

DRAFT - FOR CONSULTATION

Tintinara Airfield Code Amendment

Chief Executive, Department for Trade and Investment

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HAVE YOUR SAY

This Code Amendment is on consultation from 24 April 2024 to 5 June 2024.

During this time you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions can be made:

- online at plan.sa.gov.au/en/codeamendments
- by email to plansasubmissions@sa.gov.au
with subject "Submission – Tintinara Airfield Code Amendment"
- by post mailed to:
*Code Amendment Team
Planning and Land Use Services Division
Department for Trade and Investment
GPO Box 1815, Adelaide SA 5001*

Questions regarding the Code Amendment can be directed to the PlanSA Service Desk on 1800 752 664 or plansa@sa.gov.au

1. WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1. Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide the rules that apply to a particular parcel of land. Information about how the Code works is available on the [PlanSA website](#).

1.2. Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3. Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4. Subzones

Subzones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5. General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.6. Amending the Planning and Design Code

The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning (the Minister) the Chief Executive of the Department for Trade and Investment (the Department), a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

This Tintinara Airfield Code Amendment (the Code Amendment) was initiated by the Minister on 29 November 2023.

An approved Proposal to Initiate defined the scope of the Amendment and prescribed the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form. A copy of the Proposal to Initiate for the Code Amendment can be downloaded from:

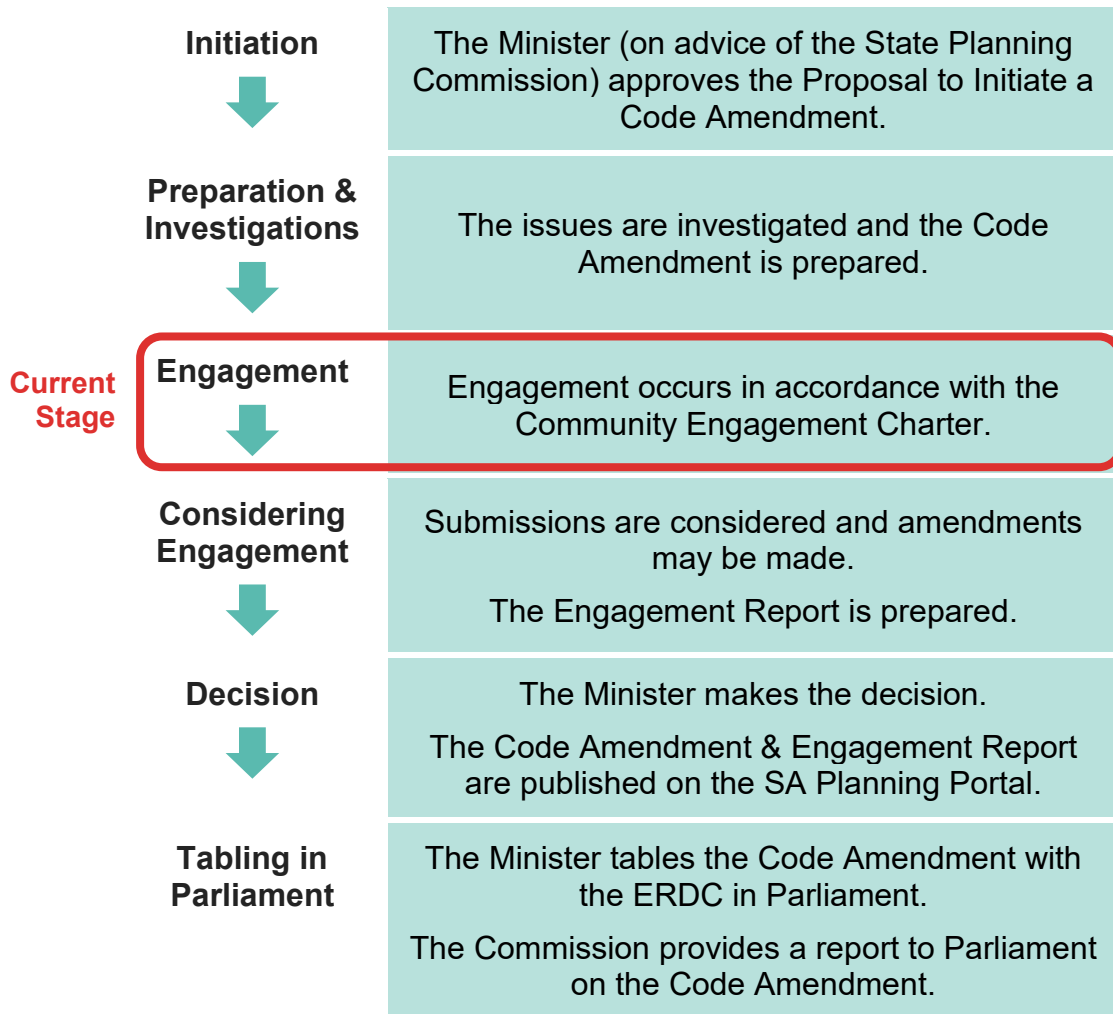
plan.sa.gov.au/have_your_say/code-amendments/on-consultation

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.

A summary of the Code Amendment process is outlined in **Figure 1**.

Figure 1. Summary of the Code Amendment process



2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1. Need for the amendment

The purpose of the Code Amendment is to provide opportunities for a small number of dwellings with private aircraft hangars to be constructed at Tintinara Airfield by spatially applying the Residential Aviation Estate Subzone to part of the existing Infrastructure (Airfield) Zone.

The Code Amendment is required to reinstate policy settings that existed in the Coorong District Council Development Plan (Development Plan) prior to the implementation of the Code in July 2020. The previous Development Plan policies sought development of a Residential Airpark within a portion of the then Airfield Zone. A copy of the Airfield Zone policies and Concept Plan Map (Concept Plan Map CoOD/1), which existed in the Coorong District Council Development Plan prior to the implementation of the Code, is contained in [Attachment D](#).

The Residential Airpark policies were introduced into the Development Plan as part of the 'Town Centres, Townships and Environs (Part 1) Development Plan

Amendment (the 2017 DPA), which was consolidated on 21 November 2017. A copy of the 2017 DPA is contained in [Attachment G](#).

The policies introduced in the 2017 DPA were not retained for this area when the Phase Two (Rural Areas) Code was implemented at Tintinara because, at that time, there was no suitable subzone or replacement policy in the 'Code Library'. In March 2021, Phrase Three (Urban Areas) of the Code was implemented, and the 'Code Library' was expanded to include the 'Residential Aviation Estate Subzone' (the RAE Subzone) within the existing Infrastructure (Airfield) Zone.

The Code Amendment seeks to reinstate the policy framework that existed prior to the implementation of the Code by spatially apply the RAE Subzone to the same area as the previous Residential Airpark, which was defined by the Concept Plan Map.

The policies in the RAE Subzone are similar to the previous Development Plan policies, which existed prior to the implementation of the Code. The policies seek to facilitate low density residential development where it is integrated with the safe and efficient operation of the airfield, consistent with the scale of existing buildings and complementary to the open character of the airfield and surrounding rural landscape.

The RAE Subzone polices allow for the development of a detached dwelling and private aircraft hangar, where the hangar is subordinate to the dwelling and located on the same allotment as the dwelling. The proposed policies require a minimum allotment size of 2,000 square metres and a minimum road frontage of 30m, identical to the parameters under the former Development Plan, which will allow for the creation of approximately six new residential allotments.

2.2. Affected Area

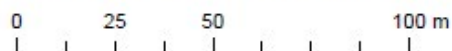
The area affected by the proposed amendment is described as follows and as shown below and in [Attachment A](#).



Tintinara Airfield Code Amendment

GE05-2200

- Current Zones
- Proposed SubZone



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The proposal seeks to amend the Code for the affected area, being a portion of land contained entirely within the existing Infrastructure (Airfield) Zone at Tintinara in the Coorong District Council.

The Infrastructure (Airfield) Zone is located approximately 650 metres north-east of the Tintinara township and bounded by Carcuma Road to the west, Bell Road to the north and Schultz Road to the south.

The Infrastructure (Airfield) Zone is surrounded by rural zoned land that is currently utilised for primary production purposes including the grazing of animals and the growing of crops.

The proposed RAE Subzone is approximately 12,000 square metres in area, rectangular in shape and relatively flat. The affected area has a street frontage of approximately 200m.

The Ngarrindjeri people are acknowledged as the Traditional Owners of the land in the Coorong, the Lower Lakes, and the Murray River from its mouth to Mannum.

2.3. Summary of proposed policy changes

2.3.1. Current Code Policy

The affected area is currently located in Infrastructure (Airfield) Zone in the Code, as shown on the Affected Area Map in [Attachment A](#).

The following overlays also apply to the affected area:

- Hazards (Bushfire – Regional) Overlay
- Hazards (Flooding – Evidence Required) Overlay
- Native Vegetation Overlay
- Prescribed Wells Area Overlay.

The Infrastructure (Airfield) Zone policies in the Code seek aviation-related land uses and activities that complement and support the long term ongoing use and expansion of the airfield for commercial freight and passenger transport as well as aviation-related recreational pursuits. The Airfield Zone policies are shown in [Attachment B](#).

The current Infrastructure (Airfield) Zone includes policies that require new development to be designed and sited so as not to impede on the operation and expansion of the airfield and complementary to the wider setting. The zone does not seek to facilitate residential development.

The Code Amendment is not seeking to amend any of the Code overlays that currently apply to the affected area. The policies in the Code overlays do not restrict the ability to undertake residential development within the affected area.

Current use

The Infrastructure (Airfield) Zone is surrounded by the Rural Zone and the nearest dwelling is located approximately 200m south-east of the proposed RAE Subzone.

The Infrastructure (Airfield) Zone is comprised of two runways and a small number of aviation-related land uses and activities, including aircraft hangers for the storage of planes. These businesses are all located adjacent to the western zone boundary and have vehicular access onto Carcuma Road.

The land within the zone includes an internal service road that caters for on-ground movement, maintenance, repair and storage of aircraft and helps to facilitate the safe and efficient handling of freight and passengers. This road also provides aircraft with direct access to and from the runway take-off and landing.

The Infrastructure (Airfield) Zone policies do not envisage residential development and there is currently no residential development within the zone.

The area affected by the Code Amendment is located in the southern corner of the zone with frontage to Schultz Road. The land within the affected area remains undeveloped and is currently being used for primary production purposes.

Previous zoning – Development Act 1993

Prior to the implementation of the Code the land was located within the Airfield Zone, which included local policies that allowed for the development of a Residential Airpark within a specific portion of the zone.

The local policies sought to ensure that residential development only occurred on large allotments that had frontage to a public road and where the dwelling was to be constructed in association with a private aircraft hangar on the same site.

The policies also required development within the Residential Airpark to be designed and sited to a high standard avoiding excessively large buildings, minimise the impact of aircraft noise, provide safe and efficient vehicle access, constructed in non-reflective materials that blend with the natural environment and avoid glare, and not interfere with the safe and efficient operation of the airport.

Concept Plan Map CooD/1 was used to define the location of the Residential Airpark and the existing airfield strips, buildings and service areas, and the preferred vehicle access points.

Current Planning and Design Code

The Infrastructure (Airfield) Zone envisages development that is complementary to and supports the long term ongoing use and expansion of airfield development and activities for commercial freight and passenger transport as well as aviation-related recreational pursuits. The policies do not capture the types of development sought by the previous Residential Airpark and residential development is not envisaged in the zone.

2.3.2. Proposed Code Policy

The Code Amendment seeks to spatially apply the RAE Subzone to a portion of the existing Infrastructure (Airfield) Zone at Tintinara, as shown in [Attachment A](#).

The proposed changes will allow for a small number of detached dwellings to be developed within the RAE Subzone where they are developed in association with and on the same allotment as a private aircraft hangar,

which provides for the storage and maintenance of aircraft and associated equipment.

The RAE Subzone policies seek to limit the height and scale buildings by requiring new development to be designed and sited to complement the open character of the surrounding area and mitigate any adverse amenity impacts on the ongoing operation of the airfield, existing businesses and neighbouring dwellings. Outbuildings (including the associated aircraft hangar) need to be subordinate to the associated dwelling and have a maximum height of 9 metres to complement the height and scale of nearby buildings.

To accommodate a dwelling and associated outbuildings in a spacious setting, new allotments within the RAE Subzone need to be at least 2,000 square metres and have a minimum frontage of at least 30 metres. In addition to this, the RAE Subzone policies seek to limit site coverage to 35 per cent of the allotment area and requires setbacks to provide separation and space between buildings to reduce the cumulative impacts of buildings in the locality.

The RAE Subzone was incorporated into the Code Library in Phase Three (Urban Areas) of the Code implementation. The Code Amendment is not seeking to amend policies within the RAE Subzone or the broader Code. Changes to Code policies may have broader implications for development throughout the state and are therefore not within the scope of this Code Amendment.

The RAE Subzone policies are shown in [Attachment C](#).

3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

3.1. Engagement

Engagement on the Code Amendment must comply with the Community Engagement Charter (the Charter), as required under the Act. The Charter sets out the following principles for engagement:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter.

For more information on the Community Engagement Charter go to plan.sa.gov.au/resources/planning/community_engagement_charter or the SA Planning Portal at (www.plan.sa.gov.au).

The Commission has determined to specify the following further persons or bodies the Designated Entity must consult with in relation to the proposed Code Amendment (under section 73(6)(e) of the Act):

- Civil Aviation Authority (CASA)
- Council.

In accordance with section 44(6) of the Act, consultation for this Code Amendment must be undertaken with Coorong District Council because the proposal is specifically relevant to that particular council.

The introduction of a residential airpark in the affected area has already been subject to engagement by the Coorong District Council as part of the 2017 DPA. Council consulted with the community as part of the DPA process and the outcomes of this consultation were used to determine the suitability of allowing residential development within a portion of the existing airfield.

The policies introduced in the 2017 DPA were not retained for this area when the Code was first implemented because, at that time, there was no suitable subzone or replacement policy in the 'Code Library'. The Code Amendment seeks to reinstate the policy framework that existed prior to the implementation of the Code.

3.2. How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment.

Submissions can be made:

- online at plan.sa.gov.au/en/codeamendments
- by email to plansasubmissions@sa.gov.au
with subject "Submission – Tintinara Airfield Code Amendment"
- by post mailed to:
Code Amendment Team
Planning and Land Use Services Division
Department for Trade and Investment
GPO Box 1815, Adelaide SA 5001

For more information, contact PlanSA on 1800 752 664 or at plansa@sa.gov.au.

3.3. What changes to the Code Amendment can my feedback influence?

Your feedback can influence the Code Amendment in the following ways:

- The spatial application of the Code's Residential Aviation Estate Subzone to the affected area.

The scope of this Code Amendment does not include changes to policies within the Code's zones, subzones, overlays or general development policies.

Feedback received during consultation cannot influence instruments which are separate to the Code, such as the Act and its associated regulations.

3.4. What will happen with my feedback?

The Chief Executive is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by the Chief Executive when determining whether the proposed Code Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the SA Planning Portal. Personal addresses, email and phone numbers will not be published, however company details will be.

The Chief Executive will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the SA Planning Portal along with a copy of the submissions received.

3.5. Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the SA Planning Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the ERDC with a report on the Code Amendment, outlining the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

4. ANALYSIS

4.1. Strategic Planning Outcomes

4.1.1. Summary of Strategic Planning Outcomes

Infrastructure and services

The Code Amendment will support the aviation operations of the airfield by enabling additional forms of development that are consistent with and complementary to the activities of the airfield.

While it is not anticipated, further investigations will be undertaken to ensure the types of development being sought by the Code Amendment will not have an unacceptable impact on the ongoing operation of the airfield or a detrimental impact on the other land uses and activities located within the airfield.

Interface between different land uses

The policies in the RAE Subzone only allow for a limited number of dwellings and ensure new development is of a scale and design that is consistent with the built form that currently exists within the Infrastructure (Airfield) Zone and in keeping with the rural setting that surrounds the zone.

4.1.2. Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in [Attachment E](#).

4.1.3. Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and

adopted. Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the Regional Plan as shown in [Attachment E](#).

4.1.4. Consistency with other key strategic policy documents

This Code Amendment aligns with the Residential Airpark policies that existed in the Coorong District Council Development Plan prior to the implementation of the Code, including Concept Plan Map CooD/1 Airfield Zone – Tintinara, which was used to define the extent and location of the residential area. Spatially applying the RAE Subzone to the 'Residential Airpark' identified in the former Development Plan will ensure that Code policies, which are generally equivalent to the policies introduced through the 2017 DPA, are applied to the area.

4.2. Investigations

4.2.1. Investigations undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate. The following investigations have been undertaken to inform this Code Amendment:

- Analysis of the impacts and outcomes of the 2017 DPA to gain a better understanding of the broader outcomes being sought.
- Site analysis to review the spatial application of subzone boundaries in the affected area.
- Identify any key differences between the former 2017 DPA policy and the Code's RAE Subzone. A comparison has been undertaken of the Airfield Zone policies that existed in the Development Plan prior to the Code, the current Infrastructure (Airfield) Zone without the proposed subzone and the current Infrastructure (Airfield) Zone with the proposed subzone. This comparison shows the level of consistency between the previous Development Plan and the current Code and how, if approved, the Code Amendment would be more consistent with the previous development plan policies.

Further details on investigations undertaken in support of the Code Amendment are included in [Attachment F](#).

4.2.2. Recommended policy changes

In response to the investigations undertaken in support of this Code Amendment, it is recommended that the RAE Subzone be spatially applied over the Affected Area.

5. REFERENCES

[Murray and Mallee Region Plan - A volume of the South Australian Planning Strategy - April 2012](#)

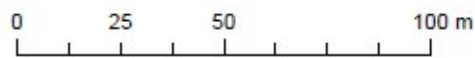
ATTACHMENT A – AFFECTED AREA MAPPING



Tintinara Airfield Code Amendment

GE05-2200

- Current Zones
- Proposed SubZone



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ATTACHMENT B – CURRENT CODE POLICY

Infrastructure (Airfield) Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Aviation operations together with allied and complementary activities to support the long term ongoing use and expansion of airfield development and activities for commercial freight and passenger transport as well as aviation-related recreational pursuits.
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use	
PO 1.1 Development primarily catering for take-off and landing, on-ground movement, maintenance, repair and storage of aircraft, as well as facilities associated with the handling of freight and passengers to enhance the safe and efficient transportation of people and cargo.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Aircraft operational facilities beacons, transmitting installations and their associated towers (b) Aircraft control tower (c) <u>Light industry</u> associated with, and ancillary to, aviation activities (d) Passenger and/or air freight terminal (e) Aircraft hangar (f) <u>Shop</u> within the terminal building (g) <u>Store</u> associated with, and ancillary to, aviation activities (h) <u>Fuel depot</u> associated with aviation and airport related purposes (i) <u>Office</u> associated with, and ancillary to, aviation activities (j) Flight simulation and training facility. (k) <u>Tourist accommodation</u> associated with and ancillary to aviation activities (l) Caretaker's <u>dwelling</u>
PO 1.2 Development does not impede aviation operations and the expansion of airfields.	DTS/DPF 1.2 None are applicable.
Built Form and Character	
PO 2.1 Development is of a scale and design consistent with the role and function of the airfield and complementary to the wider setting.	DTS/DPF 2.1 None are applicable.
Land Division	
PO 3.1 Land division is suitable for the intended use of the land and maintains the efficient and safe operations of the airfield.	DTS/DPF 3.1 None are applicable.

Hazard Management	
<p>PO 4.1</p> <p>Movement between aircraft taxiways and open runway corridors and areas used for non-aviation purposes is regulated through the incorporation of fencing or other barriers to mitigate hazard to aircraft operations and provide for the safety of users and occupiers of land use for non-aviation purposes.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>PO 4.2</p> <p>Landscaping uses species to minimise the nesting and attraction of birds and spread of leaf and other debris to mitigate hazard to aircraft.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
Advertisements	
<p>PO 5.1</p> <p>Advertisements are limited to those in connection with the terminal building and the display of business services on non-residential premises to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>
Concept Plans	
<p>PO 6.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 6.1</p> <p>The <u>site</u> of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 6.1, in instances where:</p> <ul style="list-style-type: none"> (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the <u>site</u> of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.

Infrastructure (Airfield) Zone

Table 4 - Restricted Development Classification

The following table identifies Classes of Development that are classified as Restricted subject to any 'Exclusions'.

Class of Development	Exclusions
<u>shop</u>	Any of the following: (a) <u>shop</u> with a <u>gross leasable floor area</u> less than 1000m ² (b) <u>shop</u> that is ancillary to and located on the same allotment as an airfield passenger terminal.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the <u>site</u> of the development.	None specified.
2. Any development involving any of the following (or of any combination of any of the following): (a) aircraft control tower (b) aircraft hanger (c) aircraft operational facilities beacons, transmitting installations and their associated towers (or any combination thereof) (d) caretaker's <u>dwelling</u> (e) <u>detached dwelling</u> where located within the Residential Aviation Estate Subzone (f) flight simulation and training facility (g) <u>fuel depot</u> associated with aviation and airport related purposes (h) <u>light industry</u> associated with, and ancillary to, aviation activities (i) <u>office</u> associated with, and ancillary to, aviation activities (j) passenger and/or air freight terminal (k) <u>shop</u> within a terminal building (l) <u>store</u> associated with, and ancillary to, aviation activities (m) <u>tourist accommodation</u> associated with and ancillary to aviation activities.	Except non-residential development where the <u>site</u> of the development is adjacent land to a <u>site</u> (or land) in a <u>neighbourhood-type zone</u> .

