the community scheme is envisaged in defined stages. Allotments within each stage (other than for display purposes, construction management, communal parking or otherwise associated with the provision of infrastructure to service the scheme) will not occur until all physical services necessary to support occupation of land within the stage (roads, power, water, waste management, stormwater and wastewater) are constructed and operational.

A retail service precinct is envisaged within the zone. The Concept Plan Map CooD/12 - Motorsport Park identifies a location adjacent the Industry Precinct, although an alternative site within the zone may be identified to fulfil the same function, where traffic management and access can be effectively managed within the capacity of existing and proposed roads, and provided the envisaged forms of retail are not duplicated in the zone. The retail precinct and the balance of the zone will not accommodate bulky goods retailing,
comparison retailing, or other forms of higher order retail activities that are more appropriately located in the Tailem Bend Town Centre unless directly related to motorsport or supporting industries. Forms of development envisaged in a retail service precinct include (but are not limited to):

- Petrol filling station
- Car wash
- Convenience store up to 1,000 square metres floor area
- Dine in and fast food restaurants
- Truck park and associated amenities
- Fuel depot.

Development of the Motorsport Park Zone will include features that reduce noise pollution, minimise impacts on local water supply and protect native flora and fauna. Other environmental initiatives could include:

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

Existing roadside vegetation, and vegetation along the external boundaries of the zone, will be substantially retained to provide a screening element to current and future development. Appropriate landscaping will be established where necessary to enhance the aesthetics and improve the visual approach from the adjoining roads and the surrounding land uses. Furthermore, setbacks of at least 100 metres from a primary or secondary arterial road, or the boundary of the zone, will be required for uses that include the outdoor storage of materials or goods, particularly activities that include the outdoor storage and stockpiling of recycled or used materials or parts. Where direct lines of sight to such development from these roads and/or land in adjoining zones are anticipated, greater separation distances or other screening which improves the appearance of such sites and reduces its visibility from other land in the locality beyond the zone boundary will be required.

Vegetation will be established along the western portion of the zone’s frontage to Lomandra Road where necessary to provide a screening element to the new facilities to be established in this location.

Existing motorsport facilities, infrastructure and tracks in the northern part of the zone intersperse and/or are adjacent areas of native vegetation shown generally in Concept Plan Map CooD/12 - Motorsport Park. The zone is estimated to support four native plant associations and scattered native trees of varying quality. The higher quality plant associations will be appropriately managed, with development being located to minimise degradation or the need for native vegetation clearance.

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. This type of ecological community has been listed as critically endangered under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act). The relevant provisions of the EPBC Act will be complied with.

It is expected that development will provide for the safe and convenient movement of vehicles, appropriate building siting and design, and inclusion of separation distances and/or buffers to ensure the zone operates effectively and minimises impact on the local community. Particular attention will be given to measures that will minimise disturbance to the locality by dust or noise transfer. Other activities potentially co-located with motorsport park development are envisaged, subject to appropriate investigations, such as a helipad or airstrip, where it is demonstrated they can be sited and operated to minimise impacts on sensitive land uses external to the zone. The development of an airstrip or helipad will meet relevant aviation safety requirements, taking account the existence of high voltage electricity transmission lines in the area.

Traffic management arrangements will be designed to provide safe and convenient access and egress to the Motorsport Park facilities and other precincts. It is envisaged development of the Zone will include direct access points to both the Dukes Highway and the Mallee Highway where in accordance with the requirements of the Commissioner for Highways. Access/egress points will be located to maximise road safety and efficiency whilst facilitating staged development and with consideration to the ultimate development across the zone.
Appropriate car parking will be provided on the site of any development, although an area allocated for overflow parking to cater for the expected maximum attendance numbers of users and spectators associated with motorsport events may be located on adjacent allotments in the zone.

