



Development Assessment Panel

2 September 2013

MID MURRAY COUNCIL

DEVELOPMENT ASSESSMENT PANEL

Agenda

Special Meeting to be held in the Council Chambers, Main Street, Cambrai

Monday 2 September 2013, 12.30pm

1. **PRESENT**

Bruce Ballantyne (Presiding Member), David Hughes, Graham Gaston,
Mardi Jennings, Peter Raison and Brian Taylor

2. **IN ATTENDANCE**

Kelvin Goldstone, Director – Development & Environmental Services
Geoff Parsons, Manager – Development Services
Aaron Curtis, Senior Development Officer – Planning
Jake McVicar, Development Officer – Planning
Melissa Marschall, Minute Secretary

3. **COMMENCEMENT AND WELCOME** PM

4. **APOLOGIES**

James Miller

**moved that the apology be received.
Seconded**

5. **DECLARATION OF INTEREST BY MEMBERS OF PANEL**

6. **DEVELOPMENT REPORT**

RECOMMENDATION

**moved that the report be received.
Seconded**

7. **CLOSURE**

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Development Report

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MID MURRAY COUNCIL – DEVELOPMENT REPORT

6.1 DEVELOPMENT APPLICATION 711/190/13 – SOUTHERN DISTRICTS CAR CLUB OF SA

Reporting Officer: Aaron Curtis
Position: Senior Development Officer - Planning

Development No. 711/190/13
Applicant Southern Districts Car Club of SA
Subject Land Section 255, Angas Valley Road, Cambrai, Hundred of Angas
Proposal Change of Land Use to Motorsport Park and Construction of Ancillary Shed with Attached Carport, Training Room, Ablution Block and Timing Tower

INTRODUCTION

The applicant, Southern Districts Car Club of SA, lodged the above development application with Council on 29 May 2013, seeking approval for a motorsport park at Angas Valley Road, Cambrai.

Copies of the plans and details submitted with the application are attached.

SUBJECT LAND

The subject site is described as Section 255, Angas Valley Road, Cambrai, Hundred of Angas. The site is a rectangular shaped allotment of 160ha, having a primary frontage to Angas Valley Road of 2,019m and a secondary frontage to Starick Road of 794m. The site is devoid of any buildings or structures.

I estimate that about 80% of the site's area is devoid of any vegetation, with the remaining 20% or so of the site area comprising five separate clusters of dense Mallee scrub. The land is gently to moderately undulating, with the lowest part of the site being adjacent to Angas Valley Road. The site is not traversed by any watercourses.

Photos taken while on-site on 31 May 2013 are attached with written annotations confirming the viewing angle of the photos taken.

DESCRIPTION OF LOCALITY

The site is positioned on the Murray Plains, some 13kms south-east of the Cambrai township, and some 15kms west of the Walker Flat township. The land in the locality can be described as 'rural' in nature, with the majority of land parcels in the locality being of 100ha and greater in size, used predominantly for dryland grazing and cropping.

The land is gently to moderately undulating. I estimate the majority of the original native vegetation cover has been removed, leaving some 10% - 20% of the original Mallee scrub remaining, confined primarily to small remnant clusters on private land and within road reserves.

Some allotments contain farm buildings and other incidental farming infrastructure such as windmills, with a few allotments in the locality also containing farm dwellings. Given the low to average rainfall in the area, water storage dams are limited, and there are few watercourses traversing land.

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DESCRIPTION OF PROPOSAL

The applicant seeks approval for a motorsport park. The development comprises the following key components:

- Two racing tracks;
- Ancillary shed with attached carport;
- Training room;
- Ablution block;
- Timing tower;
- New vehicular access point to Starick Road;
- Internal access road and car parking area;
- Associated safety fencing.

The park is to be confined to the western 50% of the site's area. The remaining 50% of the site's area will remain undeveloped.

The location for the individual components and their relationship to site boundaries and site features are detailed in the submitted plans.

SITE SELECTION AND BACKGROUND

The applicant has operated their car club from "Lanac Park", Mount Compass for the past 45 years. While the club has made substantial improvements to the property in this time, they unfortunately have been unable to secure a new lease, leaving them to seek an alternative location under their ownership.

The applicant approached Council earlier this year, seeking preliminary opinion regarding the suitability of this site for a new motorsport park. Preliminary assessment of the site and proposal by Council staff found the site was large enough to support the activity, had main road access and achieved substantial separation from sensitive land uses.

The applicant subsequently lodged this development application in May 2013, seeking Development Plan Consent for the activity.

CLASSIFICATION OF DEVELOPMENT

The site is located within the Rural Zone and Murray Plains Policy Area of the Mid Murray Council Development Plan (Consolidated 6 December 2012). I note the proposed development is an 'undefined' land use under Schedule 1 of the Development Regulations 2008.

Development of the kind proposed is neither listed as being a complying or non-complying form of development in the Rural Zone. Therefore, the application shall be assessed "on-merit" against the relevant provisions of the Mid Murray Council Development Plan.

REFERRALS

The application triggered a referral to the Environment Protection Authority (EPA) under Schedule 8(11) of the Development Regulations 2008 on the basis that the development constitutes an activity of Major Environmental Significance under Schedule 22 of the Development Regulations 2008 as follows:

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8 – Other

- (5) **Motor Racing or Testing Venues:** *the conduct of facilities designed and used for motor vehicle competitions or motor vehicle speed or performance trials, but excluding facilities that are situated more than 3 kilometres from residential premises not associated with the facilities.*

The EPA has provided a referral response in letter dated 18 July 2013. They have advised that they have no objection with the development, subject to the imposition of conditions and notations. A copy of the EPA referral response is attached.

PUBLIC NOTIFICATION

Development of the kind proposed is neither listed as a Category 1 or Category 2 form of development under Principles of Development Control 46 or 47 of the Rural Zone. In addition, I note the application is neither listed as being a Category 1 or Category 2 form of development under Schedule 9 of the Development Regulations 2008.

Given the above, the application was treated as a default Category 3 form of development. The application underwent the mandatory Category 3 public notification period between 12 and 26 June 2013. Council did not receive any representations during the public notification period.

RELEVANT PROVISIONS OF THE MID MURRAY COUNCIL DEVELOPMENT PLAN

Rural Zone

Objectives: 1, 3, 4, 5, 6, 7, 15, 16, 17, 18, 19, 20, 21, 22, 23 & 25

Principles of Development Control: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 23, 44, 45, 46 & 47

Murray Plains Policy Area

Principle of Development Control: 1

ASSESSMENT

Detailed assessment of the proposal has taken place against the relevant provisions of the Mid Murray Council Development Plan (Consolidated 6 December 2012), as provided below under headings.