<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) <u>outbuilding</u> (h) pergola (i) private bushfire shelter (j) <u>replacement building</u> (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) <u>temporary accommodation in an area affected by bushfire</u> (p) tree damaging activity (q) verandah (r) water tank. 	<p>None specified.</p>
<p>4. Demolition.</p>	<p>Except any of the following:</p> <ol style="list-style-type: none"> 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an <u>excluded building</u>) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an <u>excluded building</u>).
<p>5. Railway line.</p>	<p>Except where located outside of a rail corridor or rail reserve.</p>
<p>Placement of Notices - Exemptions for Performance Assessed Development</p>	
<p>None specified.</p>	
<p>Placement of Notices - Exemptions for Restricted Development</p>	
<p>None specified.</p>	

ATTACHMENT C – PROPOSED CODE POLICY

Residential Aviation Estate Subzone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Low density, detached dwellings and associated aircraft hangars designed to integrate with and complement the spacious setting of the airfield.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Dwellings are developed in close affiliation with outbuildings and activities for the storage and / or maintenance of aircraft to support the role and function of the airfield.	DTS/DPF 1.1 <u>Dwelling</u> located on the same <u>site</u> as an existing aircraft hangar or built concurrently.
PO 1.2 Hangars provide for the storage and maintenance of aircraft and associated equipment within buildings to contribute to the appearance of land in the locality and mitigate adverse amenity impacts on neighbouring dwellings from aircraft maintenance activities.	DTS/DPF 1.2 None are applicable.
PO 1.3 An open character is accommodated by providing space around buildings and managing the cumulative impacts of buildings in the locality.	DTS/DPF 1.3 The <u>total floor area</u> of all existing and proposed buildings does not exceed 35 per cent of an allotment area.
Land Division	
PO 2.1 Allotments are of suitable size and dimension to accommodate a <u>dwelling</u> and associated outbuildings (including hangar) setbacks from boundaries to support a spacious setting.	DTS/DPF 2.1 Allotments have an area of 2000m ² or more and a frontage width of 30m or more.
Building Height	
PO 3.1 Dwellings contribute to a <u>low-rise</u> residential character and complement the height of nearby buildings.	DTS/DPF 3.1 <u>Dwelling</u> : (a) with a height up to 2 building levels and 9m (b) with a <u>wall height</u> up to 6m.
PO 3.2 An <u>outbuilding</u> in the form of a hangar that is sited and designed so as to be subordinate to the associated <u>dwelling</u> and complement the height of nearby buildings.	DTS/DPF 3.2 Hangar height is no more than 9m.

<u>Primary Street Setback</u>	
<p>PO 4.1</p> <p>Buildings are set back from <u>primary street</u> boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.</p>	<p>DTS/DPF 4.1</p> <p>The <u>building line</u> of a building set back from the <u>primary street</u> boundary not less than 6m.</p>
<u>Secondary Street Setback</u>	
<p>PO 5.1</p> <p>Buildings are set back from <u>secondary street</u> boundaries to support separation between building walls and public thoroughfares and reinforce an open and spacious streetscape character.</p>	<p>DTS/DPF 5.1</p> <p>Buildings are set back 2m or more from the boundary of the allotment with the <u>secondary street</u> frontage.</p>
<u>Side Boundary Setback</u>	
<p>PO 6.1</p> <p>Buildings are set back from side boundaries to provide:</p> <p>(a) separation between dwellings in a way that reinforces a low density residential character</p> <p>(b) access to natural light and ventilation for neighbours.</p>	<p>DTS/DPF 6.1</p> <p>Buildings are set back from side boundaries 1m or more.</p>
<u>Rear Boundary Setback</u>	
<p>PO 7.1</p> <p>Buildings are set back from rear boundaries to provide:</p> <p>(a) separation between dwellings in a way that complements the established character of the locality</p> <p>(b) access to natural light and ventilation for neighbours</p> <p>(c) open space recreational opportunities</p> <p>(d) space for landscaping and vegetation.</p>	<p>DTS/DPF 7.1</p> <p>Buildings are set back from the rear boundary 20m or more.</p>

ATTACHMENT D – PREVIOUS DEVELOPMENT PLAN POLICY

Airfield Zone and Concept Plan Map Cood/1, Consolidated 21 November 2017

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
 - 4 should not be undertaken in the zone.
 - 5 Development should not impede the use of the zone for aviation purposes.
 - 6 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

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 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.
- 9 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.
- 10 Development adjacent to the Tintinara airstrip should be undertaken in accordance with [Concept PlanMap CooD/1 - Airfield Zone - Tintinara](#).
- 11 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.
- 12 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.
- 13 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.
- 14 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:

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

Land Division

- 15 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.
- 16 Land division in the residential airpark at Tintinara airfield should create allotments with a minimum:
- (a) area of 2000 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	Exceptions
Advertisement and/or advertising hoarding	Except where the advertisement area measures 2 square metres or less and achieves all of the following: (a) the message contained thereon relates entirely to a lawful use of land (b) the advertisement is erected on the same allotment as the use it seeks to advertise.
Caravan park	
Community centre	
Consulting room	
Dwelling	Except a single storey detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield.
Educational establishment	Except where ancillary to and in association with aviation activities.
Hospital	
Horticulture	
Hotel	
Indoor recreation centre	
Intensive animal keeping	
Motel	
Nursing home	
Place of worship	
Pre-school	
Residential flat building	
Service trade premises	
Shop or group of shops	Except where the gross leasable area measures 150 square metres or less.
Special industry	
Tourist accommodation	
Waste reception, storage, treatment or disposal	

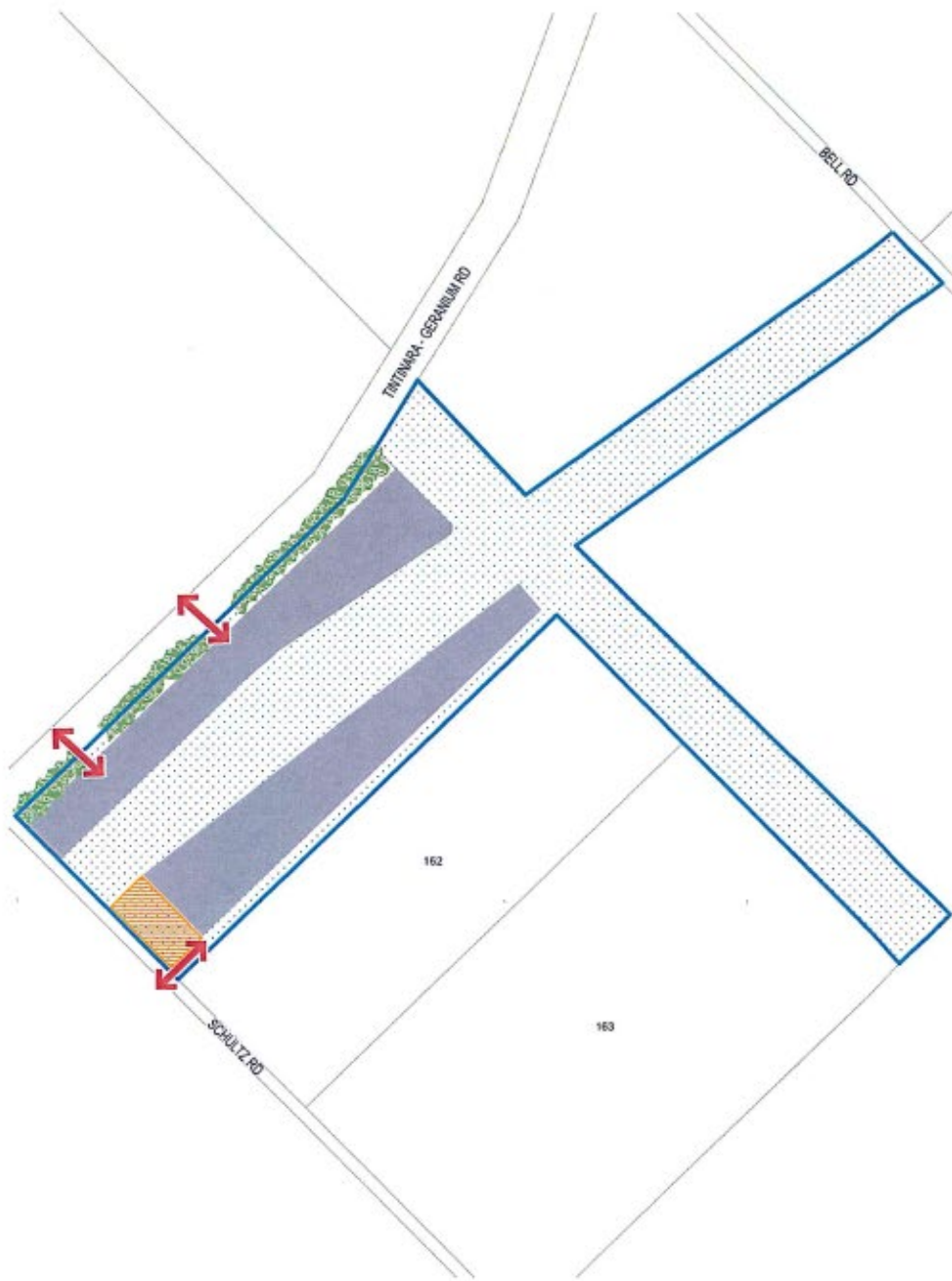
Public Notification

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:

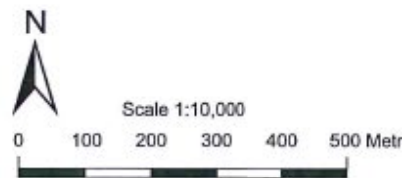
Category 1	Category 2
Aircraft hangar Single story detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield.	Advertisement and/or advertising hoarding The following development where ancillary to and in association with aviation activities: (a) road transport terminal (b) service industry (c) store (d) warehouse.

Concept Plan Map



NOTE: For Zones See MAP CooD/ 42

-  Residential Airpark
-  Building and Services Area
-  Airfield Strips
-  Roadside Vegetation / Landscape Area
-  Preferred Vehicular Access
-  Zone Boundary



Concept Plan Map CooD/1 AIRFIELD ZONE - TINTINARA

COORONG COUNCIL
Consolidated - 29 November 2018

ATTACHMENT E – STRATEGIC PLANNING OUTCOMES

E1. State Planning Policies

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

The Principles of Good Planning are set out under section 14 of the Act and have been taken into consideration in preparation of this Code Amendment, with the key relevant principles noted below.

Principles of Good Planning	Relevance to Code Amendment
<p>High-quality design principles</p> <p>Cities and towns should be planned and designed to be well connected in ways that facilitate the safe, secure and efficient movement of people within and through them.</p>	<p>The planning for residential development near Tintinara Airfield by applying the RAE Subzone will provide for a modest number of new dwellings in proximity of Tintinara township.</p>
<p>Activation and liveability principles</p> <p>Neighbourhoods and regions should be planned, designed and developed to support active and healthy lifestyles and to cater for a diverse range of cultural and social activities.</p>	<p>Application of the RAE Subzone seeks to support the lifestyles and social activities of people interested in aviation by facilitating opportunities for appropriate residential development.</p>
<p>Integrated delivery principles</p> <p>Planning, design and development should promote integrated transport connections and ensure equitable access to services and amenities.</p>	<p>Residential development near Tintinara Airfield will provide convenient access to the airfield services for those in possession of aircraft.</p>

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are:

State Planning Policy	Code Amendment Outcome
<p>SPP 1: Integrated Planning</p> <p>Policy 1.3</p> <p>Plan growth in areas of the state that is connected to and integrated with, existing and proposed public transport routes, infrastructure, services and employment lands.</p>	<p>The inclusion of the RAE Subzone will support the growth of suitable aviation-related development that is integrated with the existing airfield, which comprises an existing service and employment area.</p>
<p>SPP 11: Strategic Transport Infrastructure</p>	<p>Aviation plays an essential role in tourism and provides critical</p>

<p>Policy 11.6</p> <p>Allow for the future expansion and intensification of strategic transport infrastructure and service provision (corridors and nodes) for passenger and freight movements.</p> <p>Policy 11.7</p> <p>Identify and protect the operations of key transport infrastructure, corridors and nodes (passenger and freight).</p>	<p>transport, medical, business, education, social and other services to interstate and regional areas. Regional communities also need to be able to effectively access and capitalise on employment and other services while being protected from the impacts of longer-distance transport movements.</p> <p>The Code Amendment will support the growth of residential and employment opportunities related to the operations of the Airfield.</p>
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Introducing the RAE Subzone within the existing Infrastructure (Airfield) Zone will allow for the expansion of the airfield by providing the opportunity for additional forms of development that will support the growth of the existing airfield, which is currently comprised of aviation-related industries and services.

E2. Regional Plans

The key policies and targets of Murray and Mallee Region Plan which are most relevant to this Code Amendment are land use integration, transport infrastructure and the public realm.

The investigations undertaken to date and outlined in this Code Amendment will ensure that the proposed rezoning is largely consistent with the key policies and targets of the Murray and Mallee Regional Plan as described below:

Murray and Mallee Regional Plan	Code Amendment Outcome
<p>Economic Development - Principle 5: Protect and build on the regions' strategic infrastructure.</p> <p>Policy 5.6</p> <p>Reinforce the capability of airports, aerodromes and airstrips to support economic and social development...'</p> <p>Policy 5.7</p> <p>Ensure land uses surrounding airports, aerodromes and airstrips are compatible with these facilities and do not detract from their operation.</p>	<p>The RAE Subzone will only be applied to a small portion of the existing Infrastructure (Airfield) Zone and the policies within the subzone will only allow for a limited number of new allotments and development outcomes that are integrated with and complementary to the existing airfield. The reinstatement of policies to enable residential development is consistent with Principle 5 and Policies 5.6 and 5.7 by ensuring that appropriate development is permitted to support and grow the operations of the existing airfield.</p>

It is relevant to note that new regional plans are currently being prepared by the Commission. To help inform the direction of future planning and development in the Murray Mallee region, existing reports, plans and strategies developed by

Government agencies, councils LGA groups and Regional Development Australia are being referenced.

The Murray Mallee Regional Plan has been placed on hold to provide river communities and councils with the necessary time and resources to respond appropriately to the impacts of the recent floods on their communities. The Murray Mallee Regional Plan, however, was released for community engagement in October 2022, and the former Tintinara Residential Airpark policies not being transitioned from the Development Plan into the Code was identified. Furthermore, the Engagement Plan confirms that Council have been advised of Planning and Land Use Services' (PLUS) commitment to work with council to facilitate the rezoning process by way of a Code Amendment, which is to be led by the Chief Executive.

ATTACHMENT F – INVESTIGATIONS

SUITABILITY OF RESIDENTIAL AVIATION ESTATE SUBZONE

The affected area is located within the Infrastructure (Airfield) Zone.

The Residential Aviation Estate (RAE) Subzone was specifically created to provide opportunities for residential development to occur within the Infrastructure (Airfield) Zone where it is integrated with and complementary to the ongoing operation of the airfield. The RAE Subzone seeks to:

- Facilitate the development of detached dwellings where they are located on the same allotment as an associated aircraft hangar and designed to be integrated with and complementary to the spacious setting of the airfield.
- Ensure new development is designed and sited to mitigate adverse amenity impacts on neighbouring dwellings from aircraft maintenance activities.
- Ensure new development within the RAE Subzone maintains a spacious setting by limiting the height, scale and density, providing space around buildings and managing the cumulative impacts of buildings in the locality.

The specific policies in the RAE Subzone require:

- Dwellings to be built on the same allotment as an aircraft hangar that is used for the storage and / or maintenance of aircraft, to support the role and function of the airfield.
- Allotments to be 2,000 square metres or more and have a frontage of at least 30 metres.
- Building to have a maximum height of no more than 9 metres.
- A maximum site coverage of 35 per cent of the allotment to reduce the cumulative impacts of buildings in the locality.
- Separation to be provided between dwellings to complement the established character of the locality and reinforce the open and spacious setting of the airfield.
- Outbuildings, including the associated aircraft hangars, to be subordinate to the associated dwelling and complement the height of nearby buildings.

The following table provides a policy comparison between the Airfield Zone that existed prior to the implementation of the Code, the current Infrastructure (Airfield) Zone that applies to the affected area, and the Residential Aviation Estate Subzone proposed to apply to the Affected Area.

FORMER DEVELOPMENT PLAN POLICY Coorong District Council Development Plan <u>Airfield Zone</u> policy that applied to the Affected Area prior to the introduction of the Code	CURRENT POLICY Planning and Design Code policy that currently applies to the Affected Area, and would continue to apply through the proposed Code Amendment	ADDITIONAL PROPOSED SUBZONE POLICY <u>Residential Aviation Estate Subzone</u> policy to apply in addition to the current Code policy	Summary of Change
<p>Objective 1: A zone primarily accommodating aircraft operations, passenger terminals, airport and aviation-related light industrial, service industrial, warehouse and storage purposes.</p> <p>Objective 2: A residential airpark at Tintinara airfield comprising detached dwellings in association with private aircraft hangars.</p> <p>Objective 3: Development that contributes to the desired character of the zone.</p>	<p>Infrastructure (Airfield) Zone</p> <p>Desired Outcome 1: Aviation operations together with allied and complementary activities to support the long term ongoing use and expansion of airfield development and activities for commercial freight and passenger transport as well as aviation-related recreational pursuits.</p>	<p>Residential Aviation Estate Subzone</p> <p>Desired Outcome 1: Low density, detached dwellings and associated aircraft hangars designed to integrate with and complement the spacious setting of the airfield.</p>	<p>The Desired outcome for the Residential Aviation Estate Subzone envisages low density, detached dwellings and associated aircraft hangars and mirrors the intent of the Development Plan Objective 2 that existed prior to the initial implementation of the Code.</p> <p>Development Plan Objective 3 relates to the Desired Character Statement that appeared in the Airfield Zone. Desired Character Statements do not appear in the Code and therefore this policy is not reflected.</p>
<p>DESIRED CHARACTER</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>N/A</p>	<p>N/A</p>	<p>Desired Character Statements do not appear in the Code and therefore this policy is not reflected.</p> <p>There are, however, policies in the Infrastructure (Airfield) Zone, Residential Aviation Estate Subzone and general Code policies that mirror the intent of the Desired Character Statement.</p>
<p>Land Use</p> <p>PDC 1: The following forms of development are envisaged in the zone:</p> <ul style="list-style-type: none"> ▪ 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 	<p>Infrastructure (Airfield) Zone</p> <p>Land Use</p> <p>PO 1.1: Development primarily catering for take-off and landing, on-ground movement, maintenance, repair and storage of aircraft, as well as facilities associated with the handling of freight and passengers to enhance the safe and efficient transportation of people and cargo.</p> <p>DTS/DPF 1.1: Development comprises one or more of the following:</p> <ol style="list-style-type: none"> (a) Aircraft operational facilities beacons, transmitting installations and their associated towers (b) Aircraft control tower 	<p>Residential Aviation Estate Subzone</p> <p>Land Use and Intensity</p> <p>PO 1.1: Dwellings are developed in close affiliation with outbuildings and activities for the storage and / or maintenance of aircraft to support the role and function of the airfield.</p> <p>DTS/DPF 1.1: Dwelling located on the same site as an existing aircraft hangar or built concurrently.</p>	<p>The land uses envisaged in the Infrastructure (Airfield) Zone in the Code are consistent with the previous Development.</p> <p>The Development Plan Zone, however, also envisaged a Residential Airpark and the intent of this policy will be replicated by applying the Residential Aviation Estate Subzone to the same area as the previous Residential Airpark.</p>

FORMER DEVELOPMENT PLAN POLICY Coorong District Council Development Plan <u>Airfield Zone</u> policy that applied to the Affected Area prior to the introduction of the Code	CURRENT POLICY Planning and Design Code policy that currently applies to the Affected Area, and would continue to apply through the proposed Code Amendment	ADDITIONAL PROPOSED SUBZONE POLICY <u>Residential Aviation Estate Subzone</u> policy to apply in addition to the current Code policy	Summary of Change
<ul style="list-style-type: none"> ▪ 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. 	<ul style="list-style-type: none"> (c) Light industry associated with, and ancillary to, aviation activities (d) Passenger and/or air freight terminal (e) Aircraft hangar (f) Shop within the terminal building (g) Store associated with, and ancillary to, aviation activities (h) Fuel depot associated with aviation and airport related purposes (i) Office associated with, and ancillary to, aviation activities (j) Flight simulation and training facility. (k) Tourist accommodation associated with and ancillary to aviation activities (l) Caretaker's dwelling 		
<p>Land Use PDC 2: Development listed as non-complying is generally inappropriate.</p>	N/A	N/A	Non-complying development is an outdated term that is not used in the Code.
<p>Land Use PDC 3: Development that would be adversely affected by noise and other hazards caused by airport activities</p> <p>PDC 4: should not be undertaken in the zone.</p> <p>PDC 5: Development should not impede the use of the zone for aviation purposes.</p>	<p>Infrastructure (Airfield) Zone Land Use PO 1.2: Development does not impede aviation operations and the expansion of airfields.</p>	N/A	The Infrastructure (Airfield) Zone policy in the Code is consistent with intent of the previous Development Plan policy and will not change as a result of the Residential Aviation Estate Subzone being applied within the zone.
<p>Land Use PDC 6: 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.</p>	N/A	<p>Residential Aviation Estate Subzone Land Use and Intensity PO 1.2: Hangars provide for the storage and maintenance of aircraft and associated equipment within buildings to contribute to the appearance of land in the locality and mitigate adverse amenity impacts on neighbouring dwellings from aircraft maintenance activities.</p> <p>PO 1.3: An open character is accommodated by providing space around buildings and managing the cumulative impacts of buildings in the locality.</p> <p>DTS/DPF 1.3: The total floor area of all existing and proposed buildings does not exceed 35 per cent of an allotment area.</p> <p>Building Height PO 3.2: An outbuilding in the form of a hangar that is sited and designed so as to be subordinate to the associated dwelling and complement the height of nearby buildings.</p> <p>DTS/DPF 3.2: Hangar height is no more than 9m.</p>	<p>The previous Development Plan policy is not covered by the existing Infrastructure (Airfield) Zone policy in the Code.</p> <p>The policies in the Residential Aviation Estate Subzone, however, will mirror the intent of the previous Residential Airpark policies.</p>
<p>Form and Character PDC 7: Development should not be undertaken unless it is consistent with the desired character for the zone.</p>	<p>Infrastructure (Airfield) Zone Built Form and Character PO 2.1: Development is of a scale and design consistent with the role and function of the airfield and complementary to the wider setting.</p>		<p>Desired Character Statements do not appear in the Code and therefore this policy is not reflected.</p> <p>There are, however, policies in the Infrastructure (Airfield) Zone, Residential Aviation Estate Subzone and general Code policies that mirror the intent of the Desired Character Statement.</p>
<p>Form and Character PDC 8: Commercial and light industrial development located on the airport site should:</p> <ul style="list-style-type: none"> (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. 	<p>Infrastructure (Airfield) Zone Land Use PO 1.1: Development primarily catering for take-off and landing, on-ground movement, maintenance, repair and storage of aircraft, as well as facilities associated with the handling of freight and passengers to enhance the safe and efficient transportation of people and cargo.</p>		The Infrastructure (Airfield) Zone policy in the Code is consistent with intent of the previous Development Plan policy and will not change as a result of the Residential Aviation Estate Subzone being applied within the zone.