Two primary advertisements of a substantial scale and up to 15 metres in height are envisaged to announce Motorsport Park and the retail service precinct. Other large scale advertising of up to 12 metres in height will be designed to serve multiple uses rather than individual premises and may be provided in limited locations where facing the Dukes Highway, the Mallee Highway, the corner of the Dukes and Mallee Highways and the entrance to the motorsport complex. Other large scale or free standing signage, which is not visible from either the Dukes Highway or Mallee Highway, may be undertaken within the motorsport complex.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Land Use**

1. The following forms of development are envisaged in the zone:
   - advertisements and advertising hoardings
   - airstrip and helicopter landing facilities and related facilities
   - car parking and amenities ancillary to and in association with circuits, strips and track facilities
   - dwelling in the form of a caretaker’s residence, manager’s residence or workers accommodation
   - industry and commercial activities in an industry precinct including motorsport industry and support (i.e. repairs, tyres, fuelling, car and truck parking and storage, electronics, mechanical, design and manufacture)
   - dwelling in the form of temporary accommodation (not for permanent occupancy or permanent commercial tourist accommodation) in the industry precinct, where integrated as a secondary use where the primary use is a non-residential form of development envisaged for the community scheme
   - motorsport park development (including motor vehicle and motorbike tracks, racing circuits, drag strips, test tracks, pits, workshops, control tower and ancillary facilities)
   - office in association with other uses
   - petrol filling station
   - shop
   - spectator facilities
   - temporary accommodation in association with a motoring event
   - tourist facilities and tourist accommodation (hotel, motel, caravan park, camping ground and conference facilities)
   - 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. The development of the motorsport park and the industry and retail service precincts in the zone should be undertaken generally in accordance with [Concept Plan Map CooD/12 – Motorsport Park](#).

5. Principal access roads and internal driveways and principal car parking areas serving development (except parking for events) should be bitumen sealed unless it is demonstrated construction of an alternative hard all weather surface is suitable for the intended use.

6. Lighting should be designed and located such that light spill does not unreasonably interfere with the amenity or operation of adjoining development and the adjacent public roads.

7. Important areas of 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
(d) result in the retail service precinct being contained within a separate allotment.
(e) result in a range of allotment sizes in the industry precinct, each with a frontage to an appropriately designed and constructed road, which includes a proportion of large allotments of 1 hectare to 4 hectares or more for larger scale regional and logistics industries.

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 the advertisement and/or hoarding achieves all of the following:</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 and/or advertising hoarding is not erected in a road reserve</td>
</tr>
<tr>
<td></td>
<td>(c) no part of the advertisement and/or the hoarding exceeds 20 metres in height above ground level</td>
</tr>
<tr>
<td>Dwelling</td>
<td>Except for a dwelling for the purpose of any of the following:</td>
</tr>
<tr>
<td></td>
<td>(a) caretaker’s residence</td>
</tr>
<tr>
<td></td>
<td>(b) manager’s residence</td>
</tr>
<tr>
<td></td>
<td>(c) tourist accommodation</td>
</tr>
<tr>
<td></td>
<td>(d) workers accommodation for workers associated with the motorsport park</td>
</tr>
<tr>
<td></td>
<td>(e) to provide temporary accommodation (not for permanent occupancy or permanent commercial tourist accommodation) in the industry precinct, where integrated as a secondary use where the primary use is a non-residential form of development envisaged for the community scheme</td>
</tr>
</tbody>
</table>
### Form of development

