Mid Murray Council

Township Boundaries

Development Plan Amendment - Statement of Investigations

May 2010

By Mid Murray Council

Closing date for submissions - 5pm 2 July 2010
Have Your Say

This Development Plan Amendment (DPA) is available for inspection by the public during business hours from Wednesday, 5th May 2010 until Friday 2nd July 2010 at the Mid Murray Council offices located in:

Mannum – 49 Adelaide Road, Mannum
Cambrai – Main Street, Cambrai
Morgan – 10 Fourth Street, Morgan

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

Submissions should be sent to:

Mr Dean Gollan
Chief Executive Officer
Mid Murray Council
PO Box 28
Mannum SA 5238

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

If requested, the public hearing will be held at:

Date: 7pm Thursday 15 July 2010
Venue: Morgan Day Activity Centre, 8 Fourth Street, Morgan

Date: 7pm Tuesday 20 July 2010
Venue: Cambrai Hall, Skinner Street, Cambrai
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EXECUTIVE SUMMARY

INTRODUCTION

The Development Act 1993 provides the legislative framework for undertaking amendments to a Development Plan. The Act allows either the relevant council or the Minister for Urban Development and Planning (under prescribed circumstances) to amend a Development Plan.

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

A DPA consists of:
• Executive Summary
• Analysis
• Conclusions and Recommended Policy Changes
• References/Bibliography
• Certification by Council’s Chief Executive Officer
• Appendices
• The Amendment

NEED FOR THE AMENDMENT

The Development Plan Amendment is required to address a wide range of issues that face the future development of ten identified townships in the Mid Murray council area. In particular, the DPA focuses on the need to alter town boundaries and change development policy in order to accommodate growth, development opportunities and amend zone anomalies.

It is considered that a comprehensive review of the existing zones that surround Morgan, Truro, Cambrai, Tungkillo, Palmer, Keyneton, Sedan, Blanchetown, Swan Reach and Caloote is required to ensure that future residential, commercial, industrial and rural living growth of the ten townships occur in an efficient and economic manner.

STATEMENT OF INTENT

The Minister for Urban Development and Planning agreed to the Statement of Intent for this Development Plan Amendment (DPA) on 24 June 2009.

As described in the Statement of Intent, the scope of this DPA is to investigate the location and extent of the existing town boundaries and review the existing zones of Morgan, Truro, Cambrai, Tungkillo, Palmer, Keyneton, Sedan, Blanchetown, Swan Reach and Caloote and recommend appropriate zoning that will provide for and direct future residential, commercial and industrial growth within the Mid
Murray townships.

Nildottie was also included in the Statement of Intent, however, it has been excluded from this DPA as it has been concluded that it would be more appropriate to investigate boundary alterations to the Settlement Policy Area of the Murray River Zone in the future River Murray Zone – Townships, Settlements and General Policy Review DPA.

**AREAS AFFECTED**

The areas covered by the DPA include the following ten townships and surrounding areas. Specifically, the areas affected are contained in:

- Morgan – Country Township Zone; River Murray Zone; Rural Zone; Rural Living Zone.
- Truro – Country Township Zone; Rural Living Zone; and Rural Zone.
- Cambrai – Country Township Zone; and Rural Zone.
- Swan Reach – Service Centre Zone; and River Murray Zone.
- Sedan - Service Centre Zone; and Rural Zone.
- Blanchetown - Service Centre Zone; and River Murray Zone.
- Tungkillo - Service Centre Zone; Rural Living Zone; and Rural Zone.
- Palmer - Service Centre Zone; and Rural Zone.
- Keyneton - Service Centre Zone; and Rural Zone.
- Caloote - River Murray Zone.

The map below (Figure 1) illustrates the area affected by the DPA.
Figure A – Affected Townships (within the Mid Murray Council Area) to be considered in the DPA
LEGAL REQUIREMENTS

Prior to the preparation of this DPA, Council received advice from a person or persons holding prescribed qualifications pursuant to Section 101 of the Development Act 1993.

The DPA has assessed the extent to which the proposed amendment:
• accords with the Planning Strategy
• accords with other parts of Council’s Development Plan
• complements the policies in Development Plans for adjoining areas
• satisfies the requirements prescribed by the Regulations

CONSULTATION

This DPA is now released for formal agency and public consultation.

The organisations and agencies to be consulted are:
• Department of Planning and Local Government
• Primary Industries and Resources of SA
• Environmental Protection Authority
• Department of Transport, Energy and Infrastructure
• Minister for the River Murray (Department for Water, Land and Biodiversity Conservation
• Department for Environment and Heritage
• Department of Education and Children’s Services
• Department for Premier and Cabinet
  o Aboriginal Affairs and Reconciliation
  o Office for Recreation and Sport
• Department of Trade and Economic Development
• Department of Families and Communities
• Department of Further Education, Employment, Science and Technology
• Department of Health
• South Australian Tourism Commission
• SA Water Corporation
• ETSA Utilities
• Country Fire Service
• State Emergency Service
• Adjoining Councils (Rural City of Murray Bridge, Regional Council of Goyder, Light Regional Council, Barossa Council, Adelaide Hills Council, District Council of Loxton-Waikerie, District Council of Mount Barker, District Council of Karoonda-East Murray)

Consultation will also be undertaken with the following State Member of Parliament:
• State Member of Parliament for Schubert

In addition to these statutory requirements, Council will invite the following organisations to make comment on the DPA:
• SA Murray Darling Basin Natural Resources Management Board
• Murraylands Regional Development Board
• Conservation Council
Council considers that the community of interest is likely to be:
- Residents of the Mid Murray Council Area
- Land owners and business operators of the affected townships

In addition to the statutory requirement of inserting a notice about the DPA in the Government Gazette, Council will inform the public about the DPA by:

- placing a notice in the Advertiser
- placing a notice in the River News (distributed locally)
- placing a notice in The Murray Valley Standard
- placing a notice in The Leader

Public Consultation Period:

The Development Plan Amendment will be available for viewing and for submissions to be made during the following Public Notification Period:

Wednesday 5\textsuperscript{th} May 2010 to Friday 2\textsuperscript{nd} July 2010

Council will ensure that the community can access the DPA document during the consultation period in the following manner and locations:
- Council will place the DPA on its website on the date public exhibition commences.
- Hard copies of the DPA will be available for inspection, loan or purchase during business hours at Council offices in Morgan, Cambrai and Mannum on the date public exhibition commences.

Written Submissions:

Written submissions on the DPA should be forwarded to:
Mr Dean Gollan  
Chief Executive Officer  
Mid Murray Council  
PO Box 28  
Mannum SA 5238

A hard copy of the submissions received will be available for inspection at Council offices in Morgan, Cambrai and Mannum during office hours, following the close of the Public Consultation Period until the Public Hearings.

Public Hearing:

Public Hearings will be held following the close of the public exhibition period as detailed below:

| Date:            | 7pm Thursday 15\textsuperscript{th} July 2010 |
| Venue:           | Day Activity Centre, 8 Fourth Street, Morgan; and |

| Date:            | 7pm Tuesday 20\textsuperscript{th} July 2010 |
| Venue:           | Cambrai Hall, Skinner Street, Cambrai |
All written and verbal agency and public submissions made during the consultation phase will be recorded, considered and summarised. Subsequent changes to the DPA may occur as a result of this consultation process.

THE FINAL STAGE

When Council has considered the comments received and made any appropriate changes, a report on this - Summary of consultations and proposed amendments - will be sent to the Minister for Urban Development and Planning.

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

1. BACKGROUND

The Mid Murray Council was formed in 1997 through the amalgamation of the District Councils of Mannum, Morgan, Ridley-Truro and part of Mount Pleasant. Mid Murray Council includes land within the regions known as the Murraylands, Riverland and the eastern foothills of the Mount Lofty Ranges. Mid Murray Council has an area of 6,266 square kilometres.

The major topographical feature of the Mid Murray Council is the River Murray valley. The River Murray is a major source of water for Adelaide and is a focus for recreation, holiday homes and tourism. The Murray Valley contains significant areas of landscape value, wildlife habitats, sites of scientific interest and valuable farming. In the Murraylands, sheep, cereals, dairying and horticulture are the principal farming activities. Land further to the north is drier and subsequently, used for grazing, with the higher rainfall areas in the south used for cropping.

Much of the population is located in townships, river settlements and shack settlements along the 220km of the River which transverses the Council in a mostly north-south direction. The River Murray has had and continues to have a significant impact in the area, determining economic growth, which in turn affects employment and population in the area.

The Mid Murray Council recorded a population of 8,035\(^1\) in the 2006 census, 398 less than the population recorded in the 2001 census. This population decline of 4.7% is generally associated with the rural areas of the Mid Murray, while the majority of townships are experiencing some population growth.

The major regional centre within the Mid Murray Council area is Mannum, with a population of 2,042\(^2\) (2006 census) and the region is further serviced by smaller towns such as Morgan, Truro, Cambrai, Swan Reach, Blanchetown, Sedan, Tungkillo, Keyneton, Palmer and Caloote that are the subject of this DPA.

Morgan

Morgan is the second largest town within the Mid Murray region with a population of 426 recorded in the 2006 census. The town is located alongside the western side of the River Murray and is 167 kilometres northeast of Adelaide. Morgan is an important crossing point along the River Murray and once was a thriving river port. Today, the township is more commonly associated with tourism. The present population of Morgan is estimated to be about 435.

Truro

The township of Truro is located 87 kilometres northeast of Adelaide, just beyond the Barossa Valley, and recorded a population of 365 in the 2006 census. The town is situated on the Sturt Highway and acts as an important servicing centre for passing traffic. The present population of Truro is estimated to be about 390.

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\(^1\) Australian Bureau of Statistics, Census of population and housing, 2006
\(^2\) Australian Bureau of Statistics, Census of population and housing, 2006
Cambrai
Cambrai is located on the plains, mid-way between the River Murray and the Adelaide Hills, 89 kilometres northeast of Adelaide and is just north of the Marne River (a small tributary of the River Murray). The town population of Cambrai is estimated to be between 90-100 people. However, it is an important service centre with a surprising number of community services for such a small population. Cambrai is also situated strategically on the road network of the Mid Murray region.

Tungkillo
Tungkillo is a linear settlement situated on the eastern side of the Mount Lofty Ranges and is 58 kilometres northeast of Adelaide. The population of the town is estimated to be between 130-140 people.

Palmer
Palmer is located 68 kilometres northeast of Adelaide and 16 kilometres northwest of Mannum along the Adelaide-Mannum Road. The population of the town is estimated to be between 115-125 people.

Keyneton
Keyneton is a linear settlement stretching along the intersection of the Angaston-Swan Reach and Eden Valley-Moculta Roads. The town is located 81 kilometres northeast of Adelaide and 12 kilometres southeast of Angaston. The population of the town is estimated to be between 70-80 people.

Sedan
Sedan is situated 10 kilometres north of Cambrai on the plains, mid-way between Angaston and Swan Reach. Sedan is 99 kilometres northeast of Adelaide and is located strategically on the road network of the Mid Murray region. The population of the town is estimated to be between 100-110 people.

Blanchetown
Blanchetown is a grid settlement situated along the western side of the River Murray. The town is 133 kilometres northeast of Adelaide and lies between Morgan and Swan Reach. Blanchetown is positioned just south of the Sturt Highway and is an important service centre for passing traffic. The town is an important tourist centre and contains a large number of holiday homes. Blanchetown recorded a population of 231 in the 2006 census. The present population of the town is estimated to be about 240.

Swan Reach
Swan Reach is one of the few townships in the Mid Murray area to be situated along the eastern side for the River Murray. The town is 128 kilometres northeast of Adelaide and acts as an important crossing point along the River. The town is an important service and tourism centre, and contains a significant number of holiday homes. Swan Reach recorded a population of 235 in the 2006 census. It is estimated that the present population of Swan Reach is about 240.

Caloote
Caloote is situated along the western side of the River Murray and is approximately 6 kilometres southwest of Mannum. The town is completely residential and offers
no retail or community services. The population of Caloote is estimated to be between 50-60 people.

**Statement of Intent**
On 24 June 2009, the Minister for Urban Development and Planning approved a Statement of Intent, prepared by Outhred English & Associates Pty Ltd on behalf of the Mid Murray Council in accordance with Section 25(1) of the Development Act, 1993.

The Statement of Intent proposed to specifically investigate:
- Review of regional economy
- Population analysis
- Review residential, commercial and industrial land supply and demand in the townships
- Conduct a land use survey
- An assessment of possible locations for new residential area(s)
- Investigate the location and capacity of existing infrastructure, including:
  - Road/Transport
  - Water
  - Sewer
  - Electricity
  - Gas
  - Telecommunications
  - Community and shopping facilities
- Traffic impact
- A review of the existing Country Township Zone, including its location, issues relating to vacant land, and relevance of the zone description, objectives and principles of development control
- A review of the Service Centre Zone, including its location, issues relating to vacant land, and relevance of zone description, objectives and principles of development control
- A review of the extent of the Rural Living Zone
- An investigation of an appropriate location at Morgan for an Industry Zone
- A review of BDP modules listed previously in the Statement of Intent
- A review of relevant submissions to the Section 30 Review

A series of investigations were proposed in the Statement of Intent and the results of those investigations are discussed in the body of this report.

Note: This Statement of Investigations does not form part of the formal Plan Amendment.
2. THE STRATEGIC CONTEXT AND POLICY DIRECTIONS

2.1 Consistency with the Planning Strategy

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

The Planning Strategy is divided into three sections — Metropolitan Adelaide, Outer Metropolitan Adelaide and Regional South Australia — and is based on key economic, social and environmental imperatives.

The Planning Strategy for Regional SA (January 2003, as amended at December 2007) is the relevant volume that applies to Mid Murray Council.

The most pertinent sections in the Planning Strategy that are addressed by the proposed policies are:

1.4 ECONOMIC ACTIVITY

Key Industry Sectors
1. Expand export growth by identifying new export opportunities, increasing horticultural production and food processing capability and fostering new supply chains.
   d. Encourage clusters and networks of industry groups for greater cooperation and increased efficiency.
   e. Encourage a range of housing types and tenures to meet the needs of people employed or seeking employment in regional areas.

4 Prevent the loss of productive land, minimising encroachment by inappropriate uses and reduce the potential for conflict.
   a. Recognise the rights of existing primary industries to conditions and practices necessary for efficient and sustainable business.
   c. Examine the need and consequences of further fragmentation of land for agriculture, horticulture and value-adding activities before a change in policy that allows smaller allotments.
   d. Prevent rural land fragmentation except in accordance with defined performance-based policies that allow for value-adding and new diversified rural industries.
   e. Protect productive farming land from non-productive land uses, incompatible activities and other threats.
   f. Ensure land use policy contains strong controls to prevent urban or semi-urban encroachment onto productive land where there is pressure for conflicting uses such as rural living.
   j. Ensure rural land close to settlements, good transport and a market is used productively.
   k. Where necessary, provide separation distances between land uses incompatible with primary industry.