FORMER DEVELOPMENT PLAN POLICY Coorong District Council Development Plan <u>Airfield Zone</u> policy that applied to the Affected Area prior to the introduction of the Code	CURRENT POLICY Planning and Design Code policy that currently applies to the Affected Area, and would continue to apply through the proposed Code Amendment	ADDITIONAL PROPOSED SUBZONE POLICY <u>Residential Aviation Estate Subzone</u> policy to apply in addition to the current Code policy	Summary of Change
	<p>DTS/DPF 1.1: Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Aircraft operational facilities beacons, transmitting installations and their associated towers (b) Aircraft control tower (c) Light industry associated with, and ancillary to, aviation activities (d) Passenger and/or air freight terminal (e) Aircraft hangar (f) Shop within the terminal building (g) Store associated with, and ancillary to, aviation activities (h) Fuel depot associated with aviation and airport related purposes (i) Office associated with, and ancillary to, aviation activities (j) Flight simulation and training facility. (k) Tourist accommodation associated with and ancillary to aviation activities (l) Caretaker's dwelling <p>PO 1.2: Development does not impede aviation operations and the expansion of airfields.</p>		
<p>Form and Character PDC 9: Structures should not exceed a height of:</p> <ul style="list-style-type: none"> (a) 7 metres from natural ground level (b) 10 metres from natural ground level for antennas and aeriels. 	<p>Infrastructure (Airfield) Zone Built Form and Character PO 2.1: Development is of a scale and design consistent with the role and function of the airfield and complementary to the wider setting.</p>	<p>Residential Aviation Estate Subzone Building Height PO 3.1: Dwellings contribute to a low-rise residential character and complement the height of nearby buildings. DTS/DPF 3.1: Dwelling:</p> <ul style="list-style-type: none"> (a) with a height up to 2 building levels and 9m (b) with a wall height up to 6m. <p>PO 3.2: An outbuilding in the form of a hangar that is sited and designed so as to be subordinate to the associated dwelling and complement the height of nearby buildings. DTS/DPF 3.2: Hangar height is no more than 9m.</p>	<p>The Infrastructure (Airfield) Zone policies in the Code do not refer to a specific maximum building height. The policies in the Residential Aviation Estate Subzone, however, seek a maximum building height of 9 metres.</p> <p>While this is an increase from 7 metres in the previous Development Plan, a maximum building height of 9 metres would be appropriate given the larger industrial buildings that exist in the locality and that the minimum allotment sizes and site coverage requirements will help to ensure that development maintains the spacious open character of the locality.</p>
<p>Form and Character PDC 10: Development adjacent to the Tintinara airstrip should be undertaken in accordance with Concept Plan Map CooD/1 - Airfield Zone - Tintinara.</p>	N/A	N/A	<p>The Concept plan Map was not carried over into the Code. The intent of the Concept Plan Map will be mostly covered by the introduction of the Subzone Boundary. The Subzone does not specify the location of preferred vehicular access, however, there policies within the Code which require all new developments to provide safe and appropriate access.</p>
<p>Form and Character PDC 11: Development within the residential airpark at Tintinara airfield should:</p> <ul style="list-style-type: none"> (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. 	<p>Part 4 - General Development Policies - Interface between Land Uses General Land Use Compatibility PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone. PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.</p> <p>Infrastructure (Airfield) Zone</p>	<p>Residential Aviation Estate Subzone DO 1: Low density, detached dwellings and associated aircraft hangars designed to integrate with and complement the spacious setting of the airfield. Land Use and Intensity PO 1.2: Hangars provide for the storage and maintenance of aircraft and associated equipment within buildings to contribute to the appearance of land in the locality and mitigate adverse amenity impacts on neighbouring dwellings from aircraft maintenance activities. PO 1.3: An open character is accommodated by providing space around buildings and managing the cumulative impacts of buildings in the locality.</p>	<p>The intent of the previous Development Plan policy is covered by various policies in the Code, including policies in the Infrastructure (Airfield) Zone and General Development policies.</p> <p>There are also a number of policies in the Residential Aviation Estate Subzone that can be used to achieve the intent of the previous development Plan policies when assessing new development, such as achieving an open character and limiting floor area.</p>

FORMER DEVELOPMENT PLAN POLICY Coorong District Council Development Plan <u>Airfield Zone</u> policy that applied to the Affected Area prior to the introduction of the Code	CURRENT POLICY Planning and Design Code policy that currently applies to the Affected Area, and would continue to apply through the proposed Code Amendment	ADDITIONAL PROPOSED SUBZONE POLICY <u>Residential Aviation Estate Subzone</u> policy to apply in addition to the current Code policy	Summary of Change						
	<p>Built Form and Character PO 2.1: Development is of a scale and design consistent with the role and function of the airfield and complementary to the wider setting.</p> <p>Hazard Management PO 4.1: Movement between aircraft taxiways and open runway corridors and areas used for non-aviation purposes is regulated through the incorporation of fencing or other barriers to mitigate hazard to aircraft operations and provide for the safety of users and occupiers of land use for non-aviation purposes.</p>	<p>DTS/DPF 1.3: The total floor area of all existing and proposed buildings does not exceed 35 per cent of an allotment area.</p>							
<p>Form and Character PDC 12: 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.</p>	<p>Part 4 - General Development Policies - Interface between Land Uses</p> <p>General Land Use Compatibility PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.</p> <p>PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.</p>	N/A	<p>The intent of the previous Development Plan policy is covered by Interface Between Land Uses policies in the General Development section of the Code.</p> <p>The Code polices are less specific, but they provide the overarching policy framework that is required to achieve the intended outcomes when assessing new development.</p>						
<p>Form and Character PDC 13: 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.</p>	N/A	<p>Residential Aviation Estate Subzone</p> <p>Land Use and Intensity PO 1.1: Dwellings are developed in close affiliation with outbuildings and activities for the storage and / or maintenance of aircraft to support the role and function of the airfield. DTS/DPF 1.1: Dwelling located on the same site as an existing aircraft hangar or built concurrently.</p> <p>PO 1.2: Hangars provide for the storage and maintenance of aircraft and associated equipment within buildings to contribute to the appearance of land in the locality and mitigate adverse amenity impacts on neighbouring dwellings from aircraft maintenance activities.</p>	<p>The previous Development Plan policy related to development within the Residential Airpark. There are a number of policies within the proposed Residential Aviation Estate Subzone, which can be used to achieve the same outcomes when assessing new development.</p>						
<p>Form and Character PDC 14: 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:</p>	<p>General Development Policies Transport, Access and Parking PO 5.1: Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: a) availability of on-street car parking b) shared use of other parking areas c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared d) the adaptive reuse of a State or Local Heritage Place. DTS/DPF 5.1: Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p>	<p>Residential Aviation Estate Subzone Land Use and Intensity PO 1.3: An open character is accommodated by providing space around buildings and managing the cumulative impacts of buildings in the locality. DTS/DPF 1.3: The total floor area of all existing and proposed buildings does not exceed 35 per cent of an allotment area.</p> <p>Building Height PO 3.1: Dwellings contribute to a low-rise residential character and complement the height of nearby buildings. DTS/DPF 3.1: Dwelling: (a) with a height up to 2 building levels and 9m (b) with a wall height up to 6m.</p>	<p>The current Infrastructure (Airfield) Zone in the Code does not include policies for site coverage, open space, setbacks or building height because the zone (without the RAE Subzone) does not envisage residential development.</p> <p>While not identical, the RAE Subzone includes similar site coverage, setback and building height policies that seek to achieve the same intent as the Residential Airpark policies in the previous Development Plan.</p> <p>Policy Comparison:</p> <table border="1" data-bbox="2297 1885 2786 1963"> <thead> <tr> <th>Parameter</th> <th>Development Plan</th> <th>Proposed RAE Subzone</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Parameter	Development Plan	Proposed RAE Subzone			
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Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</td> </tr> </tbody> </table> <p>Design Private Open Space PO 17.1: Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants. DTS/DPF 17.1: Private open space is provided in accordance with Design Table 1 - Private Open Space. Table 1 - Private Open Space</p> <table border="1" data-bbox="816 1255 1501 1444"> <thead> <tr> <th>Dwelling Type</th> <th>Minimum Rate</th> </tr> </thead> <tbody> <tr> <td>Dwelling (at ground level)</td> <td>Total private open space area: Site area <301m²: 24m² located behind the building line. 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DTS/DPF 3.2: Hangar height is no more than 9m.</p> <p>Primary Street Setback PO 4.1: Buildings are set back from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape. DTS/DPF 4.1: The building line of a building set back from the primary street boundary not less than 6m.</p> <p>Secondary Street Setback PO 5.1: Buildings are set back from secondary street boundaries to support separation between building walls and public thoroughfares and reinforce an open and spacious streetscape character. DTS/DPF 5.1: Buildings are set back 2m or more from the boundary of the allotment with the secondary street frontage.</p> <p>Side Boundary Setback PO 6.1: Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that reinforces a low density residential character (b) access to natural light and ventilation for neighbours. DTS/DPF 6.1: Buildings are set back from side boundaries 1m or more.</p> <p>Rear Boundary Setback PO 7.1: Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours (c) open space recreational opportunities (d) space for landscaping and vegetation. DTS/DPF 7.1: Buildings are set back from the rear boundary 20m or more.</p>	<table border="1"> <tbody> <tr> <td>Setback from primary road frontage</td> <td>10m</td> <td>6m</td> </tr> <tr> <td>Setback from side boundaries</td> <td>2m</td> <td>1m</td> </tr> <tr> <td>Setback from rear boundary</td> <td>5m</td> <td>20m</td> </tr> <tr> <td>Maximum site coverage</td> <td>30%</td> <td>35%</td> </tr> <tr> <td>Maximum total outbuilding area</td> <td>300m²</td> <td>No specific policy</td> </tr> <tr> <td>Maximum building height</td> <td>7m</td> <td>9m</td> </tr> <tr> <td>Minimum area of private open space</td> <td>75m²</td> <td>60m² (General Development Policies continue to apply)</td> </tr> <tr> <td>Minimum number of carparking spaces (1 covered)</td> <td>2</td> <td>2 (General Development Policies continue to apply)</td> </tr> </tbody> </table>	Setback from primary road frontage	10m	6m	Setback from side boundaries	2m	1m	Setback from rear boundary	5m	20m	Maximum site coverage	30%	35%	Maximum total outbuilding area	300m ²	No specific policy	Maximum building height	7m	9m	Minimum area of private open space	75m ²	60m ² (General Development Policies continue to apply)	Minimum number of carparking spaces (1 covered)	2	2 (General Development Policies continue to apply)
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<p>Land Division PDC 15: 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.</p> <p>Land Division PDC 16: Land division in the residential airpark at Tintinara airfield should create allotments with a minimum: (a) area of 2000 square metres (b) frontage to a public road of 30 metres.</p>	<p>Infrastructure (Airfield) Zone Land Division PO 3.1: Land division is suitable for the intended use of the land and maintains the efficient and safe operations of the airfield. DTS/DPF 3.1: None are applicable.</p>	<p>Residential Aviation Estate Subzone Land Division PO 2.1: Allotments are of suitable size and dimension to accommodate a dwelling and associated outbuildings (including hangar) setbacks from boundaries to support a spacious setting. DTS/DPF 2.1: Allotments have an area of 2000m² or more and a frontage width of 30m or more.</p>	<p>The Airfield Zone in the previous Development Plan restricted land division to boundary realignments that assist the more efficient operation of the airfield and allotments of at least 2,000 squares metres and frontage to a public road of at least 30 metres where it is located in the Residential Airpark.</p> <p>The Infrastructure (Airfield) Zone currently allows for land division that is suitable for the intended use of the land and maintains the efficient and safe operations of the airfield. Currently however there is no minimum allotment size.</p> <p>The Residential Aviation Estate Subzone policies allow for land division where it is suitable in size and dimension to accommodate a dwelling and associated outbuildings (including hangar)</p>																																																				

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			setbacks from boundaries to support a spacious setting and has an area of at least 2000m2 or more and a frontage width of 30m or more. This is consistent with the Residential Airpark policy that existed in the Development Plan prior to the Code.														
<p>Public Notification</p> <p>Categories of public notification are prescribed in Schedule 9 of the <i>Development Regulations 2008</i>.</p> <p>Further, the following forms of development (except where the development is non-complying) are designated:</p> <table border="1" data-bbox="157 646 750 825"> <thead> <tr> <th>Category 1</th> <th>Category 2</th> </tr> </thead> <tbody> <tr> <td>Aircraft hangar</td> <td>Advertisement and/or advertising hoarding</td> </tr> <tr> <td>Single story detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield.</td> <td>The following development where ancillary to and in association with aviation activities: (a) road transport terminal (b) service industry (c) store (d) warehouse.</td> </tr> </tbody> </table>	Category 1	Category 2	Aircraft hangar	Advertisement and/or advertising hoarding	Single story detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield.	The following development where ancillary to and in association with aviation activities: (a) road transport terminal (b) service industry (c) store (d) warehouse.	<p>Infrastructure (Airfield) Zone Table 5 - Procedural Matters (PM) - Notification</p> <p>The following table identifies, pursuant to section 107(6) of the <i>Planning, Development and Infrastructure Act 2016</i>, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.</p> <table border="1" data-bbox="819 667 1507 1957"> <thead> <tr> <th>Class of Development (Column A)</th> <th>Exceptions (Column B)</th> </tr> </thead> <tbody> <tr> <td>1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.</td> <td>None specified.</td> </tr> <tr> <td>2. Any development involving any of the following (or of any combination of any of the following): (a) aircraft control tower (b) aircraft hanger (c) aircraft operational facilities beacons, transmitting installations and their associated towers (or any combination thereof) (d) caretaker's dwelling (e) detached dwelling where located within the Residential Aviation Estate Subzone (f) flight simulation and training facility (g) fuel depot associated with aviation and airport related purposes (h) light industry associated with, and ancillary to, aviation activities (i) office associated with, and ancillary to, aviation activities (j) passenger and/or air freight terminal (k) shop within a terminal building (l) store associated with, and ancillary to, aviation activities (m) tourist accommodation associated with and ancillary to aviation activities.</td> <td>Except non-residential development where the site of the development is adjacent land to a site (or land) in a neighbourhood-type zone.</td> </tr> <tr> <td>3. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features</td> <td>None specified.</td> </tr> </tbody> </table>	Class of Development (Column A)	Exceptions (Column B)	1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.	2. 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The forms of development listed as Category 2 for public notification in the development plan, however, still need to be notified in the Code and the forms of development listed as Category 1 in the Development Plan are also excluded from notification in the Code.</p> <p>The policy in the Code already includes reference to the Residential Aviation Estate Subzone.</p> <p>Therefore, the policy in the Infrastructure (Airfield) Zone is currently consistent with the previous Development Plan policies and the intent of the new Code.</p>
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	(o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.			
	4. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).		
	5. Railway line.	Except where located outside of a rail corridor or rail reserve.		

**ATTACHMENT G – Town Centres, Townships and Environs (Part 1) Development Plan
Amendment (2017 DPA)**

#12109613

Development Plan Amendment

By the Council

The Coorong District Council

Town Centres, Townships and Environs (Part 1) DPA

The Amendment

For Authorisation

Approved by the Minister responsible for the administration of the Development Act 1993 pursuant to Section 25 (18), of the Development Act 1993.



.....
Minister's Signature

Date..... **21 NOV 2017**

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 (Part 1) DPA				
<p><i>The following amendment instructions (at the time of drafting) relate to The Coorong District Council Development Plan consolidated on 24 November 2016.</i></p> <p><i>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.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted. If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Advertisements				
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 (b) where located below canopy level, flush with the wall or projecting horizontally (c) where located at canopy level, in the form of a fascia sign (d) where located above the canopy, flush with the wall and within the height of the parapet.”	Y	N

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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" general section module with the module contained 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 <i>Overlay Map CooD/1 - Development Constraints</i> ."	N	N
Orderly and Sustainable Development				
8.	Insert	Immediately after the last dot point in PDC 9 , add the following dot point: • " Concept Plan Map CooD/13 – Urban Employment Zone "	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				
9.	Replace	All "Airfield Zone" policies with the policies in Attachment B .	N	N
Home Industry Zone				
10.	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. Any associated development to have regard to interface treatments and buffers in proximity to the Industry Zone ."	N	N
Industry Zone				
11.	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
12.	Insert	After the second paragraph in the Desired Character statement: " Industrial and commercial development on Allotment 502 in DP 38254 (CT 5847/852) at Granites Road, Allotment 105 in FP 167872 (CT 5814/228) and portion of Allotment 23 in FP 170079 (CT 5866/254) at Second Avenue, Tailem Bend, will be of a low impact nature resulting in minimal impact on the adjoining Residential Zone to the south."	N	N
13.	Insert	After "petrol filling station" in PDC 1: ▪ "service station complex"	N	N

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14.	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
15.	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
16.	Insert	After "Road transport terminal" in the Category 1 column under Public Notification: "Service station complex"	N	N
Motor Sport Park Zone				
17.	Replace	All policies within the Motorsport Park Zone with the contents of Attachment C .	N	N
Primary Production Zone				
18.	Replace	Replace "dwelling in association with primary production" in PDC 1 with the following: "dwelling associated with envisaged forms of development or for short-term workers accommodation"	N	N
19.	Replace	Replace the words "a detached dwelling" in PDC 7 with the following: "dwellings (associated with envisaged forms of development or for short-term workers accommodation)"	N	N
20.	Delete	PDC 9.	Y	N
21.	Insert	Insert new PDC 9, 10 and 11 as follows: 9 A dwelling (including a replacement dwelling) should only be developed if: (a) there is a demonstrated connection with envisaged forms of development in the zone (b) the location of the dwelling will not inhibit the continuation of farming, other primary production or other development that is in keeping with the provisions of the zone (c) no valid planning authorisation to erect a dwelling on that allotment exists (d) it does not result in more than one dwelling per allotment, unless for short term workers accommodation, farm hand or manager's residence (e) it has a vegetated buffer of 40 metres wide between the dwelling and the allotment boundary, or alternatively be of a lesser distance where it adjoins a road reserve, a non-horticultural activity, or where the impacts are mitigated by taking into account factors such as prevailing winds, topography and physical barriers (f) it is located more than 500 metres from an existing intensive animal keeping operation unless used in association with that activity.	Y	N

		<p>10 Short-term workers accommodation should provide accommodation intended to be occupied on a temporary basis by persons engaged in employment relating to the production or processing of primary produce including minerals, where it directly supports and is ancillary to legitimate primary production activities or related industries.</p> <p>11 Not more than one dwelling should be erected on an allotment unless the following criteria are satisfied:</p> <p>(a) the allotment is used as an operative farm</p> <p>(b) the dwelling is for the purpose of short-term workers accommodation, farm hand or manager's residence</p> <p>(c) the dwelling:</p> <p>(i) is of universal design to support 'ageing in place' and/or workers accommodation</p> <p>(ii) is equipped with an adequate and reliable power supply and effluent management system</p> <p>(iii) is equipped with an adequate and reliable water supply</p> <p>(iv) is located at least 40 metres from all adjoining property boundaries, and in the case of a boundary to a public road, the dwelling does not have a lesser setback than the existing dwelling or 40 metres, whichever results in the greater setback from the public road</p> <p>(d) the dwelling location is unlikely to limit or prejudice the present or future use of the subject land or adjoining land.</p>		
22.	Replace	<p>Replace the non-complying entry in Column One and Two of the Non-complying Development list for "Dwelling" with the following;</p> <p>Column One</p> <p>Dwelling (excluding short-term workers accommodation)</p> <p>Column Two</p> <p>Except where it achieves (a) or (b):</p> <p>(a) it is a detached dwelling on an allotment of at least 40 hectares in area other than an allotment created prior to 1 January 2001</p> <p>(b) it is an additional dwelling for the purposes of a manager's residence or a farm hand's residence.</p>		
Settlement Zone				
23.	Replace	<p>Replace the Exceptions to "Motel" in the Non-complying Development list with the following:</p> <p>"Except where it achieves (a) or (b):</p> <p>(a) it is located outside of Raukkan Policy Area 5 and Waterside Policy Area 6</p> <p>(b) it is located within either Raukkan Policy Area 5 or Waterside Policy Area 6 and the sewage or effluent disposal</p>		