<table>
<thead>
<tr>
<th>Form of development</th>
<th>Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital</td>
<td>Except where temporary in nature and associated with a lawful use of the land in the zone</td>
</tr>
<tr>
<td>Intensive animal keeping</td>
<td></td>
</tr>
<tr>
<td>Shop or group of shops</td>
<td>Except in association with any of the following:</td>
</tr>
<tr>
<td></td>
<td>(a) circuit, strip and track facilities</td>
</tr>
<tr>
<td></td>
<td>(b) development in the industry precinct</td>
</tr>
<tr>
<td></td>
<td>(c) development in the retail service precinct</td>
</tr>
<tr>
<td></td>
<td>(d) tourism facilities</td>
</tr>
<tr>
<td>Special industry</td>
<td></td>
</tr>
<tr>
<td>Waste reception, storage, treatment or disposal</td>
<td>Except where associated with a lawful use of land in the zone.</td>
</tr>
<tr>
<td>Wrecking yard</td>
<td>Except where the total area for wrecking yard in the zone does not exceed 5 hectares.</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>Advertisement and/or advertising hoarding</td>
<td>Airstrip</td>
</tr>
<tr>
<td>All forms of development that are envisaged in the zone where they are located 60 metres or more from the zone boundary (except where the use is specifically assigned Category 1 or Category 2)</td>
<td>All forms of development that are envisaged in the zone where located less than 60 metres from the zone boundary (except where the use is specifically assigned Category 1 or Category 2)</td>
</tr>
<tr>
<td>Petrol filling station and associated uses within the retail service precinct</td>
<td>Helicopter landing facility</td>
</tr>
<tr>
<td>Shop where any of the following applies</td>
<td>Industry</td>
</tr>
<tr>
<td>(a) in the retail service precinct</td>
<td>Renewable energy facilities</td>
</tr>
<tr>
<td>(b) ancillary to and in association with circuits, strips and track and spectator facilities</td>
<td>Road transport terminal</td>
</tr>
<tr>
<td>(c) ancillary to and in association with development in the industry precinct up to a floor area of 250 square metres</td>
<td>Shop other than where assigned Category 1</td>
</tr>
<tr>
<td></td>
<td>Store</td>
</tr>
<tr>
<td></td>
<td>Warehouse</td>
</tr>
</tbody>
</table>
Land division should create allotments with a minimum area and a frontage to a public road not less than that shown in the following table:

<table>
<thead>
<tr>
<th>Location</th>
<th>Minimum area (hectares)</th>
<th>Minimum frontage (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area adjacent to Princes Hwy between the Tailem Bend township and the Old Tailem Town Policy Area 3</td>
<td>3</td>
<td>100</td>
</tr>
<tr>
<td>Area north of Kulde Road, Tailem Bend</td>
<td>0.5</td>
<td>50</td>
</tr>
<tr>
<td>Area south of Kulde Rd, Tailem Bend</td>
<td>0.5</td>
<td>50</td>
</tr>
<tr>
<td>Area centred on Magpie Drive, Tailem Bend</td>
<td>2</td>
<td>100</td>
</tr>
<tr>
<td>Area north of McIntosh Way, Meningie</td>
<td>10</td>
<td>100</td>
</tr>
<tr>
<td>Area south of McIntosh Way, Meningie</td>
<td>4</td>
<td>100</td>
</tr>
<tr>
<td>Area centred on Yumali Road and east of Dehy Rd, Meningie</td>
<td>4</td>
<td>100</td>
</tr>
<tr>
<td>Area north of Narrung Rd, Meningie</td>
<td>1</td>
<td>50</td>
</tr>
<tr>
<td>The developed area south of Narrung Rd, Meningie</td>
<td>3</td>
<td>100</td>
</tr>
<tr>
<td>The undeveloped area south of Narrung Rd directly opposite the Warrengie Residential Policy Area 2, Meningie</td>
<td>0.5</td>
<td>50</td>
</tr>
<tr>
<td>Area north of Homestead Rd, Tintinara</td>
<td>0.5</td>
<td>50</td>
</tr>
<tr>
<td>Area bounded by Woods Well Rd and Two Wells Rd, Tintinara</td>
<td>0.5</td>
<td>50</td>
</tr>
<tr>
<td>Area adjoining the north east boundary of the Tintinara township</td>
<td>2</td>
<td>100</td>
</tr>
<tr>
<td>Area adjacent to Railway Tce, Coonalpyn</td>
<td>0.5</td>
<td>50</td>
</tr>
<tr>
<td>Area adjacent to McIntosh Way, Coonalpyn</td>
<td>0.5</td>
<td>50</td>
</tr>
<tr>
<td>Area adjacent to George Tce, Coonalpyn</td>
<td>2</td>
<td>100</td>
</tr>
<tr>
<td>Area adjacent to Venning Rd, Coonalpyn</td>
<td>0.5</td>
<td>50</td>
</tr>
</tbody>
</table>
Attachment E
Wellington East Residential Policy Area 10

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

OBJECTIVES

1. Integration of residential areas to maximise areas of open space, recreational linkages and public access to the waterfront.