Industry
20 Provide an adequate and appropriate supply of serviced land for industrial and commercial purposes.
   a. Encourage clustering of related industries.
   b. Allow for new industries and for the expansion of existing industries.
c. Reduce conflicts between industrial and other sensitive activities with separation distances, relocation and other techniques.
d. Allow for industry expansion when defining separation distances to existing industry.
e. Prevent residential encroachment on, and facilitate necessary expansion of, industrial activities and operations.
f. Promote pollution prevention, cleaner production and waste minimisation by industry.

**Business Support**

21 Promote a business environment conducive to private investment and capital attraction.
   a. Ensure plans encourage private sector investment.
   b. Incorporate economic priorities from the State and Regional Economic Development Strategies into land use plans

**2.4 ENVIRONMENT AND RESOURCES**

**Biodiversity**

3 Conserve biodiversity and integrate with land use planning.
   c. Reduce negative impacts on biodiversity through land use policies that discourage the further fragmentation of areas of native vegetation.

**Landscapes**

5 Protect visually important areas from inappropriate development.
   a. Preserve areas of high landscape and amenity value and areas forming an attractive background to urban areas, tourist developments and routes.

**Pollution and Waste Management**

10 Consider community and industry requirements for noise and air quality control when developing performance-based policies.
   a. Use separation distances and other performance-based measures to reduce conflicts between land uses sensitive to noise and/or reduced air quality.

11 Protect land from contamination and encourage progressive restoration of contaminated land.
   a. Encourage industry to identify, assess and remediate land or groundwater that is contaminated due to previous industrial or agricultural activity.
   b. Ensure that land identified as presenting an unacceptable risk to human health or the environment (including surface and underground water) is properly assessed and remediated.
   c. Develop performance-based policies to protect land from contamination.

**3.4 PEOPLE, TOWNS AND HOUSING**

**Housing**

1 Ensure diverse and affordable housing to suit community needs and preferences.
   a. Ensure that the supply of land and infrastructure meet seasonal as well as average annual demands for all types of housing.
   b. Encourage greater housing diversity and ensure housing affordability for people on low incomes and older people.
   c. Support a stable housing industry based on the private sector.
   d. Ensure a comprehensive range of affordable housing alternatives.

2 Provide affordable housing for community groups with special needs.
   a. Provide appropriately located and designed public housing for people with high housing need, including people with disabilities, mental health needs and those who are homeless.
   e. Make available a range of housing choices that meet the needs of young people.

3 Provide for adequate accommodation for the aged in regional townships by
providing a comprehensive range of aged housing alternatives at affordable prices.

a. Provide acceptable sites for small-group aged housing projects integrated within the community and with ready access to transport and other community and human services.
b. Involve local councils, the community and human service providers in planning for aged housing to ensure necessary support services are available and accessible.
c. Facilitate joint developments between providers of housing, local councils and community groups to provide aged housing.

4 Develop higher residential densities close to services.

a. Select locations where relatively high standards of service and transport exist and where the potential for redevelopment is high.
b. Prepare a development strategy for each of the selected locations to maximise the use of public land and increase the density of housing and stage development as private land becomes available.

Rural Living

5 Base the location of rural living areas on an assessment of the capability and productivity of land for agriculture and horticulture, the availability and capacity of infrastructure, access to community services and the impact on primary production.

a. Limit rural living to areas not required for primary production, commercial or township expansion.

Design

6 Provide safe, secure and healthy living environments.

a. Improve residential amenity and community sustainability through urban regeneration programs, particularly in areas of economic, social and environmental disadvantage.
b. Promote best practice in residential and town centre design by incorporating features that improve access, enhance safety and encourage physical activity.

8 Establish urban design guidelines that reflect community values.

a. Encourage community participation in urban design to develop and revitalise living areas and regional town business centres.
b. Prepare indicative design guidelines for strategic sites where pressures for development are likely.
c. Prepare urban design guidelines for crime prevention for existing and new urban areas.

9 Improve built environments through a focus on strategic urban design, in particular infrastructure links, open space, built form and scale, accessibility and environmental management.

Town Growth and Business Centres

10 When investigating the potential growth of towns and cities consider the effect of regional growth issues.

a. Assess the overall demographic impact on regions when considering the provision of public facilities in major towns.
b. Ensure towns and settlements have adequate areas for growth.
c. Distribute land uses in towns and settlements in a way that avoids conflict between incompatible development.
d. Ensure physical and social infrastructure is provided to growing towns and cities according to a coordinated and planned program.
e. Assess household and property statistics, public housing stock quality and location to plan and better meet the changing housing and geographic needs and patterns of settlement in regional areas.

11 Establish environmentally responsible practices in urban development through joint ventures and other development activities.

b. Promote land use policies that support energy and water conservation principles in the siting and design of new construction.
c. Reduce energy demand with good site design and by promoting building materials, which are energy efficient and low in embodied energy.
13 Integrate the planning and management of urban infrastructure in an efficient manner, to conveniently locate facilities and to create an attractive, safe, inclusive and enjoyable place to live.
   a. Encourage economic and efficient use and development of physical infrastructure and its provision to adequately meet existing and future needs of the community.
   b. Ensure new housing and other urban development is continuous with and forms compact extensions of existing built-up areas.
   c. Release areas for urban growth to maintain location choice and economic provision of services.
   d. Eliminate physical and social barriers to full participation in community activities and services.

14 Concentrate shops, offices, services, civic and community activities in towns and business centres.
   a. Locate retailing in designated centres.
   b. Reduce conflicts between road traffic, customer parking and pedestrian movement.
   c. Encourage housing within or adjacent to town and business centres, particularly to accommodate people without access to private transport.

4.4 WATER RESOURCES
Murray Darling Basin
   1 Contribute to improving the health of the Murray Darling Basin to achieve a sustainable future for the Basin, its natural systems and communities.
      h. Locate urban effluent treatment and disposal or re-use off-river where practicable.
      i. Provide for improved urban effluent treatment and disposal or re-use systems.
      j. Achieve sustainable management of urban stormwater for towns along the river system.

EFFICIENT USE OF WATER
Industry and Town Water Use
   2 Plan for the sustainable, economic and efficient use of water resources
      a. Ensure the most efficient and economic use of imported water supplies based on the principles of avoidance, reduction, reuse, recycle and appropriate disposal.
      b. Conserve water through on-site detention and retention and the re-use of water resources including urban stormwater and treated sewage effluent.
      g. Locate and group industries to optimally use existing infrastructure and available water resources, such as process-recovered water, waste and stormwater re-use.

3 Protect water resources while allowing sustainable economic development.
   a. Consider localised water use by rural, industrial, government and domestic users in land use planning.

WATER QUALITY AND QUANTITY
Environment
   7 Integrate water resource policies and local water planning with land use planning.
      c. Protect water catchment and storage areas from poor land use and management.

Droughts and Floods
   12 Plan for extreme weather events such as floods and droughts to minimise their impact on the community.
      c. Restrict development and/or modify existing development on flood prone areas.

5.4 INFRASTRUCTURE

INDUSTRY SUPPORT
   1 Enhance the economic competitiveness of the State by supporting the provision of suitable infrastructure at reasonable cost.
      a. Where practical, locate industry to take advantage of emerging infrastructure such as telecommunications, wind farms and gas generation from waste.
      b. Ensure industry is sited to maximise the use of current infrastructure and energy efficiency.
ENERGY
2 Enhance access to competitive energy supplies for all customers across the State.
   c. Support industry growth through enhanced access to competitive energy supplies for all customers.
   e. Support the expansion of the electricity network where it supports economic development or the connection of sustainable energy projects.

WATER
3 Plan for water infrastructure.
   a. Reduce reliance on River Murray water for urban and domestic use.
   b. Identify opportunities to use alternative water sources, including stormwater of suitable quality.

4 Ensure water supply, sewage and stormwater drainage services of appropriate standards and costs are available to meet community needs.
   a. Base the expansion of towns on potential water availability and quality.
   b. Encourage private investment in alternative water supply and harvesting.

5 Plan for and promote new industry where water exists or can be made available.
   a. Plan for and provide information on the water needs of existing and future value-adding enterprises in areas with limited water supplies.
   b. Establish criteria for best practice use of water in various industries, including regional water use efficiency targets.

MOVING PEOPLE, GOODS AND SERVICES
Road
19 Enable the safe and efficient movement of people and goods.
   a. Ensure safe access to, and use of, the road system by the various modes of travel (including non-motorised and unprotected road users, riders, cyclists, pedestrians).

20 Facilitate the development of road transport with minimal impacts on the natural environment and townships.
   b. Ensure that the needs of all road users are catered for and that 'through' traffic in townships is appropriately managed.

21 Progressively improve the environment surrounding the road transport system.
   a. Reduce the intrusion and impacts of road transport (noise, dust, traffic volumes) on regional communities and improve the amenity of particularly sensitive areas, townships and regional areas affected by road transport.
   b. Develop structure plans for key towns to integrate the transport system with regional development priorities and land use planning.

22 Develop an integrated transport system that provides access for all users.
   g. Ensure land use and transport planning is well-integrated and provides access for users, businesses and adjacent landowners.

13 MURRAYLANDS PLANNING AND DEVELOPMENT AREA
13.1 STRATEGIES

Economic Activity Strategies
2 Extend cluster development initiatives to the area.
   a. Coordinate industry location on a regional basis by defining and developing clusters of specialist manufacturing and services activities in key locations and amend Development Plans where appropriate.

7 Ensure land division supports economic primary production and will not restrict
further development.

8 Ensure rural living does not diminish the productivity of prime horticultural land.

12 Amend Development Plans by introducing comprehensive performance policies that reflect industry requirements, land capability, environmental characteristics and responsible resource management for new development in rural areas.

Environment and Resources Strategies
13 Protect and enhance biodiversity and essential ecological processes.
   c. Protect areas of native vegetation and associated native fauna on both public and private lands.

30 Maximise sustainable use of regional water supplies by managing demand and providing opportunities to supply future needs.
   b. Promote efficient water use.
   c. Implement a total water cycle management approach to regional water supplies.

36 Protect and enhance natural areas, scenic routes and landscapes from unsightly development by minimising its visual impact.
   a. Develop urban areas adjoining the River in a manner that protects the natural character of the River while accommodating sensitively designed and located urban activities and tourist and recreation facilities.

People, Towns and Housing Strategies
38 Plan, manage and service the expanding permanent, holiday and tourist populations at the many river towns and settlements including Mannum, Swan Reach, Blanchetown and Morgan, with Murray Bridge as the area’s principal town.

39 Ensure land use policies encourage a diverse range of housing types to meet the changing needs of the community, including accommodation in town or business areas where appropriate.

40 Encourage increased private sector investment in housing in regional areas along with appropriate management structures, infrastructure and supply of land.

2.2 Mid Murray Council’s Strategic Plan 2006-2011

Council’s last approved Strategic Plan is the Mid Murray Council ‘Charting Our Future Strategic Plan 2006-2011’. The proposed planning policies accord with Council’s Strategic Directions Report. The following goals and strategies of the Strategic Plan are specifically relevant to the Development Plan Amendment.

NATURAL AND BUILT ENVIRONMENT
Goals
Ensure that the Development Plan incorporates sustainability principles in respect to all forms of development.

Strategies
Actively encourage the development of alternative energy sources and support the use of solar power in new developments.

COMMUNITY
Goals
Address employment and infrastructure barriers to attract new families and to encourage our young people to stay or return to the district.
**Strategies**
Facilitate the development of housing suitable for older people, especially where medical and other services are available.

**ECONOMY**

**Goals**
Facilitate the provision of suitably zoned land for residential, industrial, commercial and retail purposes.

**Strategies**
Facilitate the provision of housing in appropriate locations to attract families to live in the area.

### 2.3 Section 30 Review of Development Plan

The Section 30 Review of the Development Plan, which commenced in 2005, provides additional direction and support for the proposed Development Plan Amendment.

The Section 30 Review Report was finalised by Council in February 2007 and was subsequently submitted to the Minister for Housing and Urban Development. The most relevant sections of the Section 30 Review are outlined below:

**Overview of Submissions – Government Agency & Mid Murray Council staff**

Submissions received from Government agencies and Council staff highlighted amongst other issues, the following inadequacies of the Mid Murray Development Plan:

- Much of the policy is outdated and desired character statements are lacking.
- The Development Plan lacks guidance in terms of desired form and design of residential development (e.g., allotment size, building height, site coverage, private open space requirements, etc.).
- The Development Plan does not promote ESD principles, and should incorporate provisions relating to water sensitive urban design, energy efficiency, use of materials/resources, waste minimisation, indoor and outdoor environmental quality and biodiversity.
- Inadequacy of land division policy in a number of the townships, particularly relating to allotment size and configuration (no link with a relevant Table in the Plan), and availability of water and sewer services.

**Overview of Submissions – Public Submissions**

The DPA has addressed the majority of submissions received as part of the Section 30 Review with regard to the Mid Murray townships. In particular, boundary realignments and zoning amendments proposed in the DPA include:

- The majority of existing residential development adjacent townships to be included within the proposed town boundaries;
- Some areas made available and included within the proposed town boundaries for future residential development according to residential supply and demand and land suitability;
- Identifying appropriate land for industry in Morgan, Truro, Blanchetown and Cambrai;
- A minimum allotment size of 1200m$^2$ for future residential development in
towns with wastewater disposal issues; and
• Identifying Township Deferred Zone areas considered appropriate for residential development of Truro and Tungkillo after assessment has been given with regard to stormwater and wastewater issues that are affecting the towns.

The DPA does not address the following areas raised as part of the Section 30 Review for the following reasons:
• While there is evidence to support the extension of Cadell’s town boundary this needs to be assessed according to the value of the adjacent horticultural land and is considered beyond the scope of this DPA;
• While there is evidence to support the extension of the town boundaries of Nildottie and Caloote, this needs to be done in conjunction with an assessment of the River Murray Zone; and
• The defragmentation of townships into a number of zone areas such as Residential, Retail and Commercial will restrict development.

Potential Program of DPAs
The Section 30 Review Report listed current DPAs (as at the date of the report), as well as outlining a number of proposed DPAs and priorities.

The following matters were highlighted as priority policy areas in the Section 30 Review Report:
• Residential and General Policy DPA
  - Council Wide and some zone specific residential policies to address lack of detail in the Development Plan associated with the assessment of dwellings
• Rural Policy and Rural Living Review DPA
  - Investigate appropriateness of the 900ha MDU and other general rural policy
  - Investigate additional rural living adjacent Tungkillo
• River Murray Zone – Townships, Settlements and General Policy Review DPA
  - Cadell Irrigation Area possibly as a separate DPA

2.4 Current Development Plan Amendments

The DPA takes into account the following current Council DPAs:
• Mid Murray Council Heritage Places DPA
• Mannum Township DPA
• Mannum Waters Marina and Residential Development DPA
• River Murray Zone Minor Amendments DPA

It should be noted that while the township of Cadell is contained within a Service Centre Zone, the town cannot be appropriately addressed in this DPA. The issues concerning Cadell are primarily horticultural and therefore it is considered the town be more appropriately addressed within a Cadell Horticulture Policy Area DPA.