Land Use

The following forms of development are listed as being “Acceptable” in the Rural Zone:

- *Farming and farm buildings;*
- *Horticulture, particularly viticulture, vegetable and fruit production and associated storage and processing buildings;*
- *Irrigated pasture;*
- *Residential use providing it is associated with farming, horticulture, viticulture;*

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- *Infrastructure to support acceptable uses;*
- *Tourist accommodation associated with existing farm dwellings;*
- *Tourism development associated with the natural environment;*
- *Uses which aid interpretation of natural areas and the region's natural heritage;*
- *Intensive animal keeping providing specified separation distances can be achieved;*
- *Land-based aquaculture providing specified separation distances can be achieved;*
- *Wind farm and ancillary development outside of the Barossa Valley Character Preservation District; and*
- *Wind monitoring mast and ancillary development outside of the Barossa Valley Character Preservation District.*

Development of the kind proposed is neither listed as being an "Acceptable" or "Unacceptable" form of development in the Rural Zone. Having said that, I note the proposed activity is not envisaged within any Zone in Council's Development Plan.

If one were to nominate the most appropriate Zone for this kind of development, I believe the clear conclusion would be to adopt the Rural Zone. The Rural Zone stands as the preferred Zone, in my view, because:

- a) It applies to the clear majority of land in the Council area, comprising predominantly undeveloped farming land. The Zone gives opportunity for substantive buffers from sensitive land uses to be achieved, designed to alleviate impacts of noise, dust etc.
- b) The activity generates substantial demand for land area. Available land of suitable size and value to cater for such activity is generally only available within a rural environment.
- c) Commercial and Industrial Zones are not suitable. Serviced land within such Zones is generally limited, and is generally put to higher value land uses. Use of land for motor-racing also displaces valuable Zoned land for commercial/industrial use.

I note this site also has particular advantages. The site is of sufficient size to cater for the proposed activity, comprises largely former grazing land devoid of any vegetation, has a frontage to a main road, and achieves substantial buffers from sensitive land uses.

While one could argue the activity is not appropriate on the basis that it is not 'envisaged' within the Zone, I believe that 'test' is too onerous. Rather, I believe the 'test' should involve consideration of:

- a) Whether the proposal will undermine the Objectives of the Rural Zone as a whole;
- b) Whether the proposal will have an acceptable impact on the site and locality, having regard to the positive and negative effects of the proposal, when considered against all relevant provisions of the Development Plan.

The remainder of this report provides detailed assessment of the proposal in the context of (a) and (b) mentioned above.

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Impact on Zone

Objective 1 of the Rural Zone seeks:

Objective 1: *Long-term operation and sustainability of rural production and primary industries.*

Approximately half of the site's total area (80ha or so) will be put to the proposed racing activity. I note the majority of this area will remain undeveloped, with the exception of the new buildings, having a combined floor area of less than 200m², and the formed racing tracks and internal access road.

I understand the undeveloped land surrounding the track will not be put to any form of farming activity. That said, I note the applicant's planning consultant has suggested the site has not been used for grazing activity for many years, in which case they argue the proposed activity will not result in any net loss of productive land from the Zone.

Irrespective of whether the site has previously been farmed or not, I find the proposed activity will not prejudice the ongoing farming of this site and nearby sites. Even once racing commences, the majority of the site can still be grazed when not in use. There may even be incentive for this to occur, in order to keep high grasses down.

At the same time, the activity will not alter the generally undeveloped and rural appearance of this site. The majority of the tracks will not be visible from public roads, and the new buildings will be clustered together, in much the same way as farm buildings and farm dwellings co-locate within the Zone.

Beyond the site boundaries, land in the locality can continue to be used for farming purposes in the same way it is now. Some noise may be audible beyond the site boundaries, but such activity is not expected to prejudice use of adjacent land for dryland grazing and/or cropping.

Given the above, I am of the opinion the proposed activity will not undermine Objective 1 of the Rural Zone.

Appearance of Development

Principles of Development Control 18 and 19 of the Rural Zone state that:

Rural Zone

18 *Buildings and structures which have:*

- (a) A design, scale, appearance and site to enhance the positive environmental qualities, built form and character of the locality;*
- (b) A site which is unobtrusive and screened from public roads and adjoining properties by:
 - (i) Natural landforms;*
 - (ii) Existing vegetation;*
 - (iii) Planting of appropriate vegetation.**
- (c) A requirement for minimal excavation or filling of land;*
- (d) A requirement for minimal removal of existing vegetation; and*
- (e) Sites which are grouped together.*

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19 *The external appearance and design of buildings and structures visible from a public road or waterway should minimise their visual obtrusiveness by:*

- (a) reducing the building’s profile;*
- (b) reducing the mass of buildings into smaller components by variations in wall and roof lines; and*
- (c) using eaves, verandahs and similar techniques to create shadowed areas.*

The applicant seeks approval for four new buildings, being an ablution block, shed with attached garage, training room and timing tower. The buildings will be clustered in the middle part of the site. They will be of domestic scale in terms of building height and size, and will be finished in low-reflective materials in natural tone.

Having regard to the building sizes, their heights, setback from public roads, natural external tones and their clustering together, I find the buildings will be unobtrusive within the landscape. At the same time, clustering of vegetation within the roadside verge and on the subject site will assist in screening the buildings as viewed from the public roads.

For these reasons, I consider their appearance to be acceptable.

Noise Impact

Objective 16, Principles of Development Control 12 and the associated Design Technique 12.1 of the Rural Zone states that:

Objective 16: *Protection of sensitive uses from external noise.*

12 *Development designed to minimise adverse acoustic impacts on adjoining uses which would be sensitive to acoustic interference.*

12.1 *The noise levels associated with the development do not exceed the following guideline noise levels at the nearest noise sensitive receiver:*

Type of Receiver	Guideline Noise Level L_{Aeq} dB(A)		Guideline Noise Level L_{Amax} dB(A)	
	<i>Day</i>	<i>Night</i>	<i>Day</i>	<i>Night</i>
<i>Rural Living</i>	45	35	60	50
<i>Rural Living/Primary Industry interface</i>	50	40	65	55
<i>Primary Industry</i>	55	45	70	60

The applicant has confirmed that operating vehicles must not exceed 96dB, under limits imposed by the Confederation of Australian Motor Sport (CAMS), of which the applicant is a member. In addition, the applicant has confirmed that under CAMS limits, the activity must not exceed 95dB noise output at the property boundary.