2. Expansion of the residential area to the north and north east of the third finger is to be linked to the construction of wetlands between the residential area and the River Murray.

3. Development that contributes to the desired character of the policy area and precinct.

Wellington East Residential Precinct 1

4. A lower density residential area providing for detached dwellings on allotments with required infrastructure services.

5. A co-ordinated development pattern that supports the facilitation of required infrastructure services.

DESIRED CHARACTER

Residential development within the policy area will grow in a northerly direction in a staged and planned manner as a logical extension of the existing township.

Connections to other areas within the zone will be improved through the creation of a local road network based on a modified-grid pattern and the establishment of recreational links along roads and the waterfront. Public access to the waterfront will be maintained and enhanced through the creation of reserves and a shared-use recreational trail which will provide links to other, larger, areas of open space as well as to the wetland to the north and the marina to the south.

Residential expansion in the policy area, except within Wellington East Residential Precinct 1, will only occur in conjunction with the development of substantial wetlands on adjoining land to the west, between the residential land and the River Murray channel. In combination with the wetlands, the residential expansion will create opportunities for significant environmental improvement through the restoration of degraded land, the improvement of water quality and the creation of habitat for wildlife.

Residential development will be linked to the provision of adequate water and effluent disposal infrastructure and will feature environmentally sensitive design techniques to minimise the use of water and respond to local climatic conditions.

The policy area will primarily accommodate low density detached dwellings, with higher densities for allotments adjoining areas of public open space. A sense of openness will be maintained through an absence of front fences. Contemporary designed houses will enhance the local environment and amenity through use of verandas, eaves, pitched roofs and variety in building materials.

Small-scale non-residential uses such as child-care centre, offices, consulting rooms and shops will be developed where they have minimal impact on adjoining residential use.

Wellington East Residential Precinct 1

The precinct is located in the north-eastern portion of the Policy Area. It is characterised by regularly shaped allotments, based around a rectangular grid street pattern. Comprising some 180 allotments of approximately 2,000 square metres area each, they are largely undeveloped despite having been created in the 1800s.
The allotments are generally not connected to basic infrastructure services, having no reticulated potable water supply, sewerage system or electricity services and some sections of the surveyed roads are unformed. Development in the area will need to demonstrate that these services, or appropriate alternative services, can be provided.

The precinct will primarily accommodate low density detached dwellings. A sense of openness will be maintained through an absence of front fences. Contemporary designed houses will enhance the local environment and amenity through use of verandas, eaves, pitched roofs and variety in building materials.

Development will feature environmentally sensitive design techniques to minimise the use of water and respond to local climatic conditions.

Extensive landscaping will be provided to screen buildings and provide a treed environment.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Land Use**

1. The following forms of development are envisaged in the policy area:
   - detached dwelling
   - domestic outbuilding in association with a dwelling
   - recreation area.

**Form and Character**

2. Development should not be undertaken unless it is consistent with the desired character for the policy area.

3. Residential development should be designed and formed to:
   - remediate the former quarry and sand drift formations to provide a landform consistent with the original topography
   - protect significant areas of existing vegetation
   - occur in the undeveloped northern portion of the policy area only in association with the construction of wetlands on the adjacent floodplain
   - be connected to a reticulated potable water supply and community wastewater management scheme
   - reflect the street form predominant throughout the policy area.

4. Dwellings should be designed within the following parameters:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum setback from primary road frontage</td>
<td>5 metres for waterfront allotments.</td>
</tr>
<tr>
<td></td>
<td>6 metres for other allotments.</td>
</tr>
<tr>
<td>Minimum setback from secondary road frontage</td>
<td>900 millimetres</td>
</tr>
<tr>
<td>Minimum setback from side boundaries where wall height is less than 3 metres</td>
<td>900 millimetres</td>
</tr>
</tbody>
</table>
Minimum setback from side boundaries if wall height greater than 3 metres: 900 millimetres plus a distance equal to one-third of the additional height over 3 metres (add an additional distance of 1 metre if on south facing boundary).