The Mannum Township DPA has proposed to amend or add a significant number of Council Wide policies, based either wholly or partly on the following Better Development Plan modules, as follows:
• Residential Development
• Design & Appearance
• Energy Efficiency
• Hazards
• Interface between Land Uses
• Land Division
• Water Resources
• Siting and Visibility
• Sloping Land

The Mannum Township DPA has been forwarded to the Minister for Urban Development and Planning for approval. These Council Wide policies are pertinent to this DPA and would have been included in this amendment, if they did not already form part of the Mannum Township DPA.

The Bushfires (Miscellaneous Amendments) DPA is the only current Ministerial DPA that is relevant to the townships. This DPA introduces additional mandatory criteria for development within Bushfire Protection Areas.

Bushfire Protection Areas apply to all the townships, except the existing Country Township Zones covering Morgan, Truro, Tungkillo and Cambrai. The Township Boundaries DPA does not propose any changes to the existing Bushfire Protection Areas. The proposed changes to township boundaries incorporated in this DPA will result in Bushfire Protection Areas as detailed in the following table:

<table>
<thead>
<tr>
<th>Town</th>
<th>Zone</th>
<th>Bushfire Protection Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morgan</td>
<td>Township zone – portion within existing CT zone</td>
<td>Exempt</td>
</tr>
<tr>
<td></td>
<td>Township zone - boundary extension portion</td>
<td>General Risk</td>
</tr>
<tr>
<td></td>
<td>Industry zone</td>
<td>General Risk</td>
</tr>
<tr>
<td>Truro</td>
<td>Township zone</td>
<td>Exempt</td>
</tr>
<tr>
<td></td>
<td>Township Deferred zone</td>
<td>General Risk</td>
</tr>
<tr>
<td></td>
<td>Rural Living zone</td>
<td>General Risk</td>
</tr>
<tr>
<td>Cambrai</td>
<td>Township zone – portion within existing CT zone</td>
<td>Exempt</td>
</tr>
<tr>
<td></td>
<td>Township zone – boundary extension portion</td>
<td>General Risk</td>
</tr>
<tr>
<td></td>
<td>Bulk Handling zone</td>
<td>Exempt</td>
</tr>
<tr>
<td></td>
<td>Rural Living zone</td>
<td>General Risk</td>
</tr>
<tr>
<td>Tungkillo</td>
<td>Township zone</td>
<td>Exempt</td>
</tr>
<tr>
<td></td>
<td>Township Deferred zone</td>
<td>Medium Risk</td>
</tr>
<tr>
<td></td>
<td>Rural Living zone</td>
<td>Medium Risk</td>
</tr>
<tr>
<td>Palmer</td>
<td>Service Centre zone</td>
<td>Medium Risk</td>
</tr>
<tr>
<td>Keyneton</td>
<td>Service Centre zone</td>
<td>General Risk</td>
</tr>
<tr>
<td></td>
<td>Rural Living zone</td>
<td>General Risk</td>
</tr>
<tr>
<td>Sedan</td>
<td>Service Centre zone</td>
<td>General Risk</td>
</tr>
<tr>
<td>Blanчетown</td>
<td>Service Centre zone</td>
<td>General Risk</td>
</tr>
<tr>
<td>Swan Reach</td>
<td>Township zone</td>
<td>General Risk</td>
</tr>
<tr>
<td></td>
<td>Rural Living zone</td>
<td>General Risk</td>
</tr>
<tr>
<td>Caloote</td>
<td>River Murray zone – River Settlement Policy Area</td>
<td>General Risk</td>
</tr>
</tbody>
</table>

2.5 Consistency with the Development Plan

The Development Plan incorporates Council Wide policies, of which the following are considered relevant to the proposed DPA. This DPA does not propose to
amend these policies and any proposed policies will be consistent with the Development Plan:

*Form of Development*
- Objectives 1, 2, 3, 6, 7, 8 and 9
- Principles of Development Control 1, 2, 3 and 7

*Land Division*
- Objective 10
  - Principles of Development Control 8, 10 and 11

*Movement of People and Goods*
- Objectives 11 and 13
  - Principles of Development Control 15, 18, 19 and 21

*Public Utilities (and Servicing)*
- Objective 14
  - Principles of Development Control 24, 25, 26, 28 and 32

*Retail and Business*
- Objectives 16 and 17
  - Principles of Development Control 46 and 47

*Industry*
- Objectives 20, 21, 22, 23 and 24
  - Principles of Development Control 49, 51, 52, 53, 54, 58 and 68

*Residential Development*
- Objectives 31 and 32

*Rural Development*
- Objective 33

*Rural Living*
- Objective 35

*Conservation*
- Objective 38

It is not intended that the DPA will change any existing Council Wide policies, however a few Council Wide policies are likely be amended slightly to reflect new zoning names as part of the DPA.

The inclusion of stronger residential policy to guide development has been a priority of Council for a significant period of time. The Mannum Township DPA that has been forwarded to the Minister for Planning and Local Government for approval provides guidance in terms of the desired form and design of residential development.

### 2.6 Adjoining Council Development Plans

Mid Murray Council shares its boundaries with eight other Councils. These include the Rural City of Murray Bridge, District Council of Karoonda-East Murray, District Council of Loxton-Waikerie, Adelaide Hills Council, District Council of Mount Barker, Regional Council of Goyder, Light Regional Council and the Barossa Council.
As a result of the extensive area covered by the Mid Murray Council, townships investigated in this DPA are geographical separate and often are more closely associated with towns or settlements located in neighbouring council areas rather than the Mid Murray Council area. For the purpose of this investigation, townships have been separated under relevant adjoining council areas according to their geographical location and characteristics.

**District Council of Loxton-Waikerie**
Due to Morgan, Blanchetown and Swan Reach being located along the River Murray and in relatively close proximity to the council area, the Loxton-Waikerie (DC) Development Plan is considered the most relevant.

**District Council of Karoonda-East Murray**
The District Council of Karoonda-East Murray is located east of River Murray and is close to Swan Reach and Caloote.

**Adelaide Hills Council**
Tungkillo and Palmer are located on the eastern side of the Adelaide Hills and in close proximity to the Adelaide Hills Council area.

**Barossa Council**
Truro and Keyneton are both located at the outside edge of the Barossa Council area and are commonly associated with the region. Tungkillo is also located near the south-east corner of Barossa Council.

**Light Regional Council**
Truro is also located near to the boundary with Light Regional Council.

The DPA will ensure that consistency is achieved, and that repetition, ambiguity and conflict are avoided in regard to the policies of the adjoining Councils’ Development Plans.

### 2.7 BDP Policy Library

The investigations for the Mid Murray Townships Boundary DPA have included a review of the appropriateness of the Better Development Plan module(s) Version 4.1 against the existing provisions of the Development Plan. The following modules have been used in whole or part as discussed below.

**Zone Provisions:**
- *Township Zone* for Morgan Truro, Cambrai and Swan Reach
- *Settlement Zone* for Tungkillo, Palmer, Keyneton, Sedan and Blanchetown
- *Rural Living Zone*
- *Industry Zone*
- *Deferred Urban Zone*
- *Bulk Handling Zone*

It is proposed to change the *Country Township Zone* for Morgan, Truro and Cambrai to the *Township Zone* and change the *Service Centre Zone* for Tungkillo, Palmer, Keyneton, Sedan and Blanchetown to be more consistent with the BDP *Settlement Zone*. However, the name of the *Service Centre Zone* will be retained.
to distinguish these towns from the existing Settlement Zone in the Mid Murray Development Plan, which relates to small hamlets such as Rams Head Corner, Dutton, Sanderston, Mount Mary, Milendella, Punthari, Tepko and Angas Valley.

In addition, it is proposed that Swan Reach be changed from a Service Centre Zone to a Township Zone, as it is a higher order town comparable with Morgan, Truro and Cambrai.

The following additional modules were considered in the DPA, however were not incorporated into this DPA as they either were not relevant or had been incorporated into the recent Mannum Township DPA:

- Light Industry Zone
- General Section – Natural Resources
3. INVESTIGATIONS INITIATED TO INFORM THIS DPA

The investigations below include the matters outlined in the Statement of Intent approved by the Minister for Urban Development and Planning on 24 June 2009.

3.1 Previous Investigations

Mid Murray Council, 2008, Mid Murray Township Boundary Review (Outhred English & Associates P/L)
The review assessed the need for a DPA with regard to changing a number of Mid Murray township boundaries consistent with the identified growth, demand and supply of residential and industrial land use.

The report gave in depth analysis concerning twelve identified townships (Morgan, Truro, Cambrai, Keyneton, Palmer, Sedan, Tungkillo, Blanchetown, Swan Reach, Cadell, Nildottie, Calotte), which included population analysis, land use surveys, residential, commercial and industrial land supply and demand, infrastructure investigations, development constraints and Review Section 30 submissions, and gave recommendations concerning town boundary areas, land use and policy considerations.

The review made recommendation that Cadell not be included in the Mid Murray Township Boundary DPA, as further investigation needs to be given to extending the town boundary into the horticultural area surrounding the town. It was also thought that the town boundary could be more appropriately addressed in a specific Cadell Horticultural Policy Area DPA.

The review also recommended that Nildottie not be included in the Mid Murray Township Boundary DPA, as it is considered that further investigation of the River Settlement Policy Area of the River Murray Zone would be more appropriately considered in conjunction with the future River Murray Zone – Townships, Settlements and General Policy Review DPA.

Much of the investigations included in this DPA have relied upon the Mid Murray Township Boundary Review.

Mid Murray Council (2009), Mannum Township Development Plan Amendment – Statement of Investigations March 2009
The investigations undertaken for the Mannum Township DPA includes a review of the regional economy, population analysis and land supply and demand study for Mannum. In addition, the DPA identifies policy deficiencies in the Development Plan and proposes to introduce significant additional Council Wide planning policy.

Of particular relevance to this DPA are the proposed Council Wide policies based on the Better Development Plan Policy Library including:

- Design & Appearance
- Energy Efficiency
- Interface between Land Uses
3.2 Review of Regional Economy

A comprehensive review of the regional economy was undertaken as part of the Mannum Township Development Plan Amendment. This Statement of Investigations provides an overview and update of the findings of the previous DPA.

Mid Murray Council is located within the Murraylands Region, which stretches from Morgan south along the River Murray to the Murray Mouth, and eastwards from Swan Reach through the Mallee to the Victorian border. It also includes the Rural City of Murray Bridge, District Council of Karoonda-East Murray, The Coorong District Council and the Southern Mallee District Council.

The regional economy of the Murraylands is based predominantly on agriculture, though it is quite diverse. The Murraylands is a significant contributor to the State’s agricultural food industries contributing over six percent of the State’s Gross Food Revenue. In addition, small and medium sized manufacturing industries and the tourism industry play an important role in the economy.

Agriculture

Agriculture is a mature industry within the Region and includes broad acre cropping, extensive livestock production, intensive horticulture and intensive livestock production. Crops include wheat, oats, barley, triticale, grain legumes, oil seeds, lucerne and other pasture.

Table 1: Agricultural Production for Murraylands 2001/2002

<table>
<thead>
<tr>
<th>Agricultural Production</th>
<th>Value ($ million)</th>
<th>Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field crops</td>
<td>92.1</td>
<td>19</td>
</tr>
<tr>
<td>Horticulture</td>
<td>75.9</td>
<td>15</td>
</tr>
<tr>
<td>Dairy</td>
<td>60.4</td>
<td>12</td>
</tr>
<tr>
<td>Livestock</td>
<td>157.2</td>
<td>32</td>
</tr>
<tr>
<td>Wool</td>
<td>44.8</td>
<td>9</td>
</tr>
<tr>
<td>Stock/other animal feed</td>
<td>59.7</td>
<td>12</td>
</tr>
<tr>
<td>Hides/other</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Seafood</td>
<td>0.7</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>495.8</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

Dairying is mainly located on the River Murray, particularly between Mannum and Wellington and in the irrigated pastures of the Lakes and Coorong. Dairy and pig production each represent about 25% of the State’s total production. Intensive poultry farming is also of significance to the Region.

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3 Food SA, Murraylands Regional Agri-Food Scorecards 2001/2002
4 Murraylands Regional Development Board, Murraylands Regional Profile
5 Murraylands Regional Development Board Inc, Murraylands Regional Profile
The main vegetable growing areas are located along the River Murray or in the higher rainfall areas of the Southern Mallee. Due to the early growing and ripening season of the Region it holds a market niche. The Murraylands also produces approximately 30% of the State’s total onions and potatoes and 30% of South Australia’s glasshouse industry. The glasshouse industry production includes tomatoes, cucumbers and capsicums. Other field vegetables such as broccoli, cabbage, cauliflower, as well as marrows, corn, and melons are widely grown. Olive production for its oil and fruit are expanding significantly in the Region.

The townships, subject to this DPA, act as important service centres to surrounding rural areas. It is noted that the townships are often affected by the growth of primary production in the Region.

Manufacturing
Agriculture (including horticulture) is the primary source of employment in the Murraylands Region. This has flow-on employment in other sectors such as manufacturing, transport, distribution and warehousing and value-adding industries. Manufacturing industries are predominantly linked to the agricultural industry and include food processors, machinery manufacturers and irrigation equipment. Emerging industries include plastics based manufacturing, hay exporters, timber treatment and light metal manufacturing businesses.

While there has been limited need for manufacturing industries in the Mid Murray townships (with the majority located in Mannum), growth in this area will offer opportunities for slightly larger towns such as Morgan, Truro, Blanchetown and Cambrai to accommodate such development.

Within the Mid Murray Council employment is concentrated in the Agriculture, Forestry and Fishing sector (29%), Manufacturing (12%), Retail Trade (11%) compared to the whole of South Australia which recorded 6%, 15% and 15%.

Tourism
Economic prosperity and employment growth in tourism is a strategic priority for the Murraylands Regional Development Board. The appeal of the area as a tourism destination is based around the River Murray with its riverside accommodation, river cruises and house boating, fishing, water sports, food and wine, and indigenous cultural experiences.

The main visitor base is from intrastate visitors. The average number of visitor day trips to the Mid Murray Council per annum is 263,000. Domestic visitor nights are a significant contribution to the economy of Mid Murray with an average of 609,000 per annum. The significance of tourism in Mid Murray can be seen when the number of visitor nights is compared to both Murray Bridge and the whole of the Murraylands Region (see Table 2 below).