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The applicant has confirmed that for the majority of the time, only one vehicle per track will operate at any one time, thereby substantially reducing the amount of noise generated by the proposed activity. I understand the majority of racing, undertaken by the car club is in the form of time trials with limited multi-car racing events.

The noise limits quoted above under Design Technique 12.1 are weighted, to take into account background noise. In contrast, I understand the noise limits set by CAMS are not weighted/linear. Consequently, I understand direct comparison between the noise limits applied by CAMS and the above Design Technique cannot be made.

However, I note the EPA, who are well placed to comment on the noise impacts of the proposal, have suggested the activity is likely to be faintly audible, if not inaudible (depending on the ambient/background noise environment) at individual residences within the general locality.

In light of the EPA's positive comments with respect to noise, the strict noise limitations imposed by CAMS concerning noise emissions from individual vehicles and collective emissions at the property boundary, I am satisfied the noise impacts of the proposal are consistent with Objective 16 of the Rural Zone.

Schedule of Events/Hours of Operation

The applicant has confirmed the site will hold between 40 and 50 events per year, comprising a variety of regional, state and national competitions. The motor racing will mainly occur during daylight between the hours of 9:30am and 6:30pm, excepting occasional night time events, concluding at about 10:30pm.

Given the substantial buffers achieved by this activity, I do not believe it is necessary to cap the number of scheduled events throughout the year. This gives greater flexibility for the club to maximise use of the site. However, I believe it is necessary to limit operating hours, so as to confine motor racing activity predominantly to daylight hours.

Racing at night is likely to have greater impacts on the locality with respect to noise, given that background noise is generally lowest at night, meaning that noise emitted from the activity will travel further. At the same time, lights from vehicles will also create light overspill onto adjacent land.

Given the above, I suggest a condition be imposed, limiting the activity to the hours of 9:30am and 6:30pm. I have worded Development Plan Consent Condition 4 in a way which still permits racing activity at night, provided approval is sought from Council's Director – Development & Environmental Services.

Finally, the applicant has confirmed that it will provide Council with a list of scheduled events, prior to the commencement of each calendar year. A condition has been included in the recommendation to reflect this. This provides certainty to Council and the community with regard to the use of the facility throughout the year.

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I believe the above limitations strike a suitable balance with respect to flexibility for the park operators and limitations on use and intensity of the site for motor racing.

Flood Impact

Principle of Development Control 11 of the Rural Zone states that:

- 11** *Structures (apart from purpose built flood control levels), including fencing and the filling of land should:*
- (a) Not impede the flow of flood waters or change the pattern of movement of floodwaters; and*
 - (b) When feasible, mitigate any existing impediments to floodwaters.*

The subject site is located wholly above the 1956 flood level of the River Murray and I also note is not identified as being flood prone in Council's Development Plan. In addition, I note the site is not traversed by any watercourses identified on a 1:50,000 scale Department for Environment and Heritage Topographic Map.

For these reasons, I am confident the development will not impede or be impeded by flood waters, as identified under Principle of Development Control 11, quoted above.

Fencing

All spectator areas will be fenced with 1m high white-coated wire, held by star droppers. Such fencing will discourage entry of unauthorised persons into the track and marshalling areas. At the same time, the perimeter of the site is also fenced. I believe such fencing will encourage the safe and orderly operation of the facility.

Native Vegetation Impact

Council-wide Principles of Development Control 168 and 171 state that:

- 168** *Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.*
- 171** *Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:*
- (a) Provides an important habitat for wildlife or shade and shelter for livestock;*
 - (b) Has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities;*
 - (c) Provides an important seed bank for locally indigenous vegetation;*
 - (d) Has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views;*

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- (e) *Has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture;*
- (f) *Is growing in, or is characteristically associated with a wetland environment.*

The activity will be confined to previously cleared parts of the site. I note the activity will take place in the western 50% of the site. While much of the eastern 50% of the site's area has also been previously cleared, regrowth vegetation now exists in such cleared areas. If this land were used for the activity, removal would appear necessary.

The track locations identified for development and the associated buildings have been carefully chosen to avoid removal of remnant or regrowth native vegetation. This aspect of the development clearly satisfies Council-wide Principles of Development Control 168 and 171.

Beyond the site boundaries, I note three small native trees must be removed from the Starick Road verge, in order to facilitate construction of the new driveway entry. Such clearance is unavoidable, given that a formed driveway does not presently exist to Starick Road. In any case, their removal will be offset by new plantings (see further below).

Wildlife Impact

Council-wide Principle of Development Control 169 states that:

- 169** *Development should be designed and sited to minimise the loss and disturbance of native flora and fauna.*

The applicant has had regard to potential harm and disturbance caused by the motor racing activity to fauna. I note the land in question is likely to provide habitat at some time or another for kangaroos, emus, wombats and various types of birds. Collision with such animals or disturbance to burrows is a distinct possibility from the proposed activity.

The park operators intend to incorporate measures into the park's Management Plan, to ensure harm to fauna is minimised wherever possible. The track is proposed to be screened for animals and burrows prior to each event. During racing, spotters and marshals will also be responsible for sighting animals.

If an animal is found on-track, a red and green lighting system will be used to advise competitors to slow down or to stop, according to the particular situation. Such measures are likely to substantially reduce the potential for a collision with a native animal during racing events.

While harm to native fauna cannot be completely eliminated, the applicant has demonstrated that loss and disturbance to native fauna will be minimised, as desired by Council-wide Principle of Development Control 169.

Air Quality

Principle of Development Control 16 of the Rural Zone states that:

- 16** *Development likely to result in the emission of odour, or other airborne particles, should minimise environmental nuisance or harm external to the site as a result of that emission.*

The proposed motor racing activity is likely to generate some disturbance to air in the form of dust generation and exhaust emissions. The applicant plans to mitigate such impacts by limiting the number of vehicles on track at any one time, scheduling events outside of summer and by retaining and planting native vegetation.

The capping of vehicle numbers on-track at any one time is likely to substantially mitigate dust emissions to the point where such emissions are likely to be similar to that of vehicles using public non-sealed roads. Further, the majority of events are planned to occur outside of summer, thereby limiting activity when dust impact is most severe.

These measures will assist in mitigating the amount of dust generated by the activity, as desired by Principle of Development Control 16. At the same time, retention of existing vegetation and planting of new landscaping will assist in alleviating the impacts of dust beyond the site boundaries.

In addition to dust, exhaust emissions from the property are not expected to be substantial. While the activity will obviously generate some greenhouse gas emissions, I do not expect there to be any substantial net increase in emissions, given that the motorsport park is being relocated from another site at Mount Compass.

