



**Development Act 1993**

**Murray Bridge (RC) Development Plan  
Murray Bridge Racecourse and Residential**

**Approval Development Plan Amendment**

**TBA**

**By the Minister**

Declared by the Minister for Urban Development and Planning  
to be an approved amendment under Section 26 (8),

*Development Act 1993*

Signature

Date of Gazette

**24 JUN 2010**



# Approval DPA

## Background

The Murray Bridge Racecourse and Residential Development Plan Amendment (DPA) by the Minister amends the following Development Plan(s):

- Murray Bridge (RC) Development Plan

This DPA was undertaken as a DPA process , which included:

- An Initiation document agreed on 30 September 2008
- A DPA released for agency and public / council consultation from 15 January 2009 to 12 March 2009
- Public Meeting(s) conducted by the Development Policy Advisory Committee (DPAC) Public Meeting Subcommittee on 31 March 2009

## Consultation

A total of five (5) public submissions, four (4) council submissions, fifteen (15) agency submissions and zero (0) submissions were received from Members of Parliament in relation to the DPA during the consultation period. Four (4) verbal submissions were made at the Public Meeting.

## Approval Stage

A number of changes have incorporated into the final DPA, these are grouped under the following headings:

1. Better Development Plan conversion of the Development Plan Amendment into Better Development Plan format
2. Recommended policy amendments post-consultation
3. Landfill gas risk potential and associated issues (Brinkley Waste Depot)
4. Proximity of gas pipeline (SEA Gas pipeline and safety requirements)
5. Policy Area boundary amendments

Primarily, the new 'look' of the DPA is as a result of a significant review of the policy format, required as the Murray Bridge Council Development Plan was amended on the 17 December 2009 in to Better Development Plan (BDP) format. The amended configuration of the Development Plan Amendment (i.e. proposed zone and policy area changes) is as follows:

CONSULTATION VERSION	AMENDED CONFIGURATION
Residential and Equine Recreation Zone	Removed from Development Plan Amendment, now covered by existing zones and proposed policy areas
Residential Policy Area 19	Southern Area Policy Area 20 (within Residential Zone)
Rural Living Policy Area 20	Equine Rural Living Policy Area 21 (within Rural Living Zone)
Equine Recreation Policy Area 21	Equine Recreation Policy Area 22 (within Recreation Zone)
Equine Commercial Policy Area 22	Removed from Development Plan Amendment and overall concept of development
Neighbourhood Centre Policy Area 23	Neighbourhood Centre Zone

In addition, two key issues ‘landfill gas risk potential’ from the nearby Brinkley Waste Depot and the proximity of ‘gas pipeline’ infrastructure within the subject development site, have necessitated amendments to the original policy area boundaries, along with the inclusion of the following Principles of Development Control; additional text within the Desired Character Statement; and inclusion of these constraints on the affected mapping contained within the Development Plan Amendment.

#### Landfill gas risk

The following Principles of Development Control have been inserted into the Equine Recreation Policy Area and reflect buffer requirements on the affected Development Constraints Map in the recently revised mapping contained within the current version of the Development Plan:

*“PDC 1. Development within 500 metres of the **General Industry Zone** and 500 metres from the landfill waste depot as shown on the Overlay Map MuBr/47- Development Constraints should not occur except where it satisfies either (a) or (b) below:*

*a) it is for a less sensitive land use (e.g. car parking)*

*b) it is a building or structure that is not intended for human occupation or employment purposes.”*

*“PDC 2. Development within 500 metres from the **General Industry Zone** and 500 metres from the landfill waste depot boundary as shown on the Overlay Map MuBr/47 – Development Constraints should be designed to be open to the environment to allow cross ventilation and prevent the potential for build-up of noxious odours or gases.”*

## Gas pipeline

The following text has been inserted within the Desired Character Statement of the Equine Recreation Policy Area and reflect 'safety buffer requirements' on the affected Development Constraints Map in the recently revised mapping contained within the current version of the Development Plan:

*“DCS. It is required that development within the gas pipeline measurement length as shown on Development Constraints – Overlay Map MuBr/47, complies with AS2885 (Pipeline Gas and Liquid Petroleum) to ensure minimum pipeline safety requirements have been met.”*

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**Development Act 1993**

**Murray Bridge (RC) Development  
Plan**

**Approval Development Plan  
Amendment**

**EXECUTIVE SUMMARY AND  
ANALYSIS RELEASED FOR  
CONSULTATION FROM 15 JANUARY  
2009 TO 12 MARCH 2009**

**TBA**

**By the Minister**





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## **THE AMENDMENT**



# 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, under prescribed circumstances, the Minister for Urban Development and Planning to amend a Development Plan. In this case, the Minister is undertaking the amendment to facilitate the development of a new racecourse; associated equine facilities; and rural living and residential areas; to provide for the growth of Murray Bridge, in accordance with sections 24 and 26 of the *Development Act 1993*.

A Development Plan Amendment (DPA) (this document) explains what policy changes are being proposed and why and how the amendment process will be conducted.

A DPA consists of:

- executive summary (this section)
- analysis
- conclusions and recommended policy changes
- references/bibliography
- appendices
- the amendment.

## NEED FOR THE AMENDMENT

This DPA proposes to introduce a new Residential and Equine Recreation Zone within the Murray Bridge (RC) Development Plan to facilitate the development of a relocated racecourse and associated equine and residential estates. The new Residential and Equine Recreation Zone contains a number of policy areas to provide a policy framework for the racecourse and equine facilities and to accommodate the residential growth of Murray Bridge in this locality.

The Rural City of Murray Bridge has recently adopted an Urban Growth Plan prepared by QED (final report, July 2007). The preparation of the Urban Growth Plan was commissioned to guide the release of land needed to meet demands for new residential, commercial, industrial, retail and community facilities over the next twenty years. High levels of economic growth are currently forecast for Murray Bridge, with predictions of a doubling of population to 30 000 people over the next 20 years, requiring additional land for the development of approximately 7500 new homes. The Urban Growth Plan identifies the affected area as a strategic site for residential development, with the potential capacity for approximately 3850 residential allotments and up to 9240 people. This DPA follows from the strategic directions of the Urban Growth Plan, however it proposes a slightly lower number of 3500 allotments.

The affected area is currently designated for rural purposes within the Primary Industry Zone–Policy Area 15, Central Area of the Murray Bridge (RC) Development Plan. The objectives of this zone aim to support rural land uses and to maintain and enhance rural productivity. Land division of allotments of less than 40 hectares in the area is not anticipated within the Primary Industry Zone and while horse keeping activities may occur in accordance with certain criteria, the current zoning does not encourage the relocation of the racecourse and associated equine activities, nor does it accommodate the desired residential development expansion sought by the Urban Growth Plan.

The existing racecourse is located within the township, is in close proximity to existing services and facilities, and is attractively positioned adjacent to the golf course in an environment of high amenity. It is considered that it may be better used for residential purposes in this setting. The Urban Growth Plan recognises the benefits of relocating the existing Murray Bridge racecourse from its location within the Residential Zone to a zone more suited to its recreational and thoroughbred functions.

The Murray Bridge Racing Club Inc has identified an opportunity to relocate the racecourse and establish an equine training centre to provide a centre for excellence in horse training and thoroughbred management in South Australia.

In January 2006 the Murray Bridge Racing Club Inc and Thoroughbred Racing SA (TRSA), the peak body for thoroughbred racing in South Australia, approached the State Government through the Minister for Urban Development and Planning with a proposal to establish a master-planned, Australian best practice equine training centre at Murray Bridge. The proposal envisaged the relocation of the existing racecourse to a new nearby site, which is the subject of this DPA, on Brinkley Road, on the southern side of the South Eastern Freeway. At this site it is proposed to develop a new sustainable racecourse, a major training centre for the racing industry with associated buildings, and an equine rural living estate for trainers and horse stables. This equine facility is intended to be appropriately integrated within a new water-smart sustainable living area to expand the Murray Bridge township in accordance with the Rural City of Murray Bridge Urban Growth Plan.

In its Annual Report in 2005, the TRSA advised that the development of an Australian Best Practice Training Centre at Murray Bridge would be desirable to provide a centre for excellence in horse training and management in South Australia. Such a facility would be a fundamental part of a long term strategy to provide affordable training facilities for trainers, particularly in circumstances where the land value and planning constraints in suburban areas place undue cost pressures on young trainers for stabling accommodation.

TRSA estimates that such a centre could create in excess of 1500 job opportunities in the Murray Bridge region. The thoroughbred racing industry is one of the largest employers in the state with more than 2700 full time equivalents, 18 000 participants in racing activities, and it generates more than \$180 million in Gross State Product. The racing industry is a capital and labour intensive industry which requires significant infrastructure investment and maintenance annually.

In its strategic industry planning TRSA also identified a need to provide a major training centre on the eastern side of Adelaide. The closures of Victoria Park as a racing venue, Cheltenham Park racecourse as a training centre, and the expected reduction in training activity conducted at Morphettville over the next decade (as a result of rising land prices in the Morphettville/Glenelg area), are expected to increase demand from participants involved in training activities for access to an appropriate training centre located on the eastern transport corridor of Adelaide. Such a venue would also provide an opportunity for existing training facilities, which are subject to urban encroachment and conflict arising from early morning training and race day activities, to relocate at an affordable entry point.

It is believed that the proposed best practice facilities to be incorporated in the project would serve the industry's needs for several decades and would attract greater investment in racing generally and within the local economy of the Murraylands and surrounding Fleurieu districts. Importantly, the positioning of this major training centre close to Adelaide would afford easy access for trainers to venues in Adelaide and regional centres and give them the ability to attend the more lucrative prize money events on offer in Victoria.

## **AREA AFFECTED**

The area embraced by the DPA is illustrated in Figure 1. The affected area is located to the south of the South Eastern Freeway and is bounded to the east by Brinkley Road, to the south by Usher Road and to the west by Koehler Road.

The area is directly incorporated in the proposed Residential and Equine Recreation Zone is 809 hectares in area and is legally described as:

- Section 44, H170700 in the Hundred of Mobilong, Certificate of Title Volume 5890 Folio 771 being 198.5 hectares
- Section 42, Deposited Plan 12357 in the Hundred of Mobilong, Certificate of Title Volume 5946 Folio 177 being 137.3 hectares
- Allotment 1325, Deposited Plan 12357 in the Hundred of Mobilong, Certificate of Title Volume 5471 Folio 445 being 258.7 hectares
- Allotment 134, Filed Plan 167759 in the Hundred of Mobilong, Certificate of Title Volume 5892 Folio 522 being 148 hectares
- Allotment 135, Filed Plan 167760 in the Hundred of Mobilong, Certificate of Title Volume 5890 Folio 772 being 66.9 hectares.

In addition, the two properties between this land and the South Eastern Freeway, which are legally described as follows, are also affected by the DPA:

- Allotment 144, Filed Plan 167769 in the Hundred of Mobilong, Certificate of Title Volume 5822 Folio 184 being approximately 1.92 hectares
- Allotment 143, Filed Plan 167768 in the Hundred of Mobilong, Certificate of Title Volume 5831 Folio 564 being 41.73 hectares.

## **SUMMARY OF PROPOSED POLICY CHANGES**

The principal changes proposed to the Murray Bridge (RC) Development Plan by this DPA include:

- introduction of an Residential and Equine Recreation Zone
- within the new Residential and Equine Recreation Zone, incorporation of the following Policy Areas, namely:
  - an Equine Recreation Policy Area to accommodate the racecourse and its associated facilities, including training tracks and trails, a visual buffer to the South Eastern Freeway and water storage areas
  - a Rural Living Policy Area to accommodate the equine training allotments
  - an Equine Commercial Policy Area for the area immediately adjacent to the corner of Brinkley Road and Usher Road, to support a range of equine service industries and activities
  - a Neighbourhood Centre Policy Area to contain the retail and community facilities to serve the populations within the zone
  - a Residential Policy Area for future residential development
- incorporation of Desired Character Statements for the zone and all policy areas
- inclusion of a Structure Plan to demonstrate the desired relationship between proposed land uses and new urban elements and to set the desired foundation for zones and policy areas
- introduction of a Concept Plan for the Residential and Equine Recreation Zone to :guide in detail the future development of the site; nominate the expected staging of the residential development; identify the retention of areas of native vegetation; reserve a visual buffer to the freeway; provide areas for future infrastructure provision and selected access points to existing roads
- inclusion of a range of natural resource management provisions relating to water sensitive urban design and energy efficiency within the Residential and Equine Recreation Zone

- introduction of a table of landscaping species to be used primarily in open spaces and reserves within the Residential and Equine Recreation Zone to complement the existing native vegetation
- utilisation of the Department of Planning and Local Government's Better Development Plan policy modules and format
- alteration of zoning of the two properties outside of the proposed Residential and Equine Recreation Zone from the current Primary Industry Zone–Policy Area 15–Central Area to the Rural Fringe Zone to ensure contiguity of zoning.

## **LEGAL REQUIREMENTS**

Prior to the preparation of this DPA, the Minister 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 the Development Plan
- complements the policies in Development Plans for adjoining areas.

## **CONSULTATION**

This document is now released for concurrent agency, council and public consultation for a period of eight weeks.

The organisations and agencies considered to have a direct interest are:

- Department of Health
  - Public and Environment Health
  - Wastewater Management
  - ZeroWaste SA
- Department for Transport, Energy and Infrastructure:
  - Public Transport Division, TransAdelaide
  - Office of Major Projects and Infrastructure
  - Transport Planning Division
  - TransAdelaide
- Department for Environment and Heritage
- Environment Protection Authority
- Department of Water, Land and Biodiversity Conservation
- Department of Trade and Economic Development
- Department of Education and Children's Services
- Department for Families and Communities
  - Housing SA
  - SA Community Housing Authority (SACHA)
- Department of Further Education, Employment, Science and Technology
- South Australian Tourism Commission
- Department of the Premier and Cabinet
  - Office of Recreation and Sport
  - Aboriginal Affairs and Reconciliation Division
  - Social Inclusion Unit
  - Sustainability and Climate Change Division–Capital City Committee
- Department of Primary Industries and Resources
  - Sustainable Resources (Agriculture)
  - Minerals and Energy Resources Division
- Land Management Corporation



- Department of Justice
  - Country Fire Service
  - South Australia Police
  - State Emergency Service
- Department of Planning and Local Government
  - Office for State / Local Government Relations
- Conservation Council of South Australia
- Murray Darling Basin Natural Resources Management Board
- Murraylands Regional Development Board
- Murray Bridge Racing Club Inc
- Thoroughbred Racing SA
- SA Water
- ETSA
- Origin Energy
- ElectraNet

All written and verbal agency and public submissions made during the consultation phase will be recorded and considered by the Development Policy Advisory Committee (DPAC), which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process. (See also 'Have your say' information box at the front of this DPA.)

### **THE FINAL STAGE**

When DPAC has considered the comments received and heard all the public submissions, it will provide the Minister for Urban Development and Planning with a report on its findings.

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

Note: This Executive Summary is for information only and does not form part of the Amendment to the Development Plan.



— Affected Area  
 853 hectares in total



0 ————— 1km

**MURRAY BRIDGE (RC)**  
**AREA AFFECTED**  
**FIGURE 1**

# **ANALYSIS**

## **1.0 BACKGROUND**

### **1.1 Rural City of Murray Bridge Urban Growth Plan**

The Rural City of Murray Bridge has recently adopted an Urban Growth Plan prepared by QED (final report July 2007). The plan was commissioned to guide the release of strategic land needed to meet demands for new residential, commercial, industrial, retail and community facilities over the next twenty years.

High levels of economic growth are forecast for Murray Bridge, with predictions of a doubling of population to 30 000 over the next 20 years, requiring additional land for residential development of approximately 7500 new homes. The Urban Growth Plan identifies the affected area as a strategic site for future residential development, with the potential capacity for approximately 3850 residential allotments and up to 9240 people. It is noted that this DPA proposes a slightly lesser amount of about 3500, and that your Initiation Document proposed about 3600 residential allotments.

The affected area is currently designated for rural purposes within the Primary Industry Zone – Policy Area 15 – Central Area of the Murray Bridge (RC) Development Plan. The objectives of the Primary Industry Zone are to support rural land uses and to maintain and enhance rural productivity. Land division of allotments of less than 40 hectares is not anticipated within the Primary Industry Zone and, while horse keeping activities may occur in accordance with certain criteria, the current zoning does not encourage the relocation of the racecourse and associated equine activities, nor does it accommodate the desired residential development expansion sought by the Urban Growth Plan.

While not part of this Development Plan Amendment, the relocation of the racecourse has substantial strategic benefits for the future growth and development of Murray Bridge. The Urban Growth Plan recognises the benefits of relocating the existing Murray Bridge racecourse, which is currently located within a Residential Zone. The existing racecourse is centrally located within the township, is in close proximity to existing township services and facilities, and is located adjacent to the golf course in an attractive environment.

### **1.2 Thoroughbred Racing Industry**

The economic growth of Murray Bridge is a primary objective of the Urban Growth Plan. In addition to complementing important objectives of the Urban Growth Plan, this DPA achieves the strategic objectives of The Murray Bridge Racing Club and Thoroughbred Racing SA.

The Murray Bridge Racing Club Inc has identified an opportunity to relocate their racecourse and establish an equine training centre to provide a centre for excellence in horse training and thoroughbred management in South Australia.

In January 2006 the Murray Bridge Racing Club Inc and Thoroughbred Racing SA, the peak body for thoroughbred racing in South Australia, approached the State Government through the Minister for Urban Development and Planning with a proposal to establish a master-planned, Australian best practice equine training centre at Murray Bridge. The proposal envisaged the relocation of the existing racecourse to a new nearby site (the subject of this DPA). At this site it is proposed to develop a new sustainable racecourse, a major training centre for the racing industry with associated buildings, and an equine rural living estate for trainers and horse stables. This equine facility is intended to be appropriately integrated within a new water smart sustainable living area to enable the expansion of the Murray Bridge township in accordance with the Rural City of Murray Bridge's Urban Growth Plan.

In its Annual Report in 2005 Thoroughbred Racing SA (TRSA) advised that the development of an Australian Best Practice Training Centre at Murray Bridge would be desirable to provide a centre for excellence in horse training and management in SA. Such a facility would be a fundamental part of a long term strategy to provide affordable training facilities for trainers, particularly in circumstances where the land value and planning constraints in suburban areas place undue costs pressure on young trainers for stabling accommodation.

TRSA estimates that such a centre could create in excess of 1500 jobs opportunities in the Murray Bridge region. The thoroughbred racing industry is one of the largest employers in the state with more than 2700 full time equivalents, 18 000 participants in racing activities, and it generates more than \$180 million in Gross State Product. The racing industry is a capital and labour intensive industry which requires significant infrastructure investment and maintenance annually.

TRSA has identified in its strategic planning a need to provide a major training centre on the eastern side of Adelaide. The closures of Victoria Park as a racing venue, Cheltenham Park racecourse as a training centre, and the expected reduction in training activity conducted at Morphettville over the next decade (as a result of rising land prices such as those in the Morphettville/Glenelg area) are expected to increase demand from racing participants involved in training activities for access to an appropriate training centre on the eastern transport corridor of Adelaide.

It is believed that the proposed best practice facilities to be incorporated in the project would serve the industry's needs for several decades and attract greater investment in racing generally and within the local economy of the Murraylands and surrounding Fleurieu districts. Importantly, the positioning of this major training centre close to Adelaide would afford easy access for trainers to venues in Adelaide and regional centres and give them the ability to attend the more lucrative prize money events on offer in Victoria.

### **1.3 Investigations Initiated to Inform this Development Plan Amendment**

This Development Plan Amendment has evolved from a concept of the Murray Bridge Racing Club Inc and Thoroughbred Racing SA to relocate the Murray Bridge Racecourse and establish a master-planned Australian best practice equine training centre at Murray Bridge. The Murray Bridge Racing Club previously prepared an initial concept plan for the racecourse and training centre which incorporated a new racecourse, a major training centre with associated facilities and buildings, a training centre, an equine estate comprising some 130 allotments and a compatible low density country living estate of some 315 allotments.

Following further refinements to the Concept Plan, the Minister for Urban Development and Planning initiated the Murray Bridge (RC) Residential and Racecourse DPA.

The Rural City of Murray Bridge subsequently endorsed the Murray Bridge Urban Growth Plan (UGP). In accordance with the recommendations of the UGP, which specifically sought to incorporate a mix of residential as well as rural / country living allotments (as cited below), the Murray Bridge Race Club Concept Plan was amended to incorporate the required future residential development as shown in Figure 2.

All of the land identified to the south of the South Eastern Freeway has the potential to deliver residential development. As it contains large parcels of land in single ownership this area has the capacity to facilitate large scale subdivisions.