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		is connected to a waste treatment system approved under the relevant public and environmental health legislation applying to that type of system.”		
Town Centre Zone				
24.	Insert	After “cultural” in Objective 1: “, tourist development”	N	N
25.	Insert	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.”	N	N
26.	Insert	At the end of paragraph 3 in the Desired Character statement: “Opportunities for tourist development will be provided.”	N	N
27.	Insert	After “retail showroom” in PDC1: ▪ “service station complex”	N	N
28.	Insert	After “shop” in PDC 1: ▪ “tourist development.”	N	N
29.	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
30.	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 Except where the gross leasable area is 250 square metres or less (not including the floor area of a restaurant) “	N	N
Township Zone				
31.	Replace	All “Wellington East Residential Policy Area 10” policies with the policies in Attachment D .	N	Y - in the Map Reference Tables
32.	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

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33.	Replace	In the Exceptions list for "Motel" in the Non-complying Development list with: " Except where either (a) or (b) are satisfied: (a) located outside Wellington East Residential Policy Area 10 (b) located within Wellington East Residential Policy Area 10 for bed and breakfast accommodation or holiday house accommodation within a detached dwelling."	N	N
34.	Insert	After "Stock slaughter works" in the Form of development column of the Non-complying Development list: "Store"	N	N
35.	Insert	Additional entry in Column two (Category 2) of the Public Notification procedural table: " Bed and breakfast accommodation or holiday house accommodation within a detached dwelling in Wellington East Policy Area 10 "	N	N
Urban Employment Zone				
36.	Insert	Immediately after the "Township Zone" policies the contents of Attachment E.	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/67" in the associated Zone Map Numbers column.	N	N
40.	Insert	Immediately following the Policy Area Maps table - the contents of Attachment F.	N	N
41.	Insert	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.	N	N
Map(s)				
42.	Replace	Council Index Map and Enlargement Index Map with the corresponding maps in Attachment G.	N	N
43.	Replace	Overlay Map CooD/1 Development Constraints., Location Map CooD/5 and Overlay Map CooD/5 – Transport with the corresponding maps in Attachment H.	N	N

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44.	Replace	Zone Maps CooD/3, 5, 38, 41, 48, 49, 50, 52, 61, 62 with the corresponding maps in Attachment I .	N	N
45.	Insert	Immediately after Policy Area Map CooD/56 - new Precinct Map CooD/56 in Attachment J .	N	Y - in the Map Reference Tables
46.	Replace	Concept Plan Maps CooD/1 - Airfield Zone – Tintinara, and CooD/12 - Motorsport Park with the corresponding maps in Attachment K .	N	N
47.	Insert	Immediately after Concept Plan Map CooD/12 - Motorsport Park - new c in Attachment L .	N	Y - in the Map Reference Tables

Attachment A

General Section Module – Building near Airfields

Building near Airfields

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*.

Attachment B

Zone Section - Airfield Zone

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
- 4 should not be undertaken in the zone.
- 5 Development should not impede the use of the zone for aviation purposes.
- 6 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

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 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.
- 9 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.
- 10 Development adjacent to the Tintinara airstrip should be undertaken in accordance with [Concept PlanMap CooD/1 - Airfield Zone - Tintinara](#).
- 11 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.
- 12 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.

- 13 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.
- 14 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:

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

Land Division

- 15 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.
- 16 Land division in the residential airpark at Tintinara airfield should create allotments with a minimum:
- (a) area of 2000 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	Exceptions
Advertisement and/or advertising hoarding	Except where the advertisement area measures 2 square metres or less and achieves all of the following: <ul style="list-style-type: none"> (a) the message contained thereon relates entirely to a lawful use of land (b) the advertisement is erected on the same allotment as the use it seeks to advertise.
Caravan park	
Community centre	
Consulting room	
Dwelling	Except a single storey detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield.
Educational establishment	Except where ancillary to and in association with aviation activities.
Hospital	
Horticulture	
Hotel	
Indoor recreation centre	
Intensive animal keeping	
Motel	
Nursing home	
Place of worship	
Pre-school	
Residential flat building	
Service trade premises	
Shop or group of shops	Except where the gross leasable area measures 150 square metres or less.
Special industry	
Tourist accommodation	
Waste reception, storage, treatment or	

Form of development	Exceptions
---------------------	------------

disposal

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:

Category 1	Category 2
Aircraft hangar	Advertisement and/or advertising hoarding
Single story detached dwelling in association with a private aircraft hangar within the residential airpark at Tintinara airfield.	The following development where ancillary to and in association with aviation activities: (a) road transport terminal (b) service industry (c) store (d) warehouse.

Attachment C

Zone Section – Motorsport Park Zone

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 Taillem Bend and occupies some 680 hectares. It has a history of use as a motorsport facility as the original Taillem 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

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- development of high level facilities (including grand stand capacity, permanent pits and service centres, management centre, function facilities and media centre)
- shop ancillary to and in association with the circuits, strips, track and or spectator facilities.

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 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 1000 square metres floor area
- dine-in and fast food restaurants
- truck park and associated amenities
- fuel depot.

Development of the 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.
- 8 Residential development should be designed and insulated to minimise noise nuisance to its occupiers by including the following design techniques:

- (a) locating noise sensitive rooms such as bedrooms to face away from 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.

Land Division

9 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:

Form of development	Exceptions
Advertisement and/or advertising hoarding	Except where the advertisement and/or hoarding achieves all of the following: <ul style="list-style-type: none"> (a) the message contained thereon relates entirely to a lawful use of land in the zone (b) no part of the advertisement and/or the hoarding exceeds 20 metres in height above ground level.
Dwelling	Except for a dwelling for the purpose of any of the following: <ul style="list-style-type: none"> (a) caretaker's residence (b) manager's residence (c) tourist accommodation (d) workers accommodation for workers associated with the motorsport park (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.
Hospital	Except where temporary in nature and associated with a lawful use of the land in the zone.
Intensive animal keeping	

Form of development	Exceptions
Shop or group of shops	Except in association with any of the following: (a) circuit, strip and track facilities (b) development in the industry precinct (c) development in the retail service precinct (d) tourism facilities.
Special industry	
Waste reception, storage, treatment or disposal	Except where associated with a lawful use of land in the zone.
Wrecking yard	Except where the total area for wrecking yard in the zone does not exceed 5 hectares.

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:

Category 1	Category 2
Advertisement and/or advertising hoarding	Airstrip
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)	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)
Petrol filling station and associated uses within the retail service precinct	Helicopter landing facility
Shop where any of the following applies (a) in the retail service precinct (b) ancillary to and in association with circuits, strips and track and spectator facilities (c) ancillary to and in association with development in the industry precinct up to a floor area of 250 square metres.	Industry
	Renewable energy facilities
	Road transport terminal
	Shop other than where assigned Category 1
	Store
	Warehouse

Attachment D

Wellington East Residential Policy Area 10 within the Township Zone

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 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.

The policy area will also provide scope for small scale bed and breakfast or small scale holiday house tourism accommodation options – this is to only occur within existing and/or proposed detached dwellings (for no more than a total of 8 people) and not to comprise more than one dwelling on an allotment or any larger form of tourist/motel accommodation development.

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 2000 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 well vegetated 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
 - small scale bed and breakfast or small scale holiday house tourism accommodation within a detached dwelling.

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:
 - (a) remediate the former quarry and sand drift formations to provide a landform consistent with the original topography
 - (b) protect significant areas of existing vegetation
 - (c) occur in the undeveloped northern portion of the policy area only in association with the construction of wetlands on the adjacent floodplain
 - (d) be connected to a reticulated potable water supply and community wastewater management scheme
 - (e) reflect the street form predominant throughout the policy area.
- 4 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	5 metres for waterfront allotments. 6 metres for other allotments.

Parameter	Value
Minimum setback from secondary road frontage	900 millimetres
Minimum setback from side boundaries where wall height is less than 3 metres	900 millimetres
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:

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

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.

7 Small scale tourist accommodation in the form of short term bed and breakfast or holiday house accommodation may be appropriate provided it:

- (a) is undertaken within an existing detached dwelling or proposed to be undertaken in an approved detached dwelling
- (b) comprises accommodation for no more than a total of 8 people
- (c) does not detract from the amenity of the locality through traffic generation or by the obtrusiveness of advertisements or built form.

Land Division

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

Parameter	Road frontages (metres)	Allotment area (square metres)
Where allotments have frontage to the river	15	750 or more
Where allotments have a frontage to an existing or proposed public open space	12	450 or more
In all other circumstances	12	600 or more

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

- 9 The following forms of development are envisaged in the precinct:
- detached dwelling
 - domestic outbuilding in association with a dwelling
 - recreation area
 - small-scale bed and breakfast or small scale holiday house tourism accommodation within a detached dwelling.
- 10 Development should not be undertaken unless it is consistent with the desired character for the precinct.
- 11 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.
- 12 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	15 metres (or average of setbacks of adjoining dwellings)
Minimum setback from secondary road frontage	2 metres
Minimum setback from side boundaries where wall height is less than 3 metres	2 metres
Minimum setback from side boundaries if wall height is greater than 3 metres	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)

Parameter	Value
Minimum setback from rear boundary	15 metres for 1 storey 20 metres for 2 storeys
Maximum site coverage	30 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 available from a habitable room.
Minimum number of on-site car parking spaces (one of which should be covered)	2

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

Parameter	Value
Maximum combined floor area of all structures	120 square metres
Maximum building height (from natural ground level)	4.5 metres
Maximum wall height (from natural ground level)	3.6 metres
Minimum setback from side and rear boundaries	2 metres
Minimum setback from a public road	Behind the dwelling facade
Minimum setback from secondary road frontage	2 metres

14 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.

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

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

- (a) area of 1000 square metres
- (b) frontage of 15 metres to an all-weather public road.

Attachment E

Urban Employment Zone

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.

DESIRED 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 – Urban Employment Zone](#).

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 FP 106340 (CT 5171/427) Lime Kiln Road, Tailem Bend - shown on *Overlay Map CooD/52 - Heritage*) 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 (other than motorsport industry and support activities)
 - warehouse (other than motorsport industry and support activities).
- 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 - Urban Employment Zone](#).
 - 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:

Building height (metres)	Minimum setback from the primary road frontage (metres)	Minimum setback from the secondary road frontage (metres)
6 metres	8	3
Greater than 6	10	3

- 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 an adjoining **Rural Living Zone** 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):

Parameter	Minimum value
Allotment size	7500 square metres
Frontage width to a public road	50 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) involving any of the following is non-complying:

Form of development	Exceptions
Advertisement or advertising hoarding	Except where the advertisement or advertising hoarding: <ul style="list-style-type: none"> (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.
Amusement machine centre	
Bulky goods outlet	

Form of development	Exceptions
Caravan or residential park	
Consulting room	
Dwelling	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 an existing dwelling.
Fuel depot	
Horticulture	
Hotel	
Indoor recreation centre	
Intensive animal keeping	
Motel	
Motor repair station	
Nursing home	
Office	Except where: (a) ancillary to and in association with a development envisaged in the zone (b) necessary to support the operation of the development (c) 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:

Category 1	Category 2
All kinds of development except where the site of the proposed development is located within 60 metres of a Rural Living Zone boundary.	Development where the site of the proposed development is located within 60 metres of a Rural Living Zone boundary.

Attachment F

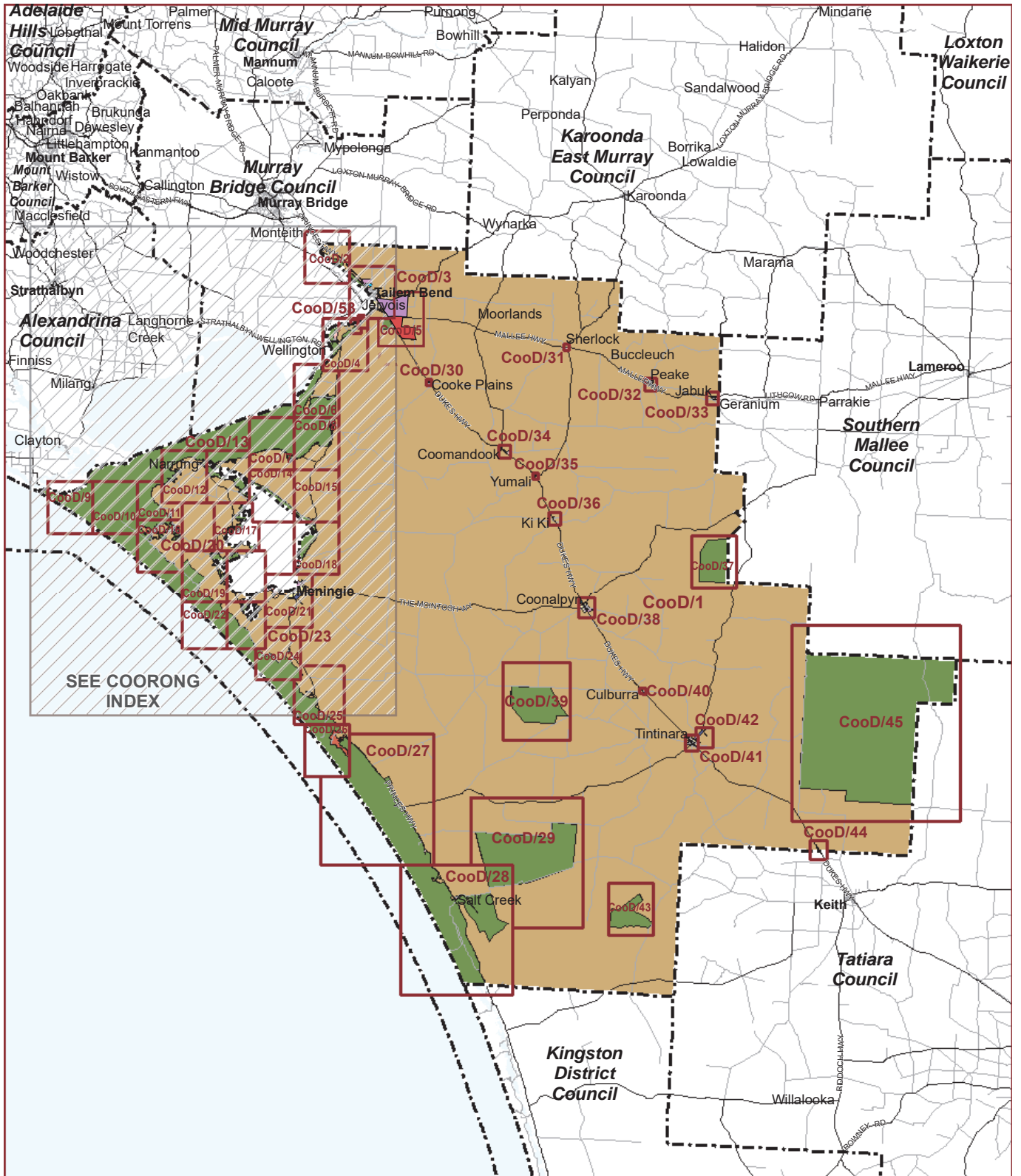
Map Reference Table amendment

Precinct Maps

Precinct Name	Precinct Map Numbers
Wellington East Residential Precinct 1	CooD/56

Attachment G

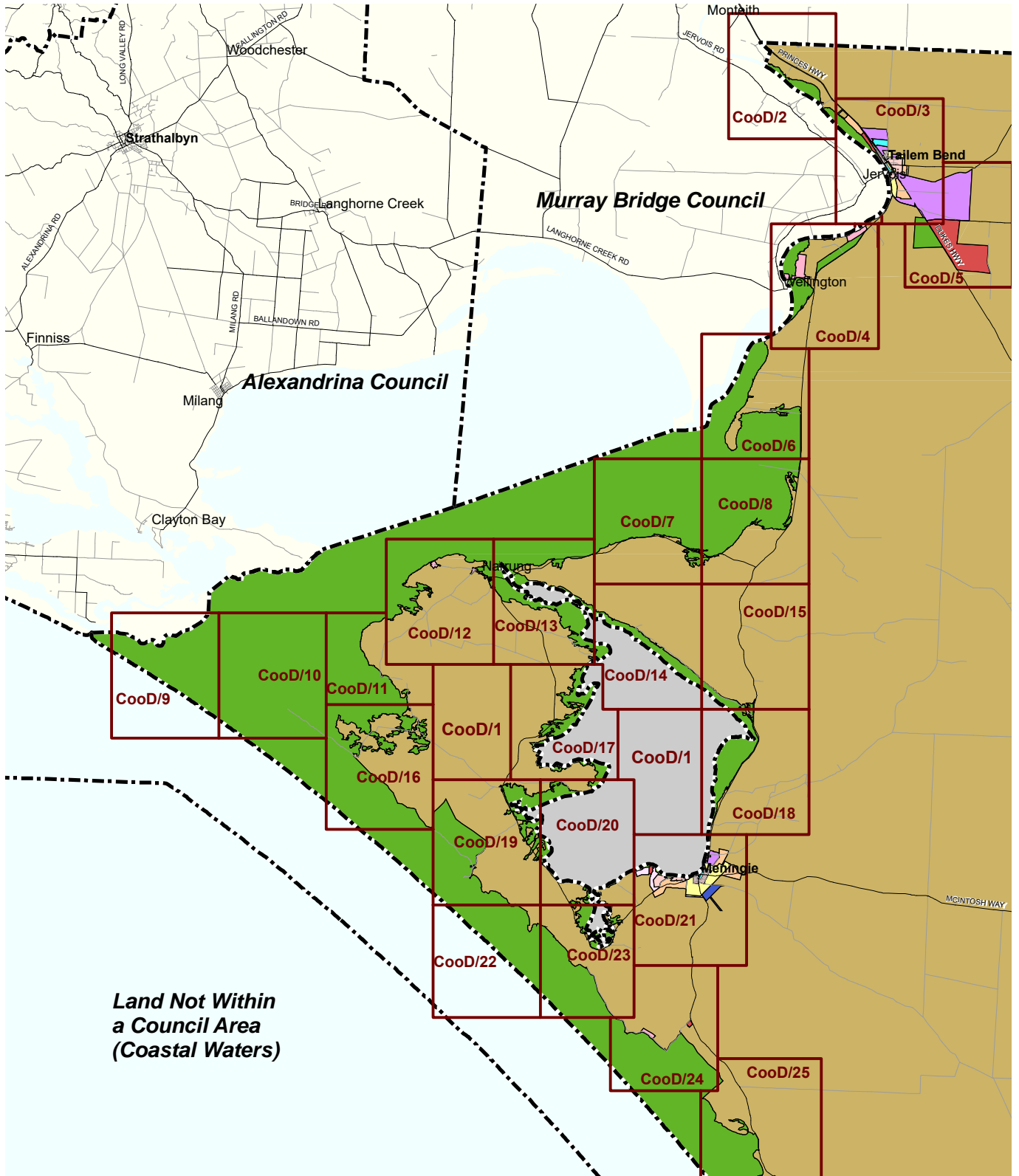
Replacement Council Index Map and Enlargement Index Map



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps CooD/1 to Map CooD/66 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.