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6 Murraylands Regional Development Board Inc, Murraylands Regional Profile
7 Murraylands Regional Development Board Inc, Murraylands Regional Profile
8 Australian Bureau of Statistics, 2001 Census of Population and Housing, Basic Community Profile
9 Tourism Research Australia, National Visitor Survey
Table 2: Visit Purpose 2001-2005 (5 year annual average)\textsuperscript{10}

<table>
<thead>
<tr>
<th>Domestic Visitor Nights '000</th>
<th>Holiday or leisure</th>
<th>Visiting friends &amp; relatives</th>
<th>Business</th>
<th>Other</th>
<th>Purpose of visit not asked</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid Murray (DC)</td>
<td>467</td>
<td>99</td>
<td>28</td>
<td>9</td>
<td>5</td>
<td>609</td>
</tr>
<tr>
<td>Murray Bridge (RC)</td>
<td>159</td>
<td>119</td>
<td>54</td>
<td>15</td>
<td>7</td>
<td>354</td>
</tr>
<tr>
<td>Other Murraylands SLAs</td>
<td>59</td>
<td>38</td>
<td>6</td>
<td>3</td>
<td>0</td>
<td>106</td>
</tr>
<tr>
<td>Total</td>
<td>684</td>
<td>257</td>
<td>88</td>
<td>27</td>
<td>12</td>
<td>1069</td>
</tr>
</tbody>
</table>

The importance of tourism within Mid Murray is reflected in a slightly higher rate of employment in the Accommodation, Cafes and Restaurants (6%) sector than in the whole of the Murraylands Region (4%).

Tourism, in particular, has a significant impact on towns such as Morgan, Blanchetown and Swan Reach, as they all lie along the River Murray. These towns often require a higher number of goods and services in order to provide accommodation, restaurants, river activities and other related goods and services for tourists.

Employment Growth
The total number of persons in the labour force grew between 2001 and 2006 in the Murraylands Region, but reduced marginally within the Mid Murray Council area. Over the same period there was a reduction in the total number of persons who were unemployed in both Mid Murray Council area and the Murraylands Region. This can be seen in Table 3 below.

Table 3: Total Number of Labour Force 2001 - 2006

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid Murray Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Total Labour Force</td>
<td>3,598</td>
<td>3,491</td>
</tr>
<tr>
<td>- Unemployed</td>
<td>309</td>
<td>203</td>
</tr>
<tr>
<td>Murraylands Region</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Total Labour Force</td>
<td>15,270</td>
<td>15,724</td>
</tr>
<tr>
<td>- Unemployed</td>
<td>1,224</td>
<td>889</td>
</tr>
</tbody>
</table>

Note: Murraylands Region incorporates Coorong, Karoonda East Murray, Mid Murray, Murray Bridge & Southern Mallee LGA’s

Businesses within the Murraylands Region have indicated that they expect growth, with horticulture, animal management and their servicing industries having strong growth expectations. Retail and the services that rely upon an expanding riverside population and tourism also have strong growth expectations. Business investment in the Region is anticipated to occur predominantly in the agriculture, manufacturing and transport/storage industries.\textsuperscript{10}

\textsuperscript{10} Clifford, Murraylands Job and Investment Survey 2006
### 3.3 Morgan

**Population Analysis**

Morgan recorded a population of 426 in 2006, an increase of 7 from the 2001 population census, resulting in a population increase of 1.7%. Further analysis revealed that all age groups, with the exception of 5-14yrs, increased between the 2001 to 2006 census. It should also be noted that Morgan’s population swells during the summer holidays and weekends as a result of tourism along the River Murray.

Since the 2006 census an additional five dwellings have been approved in Morgan. Based upon occupancy ratio data from the 2006 census and building activity since the census, it is estimated that the present population of Morgan is about 435.

**Residential Land Supply and Demand**

**Land Supply and Demand**

The Morgan town centre, located between North East Terrace, North West Terrace, South West Terrace, Railway Terrace and First Street, consists of a mixture of detached dwellings, from historic 1900s cottages to more recent holiday home accommodation. While allotments are typically large, the township is not serviced by a wastewater effluent disposal scheme, and therefore sizable areas are required for the accommodation of soakage and irrigation areas for on-site effluent disposal.

To the northern side of the town, north of Morgan Terrace and extending along River View Drive, Gouge Street and Reinecke Street, is a less developed residential area generally containing a number of shacks and transportable buildings. While this area contains a number of vacant allotments, much of the land is not particularly attractive for new residential development.

A newer land division, along Federal Street, on the north-eastern edge of the town boundary contains approximately 20 allotments, and of these, only 3 or 4 are vacant. These allotments are desirable as they achieve panoramic views over the River Murray.

The 2006 census recorded the total number of dwellings in Morgan to be 230. Since 2006, the Council has approved applications for a further five dwellings.

The lack of a common effluent wastewater disposal scheme in Morgan and poor soil for on-site soakage has resulted in the extensive use within the township boundary of two allotments for a single detached dwelling. Thus, there are limited numbers of allotments available for residential development within the existing town boundary.

**Potential Areas for Residential Development**

The only contiguous land suitable for future residential development lies to the north on both sides of River View Terrace and towards Pipeline Road. The land on the northwest side of River View Road is typically characteristic of rural living, containing a number of detached dwellings on large allotments. The crown land
(Section 462) on the southeast side of River View Terrace and between the Morgan – Renmark Road is vacant of any significant land use.

While the land is located within the Rural Zone, it has limited agricultural value. This area already is close to existing infrastructure.

The Crown land contained within Lot 242 and Section 465 has limited development potential as a result of issues relating to native title and biodiversity, however it is appropriate to include this land within the township boundary as portion of the land has development potential subject to native title issues being resolved. It is a possibility that native title issues will be negotiated in an area wide ILUA that is presently in process.

Land west of the township boundary, between Centenary Road and North West Terrace is parkland located within the Rural Living (Morgan) Zone. While the land is only designated for community and recreational purposes, it would be more appropriately sited within the Morgan town boundary.

Proposed Policy Response
To ensure that future residential development has a suitable area to address on-site wastewater disposal it is appropriate to require that future residential allotments have a minimum site area of 1200m². This policy is consistent with PDC 13 within the Country Township Zone of the Loxton Waikerie (DC) Development Plan.

Rural Living Land Supply and Demand

Land Supply and Demand
Morgan has a substantial rural living area to the west of the town boundary. The area has a substantial number of vacant allotments and further expansion of rural living land in the area is unnecessary.

Industrial Land Supply and Demand

Land Supply and Demand
The only designated land zoned for industry in the Mid Murray region is located within Mannum. With this in mind, it is considered that there is potential for further industry to be located within the region and outside of Mannum. Morgan is the second largest town in the Council area and has the infrastructure and facilities to best accommodate industry.

Potential Areas for Industrial Development
Even though Morgan has no area specifically zoned for industry, the Morgan Environ Structure Plan Map MiMu/1 (Overlay 1) Enlargement E designates a portion of the Rural Living (Morgan) Zone for industry. There are few industry and transport uses scattered in the rural living area to the northwest of town, including within the area designated in the Structure Plan. This area is the most suitable location for industry in respect to location, allotment sizes, existing development and access. The land is further buffered from the town’s residential area by parklands and is serviced with good access from Centenary Road and the Burra-Morgan Road.
The area is currently within the *Rural Living (Morgan) Zone* and has an area of approximately 22.5ha.

An Industry Zone in this area is strategically located to share a future common wastewater scheme with residential development in the proposed township boundary extension.

*Proposed Policy Response*

While there is adequate area within the proposed *Industry Zone* to accommodate both large and small industrial, warehouse and storage activities, it is essential to encourage a common wastewater effluent scheme to service the area as it develops. Therefore, it is proposed to introduce policy limiting land division into smaller allotments without an off-site effluent solution.

*Infrastructure Investigation*

*Water Supply*

Morgan has adequate water capacity for the town, however town expansion may require the augmentation of existing mains.

*Electricity Supply*

Currently the Morgan substation is near capacity and any new land division developments would be subject to augmentation costs, particularly with regard to industrial development.

*Wastewater Management*

Morgan has no wastewater disposal scheme and effluent disposal generally involves the use of septic tanks and soakage areas. The majority of allotments in town are between 800m² to 900m² and on limestone soil, resulting in poor drainage.

In order to achieve better drainage, future allotments should be in excess of 1200m². A common effluent scheme would allow further division to be less than 1200m² in Morgan providing the opportunity for infill housing within the established urban area.

*Stormwater Management*

There are no serious stormwater issues in Morgan.

*Roads*

The majority of public streets in Morgan are sealed. In addition, sealed roads connect the town to Adelaide, towns to the east and Blanchetown to the south (via the ferry crossing on the eastern side of the River Murray).

*Remnant Native Vegetation*

The land (Lot 242) located immediately north of Ruby and Sapphire Streets, is an area of significant biodiversity. Even though this land is immediately adjacent to existing residential land division, it is an important area to preserve. The Department of Environment and Heritage place particular emphasis on the preservation of the biodiversity contained on Lot 242.
Section 465 (immediately adjacent Lot 242) and Section 462 contain scattered areas of low-lying native vegetation but further assessment needs to be given as to the importance of retaining this vegetation.

The land parcels can be identified in the following aerial map:

Potential Development Constraints
The Crown land that is located north of Morgan has limited development potential due to native title, biodiversity and native vegetation issues, however it is appropriate to include this land within the township boundary, as there is potential for a portion of this land to be developed. It is possible that native title issues will be negotiated in an area wide ILUA that is presently in process.

It is also noted that town is surrounded by parklands along the northern, western, eastern and southern fringes. The parkland areas are primarily for the purpose of community and recreation purposes and are not suitable for residential development.

3.4 Truro

Population Analysis
Truro recorded a population of 365 in 2006, increasing by 47 from the 2001 census. This resulted in a population increase of 14.8%. The 2006 census also recorded other unusual data in respect to Truro – it had full dwelling occupancy (all 120 dwellings occupied) and a high occupancy ratio, marginally over 3 persons per
dwelling. This indicates a demand for housing and that the town's population primarily consists of young families. In fact 26.6% of the population was less than 14 years of age compared with 16.6% for the total Mid Murray Council area. The medium age of Truro was 35 compared with 46 for the whole Council area.

Truro has seen significant growth in recent years. Prior to the 1990's its population was less than 200. Present growth is limited by the town boundary and lack of available land for sale. There have been 8 dwelling approvals since the 2006 census. Based upon occupancy ratio data from the 2006 census and building approvals since 2006, it is estimated that the present population of Truro is 390.

Residential Land Supply and Demand

*Land Supply and Demand*
While there appears to be vacant land available within the township boundary, much of this land is inappropriate for development as it lies along a watercourse. There are a significant number of vacant allotments in the *Rural Living Zone*, but residential development is constrained by the minimum allotment sizes of one hectare (*Policy Area 3*) or two hectares (*Policy Area 4*). It is noted that the smaller existing allotments in *Policy Area 3* are substantially developed, while the majority of *Policy Area 4* is undeveloped.

The 2006 census indicated that the total number of dwellings in Truro was 120 and each dwelling was permanently occupied. In addition, the Council issued 8 dwelling approvals for sites in the town and adjacent rural living area since 2006.

*Potential Areas for Future Residential Development*
Land to the north of Truro has a steep gradient and any future development in the area would further compound the existing stormwater and wastewater issues facing the town.

The most appropriate land for future residential development lies along the southern, south-western and south-eastern fringes of town.

*South & South-West Truro*
Land to the south and south-west of Truro is located within the *Rural Zone* and supports cropping activities. This land provides a contiguous extension of the township and infrastructure. However, substantial investment in sewer and stormwater infrastructure is essential. This land is higher than the existing town development although not as steep as land to the north. A ridge generally running north-south through this area separates land sloping either north-west or east/north-east. A stormwater solution maybe more achievable to the east/north-east where it can be directed down-stream of the township. However, the use of detention ponds to ensure water quality and manage flows to pre-development levels should achieve an appropriate stormwater outcome.

*East Truro*
Section 24 located between Barton Road and the Sturt Highway is Crown land that is not suitable for urban development. The watercourses pass through this land and the northern two thirds of the land is covered in native vegetation. It is however strategically located in respect to stormwater management containing the junction
of two watercourses immediately east of the existing town development. Section 600 located immediately east of Section 24 and north of Barton Road is relatively flat on that portion south of the watercourse and is close to existing infrastructure. A stormwater solution should be reasonably straight-forward as the land contains an extensive section of the watercourse east of the existing town.

The land east of the town is considered appropriate for supporting residential development as it connects the existing town with existing development in the Rural Living Zone. In addition, the existing road infrastructure - East Terrace, Barton Road and George Street, is in reasonably good condition. While the area will require further infrastructure, it is in close proximity to existing water mains, power and telephone services.

**Proposed Policy Response**

As a result of Truro’s stormwater retention and wastewater disposal issues (as explained in under the heading Infrastructure Investigations below) the land to be included within the town boundary is proposed be part of a *Township Deferred (Truro) Zone*. The zone will require that any new residential development be subject to the installation of appropriate infrastructure; in particular -- stormwater and a common effluent disposal scheme.

**Rural Living Land Supply and Demand**

*Land Supply and Demand*

Truro has a large rural living area divided between two policy areas - *Policy Area 3* and *Policy Area 4*. *Policy Area 3* presently allows smaller allotment sizes (minimum one hectare) as the area has access to water mains and *Policy Area 4* requires larger allotment areas (minimum two hectares) as the area has no access to water mains.

The rural living area consists of about 30 dwellings located on smaller allotments having frontage along Barton Road/George Street and about 15 dwellings located on larger allotments scattered throughout the zone. While there are a number of vacant allotments, they are primarily located within *Policy Area 4*.

*Potential Areas for Future Rural Living Development*

The rural living area adjacent to Truro is substantial, presently containing an area considerably larger than the area within the *Country Township Zone*. However, it is largely under utilised with dwellings concentrated along George Street.

There is no need to extend the existing rural living area. However, it is appropriate to consider policy changes that will utilise the area as a short-term growth outlet for Truro until stormwater and wastewater solutions can be achieved for the township.

**Proposed Policy Response**

In order to encourage further development within the rural living area, it is proposed that *Policy Area 3* be extended to allow a greater number of smaller rural living allotments to occur in the area. A small area to the west of the Policy Area 3, along George Street has water main access but is located within *Policy Area 4*. As the area will not require any additional extension of water mains, it is considered that the land is more appropriate within the *Policy Area 3* and will allow, in
conjunction with a substantially reduced minimum allotment area, for additional
allotments to be created in this area. A minimum allotment area of 2000 square
metres is proposed for Policy Area 3. This minimum area can support on-site
effluent and effective rainwater collection solutions.

It is also proposed to reduce the minimum allotment area in that portion of the zone
more remote from existing infrastructure. Thus it is proposed to reduce the
minimum allotment area of Policy Area 4 to 4000 square metres.