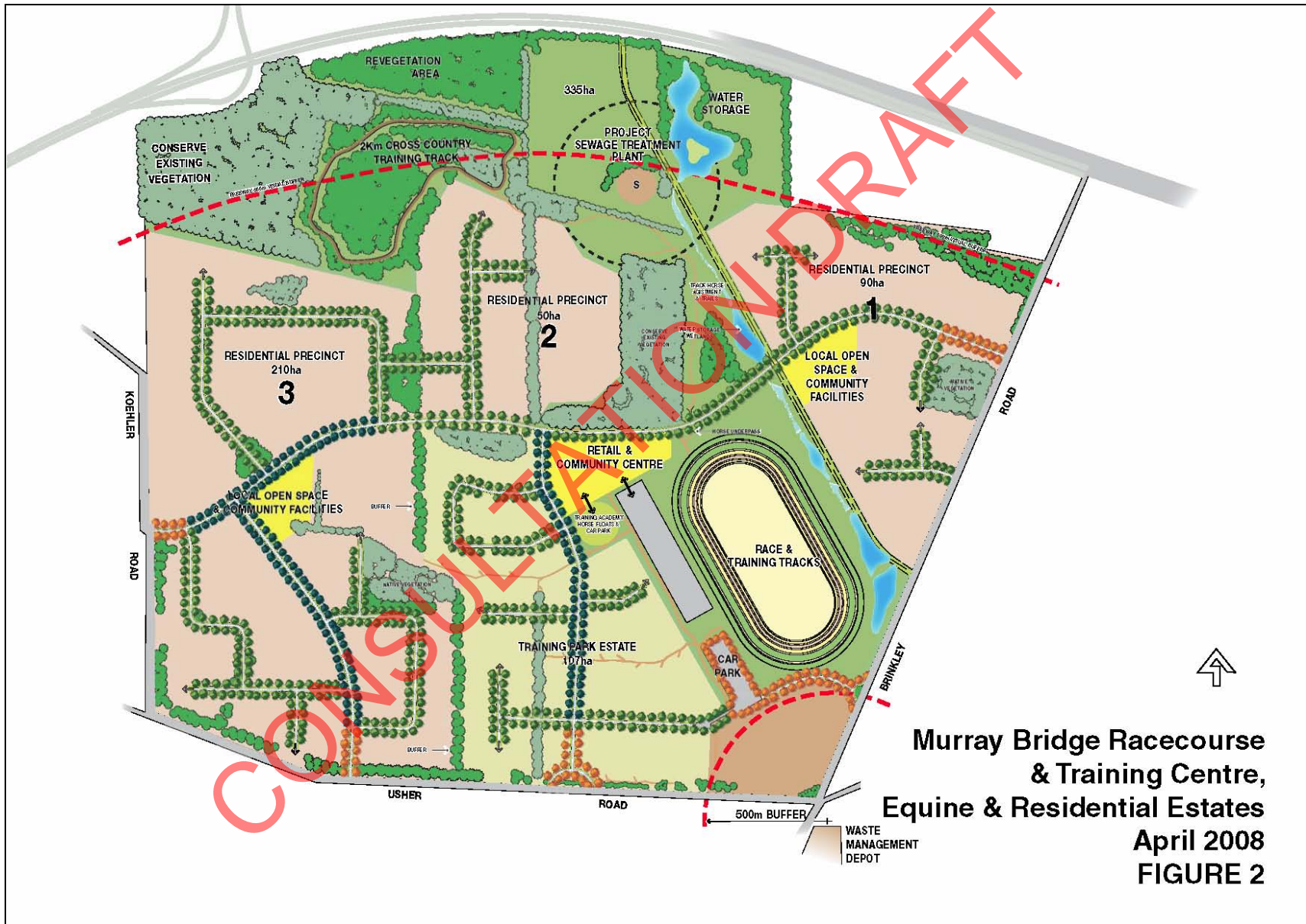
The current proposal by the Racing Club to build a new state level facility in this location includes the provision of 315 country living style allotments and 126 horse training allotments. In principle there are also opportunities to increase residential density in this area. In the longer term, beyond 2026, a continuous area of horse keeping and rural living allotments may be detrimental to maximising the development potential of the Southern Area. It should be noted that further expansion, beyond the Southern Area, is not envisaged given the proximity to intensive animal keeping and other significant enterprises.

It is therefore considered that should the Racing Club proposal proceed, development in this location should accommodate an appropriate mix of rural living and smaller residential allotments. There may also be opportunities for additional residential and / or rural living in the current Tourist Development, Fringe and Rural Living Zones. This proposal is currently the subject of a Ministerial Plan Amendment Report.

The Concept Plan shown in Figure 2 for the Murray Bridge Racecourse and Training Centre and Equine and Residential Estates comprises some 350 hectares of land for residential development; support facilities for the population such as a neighbourhood centre, education and community services to create an integrated community; equine training allotments; and a racecourse with associated facilities. This current concept plan is presented in these investigations.

To inform the investigations of this DPA the following independent specialist reports were undertaken, based on the Concept Plan. The findings of the reports are discussed in detail within the Land Use Assessment section of this analysis. In summary the following investigations were initiated.





### **1.3.1 Market Assessment Report by Realty Solutions Australia**

This report provides an assessment of the five key land uses contained within the Murray Bridge Racecourse and Training Centre concept and includes an analysis of market demand forces for each land use component. A detailed market analysis of residential demand is included in this assessment with particular reference to the Urban Growth Plan.

### **1.3.2 Traffic Impact Assessment by Murray F Young & Associates**

The Murray F Young report provides an assessment of the traffic and road infrastructure implications associated with the future development of the affected area. The report also identifies road network upgrades required at stages to safely accommodate the forecast additional traffic volumes expected to be generated by development of the affected area.

### **1.3.3 Engineering Services, Stormwater and Wastewater Management Report by Gilbert and Associates**

The Gilbert and Associates report provides an analysis of the engineering services, stormwater and wastewater components associated with future development of the affected area in accordance with the concept. The report examines a number of options for treated wastewater reuse, stormwater harvesting and water sensitive urban design outcomes and opportunities.

### **1.3.4 Vegetation Report by Dean Nicolle**

The vegetation report by Dean Nicolle identifies and describes existing native vegetation on the affected area, including vegetation type, diversity and condition. The report also contains broad recommendations for the protection and management of native vegetation worthy of retention, and provides a list of species of existing vegetation to be used to establish a suitable planting schedule for future development of the affected area.

## **2.0 THE STRATEGIC CONTEXT AND POLICY DIRECTIONS**

### **2.1 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 currently comprises five volumes: *The Planning Strategy for Metropolitan Adelaide* (December 2007); *The Planning Strategy for the Outer Metropolitan Adelaide Region* (December 2007); *The Planning Strategy for Regional SA* (January 2003, as amended at December 2007); *The Yorke Peninsula Regional Land Use Framework* (December 2007) and *The Greater Mount Gambier Master Plan* (February 2008).

Development Plan Amendments are required to align Development Plan policy with policies of the relevant Planning Strategy. Strategies applicable to Murray Bridge are found within the Planning Strategy for Regional SA. The most pertinent sections of the Planning Strategy are listed and briefly discussed below.

#### **ECONOMIC ACTIVITY**

- 2 Align land use planning with regional economic development priorities for key industry sectors.
- 4 Prevent the loss of productive land, minimising encroachment by inappropriate uses and reduce the potential for conflict.

#### **Tourism**

- 11 Encourage sustainable tourism development.

12 Align land use planning with specialty tourism development priorities.

**Industry**

20 Provide an adequate and appropriate supply of serviced land for industrial and commercial purposes.

**Business Support**

21 Promote a business environment conducive to private investment and capital attraction.



### **Education and Training**

- 23 Continue to develop linkages between schools, TAFE Institutes and private training providers, universities and industry in response to the needs of enterprises and the community.
- 24 Improve the identification and provision of training to meet the skill needs of regions in terms of their enterprises, communities and individuals.
- 25 Provide education and training which results in direct employment outcomes in industry and the local community.
- 26 Support further development of vocational education and training sector providing quality training to meet the skill needs of enterprises and the community.

Comment: This DPA aligns with these policies as it:

- supports economic growth by the provision of residential accommodation for the workforce of existing and developing industries within the region;
- encourages the growth of horse racing and training industry in the region;
- provides opportunity for co-location of equine activities other than horse racing within the racecourse and equine training estate;
- encourages private investment in a range of equine activities to support the racecourse, horse racing and training and other associated equine activities;
- encourages tourism related to horse racing and other equine activities;
- provides a dedicated commercial area for development of businesses supporting equine activities;
- provides the opportunity for an educational establishment such as a jockey training academy, to be established to support the horse racing industry;
- uses rural land for urban growth which is not highly productive agricultural land; and
- provides a greenfield residential development site that is expected to be developed in a staged manner, over a 15 to 20 year period providing substantial opportunities for new private investment in the housing industry.

### **ENVIRONMENT & RESOURCES**

#### **Ecologically Sustainable Development**

- 1 Promote ecologically sustainable development principles and apply them in all aspects of development and revitalisation.

#### **Integrated Natural Resource Management**

- 2 Ensure the sustainable management of natural resources.

#### **Biodiversity**

- 3 Conserve biodiversity and integrate with land use planning.

#### **Landscapes**

- 5 Protect visually important areas from inappropriate development.

#### **Native Title**

- 8 Foster productive negotiations with native title claimants with a view to developing indigenous land use agreements.

#### **Pollution and Waste Management**

- 10 Consider community and industry requirements for noise and air quality control when developing performance-based policies.
- 11 Protect land from contamination and encourage progressive restoration of contaminated land.
- 15 Effectively manage and use industrial wastewater and water treatment sludges.
- 17 Ensure land use planning and development takes into account bushfire management and prevention.

Comment: This DPA aligns with these policies as it:

- decreases demand for water allocation from the River Murray for the racecourse with the implementation of on-site stormwater detention for reuse by the racecourse
- removes water based horse training activities from the River Murray with the provision of dedicated swimming areas on the racecourse
- provides extensive areas for water catchment and storage within the affected area
- provides for stormwater management not only for the site, but the potential to integrate with stormwater management for the wider Murray Bridge area
- incorporates water sensitive urban design principles into the design concept and associated policy
- encourages storage and utilisation by reuse of wastewater on the site
- promotes good urban design practices on this greenfield site to minimise environmental impacts, particularly through allotment and building orientation and siting
- incorporates policies for energy efficiency
- retains areas of native vegetation and incorporates additional areas for revegetation, landscape corridors and buffers

- incorporates a visual buffer adjacent the South Eastern Freeway
- separates sensitive land uses from existing nearby industrial activities and establishes suitable buffers to minimise impact of proposed land uses on adjoining uses.

## **PEOPLE, TOWNS AND HOUSING**

### **Housing**

- 1 Ensure diverse and affordable housing to suit community needs and preferences.
- 2 Provide affordable housing for community groups with special needs.
- 3 Provide for adequate accommodation for the aged in regional townships by providing a comprehensive range of aged housing alternatives at affordable prices.
- 4 Develop higher residential densities close to services.

### **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.
- 7 Promote good design in public spaces.
- 8 Establish urban design guidelines that reflect community values.
- 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.
- 11 Establish environmentally responsible practices in urban development through joint ventures and other development activities.
- 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.
- 14 Concentrate shops, offices, services, civic and community activities in towns and business centres.

### **Community Services**

- 15 Ensure services and facilities are fairly distributed and change with the population dynamics of different parts of South Australia.
- 17 Plan services and facilities to accommodate changing use over time and enhance accessibility through careful design and siting.

## **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.
- 2 Plan for the sustainable, economic and efficient use of water resources
- 3 Protect water resources while allowing sustainable economic development.

### **Irrigation**

- 4 Improve efficiency in water use and delivery to free up water for economic development and minimise adverse environmental impacts in new and existing irrigation areas.

### **Rural Living and Farming**

- 5 Plan for the growth of rural living areas based on the availability of water.

### **Environment**

- 7 Integrate water resource policies and local water planning with land use planning.

### **Recreation**

- 13 Monitor the impact and sustainability of recreation use of each water resource.

## **INFRASTRUCTURE**

- 3 Plan for water infrastructure.
- 4 Ensure water supply, sewage and stormwater drainage services of appropriate standards and costs are available to meet community needs.
- 11 Provide enhanced communications infrastructure to support cost effective provision of internet services to regional customers.

### **Road**

- 19 Enable the safe and efficient movement of people and goods.
- 24 Ensure the transport system is accessible and provides for consistent and reliable travel.

Comment: This DPA aligns with these policies as it:

- requires provision of all necessary urban infrastructure with suitable augmentation
- emphasises a water sensitive urban design approach for open space/recreational areas as well as residential development
- identifies traffic and road infrastructure improvements for the local road network to progressively accommodate anticipated development.

## **MURRAYLANDS PLANNING AND DEVELOPMENT AREA**

- 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.
- 13 Protect and enhance biodiversity and essential ecological processes.
- 14 Recognise the importance of a healthy River Murray to the economic, social and cultural prosperity of the communities along the length of the River.
- 21 Control drainage and run-off to protect water quality and environmental health.
- 30 Maximise sustainable use of regional water supplies by managing demand and providing opportunities to supply future needs.

### **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.
- 41 Improve the quantity and access to quality health and community services, such as regional hospitals, mental health services, aged care and childcare facilities.

Comment: This DPA aligns with these policies as it:

- improves the statutory policy framework by utilisation of the Department of Planning and Local Government's Better Development Plan (BDP) policy library
- provides for a diverse range of dwellings
- promotes improved township capacity to deliver residential dwellings in the short term to meet demands for accommodation associated with a growing economy
- encourages development to occur in an integrated and staged manner, providing dwelling growth for Murray Bridge for a 15 to 20 year period
- provides the development plan framework for the achievement of a goal of 15 percent affordable housing by enabling a range of lot sizes and housing mix within future residential areas
- incorporates of a zone that enables a range of allotments to be created suitable for independent older persons, whilst allowing for specialised aged care accommodation within the residential areas
- incorporates policies that encourage higher density development adjacent retail, commercial and community hubs
- provides an area for rural living allotments as part of the integrated equine training estate not presently available in the local market place
- identifies extensive areas of open space with links to proposed retail, commercial and community hubs
- provides an integrated retail, commercial and community hub within a centrally located neighbourhood centre to service the community within the zone
- identifies land in integrated centres for a range of community facilities, including higher order educational and recreational facilities within the neighbourhood centre.

## **2.2 South Australia's Strategic Plan**

South Australia's Strategic Plan establishes six objectives with relevant targets to ensure the state is a prosperous place to live and conduct business. The six objectives of the plan are listed below with a brief overview of the DPA's response to these objectives.

### **Objective 1: Growing Prosperity**

South Australians want a dynamic economy that is competitive, resilient and diverse. The state's prosperity should benefit all citizens. Our growth will be managed in an environmentally sustainable way.

Investors will be drawn to South Australia because of the quality of our workforce, the vitality of our communities, the efficiency of our government, and our reputation for innovation.

The DPA seeks to provide a planning framework that advances this objective by:

- providing an opportunity to increase housing supply to all market sectors, to support population and workforce growth associated with economic development occurring within Murray Bridge and the Murraylands region
- rezoning land to provide for approximately 3500 residential allotments with policies that support a diverse range of housing types
- providing a unique equine residential estate integrated with the relocation of the Murray Bridge Racecourse and associated training facilities
- providing for a diverse and sustainable community
- increasing the efficiency of existing infrastructure and services.

### **Objective 2: Improving Wellbeing**

South Australians should enjoy a good quality of life at every stage of life. Our children should be able to grow up in a safe environment, to acquire knowledge and be equipped to make the right choices. As we mature, we need to stay connected to the community and to the environment, even as our roles change and priorities shift. We need to be in charge of our lives and not unreasonably constrained in our options.

The DPA seeks to provide a planning framework that advances this objective by:

- providing the strategic context promoting a well planned urban environment with a range of community and recreational facilities and areas of open space that are attractive, safe and accessible
- providing housing diversity and affordable housing opportunities.

**Objective 3: Attaining Sustainability**

South Australians value the natural beauty of our state. We are concerned about the depletion of natural resources and want to minimise the impact of human activity on the environment. Our legacy must be a thriving and well-cared-for environment. The challenge of sustainable development requires the focus, commitment and ingenuity of all South Australians.

The DPA seeks to provide a planning framework that advances this objective by:

- retaining and enhancing areas of native vegetation, and introducing landscape corridors and buffers
- reducing the reliance on the River Murray for both recreational and residential development with the incorporation of water sensitive urban design
- ensuring individual developments as well as the development area as a whole achieves sustainable outcomes, including energy efficiency
- facilitating a development with pedestrian connections that will encourage walking, cycling and horse riding to nearby commercial, community and recreation hubs.

**Objective 4: Fostering Creativity and Innovation**

South Australia has a reputation for innovation in science and in the arts. We understand that our prosperity depends on the imagination, courage, talent and energy of our citizens. We want to reaffirm South Australia as a place that thrives on creativity, knowledge and imaginative thinking. This capacity to do things differently will determine whether we can achieve all our goals for the state's future.

The DPA seeks to provide a planning framework that advances this objective by establishing a community that would support the community development objectives of the Rural City of Murray Bridge. Council's Strategic Management Plan proposes a program for community, recreational and tourist events and the improvement of community and cultural facilities.

**Objective 5: Building Communities**

Democratic practices – founded on principles of free expression, equity and tolerance – are the foundation of a well-functioning society and a healthy economy. Our citizens aspire to be well-informed and engaged in decision-making. We value community cohesion and inclusion, but resist insularity. Our regional populations and our migrant communities give us diversity; they enrich and invigorate the state.

The DPA seeks to provide a planning framework that advances this objective by:

- contributing to the economic and population growth of Murray Bridge, to enable the community to grow and prosper in accord with the Urban Growth Plan and the goals and objectives of the Murraylands Regional Development Board strategies, which have been developed in consultation with the community of Murray Bridge
- facilitating a development with connections that will enhance access to existing services and employment.

**Objective 6: Expanding Opportunity**

Placing a value on knowledge is fundamental to securing a successful, cohesive and vibrant society. Literacy is crucial from the early years. Skills for living and working become vital in adult life. All South Australians must have the opportunity to reach their potential, and to continue to learn and develop throughout their lives. Giving a helping hand to those in need is a central tenet. An educated and inspired community, actively participating in the work, life and health of South Australia, is our best legacy for the future.

The DPA seeks to provide a planning framework that advances this objective by:

- recognising in its structure planning the need to provide educational and community facilities
- introducing development policy that encourages the creation of a diversity of housing types and opportunities, including medium density housing, compact development and affordable dwellings

- providing housing close to the proposed integrated retail/commercial, schools and community hubs to maximise access to education at the required levels.

## 2.3 State Housing Plan

The DPA supports the objectives of the State Housing Plan, which is encompassed under the broader strategic framework of the State Strategic Plan. The State Housing Plan comprises objectives that aim to make housing more affordable, provide quality housing for those in greatest need in the community, and increase South Australia's population to two million by 2050.

The State Housing Plan comprises the following specific objectives and targets relating to regional South Australia:

- develop housing responses tailored to the needs of regional South Australians
- develop specific housing initiatives, policies and programs that generate additional housing supply in regions with high economic growth. Develop appropriate and effective housing and urban infrastructure responses for regions experiencing change
- work with private developers to implement regional affordable housing programs in key regional locations experiencing rapid growth
- identify opportunities for local regional and rural communities to participate in the management of community housing assets where appropriate, encourage and facilitate medium density housing, including some affordable and adaptable housing opportunities close to existing centres, services and public transport, thus advancing the above objectives.

Murray Bridge is experiencing regional growth and has an identified need for more housing, including affordable housing, particularly for low-skilled workers in labour intensive industries within the region. The policies of the DPA accord with the objectives of the State Housing Plan by increasing the supply of urban housing and encouraging a range of mixed density and flexible housing forms essential to the delivery of affordable housing.

## 2.4 Strategic Infrastructure Plan for SA

The Strategic Infrastructure Plan for South Australia (April 2005) comprises a regional component that establishes priorities for investment in infrastructure that will assist in achieving the targets of South Australia's Strategic Plan. The Murray and Mallee Regional Overview of the Strategic Infrastructure Plan for South Australia contains a number of priorities for infrastructure that are applicable to this DPA. These targets include:

- stormwater management at Murray Bridge: develop and implement a master plan to manage stormwater flows resulting from severe rainfall events
- higher-value use of wastewater at Murray Bridge and in the Riverland: investigate the opportunities for reuse of wastewater from high-volume industrial sources for irrigation or industry
- aged care facilities: provide more aged care facilities and services (residential and community aged care)
- availability of workforce accommodation: consider options to provide affordable housing to seasonal workers in the required areas
- child care facilities: expand the capacity of child care facilities.

It is noteworthy that the discussion associated with the Regional Overview applying to the Murray and Mallee Region identifies the following in relation to housing:

Short and long-term rental accommodation is required to accommodate professionals moving into the area because of career postings, or as a result of the expansion of industry including the abattoirs at Murray Bridge.

The particular housing requirements of the growing seasonal workforce within the horticultural and other industries, and the increasing involvement of backpacker tourists in the harvest workforce, also need to be recognised and addressed.

Planning policies need to identify land suitable for new housing and to encourage a diverse range of housing types to meet the changing needs of the community, including retirees, the aged, and people with special needs who require community-based support services.

In accord with these initiatives the DPA provides for a diverse range of housing types, including opportunities for affordable housing. In addition to meeting the intent of the



Infrastructure Plan in relation to housing, the policies of the DPA also address the other identified targets by:

- incorporating stormwater management areas that can accommodate and service wider areas of Murray Bridge in addition to the development site
- ensuring wastewater generated from the site, or available from an upgraded sewage treatment plant for Murray Bridge, has the potential to accommodate large capacity winter storage within nominated wetlands to be used for irrigation of the racecourse, thereby decreasing the racecourse's reliance on water currently obtained via a water licence from the River Murray
- providing, within broad hectare development, an opportunity for aged care accommodation to be integrated within the residential areas
- providing opportunities for child care facilities to be provided that are integrated within a neighbourhood centre or within other local open space or community centres in future residential areas.

## **2.5 Rural City of Murray Bridge Strategic Management Plan 2005-2010**

The Rural City of Murray Bridge's Strategic Management Plan 2005-2010 establishes a vision for the growth of the Council area until 2025. Council's vision identifies that the population of the area is expected to increase to more than 30 000 by 2025. The Plan states that:

Council proposes an era of planned and coordinated development that supports existing and new business, creates employment opportunities, protects rural production areas and provides for residential and industrial growth in response to this growth pressure.

After the preparation of the Strategic Management Plan, Council commissioned an Urban Growth Plan, finalised in July 2007. The Urban Growth Plan addresses a key action of the Strategic Management Plan as it 'defines physical plans in terms of urban capacities...' In preparing this DPA regard has been given to the vision and objectives contained in Council's Strategic Management Plan and the Urban Growth Plan.