Council Index Map



**Land Not Within
a Council Area
(Coastal Waters)**

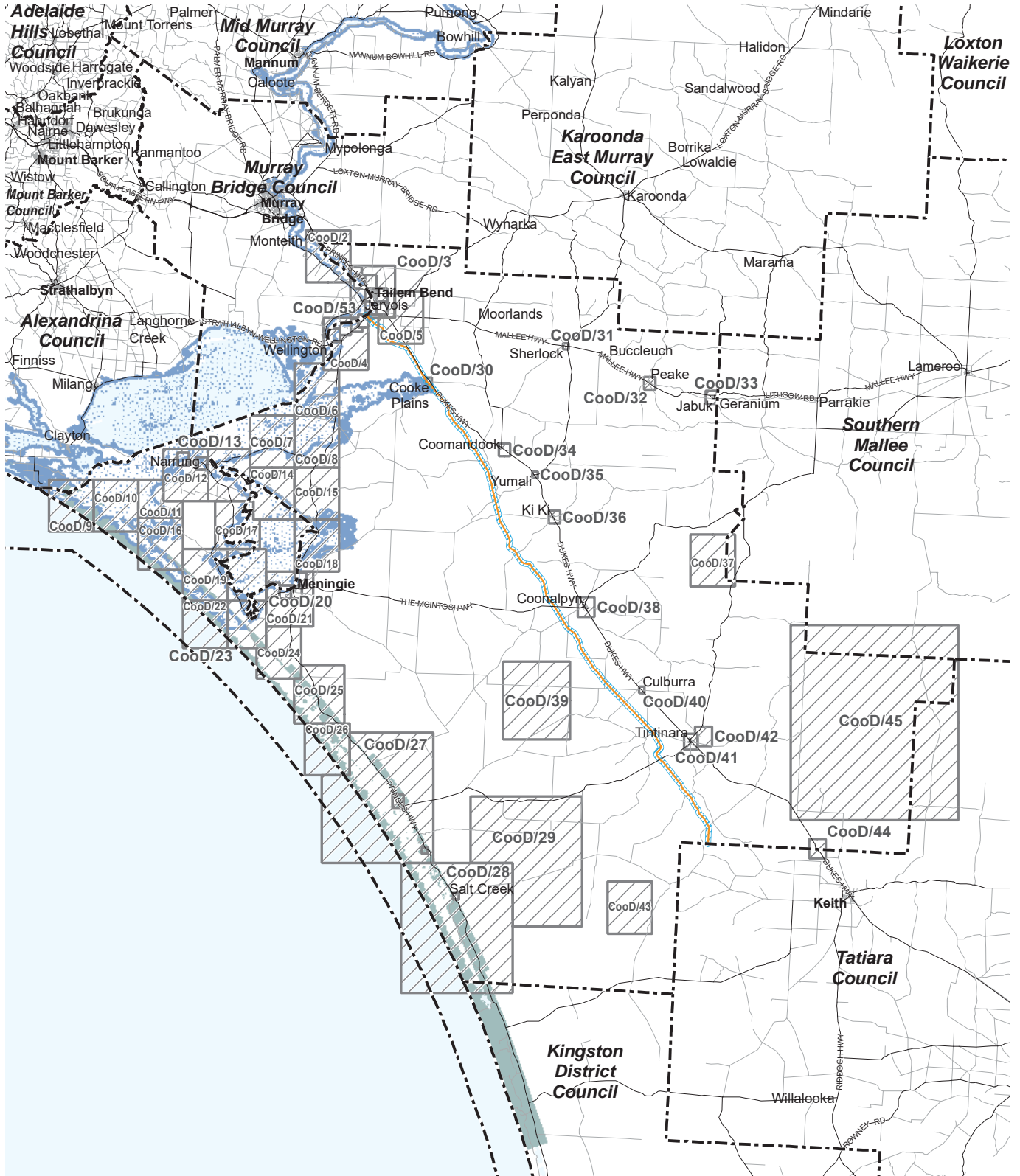
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps CooD/1 to Map CooD/66 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.



COORONG Enlargement Index Map

Attachment H

Replacement Overlay Map CooD/1 Development Constraints, Location Map CooD/5 and Overlay Map CooD/5 - Transport

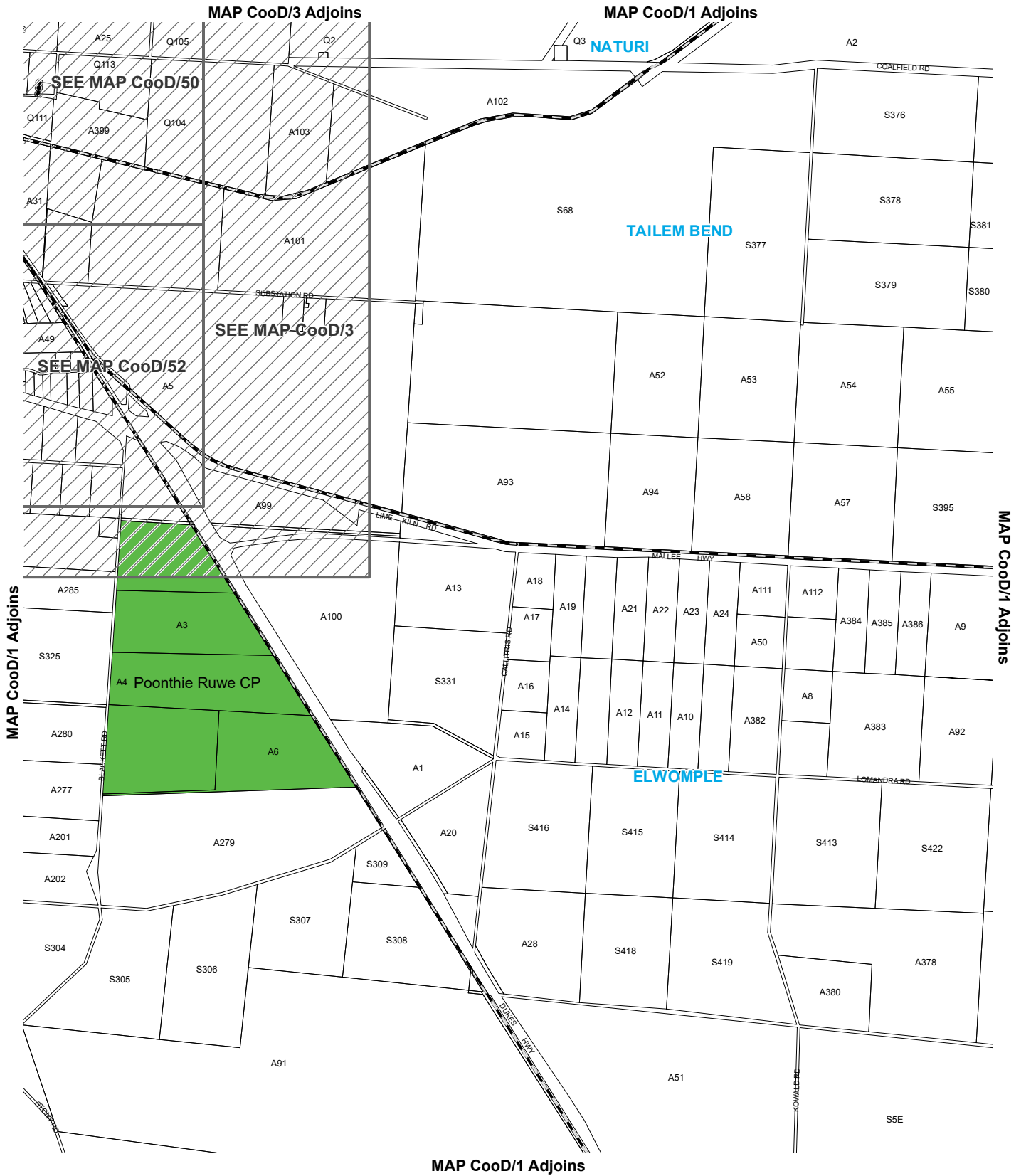


- SEAGAS Pipeline
- SEAGAS 640m buffer
- 1956 Flood Boundary
- Coastal Acid Sulfate Soils
- Development Plan Boundary

Overlay Map CooD/1

DEVELOPMENT CONSTRAINTS





Location Map CooD/5



- Primary Arterial Roads
- Secondary Arterial Roads

Overlay Map CooD/5

TRANSPORT

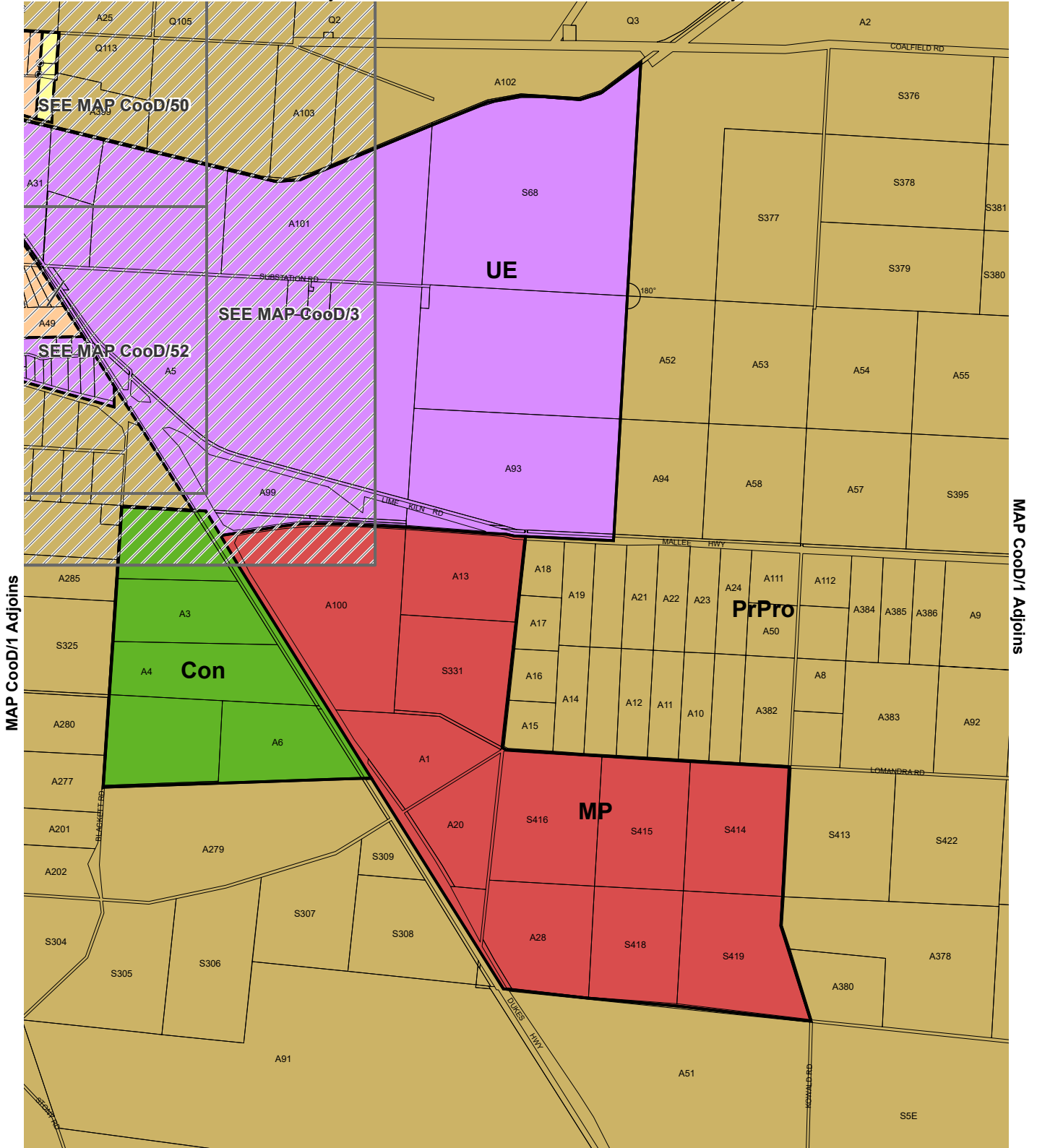
COORONG COUNCIL

Attachment I

Replacement Zone Maps CooD/3, 5, 38, 41, 48, 49, 50, 52, 61, 62

MAP CooD/3 Adjoins

MAP CooD/1 Adjoins



MAP CooD/1 Adjoins

See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94



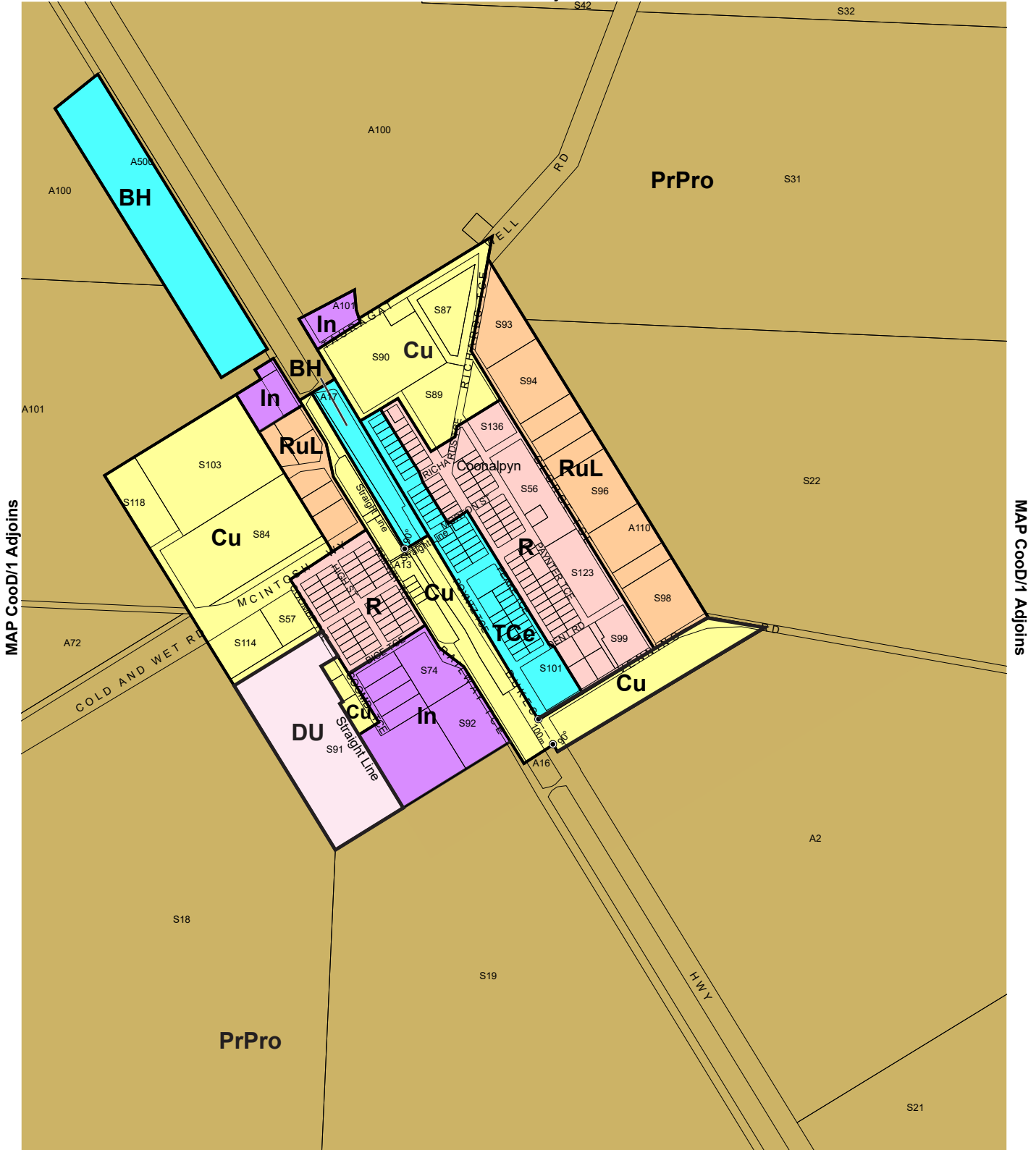
0 2,000 m

Zones

- Conservation
- Motorsport Park
- Primary Production
- Urban Employment
- Zone Boundary

Zone Map CooD/5

MAP CooD/1 Adjoins



MAP CooD/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



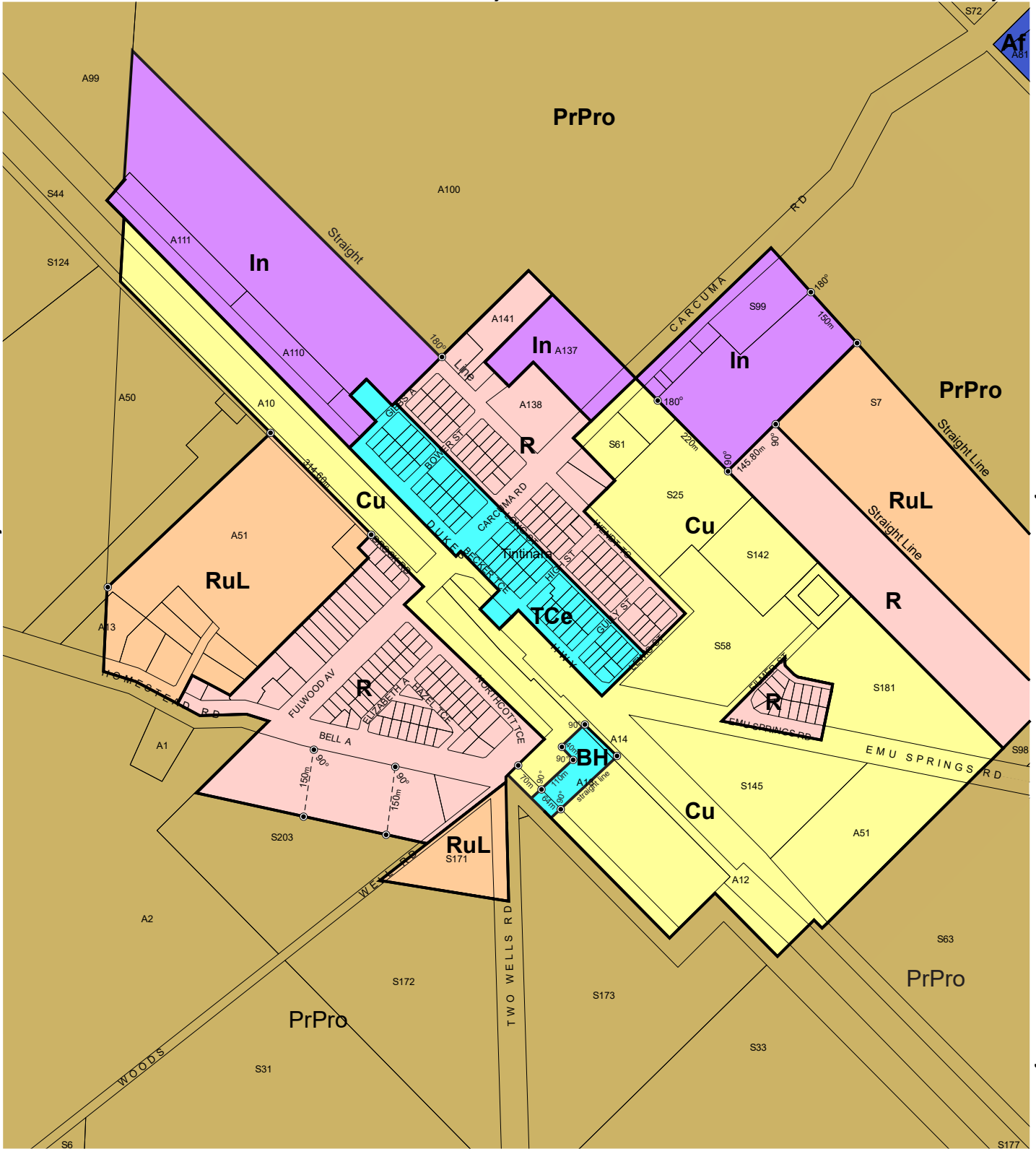
0 500m

Zones	
 BH	Bulk Handling
 Cu	Community
 DU	Deferred Urban
 In	Industry
 PrPro	Primary Production
 R	Residential
 RuL	Rural Living
 TCe	Town Centre
	Zone Boundary

COONALPYN

Zone Map CooD/38

COORONG COUNCIL



Lamberts Conformal Conic Projection, GDA94

Zones

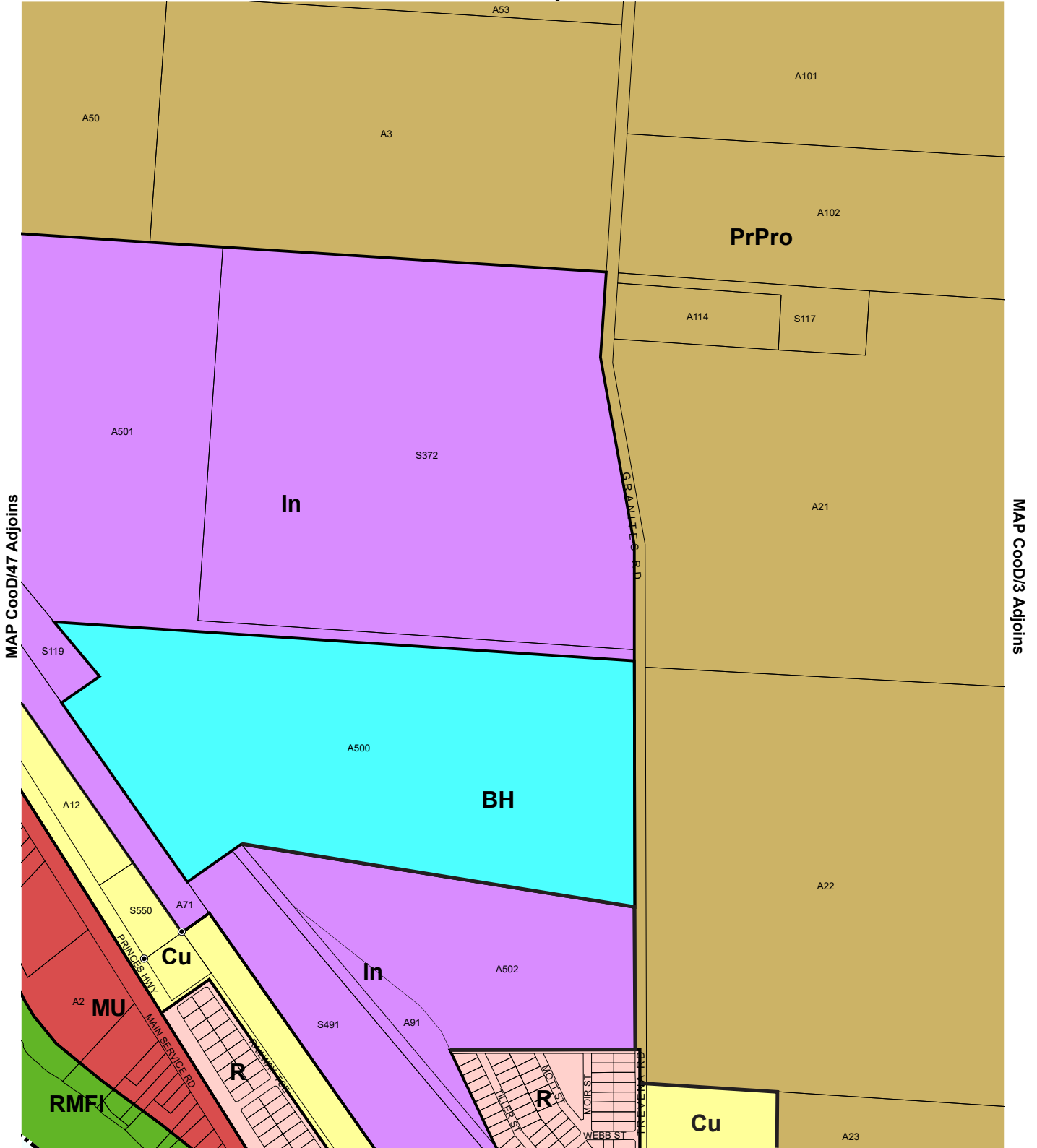
- Af Airfield
- BH Bulk Handling
- Cu Community
- In Industry
- PrPro Primary Production
- R Residential
- RuL Rural Living
- TCe Town Centre
- Zone Boundary