A portion of the existing area contained within Policy Area 4 (the area bounded by
Miller Road, East Terrace, Barton Road & Dahlia Farm Road) is proposed to be
included in a new Policy Area 21. The purpose of this change is to address
watercourse rehabilitation in association with any future land division.

Industrial Land Supply and Demand

Land Supply and Demand
The only designated land zoned for industry in the Mid Murray Council area is
located in Mannum. There is potential for further industry to be located within the
region outside Mannum. Truro is the third largest town in the Council area and the
closest Mid Murray town to the Barossa Valley.

A few existing industry uses are dispersed through the northern portion of the
town. A designated zone would provide the opportunity to consolidate similar uses
in one area reducing land use conflicts and encouraging employment-generating
business to the town.

Potential Areas for Industrial Development
The topography of land surrounding the town, infrastructure and suitable heavy
vehicle access limits the availability of appropriate land for an industry zone. The
Council depot and the CFS station are located at the north-eastern edge of the
town, separated from residential development by the cemetery and vacant DTEI
land. Access to the Sturt Highway is direct either via Depot Road or Cemetery
Road and Dutton Mail Road. The inclusion of Lot 20 (Council depot & CFS) and
adjacent land to the north (Lot 686 & portion of Lot 21) into an Industry Zone would
provide about 10 hectares for industry and associated development that has
suitable buffers from residential development and dwellings on rural properties
(with the exception of the one existing dwelling on Lot 686) and provide direct
existing access to the Sturt Highway separated from residential roads.

The area is currently within both the Country Township (Truro) Zone and the Rural
Zone.

Proposed Policy Response
While there is sufficient area within the proposed Industry Zone to accommodate
future demand for industrial, warehouse and storage activities; a common effluent
scheme is essential to service the development. Therefore, it is proposed to
introduce policy limiting land division into smaller allotments without an off-site
effluent solution.
Infrastructure Investigations

Water Supply
Truro has a 150mm water main supplying the town that is near capacity and any expansion of the town would require major augmentation.

Electricity Supply
There is sufficient existing power supply capacity in Truro to accommodate a small number of additional connections, however any significant development would require augmentation.

Land division development will be required to contribute to the upgrading of the network to accommodate additional use.

Wastewater Management
The town does not have a common effluent scheme and wastewater disposal is managed on each individual allotment. Allotments in the town all use septic tanks, using either soakage trenches or contractors to dispose of wastewater. The clay soils and small allotment sizes exacerbate the wastewater problem in Truro.

Ideally, the town would benefit from a common effluent scheme. Council has previously proposed the installation of a common effluent scheme in Truro, but are waiting upon funding from the State Government. In the short term, within the Township Zone a minimum allotment size of 1200m$^2$ should be required for any future development to adequately accommodate an appropriate wastewater disposal system.

Future development within proposed Township (Deferred) Zone and Industry Zone should incorporate a common effluent solution. Ideally the infrastructure for wastewater disposal schemes should be located and designed to achieve integration and expansion with further infrastructure to support future development and the existing township.

Stormwater Management
As Truro lies within a valley, stormwater is also a significant concern. At present, runoff from higher land to the northwest flows towards the centre of the town. The dwellings and retail outlets with direct frontage along Sturt Highway are particularly prone to flooding.

Australian Water Environments has recently completed an ‘Integrated Water Resources Management Plan’ for Truro. This plan recommends works and strategies to address the stormwater problems in the town. Included are some suggestions that could be applied through the Development Plan. These include the following options:
• Adoption of appropriate BDP module on stormwater (‘Natural Resources’, Section 4);
• The provision of detention tanks for new development in critical areas;
• Promote the principles of water sensitive urban design; and
• Require greater rainwater capture and reuse within buildings.
The Mannum Township DPA included Council Wide provisions relating to water resources adopted from the BDP module. This includes collection of roof water in tanks, discharge to open space, incorporation of detention and retention tanks and aquifer recharge.

**Roads**
The Sturt Highway runs through the centre of the township area of Truro and provides quality transport connections to Adelaide, the Barossa, the Riverland and Victoria. In addition, road upgrading is occurring towards the west in the Barossa region.

While the majority of the road system within the town is sealed, a few roads at the fringe of the town and in the rural living area are unsealed.

**Remnant Native Vegetation**
Truro has a watercourse located through the centre of the town and considerable native vegetation is associated with this area. As a number of residential properties back onto the area, the vegetation plays a role in reducing the risk of flooding to existing housing.

Within the proposed area of township expansion, Lot 600 contains established native vegetation in the southwest corner adjacent to Barton Road. This property is currently used for farming purposes and any future development of the land should maintain the existing vegetation.

The land parcels can be identified in the following aerial map:
Potential Development Constraints
A significant proportion of the vacant land in Truro forms part of a watercourse, with a creek running through a number of allotments. Development on this land is substantially constrained due to the risk of flooding.

The major restriction in development within Truro is in the capacity of existing infrastructure. Any new development within the town should be limited until stormwater infrastructure is constructed and a wastewater disposal scheme installed. In addition, power and water infrastructure are also close to capacity.

The rural living area is not constrained by stormwater and wastewater issues, however major water and power augmentation costs would still be involved if further development were to occur in the area. Mains water to rural allotments is not essential providing adequate rainwater collection can be achieved.

The land to the north, northwest and northeast has a steep gradient and is not appropriate for future development, particularly considering the existing stormwater and wastewater issues.

3.5 Cambrai

Population Analysis
Cambrai is located in a rural collector district (ABS No 4041905) incorporating a substantial area of surrounding farming land. The collector district recorded a population of 310 in 2006, falling by 60 from the 2001 census. While the region experienced a population decline, this is generally assumed to be associated with the surrounding rural community and is not truly reflective of Cambrai’s population trends.

Although the population of the collector district fell between the 2001 and 2006 census, the number of dwellings increased by 13. In addition, Council has approved 9 dwelling applications in Cambrai since 2006.

The town presently contains about 40 dwellings and has an estimated population of between 90 – 100 people.

Residential Land Supply and Demand
Cambrai has a significant amount of vacant land located towards the southeast segment of town. This portion of land is contained on a single land parcel (Q4, DP 52689) and is extensively used for farming activity. It is important to note that while residential development is appropriate, it would need to be well buffered from adjacent industry at the northeast corner of the property. In addition, it is understood that the landowner is not interested in developing the land.

While it is difficult to ascertain the demand for residential land in Cambrai, the town has a surprisingly high number of community facilities for such a small population. Community facilities in Cambrai have clearly developed over time to support a broad rural hinterland. Existing facilities include a Council office and depot, community hall, post office, swimming pool, CFS station, area school, two churches, cemetery, museum, football oval, golf course and tennis courts.
It is considered that the town could easily support a larger population and this in turn would better utilise the existing services located within Cambrai.

**Potential Areas for Future Residential Development**

It is considered that Cambrai should extend towards the west and south in order to incorporate existing residential development. Areas to the east and north of the township are less connected and extensively used for primary production.

**South Cambrai**

Land to the south of Cambrai boundary is within the **Rural Zone** accommodating agricultural activities and a few scattered dwellings. The portion of land immediately south of boundary and between Kings Road and Sportsground Road is considered appropriate for residential development because it is an extension of the township, contains several existing dwellings and further connects the town to the sportsground in the southeast.

Residential allotments to the south of Cambrai is likely to be attractive as it is near the Marne River and Cambrai’s sports ground.

**West Cambrai**

Land to the west of town is contained also within the **Rural Zone**. The land immediately west of Curio Road and the township boundary is contained on one large allotment (Lot 5, DP 19671) and is currently vacant except for a dwelling and a small industrial activity. This location provides a continuous extension of Cambrai, is in close proximity to the town facilities, has frontage along Curio and Croft Roads and has access to existing infrastructure.

**Lot 196, North East Cambrai**

An allotment beyond the northeast point of the town boundary lies wedged between the corner of Sedan-Cambrai and Black Hill Roads and the old railway line. The triangular land parcel is approximately 3500-4000m² and is too small to adequately accommodate primary production. It is therefore considered that the land could be appropriately incorporated within the town boundary as it is in close proximity to the town centre and has frontage along two roads leading into the town.

**Rural Living Land Supply and Demand**

**Land Supply and Demand**

A rural living area is located south of the Cambrai but somewhat removed from the township. The land is approximately 2kms south, stretching along the Marne River and is within the **Rural Living (Cambrai) Zone** and **Rural Living (Marne) Zone**. The area contains dwellings on 10ha+ allotments, primarily supporting cropping and horticultural activities.

While there is land available within the existing rural living areas, development is often restricted in the **Rural Living (Marne) Zone** as a result of flooding, and interface issues restrict development within the **Rural Living (Cambrai) Zone**. It is therefore considered that Cambrai has the potential to support a rural living area in closer proximity to town with smaller allotment areas.
Introducing a rural living zone will provide a greater diversity of housing in Cambrai and better utilise the community facilities and services offered in the town.

Potential Areas for Future Rural Living Development
Land to the west of Cambrai is thought to be most suitable for rural living development as it is immediately adjacent to a proposed area of township expansion, providing an integrated development opportunity.

Proposed Policy Response
It is proposed to apply minimum allotments sizes within the zone to ensure sustainable on-site wastewater and water harvesting solutions and appropriate interface distances from agricultural activities. Thus, a minimum area per allotment of between 4000–5000m$^2$ is envisaged.

While minor in nature, it is noted that the newly introduced rural living area should be labelled the *Rural Living (Cambrai) Zone* and the existing Rural Living (Cambrai) Zone be relabelled as the *Rural Living (Sanderston) Zone*.

Industrial Land Supply and Demand

Land Supply and Demand
Cambrai’s most obvious industry is the transport and storage of farm commodities at the grain silos, operated by ABB Grain Storage & Handling. The silos are located along the eastern outskirts of town and are within the *Country Township Zone*. The Council depot is located on adjacent land. It is also noted that a few small industries are also located on the western outskirts of town, along Curio Road.

There is some potential of attracting additional small industries or depots to Cambrai.

Proposed Policy Response
ABB Grain Storage & Handling
With particular focus given to the Section 30 submission received from ABB, the investigation has sought to consider an appropriate zone to better safeguard the existing bulk storage facilities. A similar situation can be found at Appamurra, where the silo and other associated buildings are within a *Commercial (Bulk Handling) Zone*.

The provisions in this zone appear to adequately mitigate potential conflict between land uses, requiring significant distances and buffer areas between the industry and residential development. The *Cambrai Structure Plan* provides an industry and public purpose buffer between the Bulk Handling Zone and residential development.

It is proposed to amend the *Cambrai Structure Plan Map MiMu/1 (Overlay 1) Enlargement D* to include two areas for industry within the township – an area adjacent to the Bulk Handling Zone and an area incorporating existing industry development on the western side of Curio Road to accommodate existing industry and support a limited amount of future industry in the town.
Infrastructure Investigations

Water Supply
The majority of allotments in Cambrai are connected to water mains. The main water line (150mm) is located along Mount Pleasant–Sedan Road and is capable of servicing some limited additional residential development in the town. Any land development located away from the main line may require upgrading (duplication or replacement) of mains connecting to the main line.

Electricity Supply
There is some capacity at the substation to support further residential development, however a significant number of additional connections would require augmentation at the cost to the developer.

Wastewater Management
Currently, the town has no common effluent scheme. Wastewater is managed by each individual allotment through the use of septic tanks and soakage trenches. There are no significant wastewater disposal problems, as soil achieves reasonable soakage and allotments are generally greater than 1000m².

It is considered that any opportunity associated with the residential expansion could also introduce a wastewater disposal scheme to the town.

Stormwater Management
There are no significant issues with stormwater in Cambrai.

Roads
Cambrai is located in a strategic position regarding the road networks within the Mid Murray region. The town has a central intersection that connects Cambrai to Sedan, Swan Reach, Mannum and towns in the Adelaide Hills.

All roads within the existing town boundary are sealed.

Remnant Native Vegetation
The land on the western fringes of Cambrai (Lot 5 of DP 1967) has a small watercourse and associated native vegetation along the western boundary of the property. It is proposed that this area support rural living development, however it is also important that the watercourse and associated environment be retained and particular regard be given to address the preservation of the watercourse and vegetation with the application of appropriate stormwater and wastewater management strategies.

The extent of vegetation can be identified in the following aerial map:
Potential Development Constraints
The only significant development constraint in Cambrai is the silos and associated operations located along the eastern boundary of the town.

3.6 Tungkillo

Population Analysis
Tungkillo is located in a large rural collector district (ABS No 4060404) that incorporates the town and a large surrounding rural area. The population of the total collector district was 360 in 2006, falling by 5 from the 2001 census. While the area experienced a slight decline, this is generally assumed to be associated with the surrounding rural community and is not truly reflective of Tungkillo’s population trends.

Mount Pleasant, a town approximately 7kms from Tungkillo, recorded a population of 593 in 2006, rising by 28 since the 2001 census. This increase can be attributed to the attraction of living in a rural environment in relatively close proximity to employment opportunities and service facilities in Adelaide. While the inclusion of Tungkillo within a broader rural collector district makes it difficult to differentiate between town and rural growth, the town is a similar distance from Adelaide as Mount Pleasant and is likely to be experiencing similar trends.

Residential Land Supply and Demand

Land Supply and Demand
Further indication that Tungkillo is growing is that, the number of dwellings in the

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collector district increased by 23 between the 2001 and 2006. A land use survey conducted mid-way through 2008 found at least 7 new dwellings had recently been developed in the town, which is substantial when considering the town has a population of little over 140 people. In addition, Council records indicate that there have been 4 dwelling approvals since 2006.

The pleasant rural environment and relatively close distance of Tungkillo to Adelaide, provides an attraction for further settlement. In addition, it is reasonably close to employment opportunities in Murray Bridge, Mannum and Monarto. This is constrained by minimal available land within the township. At present, Tungkillo is unlikely to be able to sustain population growth because there are few available vacant allotments within the town boundary.

**Potential Areas for Future Residential Development**
Land surrounding Tungkillo is within the *Rural Zone* and consists primarily of cropping and grazing activities. The town is perched on the eastern side of the Adelaide Hills foothills, and the land slopes from west to east.

Land towards the west of Tungkillo is slightly elevated above existing residential development and development on this land would further exacerbate the stormwater issue. Land north of Tungkillo has limited residential potential as the aboveground Adelaide to Mannum water pipe travels along the northern boundary of the town, preventing convenient access to the town.

As the land to the east of Tungkillo is below the township, development will not further exacerbate the stormwater issue in the town. It is also noted that the area has direct frontage along Brinkworths Road and Hobbs Road, providing convenient access to the town. It is therefore considered that land to the east of Tungkillo is appropriate for future residential development, subject to the provision of suitable stormwater and wastewater infrastructure.