Any increase in net emissions from the property can be taken up by way of sequestering of existing and new plantings on the site. Given that the number of vehicles on-track will also be capped for most of the time, localised pollution is not expected, having regard to the rural and open character of the locality.

For the reasons above, this aspect of the development is considered to be acceptable.

Stormwater Discharge

Principles of Development Control 2 and 3 of the Rural Zone state that:

- 2** *No adverse impact on natural hydrological systems and environmental flows.*
- 3** *Stormwater from buildings and ground areas managed in a manner which minimises impact on natural drainage systems by:*
- (a) Preventing soil erosion or siltation;*
 - (b) Minimising the entry of pollutants; and*
 - (c) Mitigating peak flows.*

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Roof water from all new buildings will be directed into rainwater tanks, having a total capacity of at least 32,000 litres. Such water will be used for drinking, operating the toilets and for fire safety. In the event that the tanks become full, overflow can be directed onto landscaped/opened parts of the site.

Consideration was also given to surface stormwater impacts caused by the new tracks. After inspection of the site and review of the proposal, I believe it is unlikely the proposed activity will result in concentrated flows off-site or result in any adverse stormwater effects on the environment such as erosion because:

- a) The site for the motorsport park is some 80ha in size. The formed tracks will occupy a very small proportion of the site's total area (less than 5%), thereby giving falling water opportunity to seep into the soil.
- b) The site is gently to moderately sloping. Surface flows are not anticipated except under very heavy rains, in which case they are likely to be detained at the lowest part of the site, nearest to Angas Valley Road, which I note is to remain undeveloped.
- c) The rainfall in this area is relatively low (between 300mm and 400mm annually). While rainfall in this area may at times be erratic, I note the site is not subject to any watercourses, thereby reducing the possibility of concentrated flows through the site.
- d) The tracks themselves will be of all-weather material, designed to allow for semi-absorption of water into the ground. At the same time, they will be laid above the ground surface, meaning that substantial site modification will be avoided.

For these reasons, a detailed surface stormwater management plan and system was not requested. Subject to the capturing of roof water from the new buildings, I regard this aspect of the development as being acceptable.

Waste Management

Council-wide Principles of Development Control 335 and 337 state that:

335 *The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.*

337 *Untreated waste should not be discharged to the environment, and in particular to any water body.*

The activity is not expected to generate any substantial amounts of waste. The primary source of waste is expected to be litter, which I note the applicant has suggested will be collected and disposed of into Council bins or a bulk refuse bin at the conclusion of each event, and then transferred to a local refuse depot.

Subject to responsible ongoing management of litter by the park operators (to be conditioned), the proposed activity is not expected to result in the discharge of solid waste into the environment, as sought to be avoided under Council-wide Principles of Development Control 335 and 337 quoted above.

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Fuel Storage

Council-wide Principle of Development Control 375 states that:

375 *Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water land or air contamination.*

The applicant has confirmed that competitor vehicles will be pre-fuelled, prior to competition. I understand some rally events may necessitate re-fuelling. For such events, I understand competitors will bring their own supply of fuel in 20 litre containers, which shall be removed from the site at the completion of the days event.

Re-fuelling of vehicles is proposed to take place within a bunded area. I suggest a condition be inserted, requiring the refuelling of vehicles take place within a bunded area, thereby preventing release of hazardous material, particularly fuel and oil, into the environment, as desired under Council-wide Principle of Development Control 375.

Aside from fuel stored temporarily on the site during events, the applicant has confirmed the maximum amount of fuel to be stored on the site on a permanent basis is a 20 litre container, providing for the operation of a diesel three phase generator. I understand a license is not required for this activity, given the fuel amount does not exceed 120 litres.

Bushfire Impact

Council-wide Principle of Development Control 388 states that:

388 *Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:*

- (a) Vegetation cover comprising trees and/or shrubs;*
- (b) Poor access;*
- (c) Rugged terrain;*
- (d) Inability to provide an adequate building protection zone; or*
- (e) Inability to provide an adequate supply of water for fire-fighting purposes.*

The subject site is located within a “General” bushfire risk area under Council’s Development Plan. I note that limited provisions apply to a motorsport park with respect to bushfire, given the activity will not incorporate any overnight stays at this stage.

That said, I note the proposed activity has the potential to generate fire, particularly in the event of a car accident or from flammable liquids. Given this, I believe it is reasonable to have regard to bushfire management as part of the proposed activity.

The site itself does not appear to be at high risk to bushfire. I note the majority of the original vegetation cover has been cleared, leaving gently rolling countryside predominantly cleared. I note that access via sealed roads is also achievable.

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The applicant has paid close attention to fire management as part of the proposed activity. The following features are to be incorporated into the development, and I note would form conditions of any future Development Plan Consent granted by the Panel:

- a) Race days will not be held on fire ban days;
- b) Grass growth will be regularly cut and maintained;
- c) Trained personnel will marshal events;
- d) 25 operable fire extinguishers will be available during racing at all times;
- e) Large rainwater tanks of up to 32,000 litres supply will be available for fire fighting.

Having regard to the above features offered by the applicant, the “General” bushfire classification for the site and the extent of vegetation cover within the locality, I believe the proposed development adequately responds to concerns relating to bushfire.

Landscaping

Council-wide Principle of Development Control 271 states that:

271 *Landscaping should be designed to:*

- (a) Enhance the site;*
- (b) Incorporate existing vegetation, where practicable;*
- (c) Complement built form (ie. taller and broader plantings, against taller and bulky building components);*
- (d) Contribute to energy efficiency and amenity by providing substantial shade in summer, especially to north and west-facing windows, open space and open car park areas, and admitting winter sunlight to open space and outdoor and indoor living areas.*

The applicant seeks to retain existing dense clusters of remnant Mallee scrub, which I expect will substantially screen the facility as viewed from the east and part of the southern track from Angas Valley Road, as desired by (b) above. In addition, roadside vegetation within Starick Road will substantially screen the facility from that road.

In addition, the applicant has agreed to undertake additional landscaping, as desired by (a) and (b), to provide for further screening, and to mitigate the effects of dust. Plantings will take place around the perimeter of the site boundaries and in some strategic internal locations, using drought resistant, native plant species.

The retention of existing vegetation coupled with new plantings is consistent with Council-wide Principle of Development Control 271.