Minimum setback from rear boundary (except for waterfront allotments): 4 metres for single storey. 6 metres for 2 storeys.

Maximum site coverage: 40 per cent

Maximum storeys (from natural ground level): 2

Minimum area of private open space: 80 square metres, with a minimum width of 4 metres and at least 24 square metres located at the side or rear of the dwelling with access directly from a habitable room.

Minimum number of on site car parking spaces (one of which should be covered): 2

5 Sheds, garages and similar outbuildings should be designed within the following parameters:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum combined floor area of all structures</td>
<td>100 square metres</td>
</tr>
<tr>
<td>Maximum building height (from natural ground level)</td>
<td>3.7 metres</td>
</tr>
<tr>
<td>Maximum wall height (from natural ground level)</td>
<td>3 metres</td>
</tr>
<tr>
<td>Minimum setback from side and rear boundaries</td>
<td>600 millimetres</td>
</tr>
<tr>
<td>Minimum setback from a public road or public open space area</td>
<td>5 metres for waterfront allotments. 6 metres for all other allotments.</td>
</tr>
</tbody>
</table>

6 Garages and carports facing the street should be designed with a maximum width of 6.5 metres or 50 per cent of the frontage width, whichever is the lesser.
Land Division

7 Allotments created for residential purposes should have road frontages and areas as specified in the table below:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Road Frontages (metres)</th>
<th>Allotment Area (square metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Where allotments have frontage to the river</td>
<td>15</td>
<td>No less than 750</td>
</tr>
<tr>
<td>Where allotments have a frontage to an existing or proposed public open space</td>
<td>12</td>
<td>No less than 450</td>
</tr>
<tr>
<td>In all other circumstances</td>
<td>12</td>
<td>No less than 600</td>
</tr>
</tbody>
</table>

**PRECINCT SPECIFIC PROVISIONS**

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct.

**Wellington East Residential Precinct 1**

8 The following forms of development are envisaged in the precinct:
   - detached dwelling
   - domestic outbuilding in association with a dwelling
   - recreation area.

9 Development should not be undertaken unless it is consistent with the desired character for the precinct.

10 Development should:
   (a) assist in the remediation of the former quarry and sand drift formations to provide a landform consistent with the original topography
   (b) protect significant areas of existing vegetation
   (c) be provided with appropriate infrastructure services.

11 Dwellings should be designed within the following parameters:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum setback from primary road frontage</td>
<td>15 metres</td>
</tr>
<tr>
<td>Minimum setback from secondary road frontage</td>
<td>2 metres</td>
</tr>
<tr>
<td>Minimum setback from side boundaries where wall height is less than 3 metres</td>
<td>2 metres</td>
</tr>
<tr>
<td>Parameter</td>
<td>Value</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Minimum setback from side boundaries if wall height is greater than 3 metres</td>
<td>2 metres plus a distance equal to one-third of the additional height over 3 metres (add an additional distance of 1 metre if on a south facing boundary)</td>
</tr>
<tr>
<td>Minimum setback from rear boundary</td>
<td>15 metres for 1 storey</td>
</tr>
<tr>
<td></td>
<td>20 metres for 2 storeys</td>
</tr>
<tr>
<td>Maximum site coverage</td>
<td>30 percent</td>
</tr>
<tr>
<td>Maximum storeys (from natural ground level)</td>
<td>2</td>
</tr>
<tr>
<td>Minimum area of private open space</td>
<td>80 square metres, with a minimum width of 4 metres and at least 24 square metres located at the side or rear of the dwelling with access directly available from a habitable room</td>
</tr>
<tr>
<td>Minimum number of on-site car parking spaces (one of which should be covered)</td>
<td>2</td>
</tr>
</tbody>
</table>