## **2.6 Rural City of Murray Bridge Urban Growth Plan**

The Urban Growth Plan establishes a framework for the future urban planning of land uses within Murray Bridge over the period 2006-26. As previously indicated, the objectives of the Urban Growth Plan support Council's vision for the development of Murray Bridge. The aims of the Urban Growth Plan are as follows:

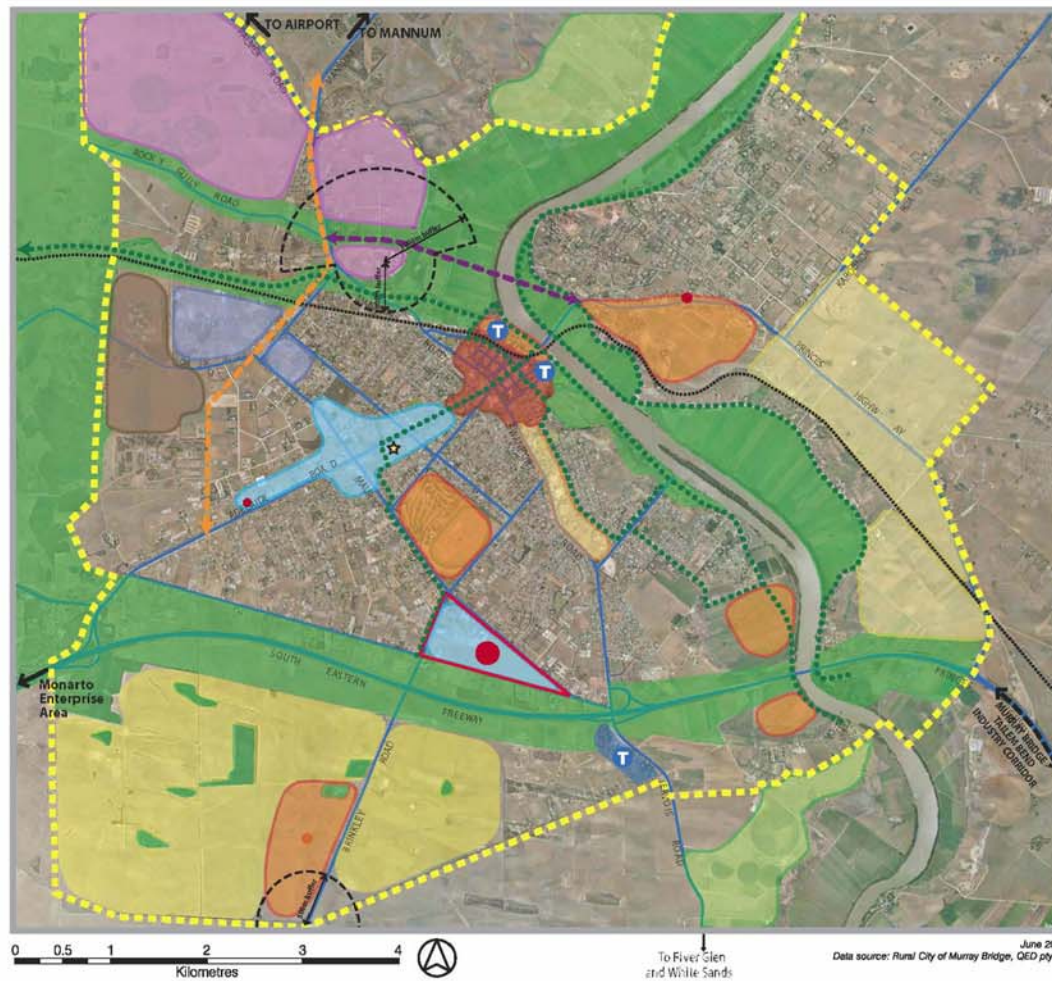
- plan the development of Murray Bridge to facilitate and accommodate long term economic growth and demographic change;
- provide a framework to guide long term sustainable land use in Murray Bridge;
- consider a range of development scenarios and adopt a preferred scenario in consultation with the community and key stakeholders; and
- ensure there is sufficient provision of suitable land for residential, industrial, commercial, recreation and civic uses.

Figure 3, an extract of a Concept Plan contained in the Urban Growth Plan, identifies a series of precincts within Murray Bridge, and nominates the affected area for 'future urban' growth. Key features of the Urban Growth Plan applicable to this DPA are:

- the Rural City of Murray Bridge Council and the Murraylands Regional Development Board have previously developed population projections for the Council area as a whole which forecast growth at around 3 percent per annum, reaching a total population of 30,000 by 2020;
- in meeting the demand for new workers to sustain economic growth it is recognised that a broad range of housing and location is required, from affordable housing for migrant workers to executive housing for new professionals and entrepreneurs. For this reason the Growth Plan will promote a range of housing choice and allotment sizes in locations that deliver a range of benefits, from proximity to employment and services to high amenity landscape settings. The Growth Strategy also aims to encourage the delivery of large

- a mix of residential infill, residential expansion within existing residentially zoned land, and the staged release of a further 1,400 hectares (approximately) of land for greenfields residential development is proposed in the Land Use Plan;
- to develop a series of interconnecting green corridors of State and or Regional significance within Murray Bridge, which includes the South Eastern Freeway Scenic Corridor; and
- a range of strategic sites have been identified within the Murray Bridge Urban Area (refer Figure 13 – Strategic Sites), they include:
  - existing Racecourse and Golf Course Redevelopment – including residential, tourism, sport and recreation, health and lifestyle, aged care, championship level golf course; and

URBAN GROWTH PLAN - FIGURE 9 CONCEPT PLAN



Legend

- - - Murray Bridge Urban Growth Boundary
- City Centre Precinct
- Commerce and Enterprise Precincts
- Industry
- Civic and Community Precinct
- Strategic Investment Opportunities
- Potential Horticulture Relocation Areas
- Future Urban
- Future Industry
- Proposed Ring Road and Landscaping
- Potential third river crossing
- Greenspace Network
- - - Greenspace Linkages (cycling/walking)
- - - Adelaide to Melbourne Rail Line
- Potential Local Centre
- Potential Neighbourhood Centre
- T Tourism Precinct
- - - Buffer around significant uses
- Mobilong Corrections Precinct
- ★ Emergency Services Hub



The Rural City of  
**MURRAY  
BRIDGE**  
*Bridge Opportunity*



0 1km

**MURRAY BRIDGE (RC)  
URBAN GROWTH PLAN  
FIGURE 3**

June 2006  
Data source: Rural City of Murray Bridge, QED plytD

- Equine Centre Development – new racecourse, equine development, residential, rural living and support services and facilities.
- the forecast population of beyond 30,000 is nearly 2.5 times the 2001 population figure. Such a quantum increase in population clearly places a substantial demand on infrastructure;
- the level of forecast population growth is likely to generate significant demand for new housing within Murray Bridge. At 2001 there were 5,790 households within the Murray Bridge Urban Centre;
- typical residential allotments within Murray Bridge are between 800-1,000 square metres in the 'core' of the City, with larger allotments (greater than 1,500 square metres) in 'outer areas'. Recent large scale subdivision approvals have created/proposed allotments for detached dwellings with average lot sizes of 450-700 square metres highlighting a trend for smaller allotments;
- based on the number of occupied dwellings, the average dwelling occupancy rate at 2001 was 2.45 persons per occupied dwelling. This figure is higher than the state average at 2001 of 2.4. State-wide, average household size is expected to decline to between 2.1 and 2.2 persons per household by 2026;
- a housing demand assessment for Murray Bridge was undertaken based on projected population growth, forecast changes in household size, and current natural growth rates. It indicates that under high, medium and low population growth the requirement for additional dwellings could be as follows:
  - high growth – between 6,400 and 7,500 new dwellings;
  - medium growth – between 4,400 and 5,300 new dwellings; and
  - low growth – between 3,200 and 4,000 new dwellings.
- for the purposes of this study the high growth figures have been adopted;
- it is likely that future economic and population growth will generate significant additional demand for new retail floor space in the convenience, comparison and bulky goods sectors;
- it is recognised that there will be a need to provide additional out of centre retail development, notably bulky goods retailing and neighbourhood level local shops and these will be supported in appropriate locations. The overall aim however will be to ensure that the City Centre becomes a vibrant and diverse destination of choice for retailers, shoppers and visitors and an exciting, memorable experience;
- the growth of Murray Bridge should provide opportunities for world-leading innovation in reuse and recycling of water and energy efficiency. Collaborative approaches with the public, private and voluntary sectors should seek to ensure that there is minimal draw down on River Murray water resources and that the highest ratings can be achieved for water re-use and recycling and energy efficiency;
- the doubling of the Murray Bridge population will clearly have a significant impact on the provision of all utilities and roads and transport in particular. From a design perspective it is important that new developments provide safe and efficient connections to the main road network, which itself is likely to require significant upgrades;
- the development of large scale, high profile sites provides significant opportunities to work in partnership with the private sector to develop master plans to guide development and to explore cost and risk sharing mechanisms to deliver economic, social and environmental outcomes;
- with a need to provide 6,400 to 7,500 dwellings to achieve a population of 30,000 during the lifetime of the Urban Growth Plan, plus additional land beyond this timeframe, allocating land to provide an appropriate mix of dwellings and densities is a key consideration. The future composition of households is likely to contain a mix of families, and in particular young families, as well as single person households and specialist aged accommodation. In order to meet the demands of the labour market it will be necessary to provide a broad range of housing affordability and tenure choice;
- the costs of providing infrastructure and ensuring a sustainable approach to stormwater management is a key issue when determining appropriate locations for residential development. From an operational perspective, complex engineering solutions and provision of infrastructure is more likely to be achieved when economies of scale are derived through a critical mass of development. This suggests that a strategy of large scale land release and subdivision is more preferable than a piecemeal approach to the subdivision of individual allotments;
- the provision of a high quality green space network is a key component of the growth strategy – enabling people to access the natural resources of Murray Bridge and creating a system of walking and cycling trails. In addition, it is recognised that there is some demand for additional recreation facilities within the City, and this will increase as the population expands. There is therefore the potential to consider integrated indoor / outdoor sporting facilities that provide a regional role. Such facilities should be easily accessible to the whole community, and a central location, or a peripheral location served by public transport would be preferable. The relocation of the Racing Club offers some advantages in this regard;

- the existing Golf Course and Racing Club collectively occupy a 77 hectare site in the centre of Murray Bridge. There are current proposals to relocate the racing club to the south of the South Eastern Freeway. This would open up the possibility of redevelopment of the existing race course (measuring 47 hectares) or potential both the race course and the golf course in tandem;

- Southern Urban Area - The western area extends from the crest of the White Hill Escarpment to Brinkley Road (Sites 10 and 11). This land measures approximately 720 hectares slopes west-east and contains six separate titles. All of this land is 'greenfield' and there are four concentrated areas of existing vegetation. The proposed relocation and expansion of the Murray Bridge Racing Club would occupy much of this area. Some of the southern area of the site would be constrained due to the need to provide a buffer around the Brinkley landfill which has a 100 year life expectancy;
- there is also potential for significant water harvesting in this area linked to the development of horse racing facilities and residential development;
- Figure 4 an extract from the Urban Growth Plan - Residential Allotment Capacity Estimates (attached) indicates that Area E is 495 hectares with an indicative yield of 3,850 allotments and a population of between 8,085 and 9,240 people; and
- Community and Agency Consultation undertaken in 2006 showed there was broad support for the relocation of the Racing Club to a new facility south of the Freeway.

The Urban Growth Plan contains extensive references to the affected area as a strategic development site, as it contains large parcels of land in single ownership and has the capacity to facilitate large scale subdivision, with residential capacity of approximately 3850 allotments.

This DPA is consistent with the objectives of the Urban Growth Plan and the relevant key elements stated above as it:

- incorporates residential areas capable of achieving the anticipated residential yield
- provides for a range of dwellings to provide accommodation to support new workers associated with sustained economic development in Murray Bridge
- incorporates provisions for aged accommodation
- incorporates provisions for affordable housing
- recognises and protects the green corridor adjacent to the South Eastern Freeway
- allows for the existing racecourse, also identified as a strategic development site, to be developed in the future
- recognises the need for the provision of infrastructure
- incorporates a sustainable approach to stormwater management
- identifies the potential impact of residential growth on the road network and incorporates policies to provide necessary road infrastructure improvements
- incorporates water sensitive urban design and energy efficiency policies
- incorporates the provision for a neighbourhood centre to service retail and community needs of the future population of the affected area
- incorporates suitable buffers to existing industrial land uses within the locality.

## **2.7 Murraylands Regional Development Board**

The Murraylands Regional Development Board Inc through the RIO (Regional Investment Opportunities) Project has undertaken widespread analysis of economic activity and growth opportunities throughout the Murraylands Region.

A Housing Investment in Murray Bridge Report prepared in October 2007 as part of the RIO Project indicates that the:

expansion of existing industries and establishment of new businesses continue to drive population growth in Murray Bridge. It is anticipated that this expansion will directly affect the housing and accommodation sector". In addition, this report states that "attracting and retaining a skilled workforce has been identified as one of the key factors in supporting predicted economic growth and achieving the potential for expansion which industries in Murray Bridge have identified. Housing has been identified as a key factor in attracting a skilled workforce.

The Murray Bridge Racecourse and Training Centre and Equine and Residential estate concept is consistent with the opportunities identified by the Murraylands Regional Development Board, as stated in the conclusion of the RIO Housing Investment Report (quoted below), as it provides additional housing, in a range of accommodation forms and includes the strategic context for the provision for 15 percent affordable housing.

The evidence outlined above confirms that the Rural City of Murray Bridge has experienced a period of economic and population growth which will continue over the next 25 years. Advantaged by climate, diverse economy, proximity to Adelaide, location upon major transport routes and strong Council leadership the district is well positioned to attract investment with particular potential in the housing sector. Identified projects such as the Mobilong Correctional Facility, South Terrace Retail and Business development, redevelopment of the Murray Bridge Racing Club, re-location of the Equine Centre and Railway Precinct development indicate the level of interest and commitment in the growth of Murray Bridge and the potential for large scale investment.



URBAN GROWTH PLAN - FIGURE 11

### Residential Allotment Capacity Estimates

Site Location Ref.	Site Area (Hectares)	Developable Area (Hectares) Estimate	Average Lot Size (Sq m)	Indicative Yield (Allotments)		Additional Persons (Indicative)	
				High	Low	High	Low
A	325	145	850	1,700	4,688	3,570	
B	246	167	750	2,280	5,280	4,620	
C	33	24	650	370	888	777	
D	49.5	36	650	550	1,320	1,155	
E	495	358	850	3,850	9,240	8,085	
F	253	183	850	2,150	5,140	4,515	
G	47	40	580	580	1,392	1,128	
Sub-Total	1,448.5	963		11,490	27,360	23,980	
Urban Infill				360	720	630	
Approved / Proposed Subdivisions				950	2,280	1,995	
Rural Living				200	480	1,420	
Sub-Total				1,450	3,480	3,045	
Total New Allotments / Persons (Indicative)				12,850	33,840	26,985	



June 2006  
Data source: Rural City of Murray Bridge, QED ply ltd



**MURRAY BRIDGE (RC)**  
**URBAN GROWTH PLAN**  
**FIGURE 4**



Anticipated population growth and the need to expand and maintain a skilled workforce will continue to drive expansion of the housing sector in the short and long term. Expansion of employment options for the professional sector of the workforce will increase demand for quality housing. Continued growth of the tourist industry and marketing of the district as an attractive and interesting visitor destination will increase demand for short term holiday accommodation.

Prospective expansion in retail and service facilities will increase the attraction of the Murray Bridge area as a location for family and retirement living. Substantial recreation and sporting facilities and established community infrastructure provide attractive lifestyle prospects at affordable prices for all age groups. A range of accommodation will be required as the population and workforce expands. Expansion of the housing sector will serve these demands and provide significant opportunities for investment.

## **2.8 Thoroughbred Racing in South Australia—Strategic Direction 2007-2012**

Thoroughbred Racing South Australia (TRSA) released a strategic direction paper in 2007 titled *Building the Foundations for Sustainability and Growth: a strategic direction for Thoroughbred Racing in South Australia 2007-2012*. The strategic direction of the racing industry is paramount to the success of the Murray Bridge Racecourse and Training Centre concept as a significant element of the concept is the relocation of the Murray Bridge Racecourse to the affected area.

The TRSA report states that the number of venues where racing is currently conducted can no longer be sustained. The Report identifies that the key venues at which the industry should invest its limited funds for the future, which could be achieved through the closure and sale of key industry assets (e.g. Cheltenham Park racecourse), includes innovative redevelopment proposals such as Murray Bridge and possibly Gawler. The report identifies a number of matters that should be addressed, which are relevant to the development concept for Murray Bridge and this DPA, including:

acceptance that only a small number of key venues can be financed for infrastructure/capital investment;

TRSA must be proactive about alternate racing surfaces and reducing operational costs and water use; and

TRSA must develop and implement strong financial analysis of the major projects identified in key business decision making.

In relation to the strategy for racing venues, the TRSA Strategic Direction report supports the Murray Bridge Racing Club's concept for the relocation and development of a new racecourse in Murray Bridge, as follows:

The possible Murray Bridge redevelopment (whereby the existing racecourse will be sold off and a new course developed on Brinkley Road approximately 3.0 kilometres from the existing racecourse on the southern side of the freeway) is the preferred strategy. It is envisaged that this facility will, over time, become the largest training centre in South Australia as it is expected that training will contract at Morphettville in the next decade due to the premium on land prices surrounding the Morphettville racecourse. The Murray Bridge proposal will see a variety of training surfaces and areas set aside for training together with the ability to run meetings up to 40 meetings annually on both turf and other surfaces.

## **3.0 LAND USE ASSESSMENT**

### **3.1 Existing Land Use and Locality**

The affected area is currently used for agricultural activities, including grazing and cropping.

The South Eastern Freeway, which forms the northern boundary of the affected area, creates a physical separation between the subject land and the more intensive urban activities of Murray Bridge.

Agricultural land uses dominate the locality, with broadacre grazing and cropping activities evident to the south, west and east of the affected area. Within the locality there is a very low

density of farm dwellings associated with rural properties, together with some rural living allotments. The principal exclusion from the predominating pastures of existing agricultural land uses within the locality is a small settlement of industrial activities located to the south east of the affected area.

These industrial activities are located in a 'triangular' area of land bounded by Brinkley Road, Schenscher Road and Pfeiffer Road containing a limestone quarry, Council waste management facility, tannery and other industrial land uses. The waste management facility and the quarry operated for extraction of limestone for road construction purposes is located on the southern side of the industrial area at the greatest distance from the affected area.

This industrial area adjoins the 'five way' intersection located in the south-east corner of the affected area, namely the intersection of Brinkley Road (with north and south arms), Usher Road, Martin Road and Schenscher Road.

## **3.2 Development Plan Policies**

### **3.2.1 Zoning of the Affected Area**

The area affected by this DPA is located within the Primary Industry Zone – Policy Area 15 - Central Area of the Murray Bridge (RC) Development Plan dated 5 June 2008 (see Figure 5).

The Rural City of Murray Bridge Primary Industry Zone DPA approved on 13 March 2008 and consolidated into the Development Plan on 5 June 2008 altered the zoning of the affected area from the Rural Zone – Central Area Policy Area to the Primary Industry Zone – Policy Area 15 – Central Area. The Primary Industry Zone DPA effectively renamed the existing zone and policy area and updated policies relating to primary industry without substantial alteration to the policy intent particularly as it relates to anticipated land uses.

The objectives of the Primary Industry Zone support and encourage rural land uses and seek to protect the rural landscape and views from the primary road networks.

- Objective 1:** A zone primarily accommodating primary industry, including primary production, on-farm activities related to the breeding, growing, harvest and storage of that production, value added processing and, in appropriate locations, processing of raw products
- Objective 2:** A zone where development maintains and enhances primary production that improves the economic base of the district and the long-term sustainability of primary industries.
- Objective 3:** Protection of primary industry from incompatible land uses.
- Objective 4:** Protection of land and water resources, areas of native vegetation, the rural landscape and amenity and the River Murray Valley and lake system.

The Primary Industry Zone contains unique provisions applying to the Central Area – Policy Area 15. Only Objective 2 below directly relates to the affected area, although the desired character statement reinforces the desire of the Development Plan generally within the Primary Industry Zone to protect existing agricultural uses and areas of remnant vegetation.

#### Central Area – Policy Area 15

- Objective 1:** An area accommodating mixed farming including horticulture and some intensive animal keeping.
- Objective 2:** Existing views and vistas from the South Eastern Freeway not impaired by buildings and other forms of development.
- Objective 3:** Land within close proximity of the Monarto Zoological Park free from development that may detract from the function or character of the park.
- Objective 4:** The discouragement of development generating offensive odours that could have an adverse impact upon the township of Murray Bridge.
- Objective 5:** Protection of the mushroom farm and motor sport facility at Monarto, from any development involving a sensitive receptor.

#### **Desired Character Statement**

Policy Area 15 is characterised by east to west trending dunes that often carry remnant stands of Mallee-Broombush vegetation and the Pallamanna Fault on the most easterly block of the up faulted South Mount Lofty Ranges. The most sensitive of all the Primary Industry Zone Policy Areas, Policy Area 15 contains a diverse range of general farming, intensive animal keeping, mushroom farming, composting, Zoological Park and freeway activities.

Due to prevailing wind conditions and the proximity of parts of Policy Area 15 to the Murray Bridge and other townships, it is desirable that future intensive animal keeping operations encompass the highest standards with respect to effluent treatment and waste disposal and that generally, future development have regard to the existing primary production activities located within the area.

### 3.2.2 Adjoining Zones

Figure 5 identifies two zones located south of the South Eastern Freeway that adjoin the affected area, namely the Rural Fringe Zone and the General Industry Zone (Mobilong). North of the South Eastern Freeway in the vicinity of the affected area is the Scenic Corridor Zone.

The following is a brief summary of each of the existing adjoining Zones.

#### Rural Fringe Zone

The Rural Fringe Zone is located immediately to the east of the affected area on the eastern side of Brinkley Road. The provisions of the zone seek to maintain rural land uses until the area is required for urban development. Land uses anticipated in the zone are agricultural activities, including the keeping of horses and dogs. Farming is the only land use listed as complying within this zone.

Development of the zone for purposes other than agricultural land uses is not anticipated given that the minimum allotment size sought to be created by land division is 40 hectares and an extensive list of non-complying land uses in the zone are applied. The kinds of land uses listed as non-complying in the Rural Fringe Zone include intensive animal keeping, pig keeping, poultry keeping, a range of industrial land uses and a range of residential uses.