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Infrastructure

Council-wide Principles of Development Control 43, 44 and 45 state that:

- 43** *Infrastructure required for development should:*
- (a) *Be able to be economically provided;*
 - (b) *Be of a sufficient standard, design and capacity to accommodate the proposed development;*
 - (c) *Not have a detrimental impact on the environmental qualities and the amenity of the area;*
 - (d) *Not necessitate the removal of native vegetation;*
 - (e) *Not increase the level of risk to public health;*
 - (f) *Be provided at full cost to the developer without public subsidy;*
 - (g) *Not compromise the level of service to other existing users; and*
 - (h) *Not be at risk of damage by flood waters.*
- 44** *Development should only be undertaken where demands placed on essential services such as water supply, common effluent drains or electricity can be met by existing facilities or their expansion.*
- 45** *An adequate permanent water supply for domestic use and or fire control should be available to new development including allotments.*

Aside from the increased demands placed on the local road network (see below), the proposed development is not expected to place any increased demands on utilities such as power, water or sewer. I note the site is not serviced with any of these services.

Power will be supplied via a diesel three phase generator, water will be supplied via new rainwater tanks having a total capacity of at least 32,000 litres, and effluent will be catered for via a new on-site effluent disposal system (see below).

Consequently, the proposed activity will be self-sufficient, thereby placing no increased loads on services and infrastructure. This aspect of the development is clearly consistent with the above Council-wide Principles of Development Control.

Effluent Disposal

Principle of Development Control 10 and the associated Design Technique 10.1 of the Rural Zone states that:

- 10** *The methods for, and siting of, effluent and waste treatment and disposal systems should minimise the potential for:*
- (a) *Environmental harm;*
 - (b) *Adverse impacts on the quality of surface and groundwater resources;*
 - (c) *Adverse impacts on public and worker health;*
 - (d) *Adverse impacts on the amenity of a locality; and*
 - (e) *Adverse impacts on sensitive land use receptors.*

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10.1 *In relation to principle 10(a) and (b) no part of a septic tank effluent drainage field or any other waste water disposal area is:*

- (a) Located within 50 metres of any bore, well, dam or watercourse that either clearly exists or is identified on a current series 1:50,000 scale SA Government topographical map, and any residence on an adjacent property or within 10 metres of any public land (including public roads);*
- (b) Located on any land with a slope greater than 20 percent (1 in 5 or 12 degrees);*
- (c) Located on land where the depth to bedrock is less than 1.2 metres;*
- (d) Located on land where the depth to a sub surface seasonal tidal or permanent water table (fresh or saline) is less than 1.2 metres from the ground surface level;*
- (e) Located on land likely to be inundated by a 10 year return period flood event for any watercourse;*
- (f) Located in a manner that leads to surface run-off from the wastewater irrigation area at any time; or*
- (g) Located on waterlogged or saline areas.*

A new ablution block will be provided on-site, connected to an approved on-site effluent disposal system. While a waste control system application has not yet been submitted by the applicant, Council's Manager – Health Services has confirmed that a wastewater system of some kind can be accommodated on the site.

A condition is included in the recommendation, requiring that the ablution block be connected to an approved on-site effluent disposal system, prior to the commencement of use, and at all times thereafter. The applicant is aware that a waste control system application must be submitted, prior to Development Act 1993 approval.

Subject to this condition, the proposed development will provide for adequate sanitation, as desired by Principle of Development Control 10 of the Rural Zone.

Car Parking

Council-wide Principle of Development Control 35 states that:

- 35** *Development should be provided with off-street car parking on the site, or on a suitable site nearby, in accordance with the standards in Table MiMu/1 and provide parking areas with suitable access for the disabled.*

A designated car parking area is identified on the submitted site plan, designed to cater for the parking of at least 50 vehicles. This will be an informal type arrangement, similar to that provided for at showgrounds and large sporting events. While the arrangement will be informal and lacking any permanent surface, I deem it appropriate, given that:

- a) Marshals can guide vehicles into an appropriate and orderly car parking layout if necessary, so as to avoid stacking and improper parking of vehicles.
- b) The informal arrangement will maintain the semi-natural appearance of this part of the site, and aid in absorption of rainwater into the soil.

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- c) The car park will be positioned on an elevated part of the site, meaning that bogging of vehicles is unlikely in this location.

Overall, the car parking layout will be sufficient to cater for the maximum number of visitors likely to attend the motorsport park, and will be able to function in an orderly and appropriate manner. On this basis, I deem it acceptable.

Vehicular Access

Principle of Development control 20 of the Rural Zone states that:

- 20** *Sites should be provided with a safe and convenient means of access which:*
- (a) Avoids unreasonable interference with the flow of traffic on adjoining roads;*
 - (b) Accommodates all types and the volume of traffic likely to be generated by the development or land use; and*
 - (c) Is located and designed to minimise any adverse impact on the occupants of visitors to neighbouring properties.*

Vehicular access will be achieved via a new access point to Starick Road. While this will necessitate removal of three small native trees, I believe it is the most appropriate location for a new access point, given that:

- a) Direct access onto Angas Valley Road is not preferred, given its frequency of use and speed limit restriction (110km/h);
- b) Starick Road is a local service road, used infrequently, but still in reasonable all-weather condition;
- c) Appropriate sightlines can be achieved, having regard to the straight alignment of Starick Road and its level grade.

The applicant has also designed the entry gates, so that queuing at the entrance is avoided. The access gate will be recessed 14m in from the property boundary, thereby giving race organisers opportunity to park on the subject land, prior to opening the gates. Visitors will then be free to enter, thereby avoiding potential for queuing onto the road.

Given all of the above, I deem the vehicular access design acceptable.

Suitability of Access Roads

Council-wide Principle of Development Control 34 states that:

- 34** *Development liable to generate traffic volumes which cannot safely and conveniently be accommodated on the existing or proposed road system should not be undertaken.*

As mentioned above, the site will be accessed via the sealed Angas Valley Road, with final entry to the site via the unsealed but formed Starick Road. I note that Starick Road is formed of all-weather material and appears in good condition.

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The activity is expected to hold weekly events throughout most of the year, with the vast majority of events generating vehicle trips below 50. A small number of major events may generate trips up to and excess of 50.

While the activity will clearly increase traffic on the local road network, I expect that Angas Valley Road and Starick Road are both capable of handling this additional amount of traffic given that:

- a) Angas Valley Road appears to be under-utilised. The Department for Transport suggests that 190 vehicles per day use this road between Ridley Road and the ferry, yet west of Ridley Road, Angas Valley Road carries 600 vehicles per day, despite being of the same or very similar road construction.
- b) The majority of vehicles entering the site will travel from Angas Valley Road, turn left at Starick Road, then travel a short distance of some 350m up to the site entrance. Starick Road is more than 10kms long, meaning that the portion of this road to be subject to increased use is very small.