12. Sheds, garages and similar outbuildings should be designed within the following parameters:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum combined floor area of all structures</td>
<td>120 square metres</td>
</tr>
<tr>
<td>Maximum building height (from natural ground level)</td>
<td>4.5 metres</td>
</tr>
<tr>
<td>Maximum wall height (from natural ground level)</td>
<td>3.6 metres</td>
</tr>
<tr>
<td>Minimum setback from side and rear boundaries</td>
<td>2 metres</td>
</tr>
<tr>
<td>Minimum setback from a public road</td>
<td>Behind the dwelling facade</td>
</tr>
<tr>
<td>Minimum setback from secondary road frontage</td>
<td>2 metres</td>
</tr>
</tbody>
</table>
13. Garages and carports facing the street should be designed with a maximum width of 6.5 metres or 50 per cent of the frontage width, whichever is the lesser.

14. No further land division should occur in the precinct unless the allotments can be connected to an approved community wastewater management scheme.

15. Where allotments can be connected to an approved community wastewater management scheme, all allotments should have a minimum:

   (a) area of 1,000 square metres

   (b) frontage of 15 metres to an all-weather public road.
Urban Employment Zone

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

**OBJECTIVES**

1. A mixed use employment zone that accommodates a range of solar generation and related infrastructure and industrial land uses together with other related employment and business activities that generate wealth and employment for the State.

2. Provision for large floor plate enterprises, such as major logistics and manufacturing plants, high technology and/or research and development related uses, located to take advantage of existing and future road and rail infrastructure.

3. A freight rail intermodal facility accommodating marshalling yards, covered outdoor goods handling areas, warehousing, railway workshop and road transport terminal activities with associated short term workers accommodation.

4. An area in which commodities are received, stored and dispatched in bulk.

5. The effective location and management of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations.

6. A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones.

7. Development that promotes business clusters that provide a range of economic and environmental benefits.

8. Coordinated and integrated development that:

   (a) incorporates high speed information technology and telecommunications facilities and infrastructure

   (b) contributes to the improvement of the physical, social and economic conditions of adjoining communities where appropriate.

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

**DESIRABLE CHARACTER**

A large solar farm and diesel-fired power station are proposed within the zone, taking advantage of the strategic nature of the land in proximity to existing ElectraNet substation and electricity distribution networks, the accessibility of the location, the suitable climatic conditions, the generally flat nature of the land and the ability for interface buffers. The zone will allow for the expansion of a solar farm along with associated battery storage facilities, substations and interrelated energy infrastructure development.

The zone also provides for an intermodal facility that will capitalise on a strategic location taking advantage of its close proximity to the Adelaide - Melbourne rail freight route and the significant transport corridors along the Dukes, Mallee and Princes Highways. Due to its connections to road and railway transport, the area is particularly suited to transport related and logistics businesses, including the warehousing of goods for distribution.
The intermodal rail freight terminal facilities may include marshalling yards, railway workshops and locomotive maintenance activities, covered loading and unloading areas, and warehousing for the storage and handling of shipping containers and goods, along with road based freight logistics, industry, warehousing and distribution. Administrative offices will be accessed separately from the transit area to minimise the interface between visitor and office traffic with heavy vehicles. Overnight accommodation, including food preparation facilities to cater for train crews between shifts, is also envisaged. This area will service movement of freight from throughout the State and interstate and will allow operations on a 24 hour, 7 day per week basis.

Other employment generating activities requiring large site areas may also be established in the zone.

However, development in the form of motorsport industry and commercial support activities (i.e. vehicle repairs/servicing, tyre sales, fuelling, car and motor bike storage/warehousing, electronics, mechanical, design and manufacture) will occur in the industry precinct in the adjacent Motorsport Park Zone. Similarly, commercial activities including a petrol filling station/service station complex, fuel depot, shop(s), car wash and motor vehicle/motor bike and associated parts sales will also occur in the Motorsport Park Zone.

Development within the zone will generally be in accordance with Concept Plan Map CooD/13.

Allotments that adjoin the boundary of another zone where more sensitive land uses are anticipated will be large enough to accommodate design features and siting arrangements that limit impact on the adjoining zone. The form of development within the zone shall be of a type, design and siting to minimise the effect of dust and shadow impact on a solar farm.