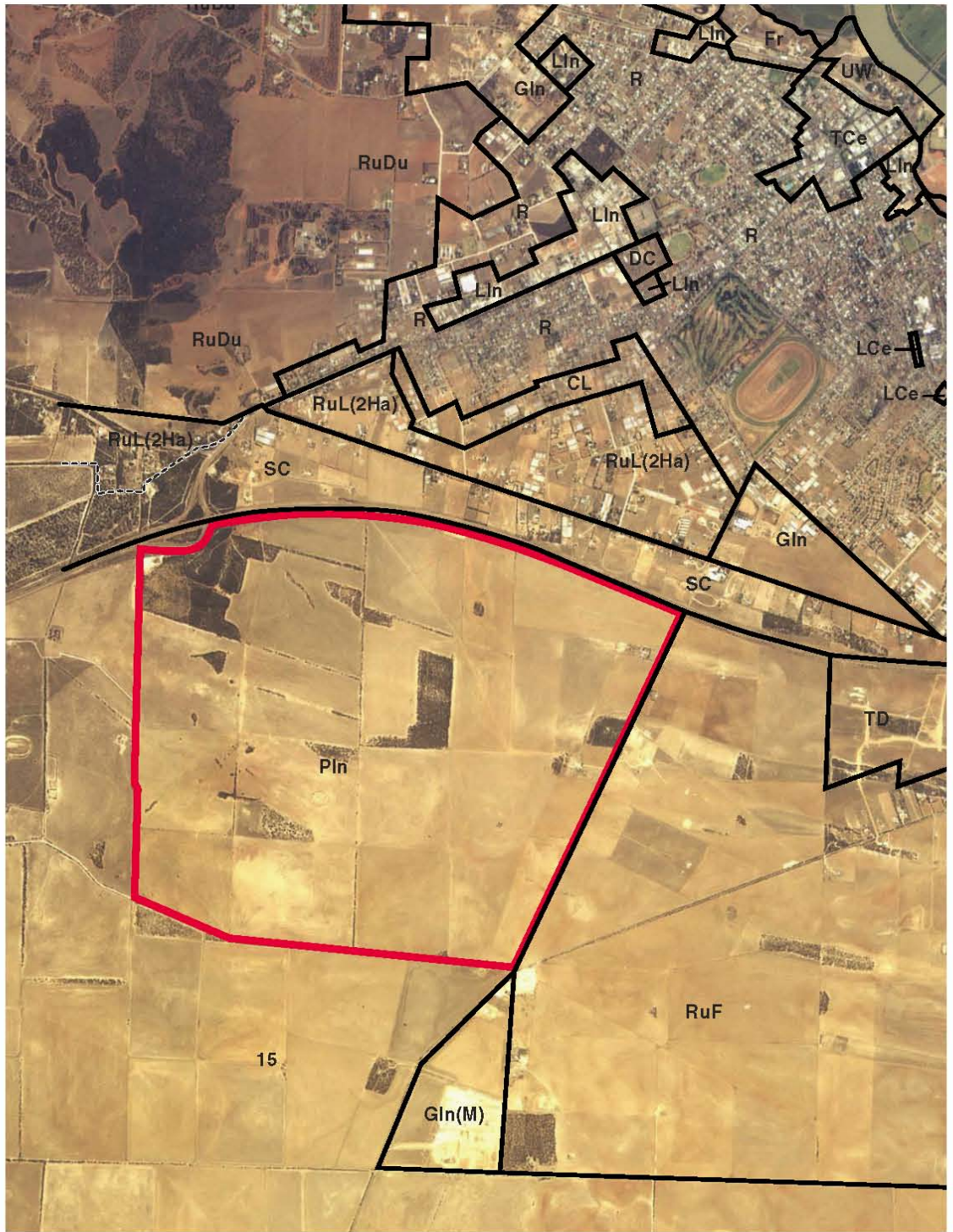
- Objective 1:** A zone accommodating a restricted range of rural uses which are not prejudicial to future urban development of land within or adjacent to the zone, and which do not detract from the appearance and open character of the zone.
- Objective 2:** The retention of land for general farming use until eventually required for urban development purposes.
- Objective 3:** Protection of the character of the gently-sloping open land by the prevention of residential living development.
- Objective 4:** The protection of vegetation along road reserve, ridgelines, watercourses and associated flood plains.
- Objective 5:** Protection and enhancement of significant features of the landscape and rural character of land within the zone.
- Objective 6:** Land within the zone primarily used for agricultural activities, including the keeping of horses and dogs.
- Objective 7:** Development of carefully-planned estates for horse agistment as required.
- Objective 8:** Retention of the open character of the area.
- Objective 9:** Restriction on the expansion of intensive animal keeping other than horses and dogs.

#### General Industry Zone (Mobilong)

The General Industry Zone (Mobilong) is located south-east of the affected area, with its boundaries abutting at the intersection of Brinkley Road, Martin Road, Schenscher Road and Usher Road. As previously described, the zone contains a Council waste management facility, extractive industries (limestone quarry) and general industrial activities. The future development of the zone is guided by Concept Plan Fig GIn(M)/1, which seeks to protect

stone extraction and waste disposal activities by the creation of landscape buffers adjacent to the road networks and a staged industrial estate with internal road network.

Development of the area is principally for the two main Council orientated activities, namely limestone extraction and waste disposal, with compatible industrial activities being developed adjacent. A range of industrial activities, including light industry and service industries, store and warehouses, along with public service depots are listed as complying kinds of development within the zone.



**—** Subject Land  
**—** Zone Boundary

**ZONES**

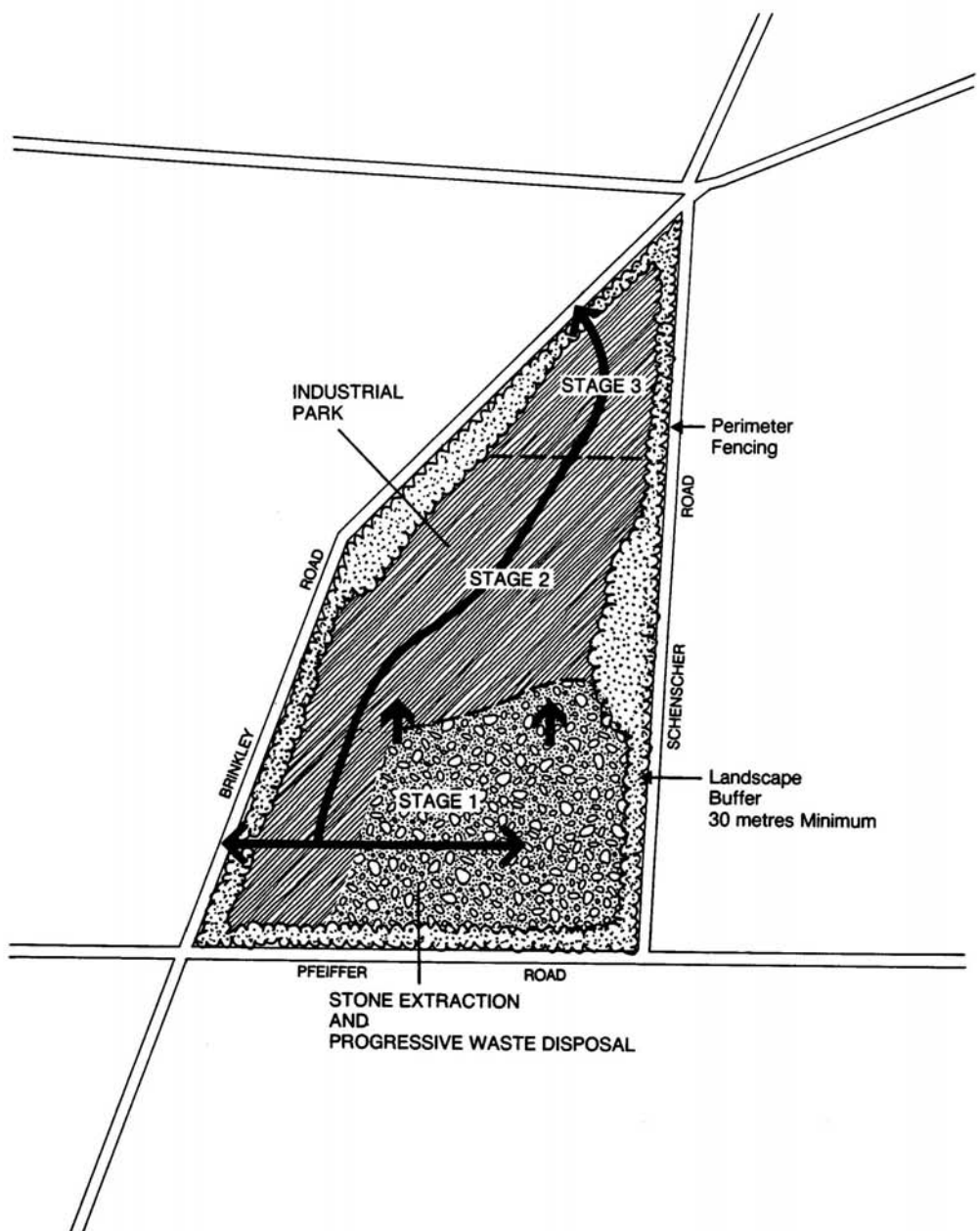
**CL** Country Living  
**DC** District Commercial  
**Fr** Fringe  
**Gln** General Industry  
**Gln(M)** General Industry (Mobilong)  
**LCe** Local Centre  
**LIn** Light Industry  
**R** Residential  
**Pln** Primary Industry

**RuD** Rural (Deferred Urban)  
**RuF** Rural Fringe  
**RuL(2Ha)** Rural Living (2 Hectares)  
**SC** Scenic Corridor  
**TCe** Town Centre  
**TD** Tourist Development  
**UW** Urban Waterfront  
**15** Policy Area 15 - Central Area



0 1km

**MURRAY BRIDGE (RC)  
 ZONE PLAN  
 FIGURE 5**



INDUSTRIAL PARK

STAGE 3

Perimeter Fencing

STAGE 2

SCHENSCHER ROAD

Landscape Buffer  
30 metres Minimum

BRINKLEY ROAD




STAGE 1

PFEIFFER ROAD

STONE EXTRACTION AND PROGRESSIVE WASTE DISPOSAL



Scale 1: 10 000  
0 metres 100 200 300 400 500

-  Landscape Buffer
-  Access Road
-  Direction of Extraction Process and Progressive Rehabilitation

**MURRAY BRIDGE (DC)  
GENERAL INDUSTRY  
(MOBILONG) ZONE  
CONCEPT PLAN  
Fig GIn(M)/1**

Consolidated - 2 August 2007

**Objective 1:** A zone accommodating the extraction of limestone rubble for road construction.

The land provides an important source of rubble for use in road construction, and the existing extraction processes should continue until the resource is depleted.

**Objective 2:** A zone accommodating waste disposal in an orderly and environmentally sound manner.

The progressive rehabilitation of the land through the establishment of a waste disposal facility in conjunction with the extraction processes, provides an efficient and economic re-use of the land.

Through appropriate landscaping and site management, the development of a waste disposal facility should provide an important service and facility to meet the existing and future needs and demands of the district.

**Objective 3:** A zone accommodating general industry suitably located, designed and managed to minimise the impacts of odour, noise, dust, vibration, glare, groundwater and other forms of contamination or pollution.

The zone should be developed to support a range of industrial activities where opportunities to provide employment and income can occur without causing adverse environmental impacts.

**Objective 4:** A zone developed with a diversity of environmentally sustainable industries that promote local employment, including manufacturing, particularly value adding using rural products, and rural industries, e.g. mushroom farms, fertilizer manufacturing.

A zone where development should utilise agricultural products or by-products or be associated with rural industry. Industries should not have a detrimental impact on the environment and the adjoining locality.

**Objective 5:** Development of an industrial area with a predominantly rural landscaped character where uses are compatible with and complimentary to nearby development, and are screened from public roads and adjacent non-industrial uses using vegetation and/or mounding.

The establishment of an industrial area which does to impair the visual and physical amenity of the locality, through the establishment of suitable buffers and extensive areas of vegetation.

**Objective 6:** A zone managed and developed by council as an integrated enterprise.

The development of a serviced enterprise park which is developed in a staged manner around stone extraction and a waste disposal facility.

### Scenic Corridor Zone

The Scenic Corridor Zone is located to the north of the affected area, but is separated by the South Eastern Freeway. The zone is not an open space corridor zone but one which prefers the maintenance of a rural and semi-rural character when viewed from the South Eastern Freeway. Development within the zone is restricted by a minimum allotment size of 100 hectares with only farming and recreation uses designated as complying development within the zone. In addition, the zone comprises an extensive list of non-complying kinds of development, including commercial, industrial, retail and residential land uses.

**Objective 1:** Development within the zone maintaining the rural and semi-rural character and appearance of the zone particularly as viewed from the South Eastern Freeway and Swanport Deviation Road.

**Objective 2:** Land within the zone enhanced by extensive screening, clustering of buildings and landscaping.

**Objective 3:** Retention of the existing ridgeline parallel to the South Eastern Freeway and Swanport Deviation Road free from unsightly development.

### **3.3 Department of Planning and Local Government - BDP Policy Framework**

The Murray Bridge (RC) Development Plan has not been converted to a Better Development Plan (BDP) Policy Framework. The scope of this DPA does not include the conversion of the entire Development Plan to a BDP Policy Framework.

Currently, the Murray Bridge (RC) Development Plan contains a range of area specific zones, such as the most recently introduced zone, the Residential (Narooma) Zone. Similarly, to



ensure consistency with the current structure of the Development Plan, it is proposed that this DPA introduce a zone specifically relating to the affected area.

While this DPA is not a BDP conversion, the BDP Policy Library has been used as the model for the proposed new zone and policy areas to facilitate the Murray Bridge Racecourse and Training Centre and Equine and Residential Estates, so that the development framework accords with future planning policy and the structure of the state's Development Plans.

To ensure that the new zone and policy areas contain the most appropriate and current policies, a range of Council-wide and zone modules from the BDP suite of policies are proposed to be used. The BDP policies adopted for the new zone and policy areas include:

- Animal Keeping
- Centres and Retail (Mobilong) Development
- Commercial Zone
- Design and Appearance
- Energy Efficiency
- Infrastructure
- Interface Between Land Uses
- Neighbourhood Centre Zone
- Orderly and Sustainable Development
- Recreation Zone
- Residential Development
- Residential Zone
- Rural Living Zone.

The development of an appropriate development policy framework is discussed in Section 6 of this analysis, with specific reference to the proposed Residential and Equine Recreation Zone and policy areas.

### **3.4 Suitability of the Affected Area for Racecourse and Equine and Residential Development**

#### **3.4.1 Strategic Setting**

The affected area represents an extensive greenfields site with the potential to accommodate an integrated racecourse, training centre, and equine and residential estate which achieves the strategic objectives of the Rural City of Murray Bridge, the Murray Bridge Racing Club and Thoroughbred Racing South Australia. The broadacre nature of the affected area, along with its single ownership allows for the conversion of the land from its existing agricultural land use to urban, recreation and residential land uses in a well planned and integrated structure, developed in the longer term- expected to be a 15 to 20 year period.

In line with the strategic objectives of the Rural City of Murray Bridge, as outlined in the Urban Growth Plan, the affected area is suitable to provide residential accommodation for between 8000 and 10 000 people to support the expanding population and anticipated economic growth of Murray Bridge and the Murraylands Region. Furthermore, the affected area exhibits the potential to satisfy a range of State Government Strategic Objectives relating to population growth in regional areas, the provision of housing diversity including affordable housing, and the development of a diverse and sustainable community.

In addition to addressing the strategic objectives of the State Government in its residential development and regional growth aims, the affected area provides a unique opportunity for the development of major recreational facilities by the accommodating the relocation of the Murray Bridge Racing Club and establishing a best practice thoroughbred training facility. The importance of the relocation of the racecourse for Thoroughbred Racing SA is clearly stated and supported in the TRSA strategic plan.

#### **3.4.2 Agricultural Potential**

The affected area is 809 hectares of agricultural land, currently zoned Primary Industry Zone Policy Area 15 – Central Area. The Primary Industry Zone has been in place only since the approval of the Rural City of Murray Bridge Primary Industry Zone DPA on 13 March 2008 and consolidated into the Development Plan on 5 June 2008. The Primary Industry Zone DPA altered the zoning of the affected area from the Rural Zone – Central Area Policy Area to the Primary Industry Zone – Policy Area 15 – Central Area. The Primary Industry Zone DPA effectively renamed the existing Zone and Policy Area and updated policies relating to primary industry. The Primary Industry Zone did not substantially alter the policy intent of the Central Area, particularly in relation to land uses anticipated within the Central Area and subsequently the affected area.

A strategic assessment was undertaken by Primary Industries and Resources in 2006 to summarise the current state of agricultural development around Murray Bridge and provide data to inform future substantial changes to planning policy for the Murray Bridge area.

The PIRSA report indicates that the majority of the value of agricultural production at Murray Bridge is from intensive dairy, pig meat, chicken meat and horticultural industries. The affected area does not support any form of intensive agricultural production.

A strategic assessment was also undertaken by PIRSA to identify areas as high priority for retention for agricultural pursuits, so such areas would be excluded from deliberations about urban development. Similarly, areas were identified as medium and low priority for retention for agricultural activities. In addition to areas sought for retention for primary production, the PIRSA report also identifies important processing, storage/distribution and supporting facilities associated with existing primary production, for example the abattoirs.

The priority assessment undertaken by PIRSA identifies the affected area as a low priority area and specifically states that the affected area is within a L2 classification, that is:

Broad [hectare] agricultural land situated to the north, west and south of Murray Bridge and west of the River Murray. Current land use is predominantly cereal cropping and dryland pastures. Land to the south of the freeway comprises a gently sloping broad low hill with isolated to frequent dunes draped over the surface. The soils range from shallow sandy to sandy loam over sheet or rubbly calcrete. The limitations of these soils are shallow depth, low water holding capacity, very low fertility, water repellence, and susceptibility to wind erosion. Subsoils, where present, are often dispersive clays. Surface stone or where the sheet or rubbly calcrete occasionally outcrops, makes these areas non-arable. The dunes have deep sands, which are low fertility, possibly water repellent and prone to wind erosion.

Furthermore the PIRSA report does not identify the affected area as a potential area for chicken industry development, nor the majority of the area as having potential for pork industry development.

The agricultural analysis undertaken by PIRSA – the Strategic Analysis of Primary Industry (Figure 7), demonstrates that the loss of the low priority affected area from agricultural production would not adversely affect future high priority areas for primary industries.

### **3.4.3 Interface with the South Eastern Freeway**

The Murray Bridge (RC) Development Plan, as determined by Council Wide Principle of Development Control 106, requires a visual buffer of 500 metres to be provided adjacent to the South Eastern Freeway:

**106** Development within 500 metres of the South Eastern Freeway and Swanport Deviation Road should be sited and managed so as to protect the significance and visual qualities of the corridor.

The affected area immediately adjoins the South Eastern Freeway and subsequently part of the area is within the 500 metre corridor that requires appropriate visual impact management. It should be noted that a large area of native vegetation is located adjacent to the on-ramp in the north-western corner of the affected area and within 500 metres of the South Eastern Freeway, which assists to achieve a natural outlook for, and screening of, future development from higher land.

The concept for the Murray Bridge Racecourse and Training Centre and Equine and Residential Estates contained in this DPA analysis illustrates that a 500 metre visual corridor is proposed to be established adjacent to the northern boundary of the affected area.

The policy framework for this DPA proposes to replicate the visual buffer on the south side of the freeway to establish a corridor as shown on the Structure Plans and the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan (refer Figure 2), both of which note the 500 metre visual buffer and clearly identify areas of existing native vegetation to be protected. The area within 500 metres of the South Eastern Freeway is proposed to be within an Equine Recreation Policy Area to be used for revegetation, pasture, horse training and agistment paddocks, and sand and cross country training courses supported by associated horse-related recreational activities, open space, water storage and vegetation protection. The policy framework proposed limits structures within the visual buffer to be of a low scale directly associated with the equine activities.

The policy framework protects and enhances the visual corridor from the South Eastern Freeway, in accordance with the current requirements of the Development Plan.

A

### Murray Bridge - Strategic Analysis of Primary Industry



**Priority Areas for Primary Industry**

**H1** - This area is located in the northern part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**H2** - This area is located in the western part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**H3** - This area is located in the eastern part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**H4** - This area is located in the central part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**H5** - This area is located in the southern part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**H6** - This area is located in the northern part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**H7** - This area is located in the northern part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**L1** - This area is located in the eastern part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**L2** - This area is located in the northern part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**M1** - This area is located in the central part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

**M2** - This area is located in the central part of the city and is primarily residential. It is a high priority area for the development of primary industry due to its proximity to the city and the availability of infrastructure.

#### **3.4.4 Interface with Adjoining Industrial Activities**

The affected area is located to the north-west of the industrial activities located within the General Industry Zone (Mobilong), which include extractive activities, waste management facilities and general industrial activities.

It is noted that prevailing winds are generally from the south and south-west and these climatic conditions have been taken into account when developing the concept plans and subsequent policy framework for this DPA.

The Rural City of Murray Bridge operates a solid municipal waste facility on Brinkley Road, south of the affected area. The site has historically included a landfill, which has not operated since July 2007 following a fire on the site. At present, the domestic kerbside waste collected from Murray Bridge residents and the majority of commercial contractors utilise the Hartley waste landfill facility. The waste transfer station on the site continues to operate. In accordance with the Environmental Management Plan for the Brinkley Road Landfill (May 2008) and the EPA Guidelines for Separation Distances (draft) the separation distance from the 'activity boundary' is 500 metres to the nearest sensitive land use.

In accordance with the concept for the Murray Bridge Racecourse and Training Centre and Equine and Residential Estates a 500 metre buffer is established from the existing industrial activities and proposed sensitive land uses, particularly residential development within the proposed Residential and Equine Recreation Zone. The policy framework supports non-sensitive commercial development in the vicinity of the corner of Brinkley Road and Usher Road where it adjoins the existing industrial zone. The separation between the existing industrial land uses and proposed residential uses is further enhanced by the proximity of the open lands associated with the racecourse and ancillary activities.

The policy framework will incorporate specific provisions relating to occupation of this interface.

#### **3.4.5 Interface with Adjoining Primary Production Activities**

The affected area would continue to adjoin broad hectare low intensity primary production activities to the south and west. The area to the east, which is currently used for primary production activities, is identified in the Urban Growth Plan for future urban development, in accordance with Development Plan policies.

Current agricultural activities within the area are limited to grazing and cropping. Intensive agricultural activities are unlikely to be developed within the locality of the affected area due to the poor soil conditions identified in the PIRSA Assessment Report. Accordingly any interface with the adjoining primary production activities should address potential noise, airborne pollutants and traffic impacts.

In accordance with the concept for the Murray Bridge Racecourse and Training Centre and Equine and Residential Estates substantial parts of the affected area on the rural interface adjacent to Usher Road incorporate either commercial land uses or rural living allotments for equine purposes. The larger size of the rural living allotments permits greater separation between equine, residential and primary production uses. The residential areas adjacent to Usher Road and Koehler Road are anticipated to be developed as the third and final stage of the residential component of the development of the affected area and incorporate landscaped buffers adjacent to these roads sufficient to address potential impacts.

In addition to the physical separation of sensitive and primary production land uses, the policy framework incorporates specific provisions relating to the interface between land uses.

#### **3.4.6 Site Contamination**

The affected area has been used for general farming pursuits for an extensive period. Discussions with the owners of the property indicate that farming activities in the affected area

have been limited to grazing and cropping, with the use of herbicides and pesticides but no intensive agricultural activities having been undertaken. Similarly the owners of the property are not aware of any activities occurring on the site that are likely to have caused site contamination. On this basis, it is considered that the issue of contamination can be further explored, and is most appropriately dealt with, at the development application stage where detailed subdivision and development design investigations are undertaken.

### **3.4.7 Heritage**

There are no listed State or Local Heritage Places in the affected area.

In relation to Aboriginal heritage, previous land use activities indicate that there are unlikely to be any Aboriginal heritage sites or artefacts within the affected area.

Preliminary consultation with the Aboriginal Affairs and Reconciliation Division, Department of the Premier and Cabinet confirms that the Central Archive, which includes the Register of Aboriginal Sites and Objects, has no entries for Aboriginal sites within the proposed works locations. Should an Aboriginal site or artefact be discovered during the course of the development, the proponent must report the discovery to the Minister for Aboriginal Affairs as soon as practicable. In a large broad hectare development sufficient flexibility exists to manage any such discoveries.