For the reasons mentioned above, I expect the increased traffic movements generated by the development can be safely and conveniently accommodated by the existing road system, as desired by Council-wide Principle of Development Control 34.

CONCLUSION

The application satisfies a majority of the relevant provisions of the Mid Murray Council Development Plan (Consolidated 6 December 2012). Consequently, I recommend that Development Plan Consent be granted, subject to conditions and notations.

RECOMMENDATION

moved that pursuant to Section 35(2) of the Development Act 1993 that the proposed development is not “Seriously at Variance” with the relevant provisions of the Mid Murray Council Development Plan (Consolidated 6 December 2012) and that pursuant to Section 33(1)(a) of the Development Act 1993, Development Plan Consent be granted to Development Application 711/190/13, subject to the following conditions and notations:-

Conditions

- 1. The development shall be carried out in accordance with the details submitted with the application and the following approved plans, other than where required to be varied by conditions 2-29 inclusive:**

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Plan Number	Plan Type	Dated	Prepared By
Not Stated	Ablution Block and Training Room – Floor Plan and Elevation Plan	28.03.13	Outhred English & Associates
Not Stated	Shed/Carport – Floor Plan and Elevation Plan	25.03.13	Outhred English & Associates
Not Stated	Part Site Plan	25.03.13	Outhred English & Associates
Not Stated	Site Plan	25.03.13	Outhred English & Associates
Not Stated	Management Plan	2013	Southern Districts Car Club of SA
1303/013	Planning Report	17.04.13	Outhred English & Associates
Sheet 1 of 5	Timing Tower - General Arrangement	January 2001	Building Systems Pty Ltd
Not Stated	Timing Tower - Floor Plan and Elevation Plan	Received by Council dated 16.08.13	The Shed King
Not Stated	Driveway Entry Detail	Received by Council dated 22.08.13	Outhred English & Associates

2. The applicant shall submit to Council, prior to the commencement of site construction, a final track layout (for all tracks), for approval by Council’s Director – Development & Environmental Services.
3. The development shall be carried out in strict accordance with the final track layout (for all tracks), approved by Council’s Director – Development & Environmental Services, under Development Plan Consent Condition 2.
4. Except where otherwise approved by Council’s Director – Development & Environmental Services, racing of vehicles shall not take place on the site between the hours of 6:30pm on one day and 9:30am of the following day.
5. Except where otherwise approved by Council’s Director – Development & Environmental Services, individual tracks shall not be used for motor racing by more than one racing vehicle at any one time.
6. Prior to the commencement of each fresh calendar year, the applicant shall submit to Council a yearly racing schedule (including days for practice and driver training), for approval by Council’s Director – Development & Environmental Services.
7. Subject to Development Plan Consent Condition 8, the activity shall be carried out in strict accordance with the club’s yearly racing schedule, approved by Council’s Director – Development & Environmental Services, under Development Plan Consent Condition 6.

Note: For clarity, if the applicant wishes to modify the club's yearly racing schedule after it has been approved under Development Plan Consent Condition 7 (i.e. to hold additional events, change the date of an event etc.), then the modified yearly racing schedule must have been approved (i.e. granted amendment) by Council's Director – Development & Environmental Services, prior to any change in the club's yearly racing schedule taking place.

- 8. At no time shall any racing activity (training, events etc.) take place on any Fire Ban Day, declared by the Country Fire Service (CFS) under the Fire and Emergency Services Act 2005.**
- 9. The ancillary shed with attached carport, training room, ablution block and timing tower shall not be used for human habitation at any time.**
- 10. Except where otherwise approved, all exterior surfaces of the ancillary shed with attached carport, training room, ablution block and timing tower shall:**
 - a) Be of non-reflective materials; and**
 - b) Be of colours which blend in with the natural features of the environment, in accordance with the letter from Michelle English, dated 15 August 2013; and**
 - c) Be maintained in good and reasonable condition at all times.**
- 11. The applicant shall submit to Council, prior to the commencement of site construction, a Planting Concept Plan for approval by Council's Director – Development & Environmental Services. The Planting Concept Plan shall:**
 - a) Identify the group location for all proposed plantings (including plantings around the perimeter of the site boundaries; and**
 - b) Identify the types of species to be used.**
- 12. The Planting Concept Plan, approved by Council's Director – Development & Environmental Services under Development Plan Consent Condition 11, shall be carried out within 36 months from the date of Development Approval, and shall be maintained in good health and condition thereafter. Any dead or diseased plants shall be replaced.**
- 13. Except where otherwise required to satisfy any other condition of this Consent, the applicant shall ensure that, in the event of damage being caused to Council infrastructure, the damaged infrastructure shall be repaired or reinstated, at the applicant's cost, to the satisfaction of Council's Director – Infrastructure Services:**
 - a) To it's original condition; or**
 - b) Where (a) is not achievable, in accordance with the relevant Australian Standard (applicable to that particular type of infrastructure).**

14. The ablution block shall be connected to an approved on-site effluent disposal system under the Public Health Act 2011, prior to commencement of use, and at all times thereafter.
15. Except where otherwise approved, the freestanding sides of any carport, verandah or similar open sided structure, granted Consent under this development application, shall remain open at all times. No walls being permanent or semi-permanent shall be attached to the sides of any structure of this kind at any time.
16. A red and green safety lighting system (or other safety system approved by Council's Director – Development & Environmental Services), shall be operable on-track at all times, to coordinate the movement of racing vehicles in the event of an accident, spill or wildlife entry on-track, in accordance with the Approved Management Plan, prepared by Cambrai Rally Sport Park, dated 2013.
17. Bulk storage of fuel (i.e. in containers exceeding 20L) is not permitted on the site at any time.
18. Twenty-five (25) operable fire extinguishers in good working order shall be available on the site for fire safety purposes at all times.
19. Refuelling of vehicles shall only take place on the site within a designated refuel area, which shall be appropriately bunded, so as to prevent the escape of fuel and other contaminants (i.e. oil) into the environment.
20. All refuse generated by the activity shall be collected by appropriate means (i.e. Council waste bins, bulk refuse bin etc.) at the conclusion of each race day and, when convenient, discharged to a licensed EPA landfill or waste transfer station.
21. All track and marshalling areas shall be fenced at all times, in accordance with the Approved Management Plan, prepared by Cambrai Rally Sport Park, dated 2013, so as to prevent entry of unauthorised persons (i.e. spectators) into the track and/or marshalling areas at any time.
22. An internal access driveway shall be constructed, prior to commencement of use, generally in accordance with the Approved Site Plan, prepared by Outhred English & Associates, dated 25 March 2013. The internal access driveway shall be constructed as follows:
 - a) The driveway shall have a minimum formed width of at least 6m along its entire length; and
 - b) The driveway shall be formed of materials which enable all year round use such as rubble, limestone or scalps; and
 - c) The driveway shall be constructed so as to avoid clearance and/or felling of major limbs or native vegetation; and
 - d) Overhanging vegetation, capable of obstructing use of the driveway shall be avoided at all times; and
 - e) The driveway shall have a gradient not exceeding 16 degrees (1 in 3.5) at any one point along the driveway; and
 - f) The driveway network shall be maintained in good and useable condition at all times.