TINTINARA

Zone Map CooD/41

MAP CooD/3 Adjoins



MAP CooD/49 Adjoins

Lamberts Conformal Conic Projection, GDA94

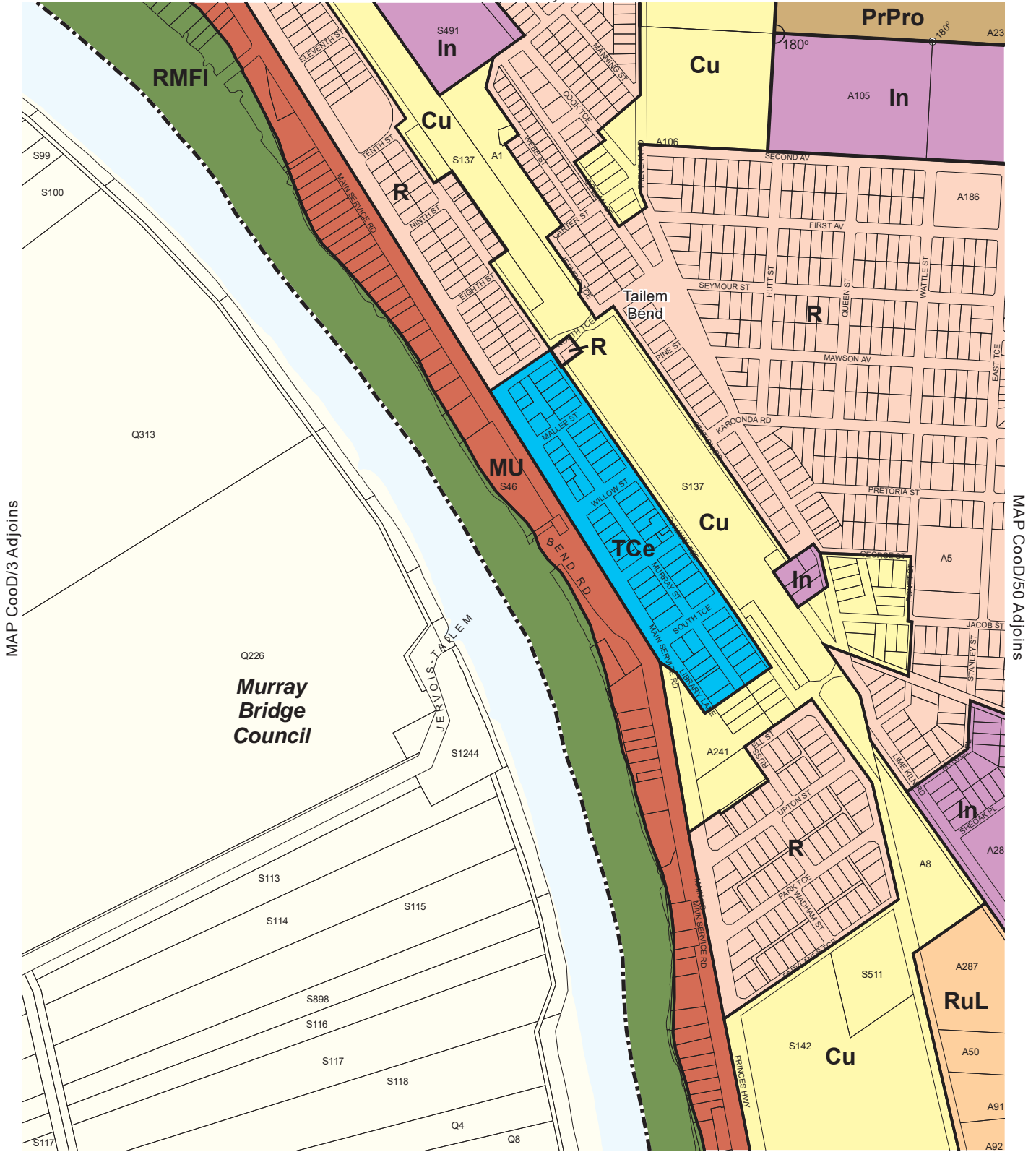


0 500m

- Zones**
- BH** Bulk Handling
 - Cu** Community
 - In** Industry
 - MU** Mixed Use
 - PrPro** Primary Production
 - R** Residential
 - RMFI** River Murray Flood
 - Zone Boundary
 - Development Plan Boundary

TAILEM BEND
Zone Map CooD/48

MAP CoD/48 Adjoins



MAP CoD/51 Adjoins

Lamberts Conformal Conic Projection, GDA94

- Zones**
- Cu Community
 - In Industry
 - MU Mixed Use
 - PrPro Primary Production
 - R Residential
 - RMFI River Murray Flood
 - RuL Rural Living
 - TCe Town Centre
 - Zone Boundary
 - Development Plan Boundary

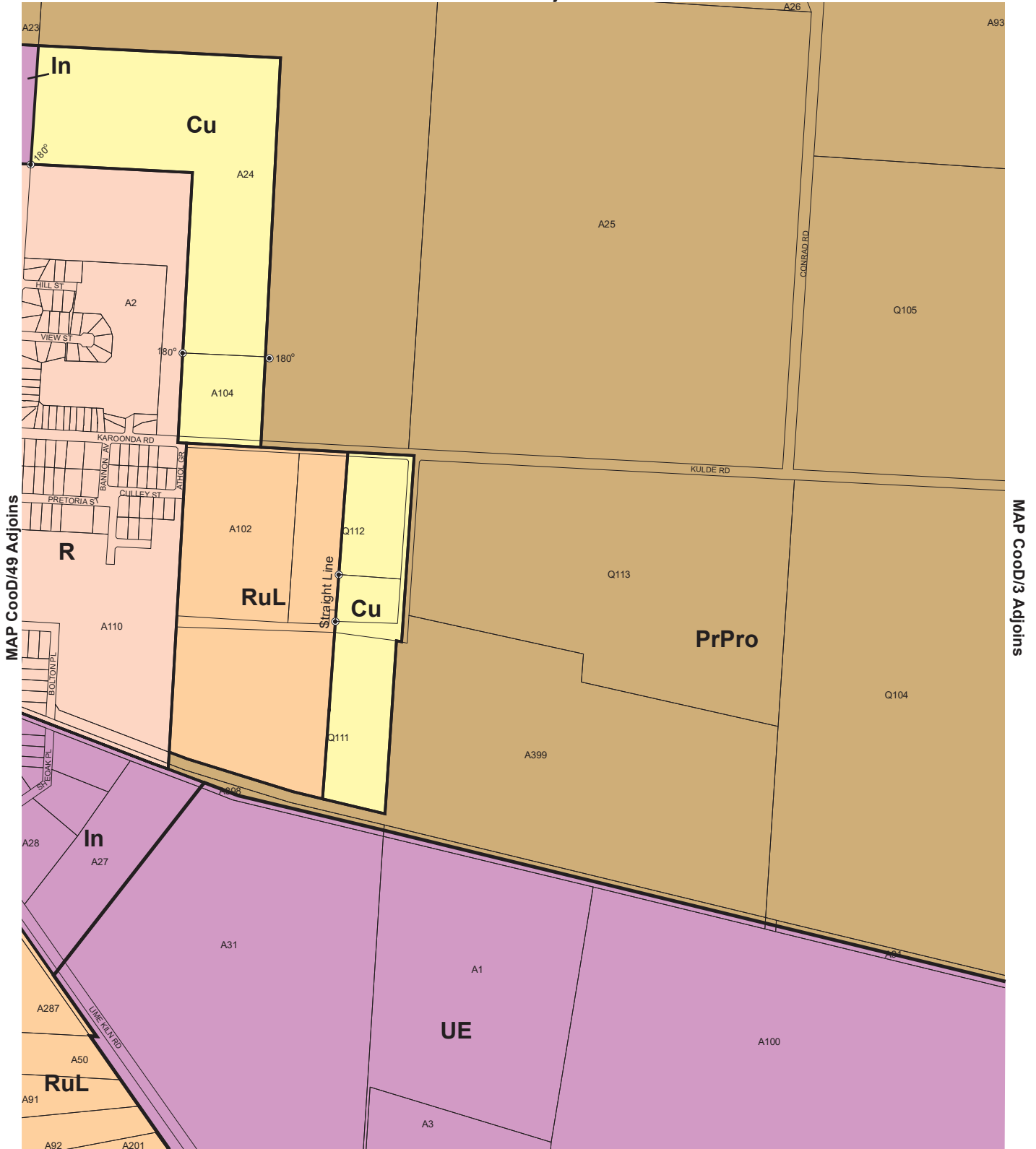


TAILEM BEND

Zone Map CoD/49

COORONG COUNCIL

MAP CooD/3 Adjoins



MAP CooD/52 Adjoins

Lamberts Conformal Conic Projection, GDA94



TAILEM BEND

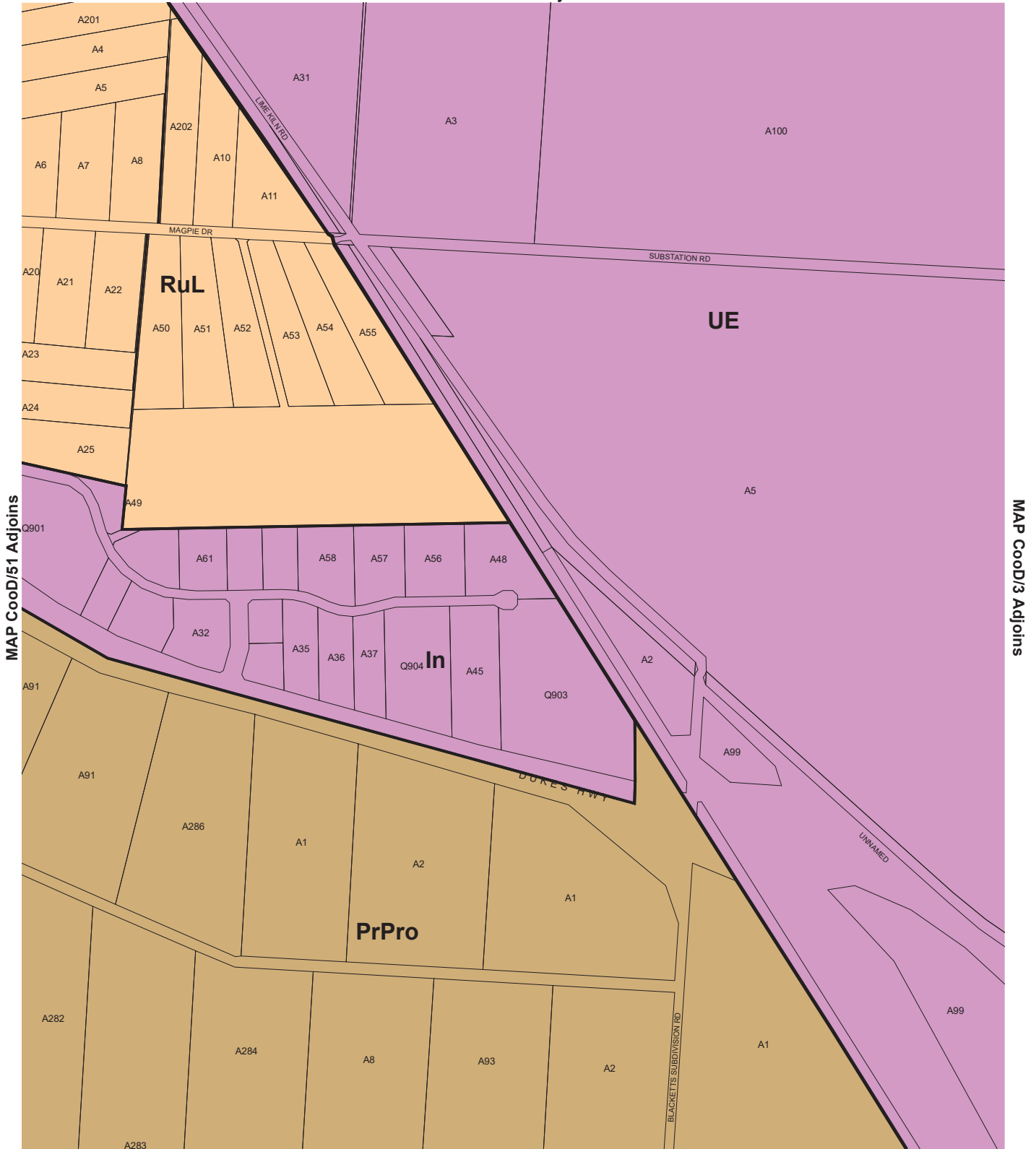
Zone Map CooD/50

COORONG COUNCIL

Zones

- Cu** Community
- In** Industry
- PrPro** Primary Production
- R** Residential
- RuL** Rural Living
- UE** Urban Employment
- Zone Boundary

MAP CoD/50 Adjoins



MAP CoD/3 Adjoins

Lamberts Conformal Conic Projection, GDA94



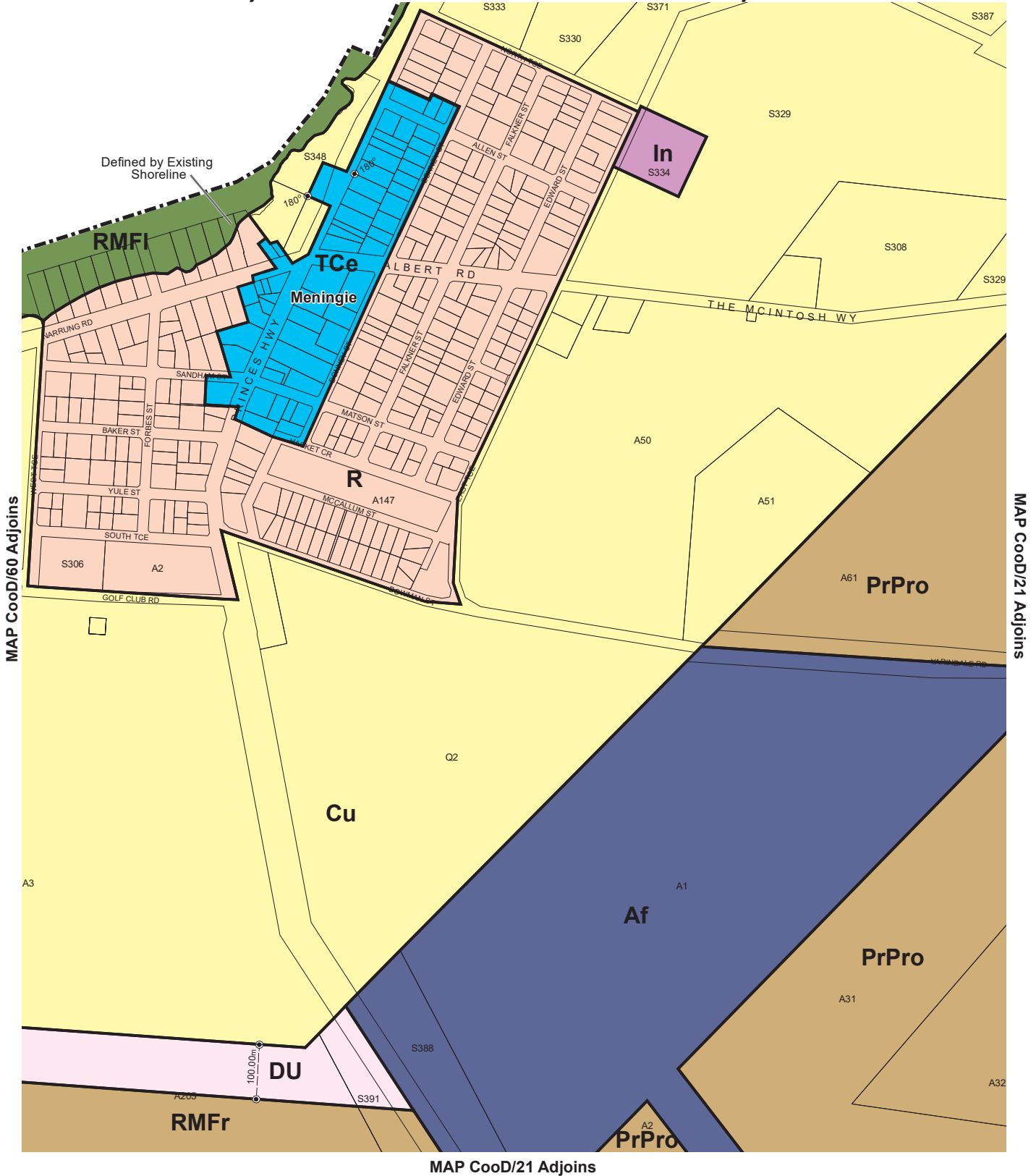
TAILEM BEND

Zone Map CoD/52

- Zones**
- In Industry
 - PrPro Primary Production
 - RuL Rural Living
 - UE Urban Employment
 - Zone Boundary

MAP CooD/21 Adjoins

MAP CooD/62 Adjoins



Lamberts Conformal Conic Projection, GDA94

Zones

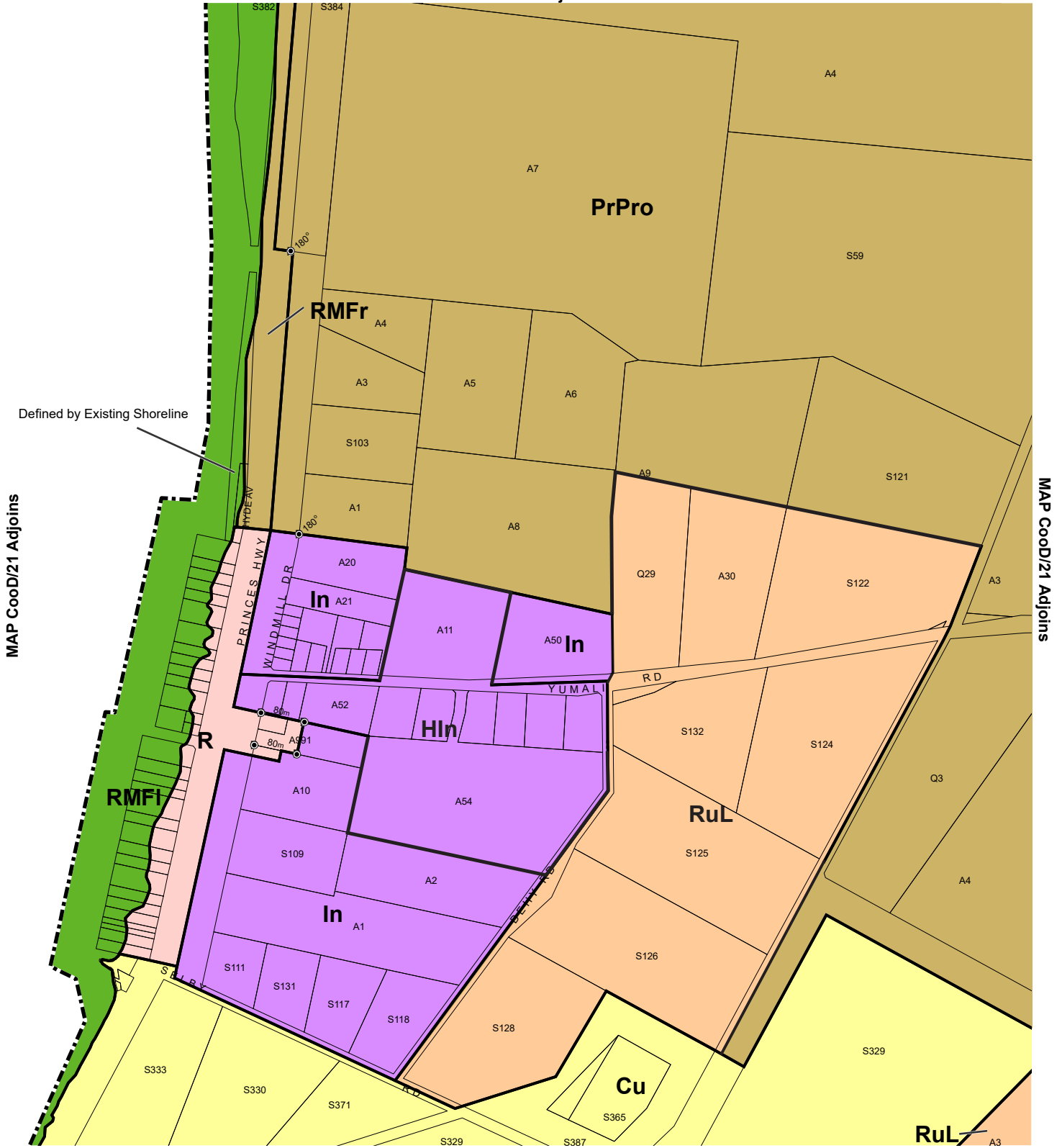
- Af** Airfield
- Cu** Community
- DU** Deferred Urban
- In** Industry
- PrPro** Primary Production
- R** Residential
- RMFI** River Murray Flood
- RMFr** River Murray Fringe
- TCe** Town Centre
- Zone Boundary**
- Development Plan Boundary**