Development within proximity to the Former Lime Kilns (a designated place of archaeological significance on Allotment 2 Lime Kiln Road - shown on Heritage Overlay Map CooD/52) will include appropriate buffers to ensure the heritage values of this State Heritage Place are not compromised.

Buildings will provide a variation in materials, facade treatments and setbacks rather than appearing as large uniform buildings with blank façades. Outdoor storage areas will also be screened with fencing/structures of varied materials that limit potential for vandalism.

Landscaping will be carefully integrated with built form, ensuring that vegetation is sustainable, drought tolerant, locally indigenous and matched to the scale of development, while also providing a comfortable, pleasant and attractive environment. Car parking areas will include trees to provide shade and enhance visual amenity. The appearance of outdoor storage areas will also be enhanced through landscaping. Landscaping will be carefully designed to minimise opportunity for crime by ensuring passive/active surveillance and minimising places of entrapment.

Land within the northern periphery of the zone, in proximity to the railway line, may be subject to localised drainage issues. Any development in this area will require investigation by consulting engineers as part of the design phase of a development proposal.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout the area at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.
PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1. The following forms of development, or combination thereof, are envisaged in the zone:
   - bulk handling and storage facility
   - electricity substation
   - energy generation infrastructure
   - industry (other than motorsport industry and support activities and special industry)
   - intermodal rail freight facility
   - office where ancillary to a listed envisaged use
   - temporary/overnight workers’ accommodation where ancillary to a listed envisaged use
   - prescribed mains
   - public service depot
   - railway rolling stock servicing facility
   - road transport terminal
   - service trade premises
   - service industry
   - solar farm, battery storage and ancillary development and infrastructure
   - store
   - warehouse.

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

3. Development in the form of motorsport industry and commercial support activities (i.e. vehicle repairs/servicing, tyre sales, fuelling, car and motor bike storage/warehousing, electronics, mechanical, design and manufacture) and commercial activities including a petrol filling station/service station complex, fuel depot, shop(s), car wash and motor vehicle/motor bike and associated parts sales should not occur in the zone.

4. Development should be in accordance with Concept Plan Map CooD/13.

5. Development should not impede the operation of established land uses through encroachment, over development of sites or noise/emissions or any other harmful or nuisance-creating impact.

6. Buildings, structures and landscaping should not be located within 30 metres of a ground mounted solar photovoltaic panel in order to prevent undue shadow impact on the performance of the panel.

7. Facilities for the handling, storage and dispatch of commodities in bulk should be sited, designed and operated to minimise risks of contamination to the environment and adverse impacts on nearby sensitive land uses and from surrounding land uses.

8. Short term workers accommodation, or other sensitive uses within the zone, should be designed and located to ensure the ongoing operation of any existing activity within the zone, or adjacent zones, is not impeded.

Form and Character

9. Development should not be undertaken unless it is consistent with the desired character for the zone.
10 Buildings should be set back in accordance with the following parameters:

<table>
<thead>
<tr>
<th>Building height (metres)</th>
<th>Minimum setback from the primary road frontage (metres)</th>
<th>Minimum setback from the secondary road frontage (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 metres</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Greater than 6</td>
<td>10</td>
<td>3</td>
</tr>
</tbody>
</table>

11 Structures should have a maximum height of 10 metres, exclusive of any external plant and equipment such as flues, chimney stacks or aerials.

12 Building façades facing land zoned for rural living purposes should not contain openings or entrance ways that would result in the transmission of noise or light spillage that would adversely affect the amenity of nearby residents.

13 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining allotments not zoned for employment, and should be designed to minimise its effect on the amenity of the locality.

14 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly activities requiring extended hours of operation.

15 The hours of operation of an activity should not detract from the amenity of any living area.

16 Development should be adaptable to allow for flexibility of use over time and accommodate multiple uses and shared facilities where practical, including training areas and car parking.