### **3.4.8 Vegetation**

Existing native vegetation is sited in scattered patches throughout the affected area. A vegetation assessment was undertaken by Dean Nicolle, Currency Creek Arboretum–Eucalypt Research to inform the concept plan of the DPA and the policy framework.

The vegetation assessment identified 21 areas of native vegetation, each assessed in terms of its significance for retention. A summary of the findings is illustrated on the attached Figure 8. Each area identified with high retention value and also some areas of medium retention value have been nominated on the concept plan and identified in the policy framework for retention. The largest area of native vegetation located on the north-western corner of the site is located within the visual buffer zone adjacent to the South Eastern Freeway. Other areas of native vegetation to be protected are located within the open space recreation areas, while other smaller and some linear patches have been incorporated into the concept for future development as landscaped buffers.

The retention of the native vegetation is incorporated into the policy framework by identification on the Structure and Concept Plans, as well as by way of specific policy. In addition, a new table is proposed to be incorporated in the Development Plan which provides a vegetation schedule to be used when developing the affected area.

The Vegetation Assessment Report contains further recommendations regarding the management of the vegetation, which would inform the detailed design of the affected area and may be incorporated in future development agreements.

### **3.4.9 Market Assessment**

An assessment of the supply and demand drivers for the various components of the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan (refer Figure 2) has been undertaken by Realty Solutions Australia to inform this DPA.

In relation to the racecourse elements of the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan (refer Figure 2), the demand drivers identified by Realty Solutions Australia include:

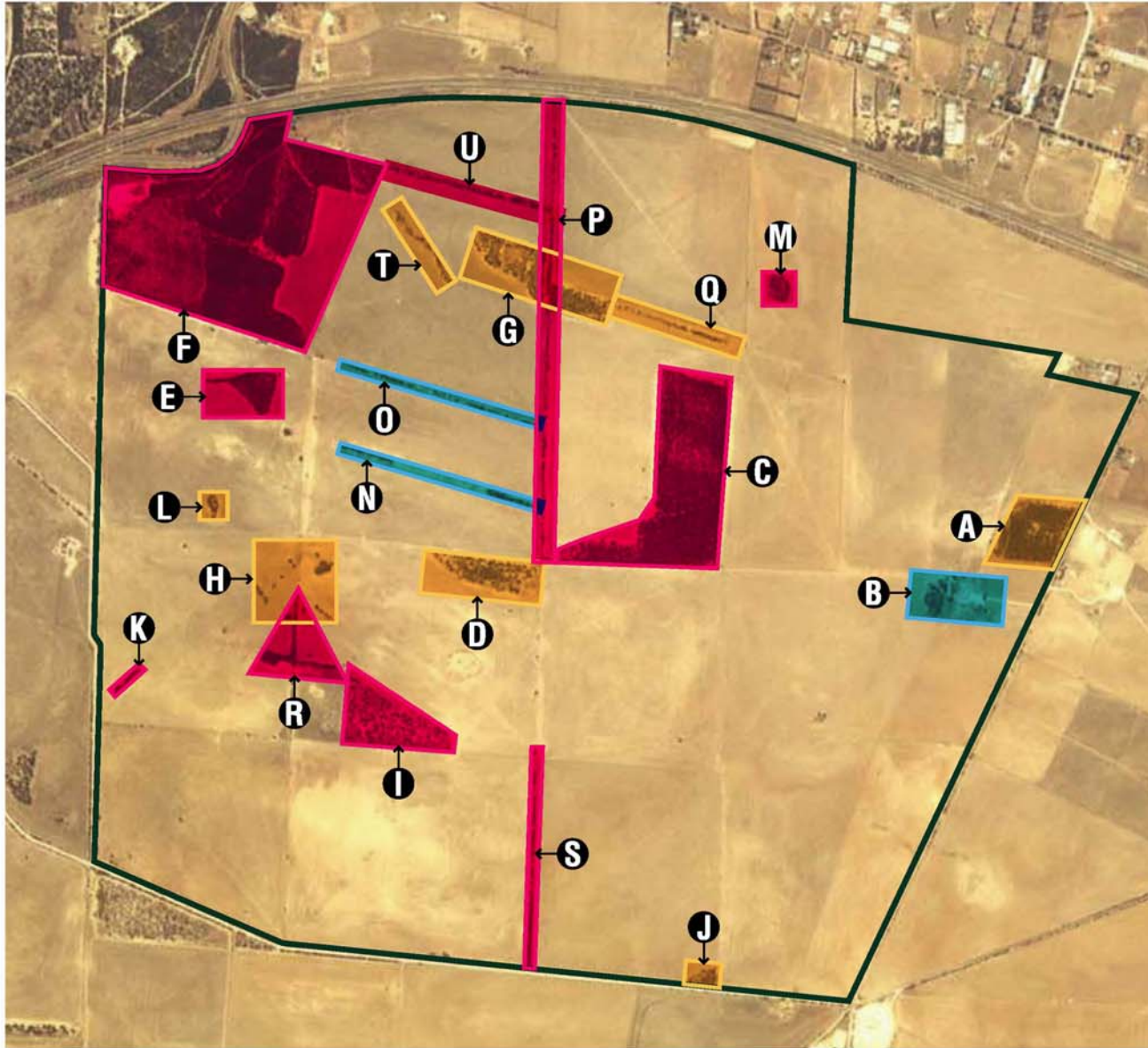
- the Murray Bridge Racing Club's desire for a best practice (multi-track state of the art facility) thoroughbred racing and training facility - a non-metropolitan hub;
- the ability to expand racing industry capacity to retain up to 700 horses adjacent to the core facility 'on site';

- provide a South Australian racing hub linked to metropolitan Adelaide, Southern Regions, Southeast and eastern states markets; and
- the ability to expand the racing offering to training academies, other equestrian activities and functions.

An area of approximately 100 hectares is allocated to accommodate the racetracks, training facilities, racing industry services and associated parking and ancillary features. The area is considered appropriate to accommodate all of the racecourse elements and to meet the identified market demands.

Realty Solutions Australia has identified that there is interest in the equine rural living allotments from local, state/regional and national trainers to use the proposed new racecourse and training facilities. In addition, other equestrian user groups have indicated an interest in the equine rural living allotments due to the wide scope of training facilities (cross country track, swimming, trail riding etc) incorporated in the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan





**RETENTION RECOMMENDATION**

- Low
- Medium
- High



NOT TO SCALE

**REMNANT  
NATIVE VEGETATION**  
by Dean Nicolle  
**FIGURE 8**



(refer Figure 2). Market analysis undertaken indicates that the rural living allotments need to incorporate a range of allotment sizes to provide flexibility to the varied site and stabling demands of the thoroughbred racing industry and other equestrian user groups.

The area of Equine Rural Living allotments, also referred to as the Equine Estate or Training Estate in the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan (refer Figure 2), is considered to be of an appropriate size to accommodate the identified horse training industry demand.

A detailed analysis of residential supply and demand has been undertaken by Realty Solutions Australia, using market analysis as well as the findings of the Urban Growth Plan. In relation to the demand drivers for residential development within the affected area, the Realty Solutions Australia Market Assessment Report reveals that:

It is anticipated that the same affordability and accessibility market drivers which fuelled the Mt Barker market could be expected to apply to the future Murray Bridge residential market, due to the combination of the following factors:

- the growth of industries supported by a semi-skilled workforce – requiring affordable housing outcomes,
- the potential increased perception and acceptance of commuting opportunities between Murray Bridge and Adelaide, and indeed, Murray Bridge and Mt Barker, and
- the current and expected future cost of land (and inherent pressure on affordability) in alternative outer metropolitan locations such as Mt Barker and the opportunity for Murray Bridge to offer an accessible and affordable solution.

Therefore, it is anticipated that the QED forecast demand for housing, combined with the compounding market drivers of affordability and accessibility – as experienced in Mt Barker over recent years, may result in the need for Murray Bridge to provide housing significantly in excess of the identified 7,500 additional houses, over the next 20 year period.

Realty Solutions Australia notes that the Urban Growth Plan identifies a range of significant land parcels that could 'technically' be developed to meet projected demand. The Market Assessment Report concludes that much of this 'capacity' is located in the existing urban areas and while being highlighted in the Urban Growth Plan report as having the 'potential for intensification', it is noted that these areas predominantly comprise hundreds of individually owned larger allotments generally used for small scale market gardening, country living, intensive agricultural pursuits or are subject to marina development. While the theoretical subdivision of these allotments is possible, their practical application for growth and development is limited due to the extent of land fragmentation represented by individual ownership of the allotments, leading to:

- no control over the timing
- no control over a consolidated coordination of any large scale development
- no control over which parties may be willing to redevelop, if at all
- a likely loss of any economies of scale potentially achievable in a consolidated large scale development (including site works, infrastructure upgrade etc)
- certain areas subject to future rezoning and viability of infrastructure provision not being known.

So it is highly probable that the number of practical allotments (actual supply) would be significantly fewer than the forecast total capacity and while difficult to quantify, it can be assumed that the potential total residential allotments achievable in a more unstructured and fragmented development approach may fall within the following indicative range:

- High Estimate 75% of QED forecast
- Mid Range Estimate 50% of QED forecast
- Low Estimate 25% of QED forecast.

Assuming that the mid range estimate of 50% of the QED report forecast is perhaps a more realistic and probable level of development achievable, the level of total expected supply could perhaps be, say approximately 4900 residential allotments, excluding the existing Murray Bridge Racing Club and the affected area.

The Market Assessment Report concludes that:

a guaranteed long term supply of residential land is considered essential to ensure a cost effective infrastructure solution to deliver affordable housing for a semi-skilled workforce – who are anticipated to provide the backbone of future sustainable economic growth at Murray Bridge.

In the context of the future residential development sites identified in the QED Urban Growth Plan, the Murray Bridge Racing Club (MBRC) training centre and residential estate is deemed to be the main site that has the capacity to deliver a substantial number of residential allotments as:

- the land is owned/controlled by one party, thereby enabling comprehensive master planning
- the intent/capacity of MBRC development group and the Rural City of Murray Bridge is to facilitate the desired outcomes
- the commencement of the development could be undertaken in the short term
- the land is earmarked to be fully redeveloped and can be released on a staged basis over 15-20 years, thereby guaranteeing capacity could match demand with supply on a long term sustainable basis
- there is capacity to provide cost effective infrastructure delivery on a staged basis
- the proposed development would be financially viable at current market indexes (take up rate, allotment prices etc)
- the proposed development would be underpinned by core racing elements as a statewide regional industry hub with associated multiplier benefits (employment, tourism, visitors etc)
- there is significant open space elements for a wide range of user groups
- there is capacity for retail, commercial support and community services and facilities (master planned and underpinned by MBRC's core activities)
- the development has the ability to deliver cost effective infrastructure solutions to ensure a broad range of housing options (including affordable housing).

#### **3.4.10 Interrelationship with Murray Bridge Township**

The affected area is an integral and strategic development site identified in the Urban Growth Plan. The forecast population of 30 000 is nearly 2.5 times the 2001 population figure. The Urban Growth Plan identifies the significance of this level of population increase and its impacts on infrastructure provision. The capabilities of existing services, transport and social infrastructure were reviewed in the preparation of the Urban Growth Plan. The Urban Growth Plan recognises that considerable upgrades would be required to meet the forecast demand, but these are considered in detail in determining the localities suitable to accommodate the urban expansion of Murray Bridge.

A key outcome of the Urban Growth Plan is to facilitate the development of key sites within Murray Bridge to provide long term community value. The development of large scale, high profile sites is viewed by the Urban Growth Plan to provide significant opportunities for partnerships between the private sector and government to develop master plans and guide development to deliver best practice economic, social and environmental outcomes.

The affected area could incorporate about 3500 residential allotments to be staged over 15-20 years and accords with the outcomes sought in the Urban Growth Plan, prepared by QED, which predicts significant population growth due to increased economic activity in the region. The affected area provides an opportunity for a substantial portion of the additional dwelling demand of 7500 to be accommodated within a 'master planned' development. The benefits of the affected area include its greenfield nature that allows for private-public partnerships as identified in the Urban Growth Plan. The benefits of the affected area's availability for residential development are detailed in the Market Assessment Report by Realty Solutions Australia as outlined above.

A compact form of urban growth is supported by the Urban Growth Plan, however, the plan recognises that current residents and new entrants to Murray Bridge will want a range of housing choice and services built in accessible locations. For this reason, the Urban Growth Plan incorporates a range of land use options in the central, southern and eastern sections of Murray Bridge. The affected area is recognised by the Urban Growth Plan as an appropriate development site, for the following reasons. It:

- provides for large scale development opportunities
- has potential for significant water harvesting
- provides opportunities for networks of open space
- provides an opportunity for a range of residential uses, including rural living
- provides an opportunity for tourism development associated with the relocated racecourse.

These reasons contributed to the Urban Growth Plan's identification of the area south of the South Eastern Freeway as a key residential development opportunity.

The development of the affected area has been master planned to provide a range of commercial, retail and community facilities for the racecourse and associated horse training industries, as well as the anticipated population. The Concept Plan for the affected area anticipates the mix and locality of land uses and this is supported by the policies, particularly the Desired Character statements of the Zone and Policy Areas. The size and extent of the retail activities anticipated are considered suitable to meet the needs of the immediate population that they are to serve, without impacting upon the core retail activities within the town centre of Murray Bridge. Policies are included in the DPA to ensure the retail activities are of a suitable size and not developed prematurely.

The Urban Growth Plan did not consider the area south of the Freeway limited due to separation, but rather acknowledged that the affected area provides an opportunity for a unique integrated development incorporating the relocation of the racecourse, development of equine training facilities and residential development. The affected area provides for an appropriate relocation of the Murray Bridge racecourse due to its accessibility to residents of Murray Bridge and visitors. Furthermore, the relocation of the racecourse provides substantial development opportunities for redevelopment of the existing racecourse which is currently located within the township and is zoned for residential purposes.

Although the affected area is located south of the South Eastern Freeway, it is not segregated by the Freeway in a manner that creates issues of accessibility. As detailed in the Murray F Young and Associates Traffic Impact Assessment Report, the subject land, while located on the southern side of the South Eastern Freeway, has easy access to the centre of Murray Bridge via Brinkley Road and the freeway 'underpass' and Maurice Road and Mulgundawah Road or via Martin Road, Jervois Road and Swanport Road. The Martin Road and Jervois Road junction provides the central freeway interchange to Murray Bridge, while the western freeway interchange is via Brinkley Road and Old Swanport Road, providing the 'affected area' with ready access to the South Eastern Freeway.

#### **4.0 PHYSICAL AND SOCIAL INFRASTRUCTURE CAPABILITY**

The Urban Growth Plan undertook extensive investigations of infrastructure provision for the Rural City of Murray Bridge. It identified a number of infrastructure techniques sought to be adopted in any future urban development. A number of these measures are relevant to the future development of the affected area and subsequently the policy framework for the proposed Residential and Equine Recreation Zone. These measures include:

- encourage energy and water efficient housing designs, such as considering lot sizes, layout, orientation, shading, solar heating, gardens, appliances etc;
- use of in-house rainwater collection and re-use practices;
- use of stormwater from existing basins and developing further stormwater harvesting techniques;

- exploring the opportunity to use treated effluent (domestic and other) within the Murray Bridge community;
- capitalising on the use of existing infrastructure in the area, such as gas transmission pipelines, and rail and road transport corridors; and
- explore means to minimise water losses by “closed water systems” (via re-use and recycling) in residential and commercial developments.

In accordance with the desired outcomes of the Rural City of Murray Bridge Urban Growth Plan, the proposed method of infrastructure provision for the affected area has been based on achieving environmental sustainability as discussed below for specific physical infrastructure and urban services.

#### **4.1 Water Supply and Quality**

Current water supply and water quality servicing Murray Bridge are described in detail in the Urban Growth Plan. The following summary from that plan provides the context to examine the provision of water to the affected area and the proposed water initiatives for the capture and reuse of water within the proposed Residential and Equine Recreation Zone. The key features of the current water supply system include:

- SA Water is responsible for the potable water supply to Murray Bridge
- water is drawn from the River Murray from the Murray Bridge Pump Station
- this pump station serves the Murray Bridge-Onkaparinga pipeline, being one of two major pipelines which provide River Murray water to Adelaide
- this pipeline provides water to the Murray Bridge water filtration plant, and current peak daily demand on the plant is reported to be approximately 28ML/day
- treated water from the plant is pumped via a pipeline along to the White Hill storage tank, located near the Adelaide Road Freeway interchange, at an elevation of 103m AHD (Australian Height Datum)
- this tank then supplies water as a single pressure zone under gravity feed to the City of Murray Bridge
- as water for the filtration plant is supplied directly from the Murray Bridge to the Onkaparinga pipeline, it has been assumed that the quantity of water available from the pipeline will be suitable for the projected growth
- the transfer pipeline from the Treatment Plant to the White Hill Storage is most likely to be suitable to serve a population of 30 000, but only given that additional storage is provided
- the current White Hill Storage will be insufficient for the proposed population (regardless of the transfer main size) and will require significant upgrade
- Murray Bridge’s water supply has limited pressure due to the relative elevation of the White Hill tank and ideally, additional storage would be at a higher elevation. In particular, proposed development to the west and south west of the City, which are on elevated land (i.e. above 60m AHD), will require the water supply pressure to be increased.

A portion of the affected area is located above an elevation of 60m AHD. Land above this elevation has been identified in the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan for future residential development purposes. In accordance with the findings of the Urban Growth Plan, which seek to minimise development above the 60 AHD until infrastructure upgrades occur, this area for future residential development is the third of the three stages identified for residential use and is not expected to be developed in the short term.

Infrastructure to bring the water required to accommodate the anticipated urban growth for Murray Bridge is provided within the Urban Growth Plan, Final Report 2007 and broadly relates to water pressure and supply, along with storage requirements at the White Hill storage facility. Specifically, in relation to the proposed Residential and Equine Recreation Zone water supply; this would be subject to an augmentation charge and establishment of pumping to areas above the 60m AHD elevation. Further investigations regarding the expansion of the White Hill storage capacity to serve longer term township growth will therefore be required if and when the development of the Equine Estate proceeds (as discussed in the Urban Growth Plan, Final Report 2007). The domestic water supply to service the residential and commercial elements of the Equine Estate will therefore be drawn from the River Murray.

Currently the Murray Bridge Racing Club has a water licence to supply its racetrack and surrounds. The licence allocation is 180 000KL per annum, which is drawn from the River Murray. Investigations undertaken by Gilbert and Associates to inform this Development Plan Amendment conclude that 'based on the development's capacity of stormwater capture, harvesting and reuse, it is possible to re-allocate a portion or all of this water licence...making it a non-dependent development site'. Stormwater harvested from future urban areas is expected to increase in volume to a point where there is sufficient capture to replace the racecourse's reliance on the River Murray. The reduction and expected longer term elimination of the racecourse's need to draw water from the Murray River to water the racetracks and environs is a significant benefit to the sustainability of River Murray water resources.

## 4.2 Water Sensitive Urban Design

Water sensitive urban design (WSUD) techniques, as described by Gilbert and Associates, are integral to the future urban growth of the affected area. Water sensitive urban design comprises many initiatives to manage the urban water cycle, such as water consumption, water recycling, waste minimisation and environmental protection.

The WSUD techniques considered appropriate for the affected area and to be incorporated in the Residential and Equine Recreation Zone include:

- household rainwater tanks
- roadside swales
- vegetation buffers
- detention/retention ponds and wetlands
- balancing ponds for treatment of wastewater.

To enable the development to reduce its need for potable water supplies, opportunities for 'grey water' reuse were considered by Gilbert and Associates. Wastewater would be treated and used to irrigate open space areas and could potentially be supplied directly to residential allotments through 'greywater' reuse systems for irrigation and toilet flushing.

Installation of rainwater tanks to all new dwellings is mandatory in accordance with State Government legislation. Rainwater tanks installed in the residential areas of the affected area could provide an opportunity to significantly reduce demand on potable drinking water within the development. The size of the allotments proposed within the affected area would allow the installation of at least a 3000 litre modular tank on each allotment. The harvested water from these tanks will be required to be utilised for toilet flushing and outdoor use. In addition to the benefits of utilising the rainwater within the dwelling, the capture of this water reduces stormwater runoff volumes and the pollutants associated with that runoff.

In addition to the above stormwater management strategies it is anticipated that stormwater harvested from future urban development within the affected area is expected to increase in volume, to a point where there is sufficient capture to replace the racecourse's reliance on the River Murray. The reduction and expected longer term elimination of the racecourse's need to draw water from the river, which currently involves an annual water allocation of 180 000KL, to water the racetracks and environs is a significant benefit to the sustainability of River Murray water resources.

## 4.3 Stormwater

The urbanised area of Murray Bridge generally relies on the River Murray as the receiving waterway for all stormwater generated within the city, although in recent times additional underground drainage and detention basins have been installed to a 100 year ARI standard.

The Urban Growth Plan identifies stormwater infrastructure constraints for strategic development sites in Murray Bridge. In relation to the affected area, the Urban Growth Plan indicates that:

It is likely that residential development south of the Freeway would need to be directed to a central wetlands precinct, located within the existing depression through this area. The wetlands would need to be designed to ensure that all runoff, both from the adjoining Residential area, overflows from the Rural Avenue wetland, Schwerdt Road precinct and the Freeway itself are contained such that rural land to the south is not adversely affected.

Currently there is a small stormwater pond located immediately north of the affected area within the southern road reserve of the South Eastern Freeway.

Investigations undertaken by Gilbert and Associates identify the need to provide additional stormwater infrastructure within the low-lying parts of the affected area. The features of the stormwater management system identified as suitable for the affected area and required in the proposed Residential and Equine Recreation Zone include:

- the use of swales or depressions along roadways and within central road medians
- swales to be planted with appropriate landscaping species, such as long grasses to assist the removal of debris and litter from stormwater flows, facilitating pollutant settlement and retention
- swales to be designed to be an attractive feature of urban landscape
- roadside reserves and vegetation buffers used as areas for direct collection of water from roads, to encourage water cleansing and management by reducing runoff velocities and volumes prior to flowing into swales
- wet and dry detention/retention ponds appropriately landscaped to be a feature of the urban landscape, providing an appropriate environment for local plant and animal species
- storage of water during low outdoor usage periods, which generally coincide with high rainfall periods (May to October) in wetland areas to meet the yearly irrigation needs
- the anticipated storage volume required is 78 600 cubic metres to be detained on site to ensure that the predevelopment flow rate conditions are maintained.

The Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan identifies substantial areas of land allocated within the racecourse environs for amenity, open space or recreation use to accommodate a diverse wetland system comprising wet and dry ponds with the capacities identified by Gilbert and Associates.

With an average annual rainfall in Murray Bridge of 340 mm per year, the water budget investigations by Gilbert and Associates indicate that there is insufficient capacity under normal climate conditions from stormwater catchment alone to establish a permanent water body to provide for the annual irrigation needs of the residential, training and racecourse elements. Subsequently their recommendation is that the onsite detention basins are best used to collect and apply urban stormwater for reuse within the racecourse and dedicated reserve areas, excluding areas of remnant native vegetation. Residential development within the affected area would use potable water from SA Water, supplemented by the reuse of collected rainwater on individual dwellings.

Should treated wastewater from either an on-site package sewage system or reuse on a 'buy-back' scheme be available from SA Water from an off-site treatment plant, then capacity is likely to be available to store and use stormwater for residential development and store this treated wastewater within the wetland area, which can be used to irrigate the racecourse and surrounds and potentially be reticulated to residential properties.

#### **4.4 Sewer**

This section discusses the options available for the provision of sewer infrastructure to the affected area.

The existing sewer network and its constraints have been investigated as part of the Urban Growth Plan. This plan indicates that the existing township sewage treatment infrastructure is nearing capacity and has limited potential to accommodate new urban growth.

In particular, the Urban Growth Plan notes the following in relation to the sewer network:

- Murray Bridge is serviced by a sewer network, which was constructed in the early 1970s and is owned and operated by SA Water;
- sewage is pumped to the Murray Bridge Wastewater Treatment Plant (WWTP), located off Roper Road (near Redgum Court) and adjacent to Long Island Marina;



- since 1993 treated wastewater has been pumped to a 71 hectare wetland system and a portion is used to irrigate grounds at the Australian Army's Murray Bridge firing range, approximately 6km east of the WWTP site;
- both the collection and treatment systems are reported to be near or at capacity. As such any significant development will present notable issues. SA Water do not anticipate the current sewer infrastructure (both collection and treatment) to handle any significant additional growth in Murray Bridge;
- additional significant demands on the collection system are likely to require separate collection measures;
- relocation and replacement of the WWTP is seen as a significant element of the Murray Bridge Urban Growth Plan;
- SA Water are currently reviewing the existing treatment plant with a likely view of relocating the plant, in approximately the Year 2012; and
- SA Water advises that where existing sewer infrastructure requires extension, or new approach mains are required to serve any proposed development, then the Developer will be required to meet the costs associated with these works. An augmentation charge for new development areas is also likely to be levied, as a contribution to capital works upgrades.

In this context, Gilbert and Associates have undertaken further investigations concerning the provision of sewer infrastructure to service the anticipated urban growth within the affected area. During these investigations Gilbert and Associates were informed that while feasibility studies had commenced on a new waste water treatment plant (WWTP) for Murray Bridge, it was unlikely that such a facility would be operational within the next 5 to 7 years. Two options are subsequently available for the supply of sewer infrastructure to the affected area, on the assumption that development would commence prior to new WWTP being developed by SA Water. The first option would be development of a temporary treatment plant on the site for the interim period until a new SA Water WWTP is established. Alternatively, a stand alone package sewage treatment plant could be developed within the affected area to an appropriate capacity to serve the anticipated urban growth within the area.

Development of a wastewater treatment plant within the affected area, whether as an interim measure or as a permanent component of infrastructure, is possible and also advantageous for the future reuse of treated waste water. Significant areas of land are available for the siting of plant and equipment associated with a treatment plant, along with areas for treatment lagoons. The Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan identify a suitable location for a treatment plant, which is within the recreation area, but outside of the visual buffer from the South Eastern Freeway. A treatment plant and lagoons may be sited with suitable separation distance provided from proposed residential areas. In addition the siting of the treatment plant and lagoons on the northern side of residential areas is also advantageous given prevailing winds are generally from the south and south west whilst the plant is still well removed from the existing township 500 metre further to the north.

The current practice of SA Water to allow for the commercial reuse of treated waste water demonstrates the ability for waste water to be made available locally for irrigation purposes. The Urban Growth Plan notes that the Rural City of Murray Bridge is seeking to maximise the potential for treated waste water reuse in the township. Investigations undertaken by Gilbert and Associates for this Development Plan Amendment identifies that:

Treated wastewater or reclaimed effluent from developments can, after being appropriately treated to required standards, be reused for irrigation of public reserves, revegetation areas and the like. Given the limited supply of water in Murray Bridge, and to reduce reliance on the River Murray, treated water is a valuable resource and is currently a tradeable commodity in the region. Further opportunities may also exist to sell reclaimed water from the development to adjacent property owners and possibly agricultural enterprises.

A treated wastewater balance model prepared by Gilbert and Associates for the affected area notes that:

Existing current data indicates that the average person generates approximately 170L/day of wastewater. Assuming an average occupancy of 4 persons per house over the anticipated 3500 allotments, a daily waste water volume of some 2,380KL will be generated.

In order to provide treatment of waste water to 'Class 2' standards lagoons with a total combined volume of 172,000m<sup>3</sup> would be required.

These lagoons would need to be located within the open landscaped areas in the development away from the residential properties with treated water being pumped back to the upper reaches of the wetlands. This would enable further treatment through the wetland environment prior to being reused on irrigated areas.

The water from the treatment lagoons could be supplied directly to allotments through 'grey water' reuse systems for irrigation and toilet flushing.

It is estimated that cost to build these waste water treatment lagoons would be in the order of \$5.5M but would generate some 883ML of reclaimed water per year or \$0.91M per year in equivalent potable water costs.

The investigations by Gilbert and Associates indicate that onsite waste water treatment is a suitable and achievable outcome to service the proposed Residential and Equine Recreation Zone should a new SA Water WWTP not be established in a time period commensurate with the expected commencement of development within the affected area. Should a new SA Water WWTP become operational in a time period suitable to the development of the affected area, there would be significant advantages for the developers of the affected area to investigate a "buy back" scheme for treated waste water to be utilised for irrigation purposes and/or a grey water recycle system reticulated to residential properties, thereby releasing the reuse of the stormwater proposed to be collected within the affected area for racecourse purposes.

#### **4.5 Electricity**

A description of the electricity infrastructure currently servicing Murray Bridge and its potential to accommodate future urban growth is contained within the Urban Growth Plan. This plan identifies the following status of township electricity infrastructure:

- ElectraNet is responsible for the transmission of high voltage, large capacity electricity in South Australia;
- electricity is transmitted to the Murraylands area via 132kV transmission lines connected to the Adelaide Hills region and the State's main electricity generation sources;
- the Murraylands region also has access to interstate generation via the SA – Victoria Interconnection which connects to the Taillem Bend 275/132 kV substation;
- Murray Bridge is provided with electricity from the 132/33kV Mobilong substation, located at the intersection of Mannum Road and Wilkin Road, approximately 6km north of Murray Bridge. The Mobilong substation consists of two major transformers that subsequently feed two 33kV sub-transmission lines that provide electricity to Murray Bridge;
- Electranet are of the opinion that the transmission network through the Murraylands region has sufficient capacity to meet the demands of the projected growth at Murray Bridge, particularly given the recent upgrade of the Paracombe to Mobilong transmission line;
- however, Electranet has identified (based on their own forecasts for power demand in the region), that additional capacity may be required at the Mobilong substation in approximately the Year 2026. This could be accommodated by providing a third transformer at the substation;
- as the two substations within Murray Bridge are operating near their ratings for peak power demand, the additional demand generated through the proposed growth will need to be met via upgrades to these two substations. This can be achieved by providing additional transformers and feeder exits;
- it is likely that one or more additional substations will need to be constructed where significant areas of development are proposed; and
- development of all areas, except those close to the existing substations (such as the existing racecourse and golf course) are expected to have significant augmentation costs.

Investigations by Gilbert and Associates indicate that electricity can be supplied to the affected area subject to the associated augmentation costs, construction of an electricity supply main and the possible provision of a substation. The provision and possible location of a substation requires further assessment during the development life of the affected area and other potential development within the locality. Should a substation be required within the affected area, there are suitable locations within the commercial or recreation areas that could

accommodate a site of one hectare required for a future substation that would minimise its visual impact.

#### **4.6 Gas**

Murray Bridge is currently serviced by gas originating at Moomba. The gas is reticulated to Murray Bridge via a transmission line which is an offshoot of the Adelaide – Angaston - Riverland gas pipeline. Investigations undertaken as part of the Urban Growth Plan identifies that 'the existing gate station and infrastructure in the City is considered suitable to serve approximately 2,000 additional residential allotments. It is understood that any additional demands could be met by upgrading the gate station and second tier transmission pipe from the gate station to Eleanor Terrace'.

In addition to the existing gas service, the SEA (South East Australia) Gas pipeline, which provides gas from the Otway Basin in Victoria to Adelaide, was recently constructed through Murray Bridge. Part of this gas pipeline transverses the affected area.

The SEA Gas pipeline is a 450mm diameter, transmission pressure, bulk gas pipeline which primarily serves electricity generation and industrial demands in Adelaide. The SEA Gas pipeline does not currently provide gas directly to Murray Bridge. Investigations undertaken to inform this Development Plan Amendment indicate that SEA Gas have expressed an interest in providing gas to the affected area.

Should gas not be available from the SEA Gas pipeline, it is anticipated that gas would be available from the existing service with associated augmentation costs.

#### 4.7 Road Network and Traffic

The Urban Growth Plan identified a number of roads and intersections that would require upgrading or alteration should areas of significant urban growth occur. The Urban Growth Plan acknowledges that 'a more detailed traffic model as well as a more detailed review of the road network is required to confirm that these road and junction upgrades are warranted and can be feasibly constructed'. Detailed traffic modelling was outside of the scope of the Urban Growth Plan, however it did note that 'neither Council nor the Department of, Transport, Energy and Infrastructure should have to fund any road upgrades that result from development of land for commercial or residential purposes. Consideration should be given to entering into agreements with land owners for works outside of the site being undertaken as part of the development prior to the land being appropriately rezoned'.

In accordance with the desired outcomes of the Urban Growth Plan, a detailed assessment of the traffic implications associated with the development of the affected area in line with the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan was undertaken by Murray F Young and Associates (MFY). The report by MFY identifies the road network upgrades required to accommodate the forecast additional traffic volumes generated by future development of the site. In undertaking the investigations, MFY consulted with the Department for Transport, Energy and Infrastructure (DTEI).

The MFY report identifies that a number of new access points to the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan site are required, including three access points from Brinkley Road, two access points from Usher Road, and one access point from Koehler Road. The traffic and access investigations by MFY indicate that the primary access points which provide for the majority of traffic movements should be developed as collector roads which are orientated to direct traffic to and from the site. The internal road network should generally be a circulating system to provide appropriate vehicular, cycle and pedestrian connectivity through the subject site.

The following table provides an indicative staging plan for the future development and land division of the subject site based on the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan.

##### Indicative Staging Plan for Subject Site

Development Precinct	Development Timing	Total Years	No. of Allotments	Area (Ha)
Residential Precinct 1	Year 1 to Year 7	7	1,237	97 Ha
Residential Precinct 2	Year 8 to Year 12	5	870	58 Ha
Residential Precinct 3	Year 13 to Year 20	8	1,444	212 Ha
Training Park Estate	Year 6 to Year 8	3	55	107 Ha

It is forecast by MFY that approximately 32 000 trips per day will be generated by the residential and training park estate allotments, with 26,000 of these trips being distributed to the external road network. In addition to the residential and training park estate, consideration has been given to traffic generation associated with other nominated land uses of up to 3,000 additional trips. On this basis it is forecast that the proposed development will generate up to 29 000 trips per day.

Based on the above distribution of traffic volumes, forecasting of future traffic movements was undertaken at the following intersections:

- Old Swanport Road / Brinkley Road intersection
- Brinkley Road / Mulgundawah Road / Maurice Road/Hindmarsh Road intersection
- Old Swanport Road / Adelaide Road intersection

- Mulgundawah Road / Monash Road / Swanport Road intersection.

Based on the forecast future traffic volumes, MFY recommend a number of road upgrades to provide a safe and efficient road network in the vicinity of the affected area. The conclusions of the detailed investigations by MFY are illustrated on the attached Road Network Infrastructure Plan (Figure 9) and summarised below:

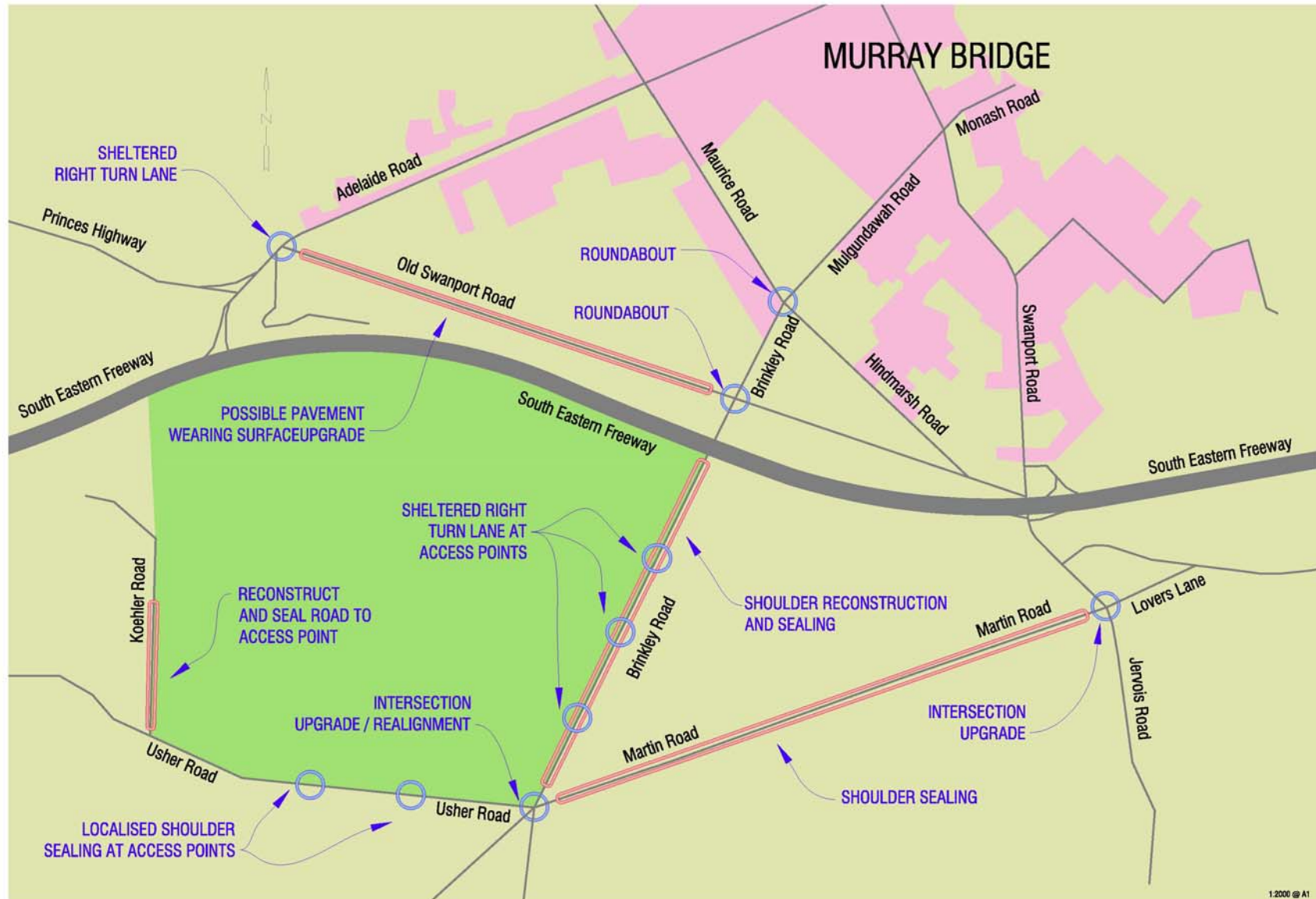
- (a) provision of sheltered right turn deceleration/storage lanes at proposed access points on Brinkley Road – Stage 1
- (b) reduce the speed limit on Brinkley Road, from the Freeway tunnel along the subject site's frontage - Stage 1
- (c) shoulder sealing of Brinkley Road along the subject site's frontage - Stage 1
- (d) installation of a roundabout at the intersection of Old Swanport Road and Brinkley Road - Stage 1
- (e) provision of a sheltered right turn deceleration/storage lane on Adelaide Road to accommodate additional right turn movements into Old Swanport Road - Stage 1
- (f) undertake a pavement assessment on Old Swanport Road, between Brinkley Road and Adelaide Road, to assess the impact of additional traffic volumes generated by the proposed development and reconstruct failing locations, if required to accommodate the development's additional traffic load - Stage 1
- (g) shoulder sealing along the length of Martin Road - Stage 3
- (h) provision of sheltered right turn deceleration/storage lanes on Jervois Road and its intersection with Martin Road and Lovers Lane - Stage 3
- (i) installation of a roundabout at the intersection of Brinkley Road, Mulgundawah Road, Maurice Road and Hindmarsh Road - Stage 2
- (j) upgrade the intersection of Brinkley, Usher, Martin and Schenscher Roads to safely accommodate the future traffic volumes which may include re-alignment of one of the approaches - Stage 3
- (k) reconstruction and sealing of Koehler Road, between Usher Road and proposed new road– Stage 3.

In accordance with the recommendations of the Murray F Young and Associates Traffic Impact Assessment, discussions have commenced between the Murray Bridge Racing Club Inc and the Rural City of Murray Bridge concerning the establishment of infrastructure agreements to provide for upgrades of the road network to occur as part of the development of the affected area at the time the development generates a demand on the road network for those improvements.

#### **4.8 Telecommunications**

Investigations regarding telecommunications undertaken as part of the Urban Growth Plan indicate that 'portions of potential residential development areas south of the Freeway are located over 5km from the Murray Bridge telephone exchange. These areas may have limitations connecting to older style ISDN broadband services. In such areas, "mini-exchanges" may need to be established instead, such that ISDN signals can be regenerated'.

In a manner similar to other infrastructure, new telecommunications services would be funded through agreements between the service provider (e.g. Telstra) and the developer. Based on advice provided as part of the Urban Growth Strategy and supplementary enquiries from Gilbert and Associates to inform this DPA, it is anticipated that there are no significant limitations to the provision of telecommunication services to the proposed development.



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#### 4.9 Community and Local Services

The formulation of the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan, on which this Development Plan Amendment is structured, makes strategic provision for social infrastructure expected to be required within the affected area to serve a population of 8000 to 10 000 people over the next 20 years.

Social and community infrastructure broadly anticipated in the design of the affected area incorporates:

- community services and facilities, including provision for education and training, healthcare in the form of consulting rooms, retail development in the form of a neighbourhood shopping centre, entertainment facilities, aged care facilities and child care facilities
- recreation and open space including an extensive green space network, walking and cycling trails, horse trails, recreation facilities including a new best practice racecourse, and local sporting facilities
- tourism activities in the form of short term accommodation as well as the horse related activities associated with the development of the new racecourse.

For an expected population of up to 10 000 persons the following typical range of services are anticipated to be required, subject to a detailed assessment by government human services agencies responsible for their delivery within local communities, and their efficient provision in the context of existing services to the township of Murray Bridge.

- two primary schools each on a 4 hectares site, each serving an average of 5000 persons
- further education TAFE branch of 1-5 hectares serving up to 10 000 persons subject to local TAFE assessment
- child care centre(s) integrated with other school facilities of 0.25 hectares
- within the proposed centre a range of services co-located with retail and local open spaces including family day care, neighbourhood community health centre and neighbourhood house, medical, dental, pharmacy, optometrist and physiotherapist, clubrooms and library facilities
- recreation areas of up to 4 hectares per 1000 persons for sport, passive recreation and playgrounds and special demand facilities or up to 40 hectares
- statutory open space provision on the division of the land enables the planning authority to require, for 350 hectares of residential land, some 44 hectares of open space which is sufficient to readily meet local community requirements for neighbourhood and local recreation areas, playgrounds, sports grounds for ovals, soccer, hockey, tennis, netball, basketball, bowls, croquet and squash to name the most familiar recreation space demands
- churches and religious centres by local demand.

The nominated central places for the higher order activities are readily accessible to the proposed community. It should be noted that the actual requirements for human services in the future community will be determined by the demographic profile of future residents, existing services in Murray Bridge and their cost effective delivery and accessibility to the community.



## **5.0 CONCLUSIONS AND RECOMMENDED POLICY CHANGES**

### **5.1 Introduction**

The development of an appropriate policy framework should take into consideration the unique nature of the affected area and its capacity to deliver economic, social and environmental outcomes sought by the Rural City of Murray Bridge, the Murraylands Regional Development Board and the thoroughbred racing industry, particularly the Murray Bridge Racing Club and Thoroughbred Racing South Australia, in terms of urban growth for Murray Bridge and the development of a best practice equine precinct.

To achieve the strategic objectives for residential growth and development of a unique equine precinct, a flexible policy framework approach is recommended. Such an approach would enable the development industry (which is likely to be the private sector with some public sector involvement), to comprehensively develop an integrated urban growth area of Murray Bridge and give the thoroughbred racing industry the potential to establish a best practice racecourse and associated equine facilities. Creation of a flexible policy framework facilitates the development of a variety of housing forms and densities, providing the policy framework for affordable housing in response to both market demand and sustainable development principles.

The proposed planning policy framework establishes a desired character for each policy area and statutory objectives and principles of development control that clearly nominate the expectations for both the equine and residential precincts.

This section of the investigations explains the key components of the planning policy framework and summarises the rationale for the proposed changes to the Development Plan. These amendments are outlined in detail in the amendment instructions table and associated attachments.

### **5.2 Features of the Affected Area and Zoning Approach**

These investigations summarise the strategy for the affected area for the establishment of an integrated equine and urban residential development growth area.

The proposed rezoning of the affected area from Primary Industry Zone – Policy Area 15 - Central Area to Residential and Equine Recreation Zone is considered to support the strategic goals of the State Government, the Rural City of Murray Bridge and the Thoroughbred Racing industry.