- 23. A dedicated water supply for fire fighting purposes of at least 5,000 litres shall be available at all times for bushfire fighting purposes, in accordance with the Approved Management Plan, prepared by Cambrai Rally Sport Park, dated 2013.**
- 24. A designated car parking area shall be made available for drivers, marshals, volunteers and spectators at all times, in accordance with the Approved Site Plan, prepared by Outhred English & Associates, dated 25 March 2013.**
- 25. Mechanical repairs to vehicles (other than minor maintenance) is not permitted on the site at any time.**
- 26. Used tyres shall not be stored on the site at any time.**
- 27. Stormwater shall be managed on the site at all times, such that:**
 - a) All roof water from the ancillary shed with attached carport, training room, ablution block and timing tower is directed into a rainwater tank or tanks, having a total capacity of at least 32,000 litres;**
 - b) Any rainwater tank overflow, in the event that the tank (or tanks) are full, is directed away from buildings and on-site effluent disposal areas, onto landscaped and open areas on-site;**
 - c) Stormwater (roof water and/or surface stormwater) does not flow onto, or cause nuisance to adjoining privately owned land at any time.**
- 28. A new access point shall be constructed, from the edge of the Starick Road surface up to the Starick Road boundary, in accordance with the Approved Driveway Entry Detail, prepared by Outhred English & Associates, received by Council dated 22 August 2013. The access point shall be constructed, prior to commencement of use, as follows:**
 - a) Have a formed width of at least 6m along its entire length;**
 - b) Be formed of all-weather material such as rubble, limestone or scalps;**
 - c) The access point shall be flared where it meets with the edge of the Starick Road surface, so as to account for turning movements;**
 - d) Overhanging vegetation, capable of obstructing use of the driveway shall be avoided at all times;**
 - e) The access point shall be maintained in good and reasonable condition at all times.**

Conditions as required by the Environment Protection Authority

29. The following measures must be taken to reduce offsite noise:

- a) **Prior to being allowed to operate on any track, all vehicles must be noise-tested. All vehicles must meet a noise emission level of 96dBA. A vehicle that is tested and found to exceed the noise emission level must be prevented from using the track until the exceedance is rectified.**
- b) **A public address (PA) system must not be used on the site (PA system being an electronic amplification system used as a communication system).**

Notations

1. **This approval does not imply compliance with the Electricity Act 1996 (as amended), or the Regulations thereunder. It is the responsibility of the owner and the person undertaking development to ensure compliance with the same.**

You are advised to contact appropriate authorities including ETSA, Telstra, SA Water and Council's CWMS department in relation to the location of supply lines and other requirements prior to commencing work.

2. **Development Approval Required Before Commencement**

No site works or construction can be undertaken on the land or building by a person unless Development Approval has been granted.

If this Decision Notification Form refers only to Development Plan Consent, Building Rules Consent must be granted before the Development Approval is obtained.

3. **Expiry Date for Planning and Building Consents and Development Approvals**

Development Plan Consent is valid for 12 months. The applicant must obtain Development Approval within 12 months of the date of the decision or the consent will lapse.

It is necessary to obtain Building Rules Consent (if shown as STILL REQUIRED on this Decision Notification Form) before full Development Approval is granted.

Once Development Approval is obtained, substantial work on the approved development must be commenced within twelve months of the date of Development Approval or the approval will lapse.

The approved development must be substantially completed within 36 months (3 years) of the operative date of Development Approval, or the approval will lapse and a new application must be lodged with the relevant authority.

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- 4. This application has been assessed and approved pursuant to the provisions of the Development Act 1993. The approval of the owner of the land to which this consent relates must be obtained prior to commencement of work.**
- 5. During the period that the development is being undertaken, all waste materials associated with the building work is to be secured and contained within the site. Upon completion of the development all wastes are to be removed and appropriately disposed of.**
- 6. All building work shall be carried out in accordance with the requirements of the Development Act 1993 as amended and its Regulations.**
- 7. All existing trees on the site are to be retained wherever practicable.**
- 8. The applicant is responsible for the correct siting of the development (as shown on the Approved Plans) and shall ensure that the development is sited on the allotment in accordance with the Approved Plans.**
- 9. The granting of this consent does not absolve the applicant from obtaining all other consents which they may be required to do, pursuant to the provisions of any other statutes.**
- 10. Prior to Development Approval being granted by Council, the applicant shall lodge and have approved by Council an application to connect the ablution block to an approved on-site effluent disposal system under the Public Health Act 2011.**
- 11. You are advised to contact other authorities such as Telstra, SA Water etc. in relation to the location of their supply lines and requirements prior to commencing work on-site.**
- 12. The applicant is advised that any proposal to clear, remove limbs or trim native vegetation, unless subject to an exemption under the Native Vegetation Act 1991 requires the approval of the Native Vegetation Council. Any queries regarding the clearance of native vegetation should be directed to the Native Vegetation Council Secretariat on 8124 4744.**
- 13. Please note that a rainwater tank (and any support structure) requires Council Development Approval where it does not comply with the following criteria:**
 - a) is part of a roof-drainage system; and**
 - b) has a total floor area not exceeding 10 square metres; and**
 - c) is located wholly above ground; and**
 - d) has no part higher than 4 metres above the natural surface of the ground.**