**Proposed Policy Response**
As a result of Tungkillo’s stormwater retention and wastewater disposal issues (as detailed in Tungkillo’s Infrastructure Investigations below) land to the east of the town is proposed to be included in a *Township Deferred (Tungkillo) Zone*. The zone will require that any new residential development be subject to the provision of a common effluent disposal scheme and an effective stormwater management solution.

**Rural Living Land Supply and Demand**

*Land Supply and Demand*
Tungkillo has a small rural living area to the south of the town boundary. The area consists of 18 allotments of approximately 2000m$^2$. A recent land use survey indicated that 6 of the allotments in this area are vacant.

In more recent years the development of rural living allotments has been more rapid than development within the township boundary. Demand for this style of living is particularly attractive to Adelaide commuters who wish to live in a rural environment but have convenient access to the city.
Potential Areas for Future Rural Living Development

Land to the north of Tungkillo (Lots 100, 101, 1 & 107) contain existing development and are immediately adjacent the town. While the land is currently within the Rural Zone, the allotments are not used for primary production and are too small for viable rural use. The present use of these allotments is akin to rural living. Lots 100 & 101 with access to Church Road and Hoopers Road, has the potential for additional division for rural living purposes. Limited opportunity exists for the further division of Lots 1 & 107.

It is noted however that further assessment needs to be given as to the impact that stormwater would have on the existing township if rural living development was to occur in this area. It is also important to stress that substantial vegetation exists on each allotment that should be retained.

The land immediately west of Memorial Drive is reasonably steep with some rock outcrops. It has limited agricultural value and would be suitable for rural living development on large sites, providing issues of stormwater and the visual impact of development along the western slope are addressed.

Infrastructure Investigations

Water Supply
Tungkillo is located adjacent to the Mannum to Adelaide water pipeline, however mains within the town contain reasonably small diameter pipes and do not extent to the rural living area. In addition, some allotments are serviced by remote connections.

There is sufficient water supply to accommodate further growth but limited infrastructure in the town and additional development will require augmentation.

Electricity Supply
Power supply is available, but any new land division is likely to be subject to significant costs. It is also noted that new development will require pole mounted transformers as the soil is too hard for the digging of underground power lines.

Wastewater Management
Wastewater management consists of individual septic tanks and soakage areas on each allotment. The area consists of clay soil, which is not conducive to good soakage and therefore there is a serious wastewater management problem in the town. It is critical that a minimum allotment area of 1200m² is established for any new residential development occurring in Tungkillo.

In respect to the proposed rural living area west of Memorial Drive, conventional soakage methods for wastewater disposal may be further compromised by the gradient of the land and the extent of rock outcrops. Therefore, each allotment will need to be large enough to ensure that there is an appropriate location of sufficient area to accommodate wastewater irrigation.

Stormwater Management
The town slopes in a west to east direction and stormwater is poorly managed. The eastern side of town is adversely impacted, as runoff flows directly off western
allotments and floods eastern allotments. Residential development should be encouraged to implement better stormwater management, including:

- Stormwater retention tanks in critical areas;
- Rainwater tanks for the collect and reuse of roof stormwater; and
- Retain existing vegetation; and
- Incorporate substantial landscaping.

In respect to the proposed rural living area west of Memorial Drive, it is essential to restrict stormwater discharge to pre-development flow levels to ensure existing stormwater problems in the town are not exacerbated. Therefore, detention on each individual site will be necessary to address extreme rainfall events.

**Roads**

The Adelaide-Mannum Road runs along the northern section of the town boundary carrying significant traffic that passes through the town. The majority of roads within the town are sealed.

**Remnant Native Vegetation**

Three allotments – Lots 1, 100 and 101 of DP 51947, to the north of the town boundary contain a number of stands of native vegetation. It is important that any further development on this property retains the vegetation as it plays an important role in managing stormwater runoff towards Tungkillo.

In addition, the retention of existing vegetation in Tungkillo is fundamental in reducing the impact of stormwater run-off within the town. While existing vegetation may not be visually significant, it is important that any removal of vegetation within the Tungkillo area is assessed according to the potential impact that it will have on stormwater management.

The extent of vegetation can be identified in the following aerial map:
Potential Development Constraints
The major areas of concern when considering town expansion in Tungkillo are stormwater management and wastewater disposal. The town slopes down from the west to the east and significant run off from western allotments flows towards the east. The land in the area predominantly consists of clay soils, resulting in poor drainage.

The land to the west of the township is reasonably steep and therefore development is constrained by the impact of additional stormwater runoff and visual impact.

Development to the northeast is restricted by the above ground Mannum-Adelaide water pipeline running east to west up the eastern side of the foothills.

3.7 Palmer

Population Analysis
Palmer is located in a larger rural collector district (ABS No 4060406), recording a population of 329 in 2006, rising 18 from the 2001 census. It is reasonable to assume that the increase is closely associated with the trends within the township. It is interesting to note that all the age cohorts have fallen with the exception of those aged 55+, indicating the area has an aging population. This could also be attributed to an increasing number of retirees moving into the region and therefore it is important that any proposed policy response reflect this demographic trend.

The town presently contains about 55 dwellings and has an estimated population of between 115 – 125 people.

Residential Land Supply and Demand

Land Supply and Demand
The collector district incorporating Palmer recorded an increase in 15 new dwellings between the 2001 and 2006 census counts. Furthermore, Council records indicate that there were 6 new dwelling approvals issued since 2006. These statistics reflect moderate population growth in the collector district and more importantly indicate there is residential demand within the township.

There are a number of scattered vacant allotments in Palmer, however, not all this land is available for residential development. The most significant portion of vacant land lies to the south of Education Avenue and is owned by the Lutheran Church, but they have no immediate plans to sell or develop.

Potential Areas for Future Residential Development
Land towards the west of town has a significant rise and any residential development is likely to result in significant stormwater issues within Palmer. Therefore, expansion of the town to the west is inappropriate. The land to the east of Palmer is generally flatter and more appropriate for accommodating future development.
**East Palmer**
The land east of Palmer contains a SA Water pumping station supporting several large water tanks, outbuildings and dwellings. Since there are a number of dwellings associated with the site and the station’s close proximity to town, it is logical to include this area within the town boundary. The *Palmer Structure Plan Map MiMu/1 (Overlay 1) Enlargement J* provides an appropriate means of separation between the SA Water facilities and future residential development.

**South Palmer**
An area to the east of Reedy Creek Road (a portion of Lot 111, DP 13908) is wedged between the township, Reedy Creek Road and the water pipeline. The land is currently within the *Rural Zone* but the area is too small for viable agricultural production. The area is clear of vegetation and does not contain any significant land uses, consequently the land is considered appropriate for residential development. While the land is somewhat awkward in shape, it could support a number of residential allotments as it is provided with frontage along Olive Grove Avenue and Reedy Creek Road.

The area to the west of Reedy Creek Road (Lot 2 of FP 147906 and a portion of Lot 16 of FP 101770) incorporates an existing dwelling and is relatively clear of vegetation. It is considered that this land is also appropriate for residential development providing a continuous extension of the town and frontage along Reedy Creek Road.

**Proposed Policy Response**
Any future development should be considered in respect to any potential conflict between land uses and should establish an adequate buffer between the water pumping station and residential development.

Residential development should be well setback from the water pipeline to the south and new allotments to should be in excess of 1200m$^2$ to support adequate on-site effluent disposal. It is proposed to introduce policy in the *Service Centre Zone* to address these issues.

**Rural Living Land Supply and Demand**

**Land Supply and Demand**
There is currently no rural living area surrounding Palmer, however there could be demand for this type of development based upon the moderate population growth of Palmer, the need to provide housing choice and demand for rural living in adjacent nearby towns of Mannum and Tungkillo.

**Potential Areas for Future Rural Living Development**
An area to the northern/eastern sides of Lindner Avenue could accommodate a limited number of rural living allotments. At present the land is within the *Rural Zone* and supports cropping activities and a dwelling at the bend of Lindner Avenue. It is considered that the area is suitable for accommodating rural living because it has an existing road frontage along Lindner Avenue and is a continuous extension of the township.
Proposed Policy Response
Rural living allotments would be required to be in excess of 3000m², achieve a 15m street setback and dwellings would need to be well setback and buffered from rural activities to the rear of each allotment.

Infrastructure Investigations

Water Supply
A large SA Water pumping station in association with the Mannum-Adelaide pipeline is located on the eastern outskirts of town. The over ground water pipeline travels along the southern boundary of Palmer. The water mains within the township have a 50mm and 100mm diameter and therefore, any significant increase in allotment numbers would require water main duplication or replacement.

Electricity Supply
While the town has sufficient power to accommodate additional development, it requires the installation of transformers off the main line.

Wastewater Management
Wastewater management consists of individual septic tanks and soakage areas on each allotment. The soil in the area is generally clay but no significant wastewater issues are apparent in the town.

Stormwater Management
There are no significant stormwater issues in Palmer.

Roads
Palmer lies along the Adelaide-Mannum Road, generating significant traffic through town. While the majority of roads within the town are sealed, Church Crescent and Lindner Avenue are unsealed.

Remnant Native Vegetation
There appear to be no areas of significant vegetation in Palmer, as can be identified on the following aerial map:
Potential Development Constraints
The above ground Mannum-Adelaide pipeline is located immediately south of the town and constrains development expanding beyond. In addition, steep topography to the northwest and west is unsuitable for urban development.

3.8 Keyneton

Population Analysis
Keyneton is located in a larger rural collector district (ABS No 4042001), recording a population of 317 in 2006, falling by 24 from the 2001 census. While the area experienced a significant decline, this is likely to be associated with the surrounding rural community and is not necessarily reflective of Keyneton’s population trends.

The town presently contains about 30 dwellings and has an estimated population of between 70 – 80 people.

Residential Land Supply and Demand

Land Supply and Demand
Keyneton has some vacant allotments along the southern side of Angaston–Swan Reach Road, however this land continues to be used for primary production and is unlikely to be available for the residential market in the foreseeable future. The surrounding collector district incorporating Keyneton only recorded an increase of one dwelling between the 2001 and 2006 census counts. Council records indicate 3 dwellings approvals have been issued since 2006.
While there does not appear to be significant demand for residential land in Keyneton, there is also a limited supply of available land. The measure of demand is therefore difficult to assess. While Keyneton is not experiencing any significant population growth, people do not have the opportunity to consider building a new dwelling in Keyneton due to the lack of available land.

**Potential Areas for Future Residential Development**
The existing township is entirely linear with all allotments fronting the two main roads. It is not appropriate to expand the town along the main roads creating further linear development. The only logical town expansion is to the northeast (refer Potential Areas for Future Rural Living Development below). However, the development of this area is considered to be more appropriate for rural living allotments for the following reasons:
- more suitable buffers can be achieved from rural land;
- larger allotments can better service on-site wastewater solutions;
- mains water servicing will not be necessary;
- it provides a more suitable integration with the adjacent rural environment; and
- it provides an attractive housing option.

There is a small area of land to the north of Keyneton (Lots 459 and 460) that contain existing development consistent with dwellings and allotments within the town and forms a continuous extension of Keyneton. It is appropriate to extent the Service Centre Zone boundary to incorporate this small area.

**Rural Living Land Supply and Demand**

**Land Supply and Demand**
There is currently no rural living area associated with Keyneton. Potential demand for rural living is based on Keyneton’s relatively close proximity to Adelaide (approximately 80kms) and the Barossa Valley and its high aesthetic rural quality. These two attributes contribute to making a rural living area at Keyneton attractive to those wanting to move to a rural environment but be in close proximity to Adelaide and/or the Barossa Valley.

**Potential Areas for Future Rural Living Development**
Land appropriate for supporting rural living is limited to the east side of Keyneton, as there is dense remnant vegetation and elevated slope to the west. The eastern side of the town is generally cleared of vegetation and flatter than land to the west.

Land to the northeast of town is currently within the Rural Zone and is presently used for grazing activities. The land has access and frontage to both the Eden Valley–Moculta Road and the Angaston–Swan Reach Road. Development of this area will further consolidate the township and discourage continued ribbon development along Eden Valley–Moculta Road and Angaston–Swan Reach Road.

It is envisaged that the size of rural living allotments will not be significantly larger than existing allotments in the Service Centre Zone. Most allotments within the town are about 2000m$^2$ in area. A minimum allotment area of 3000m$^2$ is considered appropriate in the proposed Rural Living Zone, although larger lots adjacent the Rural Zone will ensure suitable buffers can be achieved.
Infrastructure Investigations

Water Supply
A new 150mm water main is located along the Eden Valley–Moculta Road and a 100mm main runs along Angaston–Swan Reach Road. There is sufficient water supply to accommodate additional development in the town.

Electricity Supply
Adequate power supply is available to accommodate further connections within the town. While there is adequate capacity for new land division beyond the existing town boundaries, it is likely that augmentation costs will be incurred.

Wastewater Management
The effluent disposal is generally serviced by a septic tank and soakage area on each allotment. Most allotments are approximately 2000m$^2$ with space to adequately manage wastewater.

Stormwater Management
There are no significant storm water issues in Keyneton.

Roads
Keyneton is sited at the intersection of Angaston-Swan Reach Road and Eden Valley-Moculta Road. Good road access is available providing direct connections to Angaston, Eden Valley and Sedan. The only other public roads that exist in the settlement are minor unsealed access tracks leading to rural properties.

Remnant Native Vegetation
Significant roadside vegetation is located along the main roads entering Keyneton. There is a cluster of native vegetation within Lot 5, FP 35436. This vegetation should be identified in the policy for Keyneton as being important for retention.

The extent of vegetation can be further identified in the following aerial map:
Potential Development Constraints
Substantial clusters of native vegetation (stands of large gum trees) located towards the western outskirts of Keyneton’s town boundary, limit the town developing towards the west. In addition, land is generally steeper to the west of the town.

3.9 Sedan

Population Analysis
Sedan is located in a large rural collector district (ABS No 4042002) that recorded a population of 356 in 2006, and rose by 16 from the 2001 census. It is reasonable to assume that the increase is primarily associated with the town. It is interesting to note that all the age cohorts have fallen with the exception of those aged 55+, indicating the area has an aging population. This could also be attributed to an increasing number of retirees moving into the region.

The town presently contains about 45 dwellings and has an estimated population of between 100 – 110 people.

Residential Land Supply and Demand

Land Supply and Demand
Council records indicate that 8 approvals for dwellings in Sedan were issued since the 2006 census. While the town appears to be experiencing some growth, there appears to be an adequate supply of vacant land within the town.
Sedan has a concentration of development at the intersection of major transport routes leading in and out of town. Development noticeably dwindles as one travels further away from the intersection and a large portion of land to the eastern segment of Sedan is vacant.

**Potential Areas for Future Residential Development**

The land to east of the town is largely undeveloped, with limited road access and infrastructure. It is also noted that the area is primarily divided into large allotments and contains areas of native vegetation. Land along the northern side of Sedan Road contains some existing development and is clear of vegetation, but is outside the township boundary of Sedan.