MENINGIE

Zone Map CooD/61

MAP CooD/21 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Zones
- Cu Community
 - HIn Home Industry
 - In Industry
 - PrPro Primary Production
 - R Residential
 - RMFI River Murray Flood
 - RMFr River Murray Fringe
 - RuL Rural Living
 - Zone Boundary
 - Development Plan Boundary



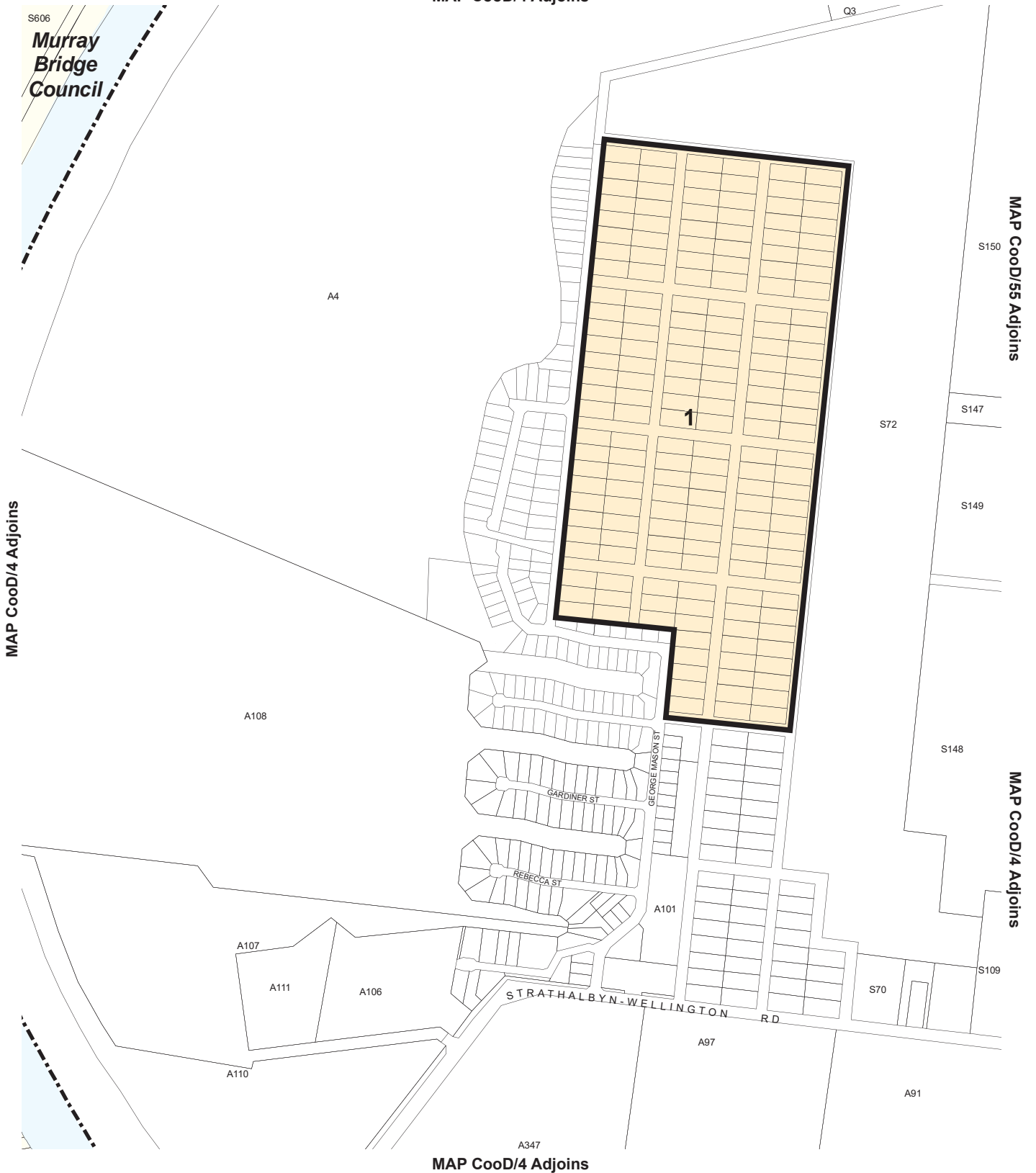
MENINGIE

Zone Map CooD/62

Attachment J

New Precinct Map CooD/56

MAP CooD/4 Adjoins



Lamberts Conformal Conic Projection, GDA94

Precinct

- 1 Wellington East Residential



WELLINGTON EAST

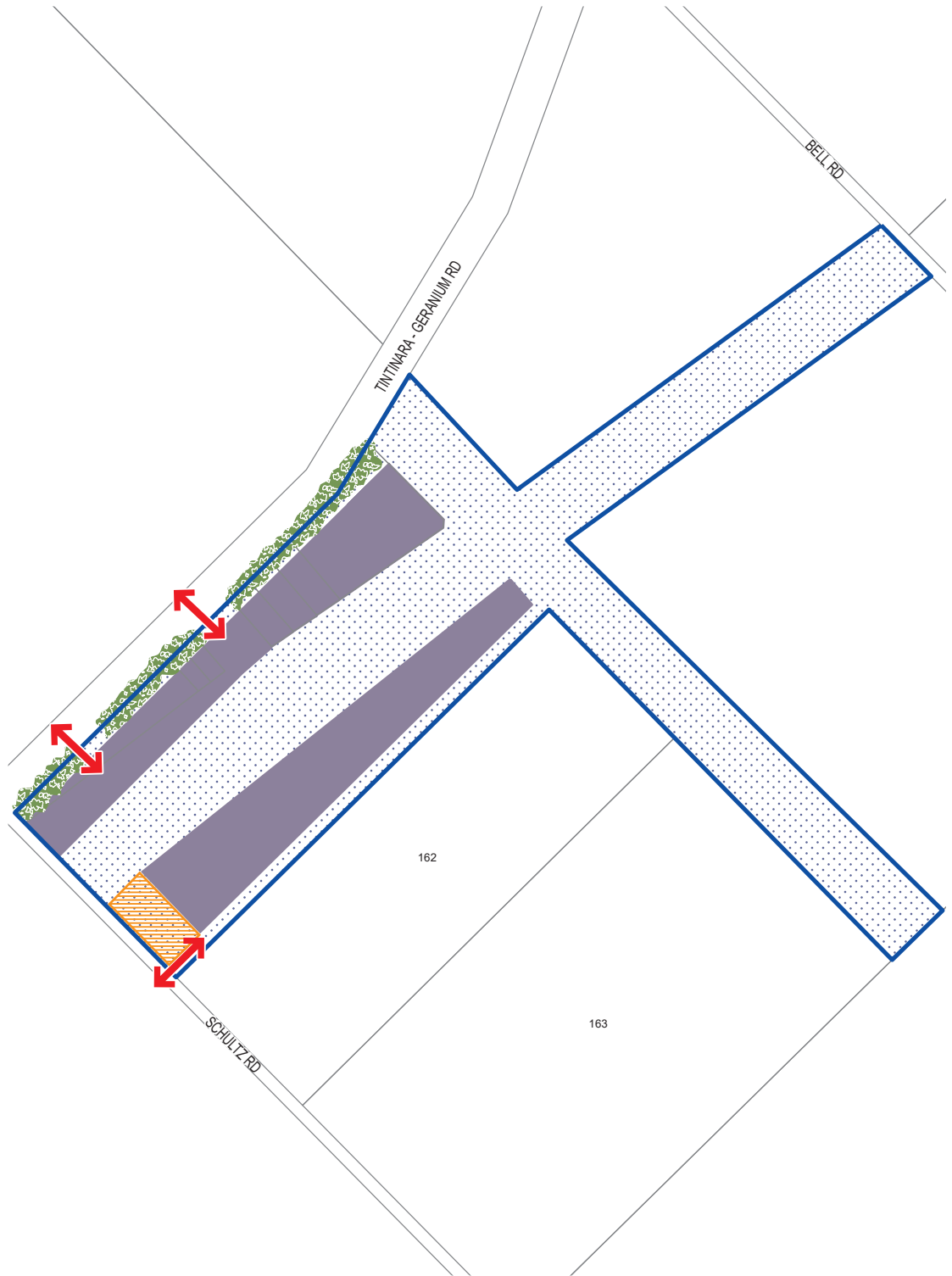
Precinct Map CooD/56

- Precinct Boundary
- Development Plan Boundary






COORONG COUNCIL

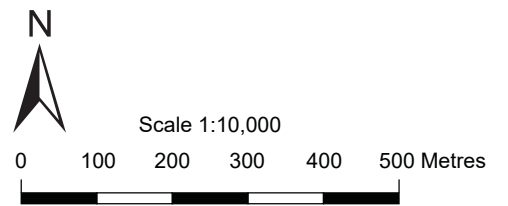
Attachment K

Replacement Concept Plan Maps CooD/1 - Airfield Zone - Tintinara and Concept Plan Map CooD/12 - Motorsport Park



NOTE: For Zones See MAP CooD/ 42

-  Residential Airpark
-  Building and Services Area
-  Airfield Strips
-  Roadside Vegetation / Landscape Area
-  Preferred Vehicular Access
-  Zone Boundary



Concept Plan Map CooD/1

AIRFIELD ZONE - TINTINARA

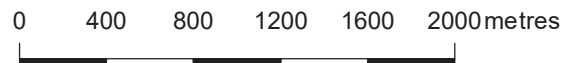


Direct Zone Access provided to / from Dukes Highway and Mallee Highway in accordance with requirements of the Commissioner for Highways

- Conservation
- Primary Production
- Indicative Areas containing Native Vegetation
- Mounding and Screen Landscaping as Required
- 1 Existing Storage
- 2 Existing Drag Strip and Motard and Drift Facility
- 3 Existing Quarry
- Retail Service Precinct
- Industry Precinct
- Northern Motorsport and other Activities (including within Areas of Native Vegetation)
- Southern Motorsport and Other Activities
- Primary Arterial Road
- Secondary Arterial Road
- Collector Road
- Potential Collector Road
- Motorsport Park Zone Boundary
- Adelaide / Melbourne Rail Line
- Electricity Transmission Line



Possible Intersection Upgrades required in association with Development in the Zone



TAILEM BEND SOUTH

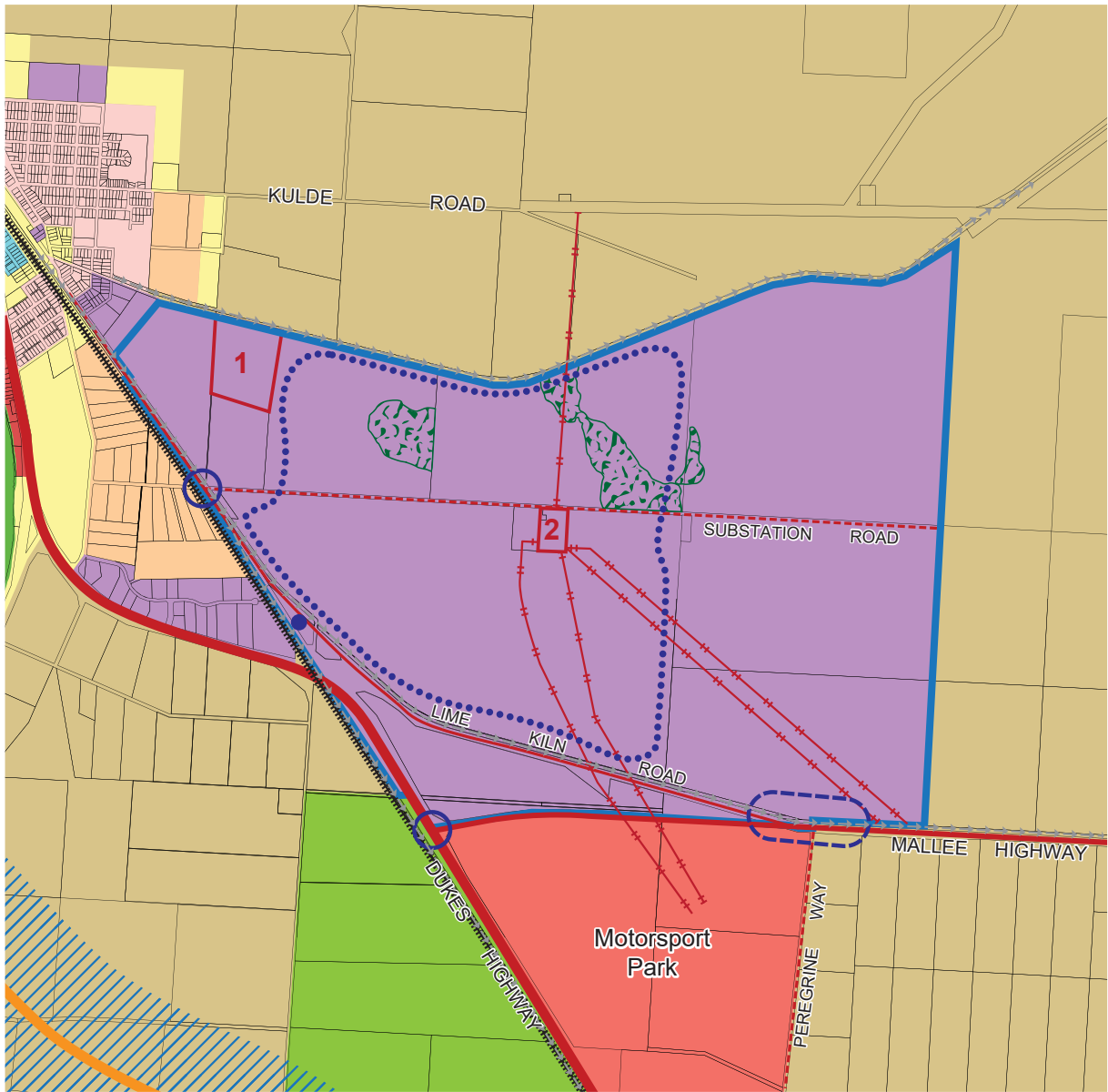
Concept Plan Map

CooD/12

MOTORSPORT PARK

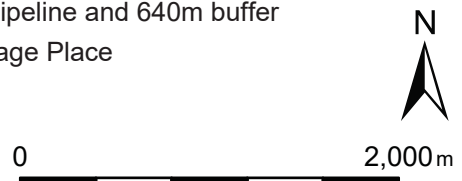
Attachment L

New Concept Plan Maps CooD/13 – Urban Employment Zone



- 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
- Adelaide/Melbourne Rail Line

- Possible intersection/ rail crossing upgrade required
- Possible intersection upgrades required
- Solar generation
- Electricity Transmission Line
- 1 CWMS Lagoons
- 2 SAPN Substation
- Rail Corridor
- SEAGAS pipeline and 640m buffer
- State Heritage Place



TAILEM BEND EAST

Concept Plan Map

CooD/13

URBAN EMPLOYMENT ZONE

COORONG COUNCIL



Development Act 1993

Coorong District Council

Town Centres, Townships and Environs
DPA

Summary of Consultation and Proposed Amendments (SCPA) Report

September 2017

Table of Contents

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5. CEO's Certification	4
6. Summary of Recommended Changes to the Amendment following Consultation	5

List of Attachments

- Attachment A - Summary and Response to Public Submissions
- Attachment B - Summary and Response to Public Meeting Submissions
- Attachment C - Timeframe Report
- Attachment D - Schedule 4A Certificate
- Attachment E - Schedule 4B Certificate

1. Introduction

This Summary of Consultation and Proposed Amendments (SCPA) report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this report.

The Amendment reflects the recommendations of Council contained in this report.

2. Consultation

2.1 Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B2 (with consultation approval and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008) and as agreed in the Statement of Intent.

The public consultation period was from 1 June to 28 July 2017.

2.2 Public Notification

Notices were published in the Government Gazette and the local newspapers.

The DPA documents were also on display at Council's Local Government Centre and Website during the consultation period.

A copy of the DPA was forwarded to the Department of Planning, Transport and Infrastructure at the commencement of the consultation period.

2.3 Member of Parliament

Consultation was undertaken with the State Member for MacKillop and the State Member for Hammond - no comments received.

3. Public and Agency Submissions

3.1 Public Submissions

Twelve (12) public submission was received.

A report on the submissions (summary, content, and action taken in response) is contained in **Attachment A**.

3.2 Agency submissions

Twelve (12) agency submissions were received – these have been reviewed by Council and are summarized in a separate schedule, with minor changes made.

3.3 Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 28 July 2017 until the conclusion of the public hearing.

Four (4) submitters requested to be heard, and therefore the public meeting scheduled for 15 August 2017, was held.

Refer **Attachment B** for Summary and Response to Public Meeting Submissions.

4. Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

As outlined in Attachment C, the Department was fully informed of timing delays through process.

5. CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

6. Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the Amendment as a result of consultation and in response to public and/or agency submissions:-

- (a) To amend Zone Map CooD/62 to rezone Lot 1, Section 103, Lot 3 to 6, Lot 9, Section 121 and Lot 8 to the north of the existing rural living zone at Meningie north, to Rural Living Zone – to make other corresponding/interrelated policy changes as identified
- (b) To amend Zone Map CooD/62 to rezone Lot 11 Yumali Road, Meningie, to Home Industry – to make other corresponding/interrelated policy changes as identified
- (c) To amend Zone Map CooD/61 to retain Lot 101 Narrung Road Meningie (the portion of land identified for rezoning that is outside of the River Murray Flood Zone), within the Residential Zone
- (d) To amend the non-complying entry for 'Dwelling' in the Rural Living Zone procedural table to provide an exception where it relates to Section 84, McIntosh Way, Coonalpyn, for both a dwelling (as already proposed) and residential flat building
- (e) Subject to commissioning Site History Reporting and landfill investigations with satisfactory outcome, to amend Zone Map Coo/50 to rezone Piece 23 in DP 115598 and Lot 399 in FP 207829 Kulde Road, Tailern Bend, to Rural Living Zone
- (f) To amend PDC 1 of the Urban Employment Zone as it relates to Store and Warehouse as identified
- (g) There were minor amendments following agency referral relating to the Motorsport Park Zone, Urban Employment Zone Concept Plan Map, Primary Production Zone, Township Zone (Wellington East Policy Area 10), Settlement Zone, formatting, editorial and minor map formatting, as identified in the separate agency consultation table.

Refer to following Attachments and separate agency consultation table for further details.

List of Attachments

Attachment A

Report on each public submission received (including summary, comments and action taken in response)

Attachment B

Report on each verbal submission with reference to Attachment A

Attachment C

Timeframe report

Attachment D

CEO's Certification as per Schedule 4A

Attachment E

CEO's Certification as per Schedule 4B

Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

No.	Name and Address	Submission Summary	Comment	Council Response
1.	Fiona and Simon Paech, 278 Substation Rd, Tailem Bend	<p>Submission related to the following concerns:-</p> <ol style="list-style-type: none"> 1. Rezoning of land to Urban Employment Zone to south of Tailem Bend, as their dwelling is located in the middle of the new zone (Lot 1 Substation Road, Tailem Bend) 2. Impacts of solar farm and other future unknown developments 3. Impact on rates 4. About the types of development that may be allowed in the new zone 5. Impact on value <p>Please refer to the copy of the written submission for further details.</p>	<p>Council has identified the land as being suitable to accommodate larger scale activities providing employment opportunities.</p> <p>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.</p> <p>The Zone will also give potential 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.</p> <p>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</p>	No change.