The key features of the affected area that permit for the successful development of the site for an integrated equine and urban residential development growth area of Murray Bridge include:

- greenfields land which is largely cleared, low value rural land of a substantial size, namely 809 hectares, and environmental characteristics to progressively meet long term growth options
- a parcel that is in single ownership and available for comprehensively planned staged delivery of long term orderly and economic development
- although currently used for primary production, the affected area is not identified as a high priority area for retention for agricultural pursuits
- the topographical features of the site allow a racecourse and associated equine training facilities to be located on low lying areas, whilst protecting elevated areas for residential development to take advantage of views to the township of Murray Bridge and the River Murray valley floor

- although largely cleared, the land contains areas of remnant native vegetation which can be protected and utilised as important elements for visual buffers and creation of a landscaped open character
- an area which is easily accessible to the extensive community facilities within the township of Murray Bridge and transportation from the South Eastern Freeway
- the low lying areas of the site provide the capacity for major urban stormwater management and which are well suited to capture of water for reuse throughout the developable areas
- infrastructure that can be suitably augmented, or in the case of wastewater treatment provided on site if necessary
- relocation of the Murray Bridge Racecourse to the subject site and the utilisation of water sensitive urban design principles substantially diminishes a reliance on the racecourse current water allocation from the River Murray
- the area provides a unique opportunity for the development of a best practice equine centre attractive to local, regional and national recognition within the thoroughbred racing industry as a centre of training excellence
- development of best practice training facilities provides opportunities for existing inappropriate practices such as training of horses within the River Murray to be reduced
- as a greenfield site there are extensive opportunities for all forms of development to be undertaken in an environmentally sustainable manner
- development of the site for residential purposes in a staged manner provides an opportunity to support the anticipated residential growth for Murray Bridge over the next 20 years.

### **5.3 Policy Approach**

The Murray Bridge (RC) Development Plan has not been comprehensively reviewed for a substantial period and is generally in a statutory form typical of Development Plans adopted in the mid 1980s. A number of Plan Amendment Reports then referred to as PARs of both Council and Ministerial initiation, have been undertaken over the past ten years. These Plan Amendment Reports mainly related to specific or single issues, such as shacks, telecommunications, wind farms, bush fire, heritage or specific sites or areas, such as the Town Centre, Monarto South and most recently the residential Narooma area.

The combination of a lack of an overall review of the Development Plan and issue and site specific PARs over the past 10 years has resulted in a Development Plan that does not allow for easy integration of a new area. The current policies are not current best practice and the Development Plan is not in a Better Development Plan (BDP) format.

To ensure that appropriate best practice policies are incorporated for this important and unique site, it is proposed to introduce a new zone which includes a range of policies that would normally be incorporated into the Council Wide section of the Development Plan. Policies relating to water sensitive urban design, infrastructure, energy efficiency, natural resource management and residential design generally dovetail into existing Council Wide Objectives and Principles of Development Control. However, the range and variety of policies proposed has implications outside of the affected area if they were included within Council Wide policies. For this reason, a new zone is proposed which of necessity includes these policies.

The Better Development Plan (BDP) suite of planning policies provides a current best practice library of policies to be used in Development Plans, which are supplemented by appropriate desired character statements and local policy additions. Better Development Plans also provide a future consistent format for Development Plans throughout the State. The Rural City of Murray Bridge Development Plan has not been converted to a BDP format at this time, however, this DPA proposes to utilise the relevant BDP policies and format in this Development Plan Amendment.

The policy approach taken incorporates a single Residential and Equine Recreation Zone, which establishes policies applicable to all land uses within the affected area. The zone provisions are then supplemented with five Policy Areas, which provide further details on specific land use components of the development concept. The Policy Areas consist of a Residential Policy Area 19 for the staged residential growth areas; Rural Living Policy Area 20 for the equine training allotments; Equine Recreation Policy Area 21 for the racecourse and associated equine activities; Equine Commercial Policy Area 22 for the equine businesses likely to support the horse racing and keeping activities; and a Neighbourhood Centre Policy Area 23 for the retail and community uses required to support a community of 8000 to 10 000 people.

The Objectives and Desired Character Statement for the Residential and Equine Recreation Zone provide an appropriate 'umbrella' statement for the affected area, which is then further explored through the Concept Plan and more detailed Principles of Development Control. The development of specific areas of the affected area for the variety of land uses anticipated are further enunciated in Desired Character statements and specific Objectives and Principles of Development Control for each Policy Area.

The policy approach, including discussion of the desired character and land uses anticipated in each Policy Area is contained in the following section.

### **5.3.1 Residential and Equine Recreation Zone**

The Residential and Equine Recreation Zone incorporates policy to facilitate the development of a new racing industry best practice regional racecourse for Murray Bridge, with associated facilities to service the thoroughbred racing and horse keeping industries. Uniquely integrated with these new training facilities is the equine rural living estate and residential estates to accommodate the future growth of the Murray Bridge Township.

The vision for the development of the Residential and Equine Recreation Zone, incorporating all of its component parts is described in the Desired Character statement and shown visually in Concept Plan (Figure RER/1).

The land uses anticipated in the Residential and Equine Recreation Zone includes:

- racecourse
- rural living
- dwellings
- recreation areas
- neighbourhood centre
- horse stabling and agistment
- office
- consulting rooms
- equine service industries.

The Concept Plan identifies the preferred location for the racecourse, open space recreation areas, areas to be utilised for water storage, location for a package sewage treatment plant should it be required, internal main road routes, horse trail linkages and road access points. In addition, the Concept Plan provides a staging plan for the residential development, to ensure that it is developed in an orderly and economic manner.

To ensure that the zone is developed in an environmentally sustainable manner, the Residential and Equine Recreation Zone comprises provisions relating to energy efficiency, particularly solar orientation of allotments and buildings, water catchment and water quality which support the concept for capture of stormwater and its reuse throughout the racecourse and recreation areas. In addition, the Residential and Equine Recreation Zone provisions provide protection and enhancement of native vegetation areas and also land and equine management.

### **5.3.2 Residential Policy Area 19**

The Residential Policy Area 19 provides a residential living environment as a broad hectare planned extension to Murray Bridge. The Policy Area provides the opportunity to accommodate significant residential growth for Murray Bridge over a 20 year period, with some 3,500 dwellings and a population of between 8,000 and 10,000 people.

To ensure residential growth occurs in an orderly and economic manner, the Residential and Equine Recreation Zone Concept Plan establishes three distinct stages of development. The form of residential development is described in the Residential Policy Area Desired Character statement.

Policy development for the Residential Policy Area is based on the Residential Zone module of the BDP suite of policies and also incorporates a number of policies from the Residential Development module, which would normally be incorporated into the Council Wide component of the Development Plan. Given the necessity to establish a stand alone zone, namely the Residential and Equine Recreation Zone with the various Policy Areas, the approach to include Council Wide type provisions is considered appropriate to guide the development of a range of residential uses.

Land uses anticipated in the Residential Policy Area are those broadly anticipated in any residential zone, with the specific inclusion of accommodation for the aged. Non-residential land uses to serve the needs of local communities, such as schools, shops and consulting rooms that are found throughout residential areas should only be established in the nominated areas identified on the Residential and Equine Recreation Zone Concept Plan. Larger retail or commercial activities are not encouraged or supported by the proposed provisions given the establishment of the Neighbourhood Centre Policy Area and Equine Commercial Policy Area within the affected area.

The affected area, occupying a greenfield site, enables a residential character to be established without undue constraints from existing development. The Residential Policy Area provides significant opportunities to provide for a range of dwellings, densities and flexibility in design outcomes. Accordingly the Residential Policy Area 19 contains a range of flexible policies, which include:

#### *Density and Lot Size:*

- minimum allotment size for detached dwellings of 400 square metres;
- no minimum allotment sizes or dwelling site areas for medium density development, as residential development needs to satisfy a range of other design requirements, such as private open space, setbacks and site coverage specified in the Policy Area provisions;
- higher density housing encouraged in close proximity to open space areas, local shops and public facilities;
- maximum site coverage provisions are established at a sliding scale to ensure that smaller allotments can achieve a higher density, whilst still providing for suitable private open space and an appropriate level of amenity; and

- allowing dependent accommodation to occur on sites greater than 800 square metres, subject to appropriate design requirements, thereby providing flexibility and affordability to another form of residential accommodation.

*Setbacks:*

- minimum setbacks contained within the most recently introduced residential area of the Development Plan, the Residential (Narooma) Zone have been utilised as a practical consistent township guide to siting of development within the affected area.

*Design and Appearance:*

- a distinction is made between small allotments (less than 300 square metres) and larger allotments in terms of private open space to ensure that higher density development is not unduly restricted, but still provide suitable outdoor living areas, some of which may be on a balcony or similar and still establish a suitable level of amenity;
- recognition that balconies are appropriate areas of open space;
- provisions relating to solar orientation and provision of direct sunlight are incorporated to guide development;
- providing for a flexibility of dwelling design by utilising a maximum building height of eight metres; and
- establishing maximum floor areas for domestic outbuildings that are linked to allotment size, so that these forms of buildings do not dominate the residential character.

In addition to the general residential dwelling provisions, specific policies are introduced that require provision of a minimum of 15% affordable housing to be distributed throughout the affected area, with particular emphasis on this housing being located adjacent retail and community facilities.

### **5.3.3 Rural Living Policy Area 20**

The Rural Living Policy Area 20 provides for those in the equine industry a range of allotments to combine living with horse keeping activities. The Rural Living Policy Area envisages a range of dwelling and horse related land uses, which are detailed in its Desired Character statement.

The provisions of the Rural Living Policy Area establish design and siting criteria for all structures, including dwellings, stables and other outbuildings to ensure suitable separation between adjoining properties. General land management criteria for horse keeping is incorporated within the Residential and Equine Recreation Zone, with more prescriptive standards not considered appropriate in the Development Plan, in line with the BDP policy approach. The equine rural living allotments are anticipated to be developed as a Community Title; given the direct linkages and association with the training facilities available at the racecourse and the wider areas of the Equine Recreation Policy Area. Detailed land management requirements for horse keeping, in line with current best practice, such as that outlined in the Horse SA – Horses, Land and Water Management Guidelines is expected to form the basis of the Community Title Scheme Description.

Market research undertaken within the thoroughbred racing industry indicated that there is a demand for a range of allotments from one hectare to approximately ten hectares, depending on the size of the training establishment and whether they were of a local, regional or national scale. Flexibility is proposed in the allotment sizes for the Rural Living Policy Area, establishing one hectare as the generally accepted minimum allotment size, without incorporating restrictive non-complying land division policies. This intentionally flexible approach allows a small local trainer, or other equine related horse keeping, to occur on allotments of less than one hectare, should all necessary land management criteria established by a future Community Title Scheme Description be achieved.

To encourage the activities anticipated in the Rural Living Policy Area, a dwelling with horse stables, and land division are designated as Category 1 kinds of development.

### **5.3.4 Equine Recreation Policy Area 21**

The Equine Recreation Policy Area 21 incorporates approximately 335 hectares of the affected area, or more than one third of the site. It is the focus for the relocation of the Murray Bridge racecourse, with its associated land uses including racetracks with a variety of surfaces, grandstand, clubrooms and administration facilities, reception and conference facilities, spectator facilities such as licensed bars and betting facilities along with a range of on-course stables and horse training facilities. A Desired Character statement is incorporated in the Policy Area which provides a detailed overview of the anticipated form of development.

In addition to the Murray Bridge Racecourse and Training Centre, Equine and Residential Estates Concept Plan, a separate and more detailed Concept Plan has been prepared for the Equine Recreation Policy Area to identify the racecourse, its associated administrative and entertainment facilities, along with the horse training and stabling activities both within the racecourse and the wider area. The Equine Recreation Policy Area Concept Plan also identifies the areas of remnant native vegetation to be protected and enhanced by further revegetation and the visual buffer from the South Eastern Freeway.

The Equine Recreation Policy Area outside of the racecourse confines is proposed as a landscaped open space recreation area for horse training activities. The policies of the Equine Recreation Policy Area 21 do not encourage buildings or structures within the open landscaped area, unless they are minor, low scale structures associated with horse training or agistment. To achieve an open landscaped character the trails, tracks and any necessary road ways within the area should be unsealed.

Within the Equine Recreation Policy Area major water storage and potentially waste water infrastructure is proposed. The natural low lying areas of the Equine Recreation Policy Area

can accept stormwater and recycled water if available, with those water storage areas established in a natural wetland form as a major visual feature of the Policy Area, but more importantly a key environmental element providing storage for reuse of recycled water for the racecourse and community open spaces. Location of a package sewage treatment plan is identified on both the Residential and Equine Recreation Zone and Equine Recreation Policy Area Concept Plans, to require such a plant to be readily located outside of the visual buffer zone from the South Eastern Freeway and with suitable separation from the future residential areas.

To acknowledge the development of the racecourse as the focus of the Equine Recreation Policy Area, it is provided that the racecourse and ancillary facilities should be a Category 1 kind of development.

### **5.3.5 Equine Commercial Policy Area 22**

The Equine Commercial Policy Area 22 is strategically located on the corner of Brinkley Road and Usher Road to be immediately adjacent to the racecourse facilities and the adjacent general industry area. The Equine Commercial Policy Area establishes an equine service centre, incorporating land uses associated with horse racing, breeding and health, and the sale and support for the horse racing and training industry. The types of land uses anticipated in the Equine Commercial Policy Area include:

- consulting rooms, such as veterinary rooms and hospital
- horse float parking
- light industries servicing horse keeping activities, such as farrier workshop
- service trade premises for the sale and display of horse related equipment
- shop in the form of a fodder store
- stores and warehouses.

A Desired Character Statement further describes the land uses and interrelationships with the racecourse and adjoining equine rural living allotments. In addition the Desired Character statement and provisions in the Policy Area identify the role of the area as a buffer between existing industrial activities on adjoining land and more sensitive land uses within the affected area.

Design and siting criteria for the land uses anticipated in the Policy Area are established to ensure an attractive presentation to the southern corner of the affected area adjacent Brinkley Road and Usher Road. To minimise potential traffic congestion and ensure that development addresses the main access road into the racecourse, restrictions are placed on accessibility to both Brinkley and Usher Roads.

An extensive range of land uses are identified as non-complying in the Equine Commercial Policy Area to ensure that it does not compete with the proposed Neighbourhood Centre Policy Area 23 and maintain its function as an equine service centre.

### **5.3.6 Neighbourhood Centre Policy Area 23**

The affected area has the potential to accommodate 3,500 dwellings and some 8,000 to 10,000 people over the next 20 years. A community of this size requires a central community hub or urban place with a range of facilities to meet the shopping, community, business and recreational needs of the anticipated catchment population.

The Neighbourhood Centre Policy Area 23 is described in a Desired Character statement and anticipates the development of a neighbourhood shopping centre with supermarket and associated specialty shops, with offices, consulting rooms, banks and restaurants

complementing the retail activities. In addition branch community facilities such as libraries and post offices, along with educational facilities and areas for active recreation contributes to this central hub of the affected area.

To encourage the centre to be established as a focus of activities and be integrated with the racecourse and associated facilities, the Neighbourhood Policy Area has been sited centrally within the Residential and Equine Recreation Zone. The centre is sited north of, but adjoining, the racecourse; is accessible from a proposed major road network and central to the equine rural living and residential policy areas. Shared access and parking facilities with the racecourse services are encouraged in the provisions of the Policy Area to promote joint use and avoid duplication of land uses.

A gross leasable floor area of between 5,000 and 10,000 square metres is proposed in the Policy Area to ensure that it is of a size to meet the needs of the neighbourhood, without competing with the town centre of Murray Bridge.

The Neighbourhood Centre Policy Area is modelled on the Neighbourhood Centre Zone of the BDP suite of policies. Whilst the BDP suite of policies does not promote a neighbourhood centre in a non-metropolitan area, the existing centres hierarchy in Murray Bridge is the central business area as a designated Town Centre and then smaller Local Centres to serve the day to day needs of the community. The size of the anticipated community in the affected area requires a centre larger than a Local Centre, and a Neighbourhood Centre categorisation allows an appropriate middle tier into the centres hierarchy without diminishing the function or importance of the town centre. In accordance with the BDP Neighbourhood Centre module, a range of industrial land uses are designated non-complying forms of development and numerous anticipated land uses designated as Category 1 kinds of development.

## **6.0 STATEMENT OF STATUTORY COMPLIANCE**

### **6.1 Introduction**

Section 26 of the Development Act 1993, prescribes that a Plan Amendment Report must assess the extent to which the proposed amendment:

- a) accords with the Planning Strategy
- b) accords with other parts of the Development Plan
- c) complements the policies in the Development Plans for adjoining areas
- d) satisfies the requirements prescribed by the Regulations.

### **6.2 Accords with the Planning Strategy**

Relevant strategies from the Planning Strategy for Regional South Australia January 2003 (as amended December 2007) are summarised in Section 2.1 of these investigations along with an assessment of DPA compliance with these strategies. As indicated, the DPA conforms to the relevant Strategies of the Planning Strategy for Regional South Australia and it is the intent of the DPA to support the achievement of the Planning Strategy Policies.

### **6.3 Accords with Other Parts of the Development Plan**

This DPA varies the format of the current Murray Bridge (RC) Development Plan, by introducing a format compatible with the Department of Planning and Local Government's Better Development Plans approach. The introduction of comprehensive Desired Character statements, together with some changes in format of provisions and tables is complementary to the overall function of the Development Plan, given the DPA relates to a designated area and does not alter existing policy.



In formulating the policy framework for the new Residential and Equine Recreation Zone and associated Policy Areas, consideration has been given to existing development and policies guiding future development, along with the ease of conversion of the proposed policies into a Better Development Plan converted Development Plan model of the future.

#### **6.4 Complements the Policies in the Development Plans for Adjoining Council Areas**

The amendment is unlikely to affect the Development Plan policies of the adjoining Council areas as it is not located on the boundary of the Council area.

#### **6.5 Satisfies the Requirements Prescribed by the Regulations**

The requirements for public consultation (Regulation 11) and the public hearing (Regulation 12) associated with this Plan Amendment Report will be met.

*Note: This Analysis is for information only and does not form part of the Amendment to the Development Plan.*

## REFERENCES / BIBLIOGRAPHY

1. The Planning Strategy for Regional South Australia January 2003 (as amended December 2007)
2. The South Australia Strategic Plan 2007
3. The State Housing Plan
4. The Strategic Infrastructure Plan for South Australia, April 2005
5. The Rural City of Murray Bridge Strategic Management Plan 2005-2010
6. Murray Bridge Urban Growth Plan Final Report July 2007, Prepared by QED Pty Ltd.
7. The Murraylands Regional Development Board – Regional Development Opportunities Report – October 2007
8. The Murraylands Regional Development Board – Murraylands Economic Outlook Report RIO Sector Analysis (Summary) July 2007
9. The Murraylands Regional Development Board – Murraylands Jobs and Investment Survey 2006 and 2007 Update
10. The Murraylands Regional Development Board – Housing Investment – Murray Bridge, October 2007
11. Thoroughbred Racing South Australia. Building the Foundations for Sustainability and Growth – A Strategic Direction for Thoroughbred Racing in South Australia 2007-2012
12. Cheltenham Park Racecourse Development Plan Amendment by the Minister, Consultation Version December 2007
13. Recreation and Lifestyle (Glenburnie Racecourse) PAR, Development Plan Amendment Report by the District Council of Grant, Consultation Version February 2007
14. Better Development Plan (BDP) and General Development Plan Amendment by Wakefield Regional Council, Consultation Version January 2008
15. A Study for the Future of the South Australian Racing Industry by Philip Bentley, May 2007
16. Strategic Assessment of Primary Industry around Murray Bridge by Primary Industries and Resources SA, October 2006
17. Horses, Land and Water Management Guidelines by Horse SA 2005
18. Guide to Development Plan Policy, Better Development Plan Conversions, BDP Policy Library Template Technical User Guide, Version 3, 11 September 2006



**Development Act 1993**

**Murray Bridge (RC) Development Plan**

**Murray Bridge Residential and Racecourse  
Development Plan Amendment  
By the Minister**

**THE AMENDMENT**





## Development Act 1993

### Amendment Instructions Table – Development Plan Amendment

**Name of Local Government Area:**

Rural City of Murray Bridge

**Name of Development Plan(s):**

Murray Bridge (RC)

**Name of DPA:**

Murray Bridge Residential and Racecourse DPA

*These amendment instructions are based on the Murray Bridge (RC) Development Plan dated 17 December 2009. If this Development Plan has been updated in the meantime, it is possible that the numbering cited here does not match the new version.*

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

Method of change. • DELETE • REPLACE • INSERT	• OBJECTIVE (OBJ) • PRINCIPLE OF DEVELOPMENT CONTROL (PDC) • DESIRED CHARACTER STATEMENT (DCS) • MAP/TABLE No • OTHER (SPECIFY)	Amendment Instruction Number	Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)</b>				
Amend	Animal Keeping Module	<p>Insert the following text immediately following the word 'watercourse' in Principle of Development Control 3(a);</p> <p><i>'or water storage area'.</i></p> <p>Insert the following new Principle of Development Control immediately following Principle of Development Control 6;</p>	No	No

**Murray Bridge Residential and Racecourse Development Plan Amendment  
By the Minister  
Amendment Instructions**

		<p><i>‘Horse activities, including the placement of horse trails, should be undertaken with minimum impact on the environment and the amenity of the locality and should avoid the following:</i></p> <p><i>(a) the denudation of pasture or areas of native vegetation</i></p> <p><i>(b) the creation of dust, odour vermin and noise nuisance</i></p> <p><i>(c) the infestation of pest plants.’</i></p>		
Amend	Design and Appearance Module	<p>Insert the following new Principle of Development Control immediately following Principle of Development Control 16(c);</p> <p><i>‘Rainwater storage devices should be designed and sited so that they are screened from public view.’</i></p>	No	No
Amend	Orderly and Sustainable Development Module	<p>Insert the following text (references) to the Concept Plan listings contained within Principle of Development Control 9;</p> <p><i>‘Concept Plan Map MuBr/14 – Equine Recreation’</i></p> <p><i>‘Concept Plan Map MuBr/15 – Southern Area Residential’.</i></p>	No	No
Amend	Renewable Energy Facilities Module	<p>Insert the following new Principle of Development Control immediately following Principle of Development Control 2(e)(v);</p> <p><i>‘1 Renewable energy facilities,</i></p>	No	No

**Murray Bridge Residential and Racecourse Development Plan Amendment  
By the Minister  
Amendment Instructions**

		<p><i>including wind farms, and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid), should be sited, designed and operated in a manner that:</i></p> <p><i>(a) avoids or minimises negative impacts on the character, landscape quality, visual significance or amenity of the area</i></p> <p><i>(b) uses elements of the landscape and appropriate materials and finishes to minimise visual impact</i></p> <p><i>(c) avoids or minimises the potential for adverse impact on areas of native vegetation, conservation, environmental, geological, tourism or built or natural heritage significance</i></p> <p><i>(d) does not impact on the safety of water or air transport and the operation of ports, airfields and designated landing strips</i></p> <p><i>(e) avoids or minimises nuisance or hazard to nearby property owners and/or occupiers, road users and wildlife by not:</i></p> <p><i>(i) causing shadowing, flickering, reflection or blade glint impacts</i></p> <p><i>(ii) creating excessive noise</i></p> <p><i>(iii) interfering with television and radio signals</i></p> <p><i>(iv) modifying vegetation, soils and habitats</i></p> <p><i>(v) striking birds or bats.'</i></p>		
Amend	Residential Development Module	Insert the following text immediately following Principle of Development Control 46(f);	No	No