Land to the northern side of Sedan Road within Lots 91 & 92 and 753, 754 & 757 lies between Halfway House Road and a stormwater drain, isolating the allotments from other rural property in the area. Adjacent Lot 101 contains a portion of the stormwater retention pond and warehouses, and has frontage to the Angaston-Swan Reach Road close the centre of the town.

Even though Lots 91, 92, 101, 753, 754 & 757 are within the **Rural Zone**, they are all located within the **Declared Water District** between Angaston-Swan Reach Road and Halfway House Road. This land forms a continuous extension of existing development in the town.

**Infrastructure Investigations**

**Water Supply (SA Water)**

Sedan has reasonably good access to water mains and the town is within a declared water district. The main trunk travels along the Sedan-Angaston Road from a water depot located in Nurioopta. The town’s water supply is capable of accommodating further development within the town, although development in the eastern segment of the town would require an extension to existing water mains.

**Electricity Supply**

Sedan is at the end of a long feeder from the substation located about 7kms south of the town. The power supply in town can support only a limited number of additional connections without further augmentation.

**Wastewater Management**

Currently, the town has no common effluent scheme and wastewater is managed individually by each allotment through the use of a septic tank and soakage area. The majority of allotments are greater than 1000m$^2$ and the soil has reasonable soakage quality.

**Storm Water Management**

Sedan is located in a hollow and has had storm water issues in the past, however Council has recently undertaken diversion works directing storm water to a lagoon situated on Lot 101 within DP 37862. The works have proven successful, however additional infrastructure will be required to address future development in the town.

It is recommended that the lagoon be included within the township boundary, providing an opportunity for upgrading infrastructure and a drainage reserve as
part of any future land division.

**Roads**
The roads leading into Sedan come to a central intersection and connect the town to Cambrai, Swan Reach, Blanchetown and Angaston. The roads servicing adjacent development are sealed, however there are a number of unsealed or undeveloped roads in the eastern segment of the town.

If future development is likely to occur in this area, significant work will need to be undertaken to construct and upgrade Charles, William and Frederick Streets.

**Remnant Native Vegetation**
There is a large area of native vegetation located to the east of the existing township of Sedan. This land is currently located within the township boundary, however it is predominantly undeveloped. It is not proposed change the zoning of this land as part of this DPA.

The proposed extension to the township is clear of any significant areas of native vegetation.

![Sedan Aerial Map: Areas of Native Vegetation](source-website)

**Potential Development Constraints**
The main development constraint is the power supply. Any significant development would require major augmentation costs.
3.10 Blanchetown

Population Analysis
Blanchetown recorded a population of 231 in 2006, increasing by 28 from the 2001 census. This is a population increase of 12.2%. Further analysis revealed that there was a significant rise in people aged 0-24 but a fall in people age 55+ between the 2001 to 2006 census counts. It is also noted that Blanchetown’s population rises significantly during summer holidays and weekends as a result of tourism along the River Murray.

The present population of Blanchetown is estimated to be about 240.

Residential Land Supply and Demand

Land Supply and Demand
Blanchetown has a number of scattered vacant allotments within the township boundary but there does not appear to be many landowners willing to sell or develop the land. It is evident that the town is growing, with approximately 26 new dwellings occurring between the 2001 and 2006 census counts and Council records indicating 10 dwelling approvals issued since 2006.

While Blanchetown has vacant land available for residential development, the increase in population and dwelling approvals suggest a growing demand in residential/holiday house property.

Potential Areas for Future Residential Development
It is considered that land towards the north and west are unsuitable for residential development as a buffer area is required between the township and Sturt Highway to mitigate potential land use conflict.

Land towards the south contains existing development and is generally appropriate for residential development. This area is contained within the River Murray Zone and the Primary Production Policy Area 10, and contains a number of existing dwellings along South Terrace.

This area is considered appropriate for residential development as it already supports residential development beyond the town boundary, is a continuous extension of the town, is relatively clear of vegetation, has limited agricultural potential and has direct road connection with the existing town.

Proposed Policy Response
The proposed township extension to the south is above the 1956 River Murray flood level. Any development will require an allotment in excess 1200m² to adequately support an appropriate wastewater disposal system.

Future development occurring on the larger undeveloped allotments (Lot 101 & portion Lot 1000) will require a suitable stormwater solutions that does not adversely impact upon existing development or the surrounding river environment.
Rural Living Land Supply and Demand

**Land Supply and Demand**
The Rural Living (Rudigers) Zone is approximately 3kms west of Blanchetown. The area consists of a few scattered dwellings on large allotments but the majority to land is absent of development. There does not appear to be significant demand to support further rural living in the area.

Industrial Land Supply and Demand

**Land Supply and Demand**
The only designated land zoned for industry in the Mid Murray Council area is located in Mannum. There is potential for industry and associated warehouse, storage and transport uses to be located within the region as an alternative to Mannum. Blanchetown is located adjacent to the Sturt Highway, the main interstate highway connection between Adelaide and the Riverland, northern Victoria and New South Wales. An industry zone adjacent to the Sturt Highway will particularly provide the opportunity for transport related activities associated with the movement of goods along the Sturt Highway.

There are minimal industrial uses presently located in Blanchetown, although there are storage uses, including the SA Water depot towards the north of the town.

**Potential Areas for Industrial Development**
The northern boundary of the Service Centre (Blanchetown) Zone abuts the Sturt Highway adjacent to the River and Swanport bridge. This area contains the SA Water depot, although a large area immediately adjacent to the highway is vacant. Access to the highway in this location is not possible, due to its proximity to the bridge, therefore access for transport would be restricted to existing roads through the town.

The major access to the township of Blanchetown from the Sturt Highway is via a 400m extension of the Morgan – Blanchetown Road. There are existing traffic control devices including turning lanes for large vehicles at the junction of the Morgan – Blanchetown Road and Sturt Highway. The road connection between the Sturt Highway and the Blanchetown township has no development along its frontage, except for CFS/SES facilities and police station near the south-western corner of the junction with the Sturt Highway. The triangular parcel of land, bordered by the Sturt Highway, Morgan – Blanchetown Road and the extension of Egerton Street, provides an ideal location for industry, warehouse, storage and transport related uses. It has an area of approximately 8 hectares. The land is reasonably flat, has limited primary production potential, is void of existing uses (other than the CFS/SES facilities and police station), does not contain remnant native vegetation, is isolated from residential development and has excellent access for heavy vehicles via the Morgan – Blanchetown Road and its junction with the Sturt Highway.

The potential industry land is currently within the River Murray Zone – Primary Production Policy Area.
Proposed Policy Response
It is envisaged that the proposed Industry Zone will cater primarily for uses associated with transport, and thus larger allotments are more likely to be in demand. On-site wastewater disposal would be practical on large allotments, however it is proposed to introduce policy that requires an off-site effluent solution for smaller allotments.

It is also proposed to limit access to the Morgan – Blanchetown Road.

Infrastructure Investigations

Water Supply
Blanchetown is connected to water mains and a SA Water depot is located in the northern portion of the town. The existing water infrastructure is sufficient to satisfy a small amount of growth.

Electricity Supply
The ETSA substation is located about 7kms north on the Morgan-Blanchetown Road and existing infrastructure is capable of supporting a limited number of additional connections before augmentation is required.

Wastewater Management
The main portion of Blanchetown has no common effluent scheme and wastewater is managed on each individual allotment using a septic tank and soakage area. While the majority of sites are 1000m² in area, the area consists of limestone soil and is not ideal for soakage. It is considered necessary that new sites be at least 1200m² in area and the town be connected to a common effluent scheme in future.

The shack sites to the south of the town are connected to a wastewater disposal scheme.

Storm Water Management
The storm water in Blanchetown is directed to the east of town towards the River. There are no major stormwater issues with the town, however stormwater is not treated before entering the River Murray.

Roads
The Sturt Highway is a major road from Adelaide to Sydney and is located directly north of Blanchetown. Even though the highway bypasses the town, it still generates some tourist traffic through the town.

The town’s internal road system forms a grid that provides very good access throughout the town. The majority of roads within the town are sealed.

Remnant Native Vegetation
There appear to be no areas of significant vegetation in Blanchetown, as can be identified on the following aerial map:
Potential Development Constraints
Residential development in the town is constrained primarily by the River Murray and associated floodplain located to the east and running north to south. Future development should be precluded from floodplain areas for public safety and environmental reasons.

The Sturt Highway located to the north of town creates a physical barrier for future residential development. A buffer between residential development and the highway should be maintained.

3.11 Swan Reach

Population Analysis
Swan Reach recorded a population of 235 in 2006, falling by 38 from the 2001 census. This is a population decline of 13.9%. While Swan Reach is experiencing population decline, the town’s population is still likely to swell during summer holidays and weekends as a result of tourism along the River Murray. It is estimated that the present population of Swan Reach is about 240.

Residential Land Supply and Demand

Land Supply and Demand
The town has shown little evidence of residential demand with no increase in the number of dwellings between the 2001 and 2006 census counts. However, since the 2006 census there has been 5 approvals for dwellings issued by Council.

Swan Reach has an extensive town boundary, spreading far beyond residential
development and including large areas of horticulture. This is inconsistent with other township boundaries in the Mid Murray region, which closely surround areas of residential development. The huge area contained within the town boundary, including the land used for horticultural land is well in excess of any future demand for residential development and is inappropriately located within the township boundary.

Rural Living Land Supply and Demand

Land Supply and Demand
There is currently no rural living area immediately adjacent to Swan Reach. The existing horticultural land currently located within Swan Reach’s town boundary could more appropriately be zoned within a rural living area.

Proposed Policy Response
The area that spreads towards the west and south of Swan Reach primarily supports horticultural activities. These horticultural activities may or may not continue in the future. Future viability is likely to depend upon water allocation resources. Should horticulture become unviable in the future due to limitations on access to water, along with limited demand for conventional residential land division, rural living allotments would be an appropriate alternative use.

In addition, the establishment of a rural living area around Swan Reach is consistent with other towns in the Mid Murray region and is a continuous extension of the town. Existing allotments are of a size and shape that can suitably be divided to accommodate rural living development.

Infrastructure Investigations

Water Supply
The developed portion of the town is adequately serviced with water mains, however further land division may require a duplication of mains.

Electricity Supply
The town is serviced with 11Kv line and existing power capacity is limited to a further 20-30 additional connections.

Wastewater Management
Swan Reach is not connected to a common effluent scheme and individual sites manage effluent disposal through the use of septic tanks and soakage areas. The soil in the area is not ideal for soakage and wastewater problems are starting to emerge. Any additional allotments in the town need to be at least 1200m$^2$ to ensure sufficient area is available for soakage or irrigation.

The shack sites to the west, the bowling club and public amenity facilities are connected to a wastewater disposal scheme.

Stormwater Management
There are no serious stormwater problems in Swan Reach.
**Roads**
The main road through town is Victoria Street/Nildottie Road and it connects with the Sedan-Swan Reach Road by way of the ferry service across the River Murray. A Bypass Road is located to the east of town allowing traffic travelling along the eastern side of the river to bypass Swan Reach.

**Remnant Native Vegetation**
A significant portion of native vegetation is contained on Lot 42 of DP 74945. The land is located to the rear of existing development and is densely vegetated. While the land remains within the township boundary, the vegetation should be retained and could be incorporated as a recreational reserve.

The extent of vegetation can be seen in the following aerial map:

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**Potential Development Constraints**
The most significant development constraint for Swan Reach is the River Murray and associated floodplain located towards the north and west portions of the town. It is important that the lagoon to the west of town and significant native vegetation in the area are retained.

The limited extent of water and power infrastructure is a further development constraint unless upgraded.
3.12 Caloote

Population Analysis
Caloote is located within a larger rural collector district (ABS No 4060502), recording a population of 300 in 2006, that fell by 5 from the 2001 census. While the area experienced a slight decline, this is likely to be associated with the surrounding rural community and is unlikely to truly reflect Caloote’s population trends.

The growth of several Mid Murray townships is attributed largely to tourism, the appeal of rural living and cheaper residential property in the region. It is proposed that the settlement area of Caloote be slightly extended to the northeast in order to include existing development.

Residential Land Supply and Demand

Land Supply and Demand
Caloote has a number of vacant allotments within its settlement area but appears that few landowners are prepared to sell or develop the land. The settlement recorded 5 new dwellings between the 2001 and 2006 census counts and Council recorded only one dwelling application since 2006.

While Caloote has experienced some minor growth, it is difficult to ascertain the future demand for the area.

Potential Areas for Future Residential Development
Lot 317-319 and Section 595 are appropriate inclusions to Caloote’s boundary as they are relatively small allotments with existing residential development, consistent with existing development within the settlement area. Lot 7 and 20 are larger allotments that stretch along the River Murray and achieve excellent views across the River. This land would be in demand for residential development as a result of the views and location. The land has existing frontage along Murray Road and is a continuous extension of the settlement area.

Rural Living Land Supply and Demand

Land Supply and Demand
While there is currently no designated rural living area in Caloote, there are a number of properties towards the south and western fringes of the settlement area that support rural living. Dwellings in this location are situated on large allotments and support some light agricultural activities.

Demand for rural living is difficult to ascertain and it is recommended that further assessment be done in the River Murray Zone Review DPA before considering the potential for rural living land to the south.

Infrastructure Investigations

Water Supply
The water main in Caloote runs down Murray Street, but terminates before
reaching Charles Street. At present the water main is at full capacity and expensive duplication works are necessary to service additional development.

**Electricity Supply**
The town has a transformer located near the corner of Killawarra and Needles Roads and a power line runs along Murray Street. There is only access to electrical power if allotments have frontage along Murray Street. It is noted that expensive extensions are required where development is located away from Murray Street.

**Wastewater Management**
Effluent disposal is managed on each allotment by a septic tank and soakage area. The soil in the area has reasonable soakage and no significant wastewater issues exist.

**Stormwater Management**
There are no stormwater concerns in Caloote.

**Roads**
Murray Road is the only sealed road in the settlement area.

**Remnant Native Vegetation**
There are no areas of significant vegetation in Caloote, as can be seen on the following aerial photograph:
Potential Development Constraints
The main constraint for expansion of the settlement boundary for residential development is the lack of water supply in the area. While access to mains water would not be such a critical constraint if further development were in the form of larger rural living allotments, significant alterations to the River Murray Zone is likely to raise other issues.
4. CONCLUSIONS AND RECOMMENDED POLICY CHANGES

4.1 Introduction

The purpose of this DPA is to review and implement appropriate changes to the existing zoning and zone boundaries of Morgan, Truro, Cambrai, Tungkillo, Palmer, Keyneton, Sedan, Blanchetown, Swan Reach and Caloote in order to accommodate future township growth.

The DPA proposes to extend existing town boundaries, amend existing zones and planning policy to provide for future growth.