17 Buildings should not occupy more than 50 percent of the total area of the site upon which they are located, unless it can be demonstrated that stormwater can be harvested, treated, stored and reused on the site of the development to minimise impacts on external stormwater infrastructure.

18 For labour intensive industries where car parking demand exceeds the rates in Table CooD/1 – Off Street Vehicle Parking Requirements, the total car parking should be provided at a rate of 0.75 spaces by the number of employees.

19 For non-labour intensive industries, the rates in Table CooD/1 – Off Street Vehicle Parking Requirements can be varied having regard to the expected maximum staff and visitor levels.

Land Division

20 Land division should:

(a) create allotments that are of a size and shape suitable for the intended use

(b) create allotments that support the establishment of vegetated buffers and compliance with building setback requirements

(c) be in accordance with the following parameters (except where intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated):
### 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) involving any of the following is non-complying:

<table>
<thead>
<tr>
<th>Form of development</th>
<th>Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertisement or advertising hoarding</td>
<td>Except where the advertisement or advertising hoarding: (a) does not move, rotate or incorporate flashing light(s) (b) has no part that projects above the walls or fascia where attached to a building (c) covers less than 10 per cent of the total surface area of a wall oriented to a public road or reserve (d) does not include bunting, streamers, flags or wind vanes</td>
</tr>
<tr>
<td>Amusement machine centre</td>
<td></td>
</tr>
<tr>
<td>Bulky goods outlet</td>
<td></td>
</tr>
<tr>
<td>Caravan or residential park</td>
<td></td>
</tr>
<tr>
<td>Consulting room</td>
<td></td>
</tr>
<tr>
<td>Dwelling</td>
<td>Except for: (a) short term accommodation that is ancillary to and in association with a development envisaged in the zone (b) alterations and additions to existing dwellings.</td>
</tr>
<tr>
<td>Fuel depot</td>
<td></td>
</tr>
<tr>
<td>Horticulture</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td></td>
</tr>
<tr>
<td>Indoor recreation centre</td>
<td></td>
</tr>
<tr>
<td>Intensive animal keeping</td>
<td></td>
</tr>
<tr>
<td>Motel</td>
<td></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: (a) ancillary to and in association with a development envisaged in the zone</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allotment size</td>
<td>7500 square metres</td>
</tr>
<tr>
<td>Frontage width to a public road</td>
<td>50 metres</td>
</tr>
</tbody>
</table>
(b) necessary to support the operation of the development located on the same allotment as the development.

Petrol filling station

Place of worship

Prescribed mining operations

Primary school

Secondary school

Service station complex

Shop or group of shops

Special industry

Stadium

Tourist accommodation

**Public Notification**

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

In addition, the following forms of development, or any combination thereof (except where the development is classified as non-complying), are designated:

<table>
<thead>
<tr>
<th>Category 1</th>
<th>Category 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>All kinds of development except where the site of the proposed development is located within 60 metres of a Rural Living Zone boundary</td>
<td>Development where the site of the proposed development is located within 60 metres of a Rural Living Zone boundary</td>
</tr>
</tbody>
</table>
Precinct Maps

<table>
<thead>
<tr>
<th>Precinct Name</th>
<th>Precinct Map Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wellington East Residential</td>
<td>CooD/56</td>
</tr>
<tr>
<td>Precinct 1</td>
<td></td>
</tr>
</tbody>
</table>
Zone Map CooD/5
Legend
- Community
- Conservation
- Industry
- Motorsport Park
- Primary Production
- Residential
- Rural Living
- Town Centre
- Urban Employment Zone Boundary
- Native vegetation
- Primary Arterial Road
- Secondary Arterial Road
- Collector Road
- Potential Collector Road
- Possible intersection/rail crossing upgrade required
- Possible intersection upgrades required

- Adelaide/Melbourne Rail Line
- Electricity Transmission Line
- CWMS Lagoons
- SAPN Substation
- Rail Corridor
- SEAGAS pipeline and 400m buffer
- State heritage Place

Concept Plan Map
CooD/13
URBAN EMPLOYMENT ZONE
COORONG DISTRICT COUNCIL