			<p>land with general physical suitability for larger scale development.</p> <p>The provision of employment lands at Tailem Bend is also supported in various regional strategic documents, as outlined in the Statement of Investigations.</p> <p>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.</p> <p>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.</p> <p>It is acknowledged that the longer term development of the land (if rezoned) would lead to a substantial change in the nature of the land and development on the land – notwithstanding, relevant interface aspects would need to be considered as it related to existing development depending on the nature and scale of future development.</p>	
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			<p>The impact on valuation and Council rates (as a result of potential rezoning of the land) is unknown at this point in time, and is a matter for consideration of the Valuer-General – potentially the rezoning of the land might increase the value of land based on the additional development opportunities that would arise.</p> <p>Alternatively, Council may choose to remove this portion of Urban Employment Zone (i.e. retain in Primary Production Zone) and consider further via Tailem Bend/Wellington East corridor Masterplan.</p>	
2.	<p>Maria Sadlier, PO Box 377, Tailem Bend</p>	<p>Submission related to the following request:-</p> <ol style="list-style-type: none"> 1. Wishes to see Lot 8, 69a Yumali Road, Meningie and surrounding lots rezoned from Primary Production Zone to Rural Living Zone, on the following basis:- <ul style="list-style-type: none"> • Most of the lots are already used for rural living and have already been divided • The land is not farm land and already functions as rural living land and could offer future development opportunity adjacent to the township 2. Advised of confusion relating to rate notice land use classification vs zoning classification <p>Please refer to the copy of the written submission for further details.</p>	<p>Agree - based on the existing established predominant land use (fragmented for rural living purposes) directly adjacent to the existing rural living zone, it is considered that Lot 1, Section 103, Lot 3 to 6, Lot 9, Section 121 and Lot 8 to the north of the existing rural living zone at Meningie north, be rezoned to Rural Living.</p> <p>The zone should be included within the existing 4 hectare area, so as to be consistent with the existing zone provisions and to limit future division given the nature of the locality, to provide greater scope for interface buffers to adjoining Industry Zone, and given parts of the land are constrained via localised drainage issues.</p> <p>The matter relating to rate notice classification is simply because the Valuer-General uses a different land use classification for valuation purposes, based on existing use.</p>	<p>Amend Zone Map CooD/62 to rezone Lot 1, Section 103, Lot 3 to 6, Lot 9, Section 121 and Lot 8 to the north of the existing rural living zone at Meningie north, to Rural Living Zone.</p> <p>To make corresponding change to PDC 11 of the Rural Living Zone as it relates to the existing entry for the 'area centred on Yumali Road and east of Dehy Road, Meningie' to read:-</p> <p><i>'area centred on Yumali Road, Minchan</i></p>

				<p><i>Road, Princes Highway and east of Dehy Road, Meningie north'</i></p> <p>To amend the Desired Character Statement for the Rural Living Zone to reference need for consideration of interface treatments and buffers for any future development in proximity to the Industry Zone and to also reference the existence of localised drainage issues.</p>
3.	Colleen Stock, Lot 11 Yumali Road, Meningie	<p>Submission related to the following request:-</p> <ol style="list-style-type: none"> 1. Seeks that Lot 11 Yumali Road, Meningie, be rezoned to provide scope for a dwelling as a 'non-complying' form of development in the Industry Zone 2. Consider the land is not ideal for industry due to the topography and limestone nature <p>Please refer to the copy of the written submission for further details.</p>	Agree in part, where rezoning of the land to Home Industry would provide scope for smaller scale less intrusive industrial and business activities, plus scope for a dwelling where in association with that business activity.	<p>To amend Zone Map CooD/62 to rezone Lot 11 Yumali Road, Meningie, to Home Industry.</p> <p>To amend the Desired Character Statement for the Home Industry Zone to reference need for consideration of interface treatments and buffers for any future 'associated dwelling' in proximity to the Industry Zone.</p>

4.	Lisa Rowntree, Longridge Olives	<p>Submission related to the following request:-</p> <ol style="list-style-type: none"> 1. Seeks that dwellings for workers accommodation not be 'non-complying' in the Primary Production Zone, but be treated as 'merit' forms of development 2. Acknowledges the DPA is an urban based DPA, but consider Council should address this now and not wait for a future process 3. There is need to provide scope for worker accommodation associated with primary production to attract workers to the district – this will not impact on farming activities, rather assist in growth of such including value added activities 4. Specifically seeks that the non-complying list for the Primary Production Zone be amended to exclude dwelling(s) from being non-complying where they are used for the purpose of housing workers associated with an existing primary production activity or an on-farm processing activity – and seeks that Council amend PDC 1, 7 & 9 accordingly. <p>Please refer to the copy of the written submission for further details.</p>	<p>Agree – however, is outside of scope agreed to in Statement of Intent, in context of Townships DPA. However, following discussions with DPTI, and in the context of the changes proposed, it was considered appropriate to address in this DPA.</p> <p>Please refer to PIRSA and Council submissions in Agency Consultation response (contained in separate schedule) that adds support to this submission.</p> <p>This submission is also supported by the Council-wide Short-term workers accommodation module policy in the Coorong Council Development Plan.</p> <p>Please refer to proposed amendments outlined in the Council submission in the Summary and Response to Agency Submissions Report.</p>	<p>Please refer to proposed amendments outlined in the Council submission in the Summary and Response to Agency Submissions Report.</p>
5.	J.E. Ayres and others, 10 Murray Drive, Murray Bridge 5253	<p>Submission related to the following concerns:-</p> <ol style="list-style-type: none"> 1. Disagrees with the rezoning of 5 Narrung Road, Meningie (Lot 101) from Residential to Town Centre Zone – although has a preference for Residential in favour of Town Centre, ideally would like the older original zone 	<p>Potentially the Town Centre Zone would provide greater flexibility/scope for a range of future land uses – however, it is acknowledged the land was only identified for rezoning based on earlier discussions with the community.</p> <p>In light of feedback from the land owners, Council should seek to retain the current Residential Zoning of the land.</p>	<p>To amend Zone Map CooD/61 to retain Lot 101 Narrung Road Meningie (the portion of land identified for rezoning that is outside of the River Murray Flood Zone),</p>

		<p>2. Considers rezoning of land would devalue the land in the present climate and inhibit desire to build a new home into the future</p> <p>Please refer to the copy of the written submission for further details.</p>		within the Residential Zone.
6.	<p>Claudia Ait-Touati, Careship Coorong, Coonalpyn</p>	<p>Submission related to the following request:-</p> <p>1. To allow flexibility in the proposed Rural Living Zone (Section 84 McIntosh Way, Coonalpyn) for special circumstances housing options associated with volunteer housing for their dementia care services</p> <p>Please refer to the copy of the written submission for further details.</p>	<p>Agree, noting the Rural Living Zone does provide scope for potential division of the land that could give use to additional future dwellings.</p> <p>In addition to the above, in the context of the land, its location within the heart of the Coonalpyn township, the scope for the specific housing options required by Careship Coorong (apart from detached dwellings) is not unreasonable – therefore a further non-complying exception (in addition to the current proposed exception for dwelling) for a residential flat building is proposed. This will then align with the current amendment proposed to the Desired Character Statement that recognises Careship Coorong and need for alternative forms of accommodation for client needs.</p>	<p>To amend the non-complying entry for 'Dwelling' in the Rural Living Zone procedural table to provide an exception where it relates to Section 84, McIntosh Way, Coonalpyn, for both a dwelling (as already proposed) and residential flat building</p>
7.	<p>R and K Zadow, PO Box 30, Tailem Bend 5260</p>	<p>Submission related to the following concerns:-</p> <p>1. Opposing rezoning of land to Urban Employment Zone to south of Tailem Bend that includes their operative farm adjacent to the proposed solar farm</p> <p>2. Impact on valuation and rates</p> <p>3. The rezoning provides no benefit, as still intend to use the land for farming</p> <p>4. Impact of possible intersection/rail crossing shown on the concept map on their entrance to sheering shed</p>	<p>Council has identified the land as being suitable to accommodate larger scale activities providing employment opportunities.</p> <p>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.</p> <p>The Zone will also give potential scope for the expansion of</p>	No change

		<p>Please refer to the copy of the written submission for further details.</p>	<p>the solar farm, large scale battery storage and associated energy infrastructure that takes advantage of its strategic location to the electricity distribution network.</p> <p>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 land with general physical suitability for larger scale development.</p> <p>The provision of employment lands at Tailem Bend is also supported in various regional strategic documents, as outlined in the Statement of Investigations.</p> <p>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.</p> <p>The electricity supply transmission and distribution network also traverses through, and nearby, the area proposed to be</p>	
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			<p>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.</p> <p>It is acknowledged that the longer term development of the land (if rezoned) would lead to a substantial change in the nature of the land and development on the land – notwithstanding, relevant interface aspects would need to be considered as it related to existing development depending on the nature and scale of future development.</p> <p>The impact on valuation and Council rates (as a result of potential rezoning of the land) is unknown at this point in time, and is a matter for consideration of the Valuer-General – potentially the rezoning of the land might increase the value of land based on the additional development opportunities that would arise.</p> <p>In terms of the ongoing operation of the farm, at law, the owners have the right to continue to use the land for farming purposes into the future regardless of the zoning based on existing use rights.</p> <p>The Concept Plan Map CooD/13 (and references to a possible intersection upgrade) is indicative, and if such is to occur in the future would be subject to final design and engagement with any affected land owners.</p> <p>Alternatively, to remove this portion of Urban Employment Zone (i.e. retain in Primary Production Zone) and consider further via Tailern Bend/Wellington East corridor Masterplan.</p>	
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8.	T. Rasheed, Raine & Horne, Meningie	<p>Submission related to the following request:-</p> <ol style="list-style-type: none"> 1. Whilst supported the DPA generally, seeks Council rezones Lot 1, 3, 4, 5, 6, 8, 9 and Sections 121 & 103 Hd Bonney (Meningie north) to Rural Living Zone 2. Considers the land is not suitable for primary production given its already fragmented rural living land and allow for more flexible and practical bank lending options <p>Please refer to the copy of the written submission for further details.</p>	<p>Agree.</p> <p>Refer submission no. 2.</p>	<p>As per submission no. 2.</p>
9.	Andrew Davidson, Property Development Consultants, on behalf of I & N Jaensch	<p>Submission related to the following request:-</p> <ol style="list-style-type: none"> 1. In addition to supporting the current proposal to rezone land from Community Zone to Rural Living Zone on Kulde Road, Tailem Bend, seeks that additional land (being Piece 23 of 25.34ha to immediate east of Racecourse Road, fronting Kulde Road) be rezoned to Rural Living 2. Considers land is well suited for rezoning based on range of township growth, economic growth, infrastructure capability, lifestyle reasons and site suitability reasons. 3. Considers that the adjoining land to south (Lot 399 of 26 ha) could also be considered for rezoning <p>Please refer to the copy of the written submission for further details.</p>	<p>Agree with regard to suitability of land to cater for longer term growth options for township of Tailem Bend.</p> <p>To support the proposal, some additional investigations would be required, inclusive of site history reporting by qualified environmental consultant (in same way as Council investigations for other land to be rezoned) – noting the JBS&G Site History Report 2017, for other land in the locality has identified catering waste landfill disposal on adjacent land to the south.</p> <p>DPTI has raised query with regard to potential oversupply and demand as it relates to the DPA as it currently stands, notwithstanding land owner requests to rezone further additional land - this is notwithstanding the areas proposed to be rezoned allow for modest growth, and are specifically proposed to help stimulate the market and cater for forecasted growth associated with likely and current major economic investment into the region – the growth objectives have been supported by adjoining Councils, Regional Development Australia and the SA Tourism Commission.</p>	<p>Subject to commissioning Site History Reporting and landfill investigations with satisfactory outcome, to amend Zone Map Coo/50 to rezone Piece 23 in DP 115598 Kulde Road Tailem Bend to Rural Living Zone – 0.5 ha, with policy promoting larger 2 ha lots and interface buffers for future dwellings adjacent to the Primary Production Zone.</p>

			<p>In respect of the above, Council has commissioned further investigations relating to growth and economic development in the district, as tabled to the Agency Submission report, by Coorong Realty, September 2017, to highlight strong economic development drivers.</p> <p>Outside of this current DPA process, Council also plans to commission further investigations relating to growth and economic development options within the Taillem Bend/ Wellington east corridor – whilst such investigations in this corridor would require considerable resources and government/land owner support/engagement and willingness of government/Minister to support, the Council acknowledges the need to consider further economic and township growth opportunities.</p> <p>Should Council resolve to seek to rezone the land, it is acknowledged that the release of the land to the market would need to be staged, for which can be appropriately addressed via staging plans at a development application stage.</p> <p>Alternatively, Council may choose to defer further considerations to the Taillem Bend/Wellington East corridor Masterplan.</p>	
10.	Fyfe, on behalf of the Peregrine Corporation (letter dated 23 June 2017)	<p>Submission related to the following request:-</p> <ol style="list-style-type: none"> 1. Appreciates efforts of Council in responding to initial feedback on the draft DPA 2. Whilst not opposed to the new Urban Employment Zone, it seeks the following additional amendments to the DPA as to the Urban Employment Zone, so as to reduce 	<p>Agree, as this will reinforce the policy outcome intended by Council.</p> <p>For consistency, use same terminology as already shown for Industry, being:-</p> <ul style="list-style-type: none"> ● Store (other than motorsport industry and support activities) 	Amend PDC 1 of the Urban Employment Zone as it relates to Store and Warehouse accordingly.

		<p>potential for land use duplication with the Motor Sports Park activities:-</p> <ul style="list-style-type: none"> - Revise PDC 1 so that a Store and Warehouse are only envisaged 'other than for motorsport industry and commercial support activities (ie car or motorbike storage/warehousing) <p>3. Thanked Council for the amendments as it relates to the Motorsports Park Zone.</p> <p>Please refer to the copy of the written submission for further details.</p>	<ul style="list-style-type: none"> • Warehouse (other than motorsport industry and support activities) 	
11.	<p>Planning Solutions SA, for Clandene Pty Ltd, PO Box 1117 Gawler SA 5118</p>	<p>Submission related to the following request and concerns:-</p> <ol style="list-style-type: none"> 1. Seeks consideration of zoning outcomes as it relates to Lot 399 (old Tailem Bend Race Course) located in the Primary Production Zone, and Lot 99 adjacent to the Mallee Highway 2. Opposing the rezoning of land to the west of Lot 399 (currently zoned Community Zone) as Rural Living as shown in the DPA, as that land provides an important buffer to Lot 399 and the owners ongoing potential to establish a bulk grain storage and handling facility 3. Raises concern regarding the ownership of existing land (in the Community Zone) proposed to be rezoned to Rural Living, being owned by an elected member 4. Outlines commentary relating to grain storage in the proposed Urban Employment Zone 	<p>Comments noted.</p> <p>Agree with regard to suitability of Lot 399 Kulde Road Tailem Bend to cater for longer term growth options for township of Tailem Bend. To support the proposal, some additional investigations would be required, inclusive of site history reporting by qualified environmental consultant (in same way as Council investigations for other land to be rezoned) – noting the JBS&G Site History Report 2017, for other land in the locality has identified catering waste landfill disposal on this land.</p> <p>The provision of larger lots abutting the adjacent CWMS wastewater storage lagoons (to the south on adjoining land) will assist in future dwellings satisfying environmental evaluation buffer distance requirements.</p> <p>DPTI has raised query with regard to potential oversupply and demand as it relates to the DPA as it currently stands, notwithstanding land owner requests to rezone further additional land - this is notwithstanding the areas proposed to be rezoned allow for modest growth, and are specifically</p>	<p>Subject to commissioning Site History Reporting and landfill investigations with satisfactory outcome, to amend Zone Map Coo/50 to rezone Lot 399 in FP 207829 Kulde Road Tailem Bend to Rural Living Zone – 0.5 ha, with policy promoting larger 2 ha lots and interface buffers for future dwellings to the Primary Production Zone and Urban Employment Zone.</p>

		<p>5. In summary, submission:-</p> <ul style="list-style-type: none"> - Opposes the rezoning of existing Community Zone west of Lot 399 Kulde Road, Tailem Bend - Advises that in the event of Council not supporting the above submission, they do not wish to be disadvantaged by being left with a parcel of land that they would find hard to develop and (if on that basis) requests Lot 399 also be rezoned Rural Living <p>Please refer to the copy of the written submission for further details.</p>	<p>proposed to help stimulate the market and cater for forecasted growth associated with likely and current major economic investment into the region – the growth objectives have been supported by adjoining Councils, Regional Development Australia and the SA Tourism Commission.</p> <p>In respect of the above, Council has commissioned further investigations relating to growth and economic development in the district, as tabled to the Agency Submission report, by Coorong Realty, September 2017, to highlight strong economic development drivers.</p> <p>Outside of this current DPA process, Council also plans to commission further investigations relating to growth and economic development options within the Tailem Bend/ Wellington east corridor – whilst such investigations in this corridor would require considerable resources and government/land owner support/engagement and willingness of government/Minister to support, the Council acknowledges the need to consider further economic and township growth opportunities.</p> <p>Should Council resolve to seek to rezone Lot 399 Kulde Road Tailem Bend, it is acknowledged that the release of the land to the market would need to be staged, for which can be appropriately addressed via staging plans at a development application stage.</p> <p>Alternatively, Council may choose to defer further considerations to the Tailem Bend/Wellington East corridor Masterplan.</p>	
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<p>12.</p>	<p>O'Loughlins Lawyers, GPO Box 2410 Adelaide SA 5000 on behalf of United Petroleum Pty Ltd</p>	<p>Submission related to the following concerns:-</p> <ol style="list-style-type: none"> 1. Objects to aspects of the DPA and contends Council is in breach of the Act primarily as it relates to the nature of the amendment not being specifically identified in the Statement of Intent and as it related to undertaking investigations – raising serious concerns about the fairness and transparency of the DPA process 2. Submits that the offending parts of the DPA (as outlined in Schedule A of the submission) be deleted from the current DPA, and if necessary be reconsidered at a later time in a subsequent DPA – the offending parts relate to Council's proposal to amend the Industry Zone and Town Centre Zone in regard to envisaging Service Station Complex and interrelated amendments versus the current Development Plan that envisages Petrol Filling Station. 3. Submits that, it reserves its rights in relation to the DPA, including but not limited to issuing legal proceedings to seek judicial review and an injunction to prevent the implementation of the DPA, should it progress in its current form. <p>Please refer to the copy of the written submission for further details.</p> <p>Please note, that in relation to many of the matters raised about the former development application process of Caltex, the DPA process, access to and provision of information and the</p>	<p>Council respects the submission made.</p> <p>Council considers that whilst the specific amendments were not stated in the Statement of Intent, there was a clear basis outlined in the Statement of Intent as it related to considering zoning provisions within the identified townships, inclusive of Tintinara.</p> <p>The amendments proposed in the DPA have been available for public scrutiny through public agendas/minutes of Council's Strategic Planning Development Policy Committee.</p> <p>The DPA has also been made available for consultation through the formal consultation period, inclusive of making a working draft of the DPA available to the public prior to the formal consultation period.</p> <p>There has been various communications between Council and O'Loughlins prior to the release of the DPA for formal consultation that included reference to proposed amendments, and communications during the formal consultation process.</p> <p>As part of the DPA, investigations are outlined in Section 3 of the DPA - as it relates to the matter of Service Station Complexes, the investigations are contained in Section 3.2.17, as undertaken by URPS consultants.</p> <p>The DPA has been made available for public and agency consultation, conduct of public hearing and for consideration of submissions accordingly.</p> <p>Further to the above, Council has sought legal advice that advises Council has not breached the Development Act as it relates to this DPA.</p>	<p>For direction of Committee for consideration of Council.</p> <p>The Committee considered that no further change be made to the DPA.</p> <p>No change.</p>
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		like, there has been various communications between Council's Director Planning and Economic Development and O'Loughlins.		
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Attachment B – Summary and Response to Public Meeting Submissions

Four (4) submitters requested to be heard – therefore Council held the Public Hearing as scheduled, on 15 August 2017.

No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response
1.	Andrew Davidson, Property Development Consultants, on behalf of I & N Jaensch	Mr Davidson spoke to the written submission. Please refer to written submission in Attachment A – Item 9.	Refer to Item 9 in Attachment A.
2.	Trevor White, Planning Solutions SA, on behalf of Clandene Pty Ltd	Mr White spoke to the written submission. Please refer to written submission in Attachment A – Item 11.	Refer to Item 11 in Attachment A.
3.	Michael Connelly, O'Loughlins Lawyers, on behalf of United Petroleum Pty Ltd	Mr Connelly attended the meeting and advised he did not wish to speak as the written submission spoke for itself. Please refer to written submission in Attachment A – Item 12.	Refer to Item 12 in Attachment A.
4.	Mrs Ayres on behalf of J.E. Ayres and others	Mrs Ayres spoke to the written submission. Please refer to written submission in Attachment A – Item 5.	Refer to Item 5 in Attachment A.

Attachment C - Timeframe Report

SCPA Timeframe Report: Process B2 – consultation approval not required

The SOI was agreed by the Minister and Council on 20 January 2015.

Key steps	Period agreed to in SOI	Actual time taken	Reasons for difference (if applicable)
Investigations conducted and DPA prepared	32 weeks	February 2015-May 2017	Time required to engage environmental and planning resources to assist with investigations, Council reporting etc – DPTI fully informed of timing through process.
Consultation	8 weeks	June 2017-July 2017	Nil
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. <i>Summary of Consultations and Proposed Amendments</i> submitted to Minister for approval.	8 weeks	August-October 2017	To accommodate formal Council review and agenda/reporting cycles.

Attachment D - Schedule 4A Certificate

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 16 of May 2017



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Chief Executive Officer

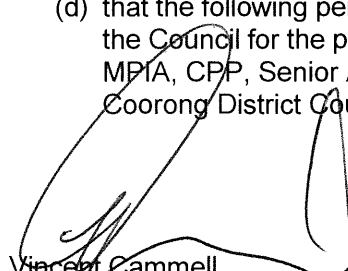
Attachment E - Schedule 4B Certificate

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval.

I Vincent Cammell, as Chief Executive Officer of the Coorong District Council, certify, in relation to the proposed amendment or amendments to the Coorong District Council Development Plan as last consolidated on 24 November 2016, referred to in the report accompanying this certificate:-

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered):-
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments 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 report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act – Geoff Butler MP/IA, CPP, Senior Associate at URPS and David Altmann, RPIA, Coorong District Council,.


Vincent Cammell
Chief Executive Officer
Date 26/10/2017