4.2 Proposed Policy Changes

The investigations undertaken have included a review of the location and extent of existing zones within and surrounding the Mid Murray townships and an analysis of land supply and demand for residential and industrial uses for each town. The amendments proposed to the existing zoning seek to provide for the future growth of the Mid Murray townships in an efficient and economic manner.

A summary of the proposed changes is provided below.

**Township & Service Centre Zones**

To varying degrees, the DPA proposes boundary alterations to each of the investigated Mid Murray townships. Changes to the existing town boundaries have been made according to population growth, residential land supply and demand and the appropriateness of the land in supporting future residential growth.

The proposed **Township Zone** will replace the existing **Country Township Zone**. The **Township Zone** will apply to Morgan, Truro, Cambrai and Swan Reach. The proposed **Township Zone** is contained in Attachment A.

In addition, a proposed **Township (Deferred) Zone** will be introduced. The **Township (Deferred) Zone** will apply to Truro and Tungkillo. The proposed **Township (Deferred) Zone** is contained in Attachment C.

The proposed **Service Centre Zone** will replace the existing **Service Centre Zone**. The **Service Centre Zone** will apply to Tungkillo, Palmer, Keyneton, Sedan and Blanchetown. The proposed revised **Service Centre Zone** is contained in Attachment B.

Proposed amendments to town boundaries are illustrated in the corresponding amended Development Plan Zone Maps in Attachments W to Y, AA to FF and HH to KK of this report. In addition, the Amended Structure Plans for Cambrai, Morgan, Truro, Blanchetown, Palmer, Sedan, Swan Reach and Tungkillo are illustrated in Attachments L to V of this report. A brief summary of the township boundary alterations is provided below.

**Morgan**

It is proposed to make the following changes to Morgan’s town boundary (as
illustrated in Attachment HH):

- Extend the town boundary on both sides of River View Terrace to Pipeline Road;
- Extend the town boundary beyond Federal Street to include Lot 242 and Section 465; and
- Extend the town boundary northwest to include the parkland area between Northwest Terrace and Centenary Road.

A significant portion of the proposed land to be included in the town boundary of Morgan is not for residential development. Land extending northeast of Federal Street is an area of biodiversity and land extending northwest of North West Terrace is town parkland. While the aforementioned areas are unlikely to support residential development, it is still appropriate to locate this land within the Morgan town boundary.

The land north, along both sides of River View Drive is considered the most appropriate land outside the existing town boundary to provide for further urban development. To further support this, the land:

- Is a continuous extension of the township’s development;
- Incorporates existing residential development (northern side of River View Drive) outside the existing town boundary;
- Is conveniently located to extend water mains and other services from River View Drive, Gouge Street, Reinecke Street and Goyder Highway; and
- Is able to utilise the existing road infrastructure.

**Truro**

It is proposed to make the following changes to Truro’s town boundary (as illustrated in Attachment BB):

- Extend the town boundary to the south to Quarry Road and west to Bastion Hill Road; and
- Extend east to include Lot 600 north of Barton Road.

While the proposed boundary extension will adequately provide residential land to accommodate demand, it is essential that any development first address the wastewater and stormwater issues. It is therefore proposed that the new designated areas to be included within Truro’s town boundary be located within a Deferred Township (Truro) Zone, preventing further residential development occurring without the provision of adequate wastewater and stormwater infrastructure.

**Cambrai**

It is proposed to make the following changes to Cambrai’s town boundary (as illustrated in Attachment KK):

- Extend the town boundary south to include Lot 11, DP 33092 and a portion of Lot 114, FP 216234 and Lot 12, DP 33092;
- Extend the town boundary northeast to include Lot 196, DP 209382; and
- Extend the town boundary west to include a portion of Lot 5, DP 19671.

Cambrai accommodates a high level of community services considering it’s small population and as a result development should be encouraged to better utilise existing facilities.
Tungkillo
It is proposed to make the following change to Tungkillo’s town boundary (as illustrated in Attachment EE):
• Extend the town boundary east to include Lot 44, FP 157578 and a portion of Lot 43, FP 157578 south of the Adelaide – Mannum pipeline.

While the proposed boundary extension will provide sufficient residential land to accommodate demand, it is essential that stormwater and wastewater disposal infrastructure is addressed. It is therefore proposed that the land be included within Tungkillo’s town boundary in a Deferred Township (Tungkillo) Zone to prevent residential development occurring until adequate stormwater and wastewater infrastructure is provided.

Palmer
It is proposed to make the following change to Palmer’s town boundary (as illustrated in Attachment FF):
• Extend the town boundary east to incorporate the SA Water pumping station and surrounding land and south to the Adelaide to Mannum pipeline, including a portion of Lot 16, FP 101770 and Lot 111, DP 13908.

Keyneton
It is proposed to make the following change to Keyneton’s town boundary (as illustrated in Attachment CC):
• Extend the town boundary north to incorporate Lots 459 and 460 within FP 173551.

Sedan
It is proposed to make the following change to Sedan’s town boundary (as illustrated in Attachment DD):
• Extend the town boundary northwest, along the northern side of Halfway House Road, to include:
  - Lot 101, DP 37862
  - Lot 757, FP 209133
  - Lots 91 & 92, FP 206240
  - Lots 753 & 754, FP 209129.

Blanchetown
It is proposed to make the following change to Blanchetown’s town boundary (as illustrated in Attachment II):
• Extend the town boundary south, along the southern side of South Terrace, to include:
  - Lot 1000, DP 29890 (a portion)
  - Lot 101, DP 25596
  - All allotments with a frontage to the southern side of South Terrace

Swan Reach
It is proposed to make the following change to Swan Reach’s town boundary (as illustrated in Attachment JJ):
• Reduce the town boundary to exclude:
  - Lots 10, 889, 888, 224 & 225 east of Nildottie Road; and
- Lots 12 – 14, 25 – 29, 91 & 252 – 254 west of Nildottie Road
- Extend the town boundary to include a small area of existing development west of Nildottie Road. This area includes:
  - Lots 101, 102, 101, 214 and the majority of Lots 100 & 213.

The intention in reducing Swan Reach’s town boundary is to locate horticultural land within a more appropriate zone and have the new town boundary more accurately represent the existing residential development in Swan Reach.

**River Murray Zone – River Settlement Policy Area**

*Caloote*

It is proposed to make the following changes to Caloote’s river settlement policy area boundary (as illustrated in Attachment SS):

- Extend the river settlement boundary north to include Lot 317 of FP 168086, Lot 318 of FP 168085, Lot 319 of FP 168084 and Section 595 of HP 179300.
- Extend the river settlement boundary east to include Lot 20 of DP 71743 and Lot 7 of DP 61089.

**Rural Living Zone**

The existing *Rural Living Zone* has been expanded with additional policy relating to the areas adjacent to the townships that are the subject of this DPA. No additional land has been added to the existing *Rural Living (Truro) Zone* at Truro, however there are proposed changes to the Policy Areas and minimum allotment areas.

New areas of rural living are proposed adjacent to Cambrai, Tungkillo, Palmer, Keyneton and Swan Reach. The revised *Rural Living Zone* is contained in Attachment E.

**Truro**

It is proposed to make the following change to Truro’s *Rural Living Zone* (as illustrated in Attachment SS):

- Extend the *Policy Area 3* west to include Lots 10, 11, 12 & 101
- Extend the *Policy Area 3* south to include Lots 35 & 102
- Introduce *Policy Area 21* incorporating the area bounded by Dahlia Farm Road, Barton Road and Millers Road/East Terrace.

**Cambrai**

It is proposed to introduce a *Rural Living (Cambrai) Zone* to the west of Cambrai (as illustrated in Attachment KK). The zone will include a portion of land within Lot 5, DP 19671. It is proposed that the name of the existing *Rural Living (Cambrai) Zone* be changed to *Rural Living (Sanderston) Zone* and the new rural living area to be aptly named the *Rural Living (Cambrai) Zone*.

The amended name change of the existing *Rural Living (Cambrai) Zone* to *Rural Living (Sanderston) Zone* is illustrated in Attachments Z & LL.

**Tungkillo**

It is proposed to include land to the north and west of Tungkillo including Lots 1, 100, 101 and 107 and portion of Section 269 and Lot 36 as part of the *Rural Living (Tungkillo) Zone* (as illustrated in Attachment EE).
Palmer
It is proposed to introduce a Rural Living (Palmer) Zone to the north of Palmer (as illustrated in Attachment FF). The zone will incorporate land on the northern and eastern sides of Lindner Avenue within portion of Lot 105 of FP 169854.

Keyneton
It is proposed to introduce a Rural Living (Keyneton) Zone to the northeast of Keyneton (as illustrated in Attachment CC). The zone will incorporate land within Lot 5, FP 35436 and Lot 461, FP 173552.

Swan Reach
It is proposed to introduce a Rural Living (Swan Reach Environs) Zone to the area surrounding Swan Reach (as illustrated in Attachment JJ). The zone will include the following land:

- An area presently within the Service Centre (Swan Reach) Zone – Lots 10, 888, 889, 224 & 225 east of Nildottie Road and Lots 12 -14, 25 – 29, 91, & 252 – 254 west of Nildottie Road.
- An area presently within the River Murray Zone immediately west of Connors Road – Lots 7, 10, 100 & 101 and portion of Lots 15 & 205; and south of Gameau Road – Lots 1, 11 – 14 & 30.

Industry Zone
The Industry Zone that is proposed to be introduced in the Mannum Township DPA, has been expanded with additional policy relating to the proposed additional Industry Zone located in Morgan, Truro and Blanchetown.

The revised Industry Zone is contained in Attachment F.

Morgan
It is proposed to introduce an Industry Zone to the northwest of Morgan (as illustrated in Attachment HH). The zone will incorporate land bounded by Centenary Road, Burra – Morgan Road, Depot Road and Lovers Lane.

The area of land contained within the proposed Industry Zone is approximately 22.5 hectares.

Truro
It is proposed to introduce an Industry Zone to the northeast of Truro (as illustrated in Attachment BB). The zone will incorporate land within Lots 20, 686 and portion of Lot 21.

The area of land contained within the proposed Industry Zone is approximately 10 hectares.

Blanchetown
It is proposed to introduce an Industry Zone to the west of Blanchetown (as illustrated in Attachment II). The zone will incorporate land within Lots 21, 22 & 23 of Section 155.

The area of land contained within the proposed Industry Zone is approximately 8 hectares.
**Bulk Handling Zone**

The proposed *Bulk Handling Zone* is contained in Attachment D.

**Cambrai**

It is proposed to introduce a *Bulk Handling Zone* to surround the existing grain silo storage area in Cambrai (as illustrated in Attachment KK). The zone will incorporate land within Lot 61 and a portion of Lot 62.

**Apamurra**

The existing *Bulk Handling (Commercial) Zone* at Apamurra will be renamed and replaced by the *Bulk Handling Zone* (as illustrated in Attachment GG).

**Other Amendments**

The proposed amendments contained in this DPA as described above has resulted in the need to amend other maps contained in the Development Plan to reflect boundary adjustments to zones and policy areas; as follows:

- Shack Policy Areas – refer Attachments G – K.
- Policy Areas – refer Attachments MM to VV
- New Policy Area for the *Rural Living (Tungkillo) Zone* – refer Attachment WW

**4.3 Assessment Matters**

Different forms of development will be subject to one of three types of assessment process – complying, merit and non-complying.

The proposed amendments to the Development Plan do not list any development as complying other than prescribed in Schedule 4 of the Development Regulations 2008.

Development listed as non-complying in the Development Plan should be discouraged in the zone.

All other forms of development not listed as either complying or non-complying are merit.

Category 1 and Category 2 nomination for public notification purposes are included in the Township Zone, the revised Service Centre Zone, the revised Rural Living Zone and the revised Industry Zone.

Category 1 nomination for public notification purposes is include in the proposed Bulk Handling Zone.
STATEMENT OF STATUTORY COMPLIANCE

5.1 Introduction

Pursuant to Section 25(3) of the Development Act, 1993 a Development Plan Amendment must assess and document, in its investigations, the extent to which the proposed amendment:
(a) accords with the Planning Strategy;
(b) accords with the Statement of Intent;
(c) accords with other parts of the Development Plan;
(d) complements the policies in Development Plans for adjoining areas;
(e) satisfies the matters prescribed in the Regulations;

5.2 Accords with the Statement of Intent

All of the matters outlined in the Statement of Intent approved on 24 June 2009 by the Minister for Urban Development and Planning have been addressed in this Statement of Investigations.

5.3 Accords with the Planning Strategy

The Investigations undertaken as part of this Development Plan Amendment have included consideration of the provisions of The Planning Strategy for Regional South Australia (January 2003, as amended at December 2007). It is considered that the proposed Mid Murray Township Boundaries DPA is in accordance with the intent and policies of the Planning Strategy.

Relevant strategies from The Planning Strategy for Regional South Australia (January 2003, as amended at December 2007) are summarised in section 2.1 of this DPA.

5.4 Accords with other parts of the Development Plan

The policies in this DPA are consistent with the format, content and structure of the Mid Murray Council Development Plan.

The proposed rezoning will complement the existing Development Plan policies and provide additional policy direction that is currently lacking from the Development Plan.

5.5 Complements Development Plans for adjoining areas

The Investigations into the DPA have considered Rural City of Murray Bridge, District Council of Karoonda-East Murray, District Council of Loxton Waikerie, Adelaide Hills Council, District Council of Mount Barker, Regional Council of Goyder, Light Regional Council and the Barossa Council Development Plans. The policies proposed in the DPA are unlikely to affect the intent of the Development Plan policies of the adjoining Council areas.
5.6  **Satisfies the requirements prescribed by the Regulations**

The requirements regarding public consultation and the holding of a public hearing associated with this DPA, are prescribed by clauses 11 and 12 of the Development Regulations 2008. These requirements will be met as part of the DPA process.
5. REFERENCES/BIBLIOGRAPHY

- Atlas of South Australia – Murraylands

- Mid Murray Council, *Dwelling approval data – 1st July 2006 – 11th February 2010*
An investigation of the policy and boundaries of townships and settlements within Mid Murray Council.

- Regional Development South Australia (RDSA), 2007, *Growing Prosperity and Building Communities in Regional South Australia*.
6. CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

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, Deen Gollan, as Chief Executive Officer of Mid Murray Council, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments—

(a) accord(s) with the Statement of Intent (as agreed between the Mid Murray Council and the Minister for Urban Development and Planning 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(s) 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 Statement of Investigation, and

(c) accord(s) 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 persons have provided advice to the Council for the purposes of section 25(4) of the Act:

John Outhred, MPl A CFPI
Michelle English, MPl A CFPI
Geoff Parsons, MPl A

DATED this 4th day of May 2010

CHIEF EXECUTIVE OFFICER
Mid Murray Development Plan

Township Boundaries

Development Plan Amendment

THE AMENDMENT

April 2010

By Mid Murray Council