- 14. This Consent does not grant permission for any type of signage on the land, other than where the signage is permitted by right under the Development Act 1993 or any other law. Any signage constituting “Development” under the Development Act 1993 will be subject to a fresh Development Application.**
- 15. This Consent does not grant permission for overnight stays on the property. A fresh development application will be required to enable such activity to occur.**
- 16. The applicant must obtain a liquor license under the Liquor License Act 1997, prior to the sale and consumption of liquor on the subject land. If you wish to find out more, please contact the Office of the Liquor and Gambling Commissioner on 131 882.**
- 17. The applicant must obtain a permit under the Food Act 2001, prior to the sale and consumption of food on the subject land. If you wish to find out more, please contact Council’s Manager – Health Services, Caroline Thomas, at the Cambrai office on 8564 6020.**
- 18. The applicant is reminded of its obligations under Section 105 of the Fire and Emergency Services Act 2005 to maintain a fire break around the perimeter of the property during a proclaimed fire danger season.**
- 19. The storage of flammable liquids (class 3 – including motor spirits) on the site which exceeds an amount of 120 litres requires a license under the Dangerous Substances Act 1979. You must obtain a license from Safe Work SA prior to storing any fuel on the site exceeding this amount. If you have any questions regarding the storage of dangerous substances, please contact Safe Work SA on 1300 365 255.**
- 20. It is recommended that the applicant undertake a Dial Before You Dig inquiry to ensure there are no underground electricity or other utility cables, pipes or services in the area. Your inquiry may be lodged online <http://www.1100.com.au/> or by calling telephone no. 1100.**
- 21. The applicant is advised of their obligation under the Electricity Act 1996 and Regulations to comply with relevant safe working procedures, including legislated distances between persons or machinery and powerlines. Given this, it is recommended that you have regard to the “Working Safely near Overhead Powerlines” Brochure, prepared by the Department for Transport, Energy and Infrastructure. For further information, you can contact the Office of the Technical Regulator on 8226 5500.**
- 22. Planting restrictions apply in the vicinity of powerlines. Only specific types of vegetation can be planted within certain distances of powerlines. To find out more, please review the document entitled “Trees and Powerlines”, prepared by the Office of the Technical Regulator, which can be accessed at www.sa.gov.au.**

- 23. The applicant is advised of their statutory duty to destroy or control declared feral animals and plants on their property, under the Natural Resources Management Act 2004.**
- 24. Any wells which are found to exist on the subject parcel are to be maintained and/or appropriately decommissioned as per Sections 144 (Obligation to maintain well) and Section 127(3) of the Natural Resources Management Act 2004. A well construction permit is required from the Department for Environment, Water and Natural Resources (DEWNR).**
- 25. The applicant is required to recognise the principles and objectives of the South Australian Murray Darling Basin Regional Natural Resources Management Plan, and the State Natural Resources Management Plan 2012 – 2017. In particular, permits may be required for water affecting activities that may affect groundwater, surface water and watercourse water on the subject parcels as described by Section 2, “Water Affecting Activities” of Volume 3, “Regulatory and Policy Framework” of the South Australian Murray Darling Basin Regional Natural Resources Management Plan. Water affecting activities as defined within this plan may require authorisation.**
- 26. If a well is required to extract groundwater for use, a well construction permit is required from DEWNR, under Section 127(3) of the Natural Resources and Management Act 2004. Any wells which are found to exist on the subject parcel are to be maintained and/or appropriately decommissioned as per Sections 144 (Obligation to maintain well) and Section 127(3) of the Natural Resources Management Act 2004.**
- 27. The applicant is advised of their general duty of care under the River Murray Act 2003 to take all reasonable measures to prevent any harm to the River Murray through his or her actions or activities.**
- 28. If there is an intention to clear native vegetation on the land at any time, the applicant should consult the Native Vegetation Council to determine relevant requirements under the Native Vegetation Act 1991 and its Regulations. Note that ‘clearance’ means any activity that could cause any substantial damage to native plants, including cutting down and removing plants, burning, poisoning, slashing of understorey, removal or trimming of branches, severing roots, drainage and reclamation of wetlands, and in some circumstances, grazing by animals. For further information contact the Native Vegetation Council on telephone 8303 9741 or visit: <http://www.nvc.sa.gov.au>.**

29. The River Murray and many of its tributaries and overflow areas have abundant evidence of Aboriginal occupation and Aboriginal sites, objects or artefacts may be present on the subject land (eg. scarred trees, campsites, burial sites, middens, etc.). Under section 20 of the Aboriginal Heritage Act 1988 (the Act), an owner or occupier of private land, or an employee or agent of such an owner or occupier, must report the discovery on the land of any Aboriginal sites, objects and remains to the Minister responsible for the administration of the Act, as soon as practicable, giving the particulars of the nature and location of the Aboriginal sites, objects or remains. It is an offence to damage, disturb or interfere with any Aboriginal site or damage any Aboriginal object (registered or not) without the authority of the Minister for Aboriginal Affairs and Reconciliation (the Minister). If the planning activity is likely to damage, disturb or interfere with a site or object, authorisation of the activity must be first obtained from the Minister under Section 23 of the Act. Penalties may apply for failure to comply with the Act.
30. If the applicant wishes to use water (other than for firefighting purposes) from the River Murray Prescribed Watercourse or Wells, then they may be required to apply to the Department of Environment, Water and Natural Resources for a water license, pursuant to the Natural Resources Management Act 2004. A permit is required from the Department for any work to be carried out on a well or for new wells to be drilled. For further information contact the Department on 8595 2053 or visit:
<http://www.sa.gov.au/subject/Water%2C+energy+and+environment/Water/Water+use+for+irrigators/Water+licenses+and+permits/Forms+for+water+licenses>.
31. The applicant is advised that should it be intended to store chemicals or chemical products in bulk or in containers having a capacity exceeding 200 litres, the activity may require an environmental authorisation under the Environment Protection Act 1993. The Applicant may contact the Environment Protection Authority to ascertain relevant requirements on telephone 8204 2000, e-mail: epainfo@epa.sa.gov.au or visit: <http://www.epa.sa.gov.au>.
32. The applicant is strongly encouraged to incorporate locally indigenous plant species into any landscaping, screen planting or revegetation activities at the site to enhance the natural character of the locality, stabilise soils and provide habitat for native species. For information on appropriate species to be planted, please contact State Flora at Bremer Road, Murray Bridge on telephone 8539 2105, or within Belair National Park on telephone 8278 7777 or visit:
<http://www.stateflora.com.au>.
33. This approval does not obviate any considerations that may apply to the Environment Protection and Biodiversity Conservation Act 1999 (Cwth). For further information visit:
<http://www.environment.gov.au/epbc>.

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6.1 DEVELOPMENT APPLICATION 711/190/13 – SOUTHERN DISTRICTS CAR CLUB OF SA

Notations as issued by the Environment Protection Authority

- 34. The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.**
- 35. Any information sheets, guidelines documents, codes of practice, technical bulletins etc. that are referenced in this response can be accessed on the following web site: <http://www.epa.sa.gov.au>.**

Seconded

Kelvin Goldstone

Director – Development & Environmental Services