**Murray Bridge Residential and Racecourse Development Plan Amendment  
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Amendment Instructions**

		<i>'(g) it does not result in the division of land within the Southern Area Policy Area 20.'</i>		
Amend	Residential Development Module	Insert the following text immediately following Principle of Development Control 16(b); <i>'(c) provide adequate separation distance from adjacent primary production activities.'</i>	No	No
<b>ZONE AND/OR POLICY AREA PROVISIONS (including figures and illustrations contained in the text)</b>				
Insert	<b>Southern Area Policy Area 20</b> following the Narooma Policy Area 18, within the Residential Zone	As contained in Appendix A.	No	No
Insert	<b>Equine Rural Living Policy Area 21</b> following Principle of Development Control 29(b) of Precinct 14 Sunnyside, within the Rural Living Zone	As contained in Appendix B.	No	No
Insert	<b>Equine Recreation Policy Area 22</b> following Principle of Development Control 9, within the Recreation Zone	As contained in Appendix C.	No	No
Insert	New <b>Neighbourhood Centre Zone</b> immediately following the Monarto Zoological Park Zone	As contained in Appendix D.	No	No
Insert	Residential Zone (non-complying list and categories of public notification)	Delete and replace existing non-complying list and categories of public notification with Appendix E	No	No
Insert	Rural Living Zone (non-complying list and categories of public notification)	Delete and replace existing non-complying list and categories of public notification with Appendix E	No	No
Insert	Recreation Zone (non-complying list and categories of public notification)	Delete and replace existing non-complying list and categories of public notification with Appendix E	No	No
<b>TABLES</b>				
Insert	New table, 'Table MuBr/6 - Landscaping Schedule' immediately following Table MuBr/5 – State Heritage Places	As contained in Appendix F.	No	No



**Murray Bridge Residential and Racecourse Development Plan Amendment  
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<b>MAPPING SECTION</b>				
Insert	New concept plan, 'Concept Plan Map MuBr/14 - Equine Recreation'	As contained in Appendix G.	No	No
Insert	New concept plan, 'Concept Plan Map MuBr/15 – Southern Area Residential'	As contained in Appendix G.	No	No
Replace	Council Index Map	As contained in Appendix H.	Yes	Yes
Replace	Enlargement Index Map – Murray Bridge	As contained in Appendix H.	Yes	Yes
Replace	Location Map MuBr/1	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/1 - Transport	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/1 – Development Constraints	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/1 - Heritage	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/1 – Natural Resources	As contained in Appendix H.	Yes	Yes
Replace	Zone Map MuBr/1	As contained in Appendix H.	Yes	Yes
Replace	Policy Area Map MuBr/1	As contained in Appendix H.	Yes	Yes
Replace	Location Map MuBr/8	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/8 - Transport	As contained in Appendix H.	Yes	Yes
Replace	Zone Map MuBr/8	As contained in Appendix H.	Yes	Yes
Replace	Policy Area Map MuBr/8	As contained in Appendix H.	Yes	Yes
Replace	Precinct Map MuBr/8	As contained in Appendix H.	Yes	Yes
Replace	Location Map MuBr/9	As contained in Appendix H.	Yes	Yes
Replace	Zone Map MuBr/9	As contained in Appendix H.	Yes	Yes
Replace	Policy Area Map MuBr/9	As contained in Appendix H.	Yes	Yes
Replace	Location Map MuBr/25	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/25 - Transport	As contained in Appendix H.	Yes	Yes
Replace	Zone Map MuBr/25	As contained in Appendix H.	Yes	Yes

**Murray Bridge Residential and Racecourse Development Plan Amendment  
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Replace	Policy Area Map MuBr/25	As contained in Appendix H.	Yes	Yes
Replace	Precinct Map MuBr/25	As contained in Appendix H.	Yes	Yes
Replace	Location Map MuBr/26	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/26 - Transport	As contained in Appendix H.	Yes	Yes
Replace	Zone Map MuBr/26	As contained in Appendix H.	Yes	Yes
Replace	Policy Area Map MuBr/26	As contained in Appendix H.	Yes	Yes
Replace	Precinct Map MuBr/26	As contained in Appendix H.	Yes	Yes
Replace	Location Map MuBr/27	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/27 - Transport	As contained in Appendix H.	Yes	Yes
Replace	Zone Map MuBr/27	As contained in Appendix H.	Yes	Yes
Replace	Policy Area Map MuBr/27	As contained in Appendix H.	Yes	Yes
Replace	Precinct Map MuBr/27	As contained in Appendix H.	Yes	Yes
Replace	Location Map MuBr/32	As contained in Appendix H.	Yes	Yes
Replace	Overlay Map MuBr/32 - Transport	As contained in Appendix H.	Yes	Yes
Replace	Zone Map MuBr/32	As contained in Appendix H.	Yes	Yes
Replace	Policy Area Map MuBr/32	As contained in Appendix H.	Yes	Yes
Insert	New Location Map MuBr/47	As contained in Appendix H.	Yes	Yes
Insert	New Overlay Map MuBr/47 - Transport	As contained in Appendix H.	Yes	Yes
Insert	New Overlay Map MuBr/47 – Development Constraints	As contained in Appendix H.	Yes	Yes
Insert	New Zone Map MuBr/47	As contained in Appendix H.	Yes	Yes
Insert	New Policy Area Map MuBr/47	As contained in Appendix H.	Yes	Yes
Insert	New Precinct Map MuBr/47	As contained in Appendix H.	Yes	Yes
Amend	Replace Map Reference Tables to reflect new and amended mapping (see below).	Delete the existing Map Reference Tables section and replace with the Map Reference Tables section as contained in Appendix I.	No	No

# Appendix A

## Zone and Policy Areas Section



## Southern Area Policy Area 20

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

### OBJECTIVES

- 1 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

This policy area is a greenfields development site that will deliver a broad hectare, high quality, master-planned residential development as an extension to the Rural City of Murray Bridge. The development will undertake an orderly and integrated approach to the delivery of land and infrastructure for housing, open space and other uses that will provide the opportunity to accommodate significant residential development for between 8,000 and 10,000 people, in stages over 20 years, in accordance with [Concept Plan Map MuBr/15 - Southern Area Residential](#).

The layout and development of the policy area will create an attractive, well landscaped and liveable environment that conveys a sense of place to residents and visitors. The pattern of development will establish movement networks for vehicular, pedestrian and bicycle traffic. Public open space will be provided in the form of reserves that encourage linkages with retail and community facilities and areas that provide for passive and active recreation. Areas of public open space will provide an attractive focal point for residents and provide an appropriate setting for dwellings at higher densities, whilst encouraging a sense of space for residents and visitors.

The land division patterns will be responsive to the landform and prevailing natural features and will be designed harmoniously with the topography to maximise solar orientation and minimise the need for excavation and fill. Areas of native vegetation will be retained and protected by the appropriate design and siting of allotments and associated infrastructure. Roads will follow the contours to minimise the need for excavation and fill and larger sized allotments will be located on steeper slopes. Land will be divided in a pattern that capitalises on public views to attractive areas of the surrounding rural landscape and maximise opportunities presented by watercourses through the creation of integrated stormwater and open space corridors.

Establishing appropriate relationships between built form, movement networks and areas of communal and public open spaces as well as between individual buildings will be paramount considerations. Built form will be appropriate to the size of the allotment on which it is to be constructed and the streetscape character so as not to appear overwhelming with respect to neighbouring buildings and structures.

Residential development will comprise a range of dwelling types, including affordable housing. Higher density residential development is envisaged in areas adjoining public transport routes, centre and community facilities and areas of public open space and recreation in order to provide an aesthetically pleasant setting for those dwellings, ensure residents with reduced private open space have easy access to public reserves, facilitate access to service and facilities for a greater number of people and to provide a sense of place for residents. It will also improve opportunities for passive energy conservation in buildings, facilitate passive surveillance of adjacent reserves and corridors and reduce potential for overshadowing and overlooking of any adjacent lower level residential development and private open space areas. Localities adjacent shopping and community facilities are also suitable for housing for aged persons that incorporate multi-level accommodation and associated facilities.

Water sensitive urban design is an important element of development in the policy area. Extensive low lying drainage basin areas will be formed into water storage wetlands, receiving surface water channelled in open swales from within the policy area and potentially treated waste water from a local or township wastewater treatment plant for reuse on the racecourse as shown on [Concept Plan Map MuBr/14 - Equine Recreation](#) and throughout the network of open landscaped areas.

Residential areas are protected from the transportation impacts of the South-Eastern Freeway by a 500 metre wide visual buffer. Existing native vegetation within this buffer will be conserved with cleared areas utilised for pasture, horse trails, horse training and agistment fields, and sand and cross country training courses supported by associated horse related recreational activities. Landscaped buffers and appropriate

siting of allotments will be designed to mitigate interface conflicts with the adjoining farming activities. Appropriate siting of residential allotments on the interface with farming activities along with landscaped buffers developed in accordance with [Concept Plan Map MuBr/15 - Southern Area Residential](#) will also address the impacts of the residential development on the adjoining farming activities.

Residential development will occur in stages generally as shown on [Concept Plan Map MuBr/5 - Southern Area Residential](#), to ensure the co-ordinated and efficient provision of infrastructure and orderly and economic development. The development is anticipated in three main stages, the first being the residential area adjacent Brinkley Road, a second stage, the central area and third and largest area, being the western upper hillside towards Usher Road and Koehler Road. Development within the policy area will be undertaken on a structured basis to permit the most efficient use of land, the extension or expansion of infrastructure services and the timely provision of community services.

Non-residential development will be limited to that which is essential to meet the daily needs of local residents and will include small shop / cafes, community centre or child care facilities which do not negatively impact on nearby retail centres or the amenity of residential areas.

Roads, public reserves, pedestrian and cycle paths, community buildings and land uses integrated for legibility, convenience and ready access to local open space, and services designed and sited at nominated focal points to engender a sense of place.

Environmentally sustainable development principles will be adopted by all development within the policy area, including allotment orientation, building siting and energy use, water sensitive urban design, incorporation of solar systems and appropriate landscaping treatments.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

2 The following forms of development are envisaged in the policy area:

- aged care facility
- affordable housing
- domestic outbuilding in association with a dwelling
- domestic structure
- dwelling
- dwelling addition
- retirement village
- small scale non-residential uses that serve the local community, for example:
  - child care facilities
  - health and welfare services
  - open space
  - primary schools
  - recreation areas
  - shops, offices or consulting rooms
- supported accommodation.

3 Non-residential development such as shops, schools and consulting rooms should be located in accordance with [Concept Plan Map MuBr/15 - Southern Area Residential](#) and be of a nature and scale that:

- (a) serves the needs of the local community
- (b) is consistent with the character of the locality
- (c) does not detrimentally impact on the amenity of nearby residents.

### Form and Character

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

- 5 Development should be undertaken in accordance with the [Concept Plan Map MuBr/15 - Southern Area Residential](#).
- 6 Development should include housing allotments of various sizes to accommodate different forms of medium density housing.
- 7 Residential development should be set back a minimum of 20 metres from the allotment boundary where it adjoins:
  - (a) Usher Road
  - (b) Koehler Road
  - (c) Brinkley Road.
- 8 Residential development should be set back a minimum of 40 metres from the allotment boundary adjacent to the Primary Production Zone except where bounded by Usher Road, Koehler or Brinkley Road.
- 9 Site coverage for dwellings should be designed within the following parameters:

Parameter	Value
Maximum site coverage for a site less than 300 square metres	55 percent
Maximum site coverage for a site between 300 and 450 square metres	50 percent
Maximum site coverage for a site between 451 and 800 square metres	45 percent
Maximum site coverage for a site greater than 800 square metres	40 percent

- 10 Dwellings should not exceed a building height of 8 metres measured from natural ground level.
- 11 Dwellings should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space (other than for affordable housing)	Provisions
300 square metres or greater	20 percent of site area	<p>Balconies, roof patios, decks and the like, can comprise part of the open space requirement provided the area of each is a minimum of 10 square metres or greater.</p> <p>One part of the open space is directly accessible from an internal living area and has a minimum area of 40 square metres with a minimum dimension of 5 metres and maximum gradient of 1 in 10</p>
Less than 300 square metres	35 square metres	<p>Balconies, roof patios and the like can comprise part of the open space requirement provided the area of each is a minimum of 8 square metres or greater.</p> <p>One part of the open space is directly accessible from an internal living area and has a minimum area of 30 square metres with a minimum</p>

Site area of dwelling	Minimum area of private open space (other than for affordable housing)	Provisions
		dimension of 4 metres and maximum gradient of 1 in 10.

- 12 Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the likely needs of the occupant(s), the location of the dwelling, and the dimension and gradient of the site.
- 13 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 percent of the building site frontage width, whichever is the lesser.
- 14 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Minimum setback from side boundaries	On one boundary 0 metres and 1 metre from the opposite boundary
Minimum setback from rear boundaries	1 metre
Minimum setback from a public road or public open space area	6 metres

- 15 Direct overlooking into habitable room windows and onto the useable private open spaces of other dwellings from windows, especially from upper-level habitable rooms and external balconies, terraces and decks, should be minimised through the adoption of one or more of the following:
- (a) building layout
  - (b) location and design of windows and balconies
  - (c) screening devices
  - (d) landscaping
  - (e) adequate separation.
- 16 Strong thematic landscaping should be instituted throughout areas of open space using locally indigenous plant species as listed in [Table MuBr/6 - Landscaping Schedule](#).
- 17 No private vehicular access should be obtained directly from Brinkley Road, Koehler Road or Usher Road.

#### Land Division

- 18 Land division should facilitate the provision of a broad range of housing options.
- 19 Land division should accommodate open space and movement networks that provide for direct connections and safe and convenient access to public facilities and public transport.
- 20 Public parks should generally be surrounded by public roads. Allotments may have direct frontage to a public park only if that public park has an area of 2000 square metres or greater and vehicular access is provided to the rear of such allotments.



# Appendix B

## Zone and Policy Areas Section



## Equine Rural Living Policy Area 21

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

### OBJECTIVES

- 1 A policy area comprising large allotments containing detached dwellings, high quality architectural styled buildings for the stabling of horses and associated equine activities that do not adversely impact the amenity of the locality.
- 2 A policy area accommodating a range of horse related activities primarily for the agistment of horses, their breeding, stabling and care associated with residential development on the subject land all of which are connected by vehicle-free bridle paths and trails to training facilities available in the adjacent racecourse.
- 3 Horses kept at a density within the carrying capacity of the land or water.
- 4 Horse-keeping development sited and designed to avoid adverse effects on surrounding development.
- 5 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

This policy area will provide a range of allotments for those in the equine industry to combine their residential activities with horse-keeping activities, integrated with equine development and facilities in the policy area.

Provision of a range of allotment sizes, generally between 1 and 10 hectares, provides opportunity for horses to be stabled at various rates, and accommodate the various requirements of local, regional and national trainers associated with the thoroughbred racing industry. The rural living allotments will be developed with extensive horse trails aside from the road network, linking with the racecourse and the various training tracks and pathways throughout the recreation area of the zone. Use of the racecourse training facilities and within the surrounding horse fields of the **Equine Recreation Policy Area 22** will minimise the need for individual training facilities on each rural living allotment.

The horse tracks and trails, along with the open fields and promenades of the **Equine Recreation Policy Area 22** serve and contribute to the rural living allotments attractiveness for the thoroughbred racing industry and for those involved in other equine sports or recreational activities that may not directly be associated with thoroughbred training and racing.

Each of the rural living allotments will contain a dwelling. A variety of stables sizes are anticipated throughout the policy area however, the use and built form will be proportional to the allotment size and associated residence, so as to create an attractive rural setting. Dwellings will be located towards the road frontage of each allotment with stables, buildings and structures associated with horse keeping on the allotments sited behind the dwelling, so as to present an attractive residential character to public streets. Building setbacks and maximum site coverage criteria are established to ensure each allotment maintains an open character and is suitably and sufficiently landscaped to promote the well landscaped character of the policy area.

The equine rural living allotments will be developed for horse keeping and training activities and will not be developed for other forms of animal keeping.

The equine rural living allotments will be separated from the **Southern Area Policy Area 20** by the arrangement of large interface allotments and landscaped buffers so as to minimise potential impacts between residential dwellings in adjacent policy areas not directly associated with the horse racing or horse keeping industry.

Water sensitive urban design is an important element of development in the policy area. Extensive low lying drainage basin areas will be formed into water storage wetlands, receiving surface water channelled in open swales from within the policy area and potentially treated waste water from a local or township wastewater

treatment plant for reuse on the racecourse as shown on [Concept Plan Map MuBr/14 - Equine Recreation](#) and throughout the network of open landscaped areas.

Principal linkages for the rural living allotments are those to the racecourse and the training tracks located in the **Equine Recreation Policy Area 22**.

Within the zone, areas of native vegetation are to be protected and conserved and further enhanced by revegetation and the establishment of landscape buffers. A visual rural and landscape buffer of 500 metres adjacent the South Eastern Freeway will conserve existing native vegetation with cleared areas to be utilised for pasture, horse trails, horse training and agistment fields, and sand and cross country training courses supported by associated horse related recreational activities

Roads, public reserves, pedestrian and cycle paths, community buildings and land uses integrated for legibility, convenience and ready access to local open space, and services designed and sited at nominated focal points to engender a sense of place.

Environmentally sustainable development principles are to be adopted by all development within the policy area, including allotment orientation, building siting and energy use, water sensitive urban design, incorporation of solar systems and appropriate landscaping treatments.

It is required that development within the gas pipeline measurement length as shown on *Overlay Map MuBr/47 - Development Constraints*, complies with AS2885 (*Pipeline Gas and Liquid Petroleum*) to ensure minimum pipeline safety requirements have been met.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the policy area:
  - detached dwelling
  - domestic outbuilding in association with a detached dwelling
  - horse agistment, breeding and training support facilities
  - horse exercise yards
  - horse stables.
- 2 Staff accommodation for stable hands should only be developed where it is in conjunction and integrated with the dwelling and sited on an allotment of greater than 1 hectare in area.
- 3 The keeping of horses should only be undertaken if the horses are accommodated for with a stable or shelter with supplementary feeding to maintain pasture cover and the allotment is not less than one hectare in area, unless otherwise stated in the precinct provisions.
- 4 A dwelling should only be established in association with a horse keeping activity.
- 5 Long term agistment of horses should not be undertaken:
  - (a) within the designated visual buffer adjacent the South Eastern Freeway, as identified on [Concept Plan Map MuBr/15 - Southern Area Residential](#)
  - (b) on a site less than 1 hectare.

### Form and Character

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

7 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback where the allotment adjoins Brinkley Road	20 metres
Minimum setback from rear boundary	10 metres
Maximum building height (from natural ground level)	8 metres

8 Residential development should be set back a minimum of 40 metres from the allotment boundary adjacent to the Primary Production Zone except where bounded by Brinkley Road.

9 Sheds, garages and similar outbuildings, not directly associated with horse keeping, should be integrated with the design of a dwelling or stables to avoid building clutter avoiding the uncoordinated mix of building styles and designed within the following parameters:

Parameter	Value
Maximum floor area	10 percent of the allotment size
Maximum building height (from natural ground level)	8 metres
Maximum wall height (from natural ground level)	7 metres
Minimum setback from dwelling on the same allotment	10 metres

10 A dwelling should generally have a minimum allotment area of 1 hectare and a frontage to a public road not less than 50 metres.

11 No private vehicular access should be obtained directly from Brinkley Road.

12 Each dwelling should accommodate a rainwater storage device with a minimum capacity of 3000 litres.

13 Strong thematic landscaping should be instituted throughout areas of open space using locally indigenous plant species as listed in [Table MuBr/6 - Landscaping Schedule](#).



# Appendix C

## Zone and Policy Areas Section





## Equine Recreation Policy Area 22

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

### OBJECTIVES

- 1 A policy area accommodating the relocation and expansion of the Murray Bridge Racecourse to be developed with a range of best practice equine and thoroughbred racing industry related activities, including horse racing and training on a variety of training tracks, horse keeping, breeding, and sales.
- 2 A policy area accommodating equine and racing, sporting, entertainment, cultural and recreational activities and associated visitor, spectator and administrative facilities.
- 3 Development of integrated equine recreational areas and ancillary facilities that are accessible to the community.
- 4 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The focus of this policy area is a proposed best practice racecourse, with associated activities including racetracks with a variety of surfaces, grandstand, clubrooms, administration facilities, reception and conference facilities, spectator facilities such as bars and betting facilities, car parking, on-course stabling and a range of horse training facilities. These facilities will be readily accessible to the **Neighbourhood Centre Zone** by pedestrian and cycle pathways to enable the complementary sharing of activities. The horse training facilities will include a swimming pool area for horses, training centre, administrative offices, viewing stands, bio-security infrastructure, isolation stables and living quarters for industry participants.

Development of the main racecourse facility will incorporate a high standard of contemporary building design that integrates a range of activities and provides an architectural statement that reflects the role of the Murray Bridge Racecourse as a best-practice equine centre. Functional support and service areas such as car parking and storage yards will be located at the rear of the premises and appropriately screened from the entrance road and nearby regional collector roads.

Landscaping of fields, promenade areas and the racecourse will be of an open format to incorporate the equine activities and facilities envisaged for the area. Such development includes but is not limited to, trails, promenades, exercise areas, cross country training track and agistment areas for horse racing, horse training and horse keeping activities.

The area outside of the racecourse is anticipated to form part of the common property of a Community Title to be managed in association with the racecourse and the equine rural living training estate. Limited individual allotments are anticipated in the policy area for dedicated horse agistment or training facilities or infrastructure. Buildings and structures in this area will be low in scale and provided as ancillary to horse training and horse keeping activities, such as equipment stores and horse shelters and that are necessary for the security and exercise of horses.

A package sewage treatment plant to exclusively serve development of the **Southern Area Policy Area 20, Equine Rural Living Policy Area 21, Equine Recreation Policy Area 22** and **Neighbourhood Centre Zone** is envisaged to be located within the **Equine Recreation Policy Area 22** and will be located with suitable separation from the residential areas and outside of the visual buffer adjacent the South Eastern Freeway, as depicted as public purpose on [Concept Plan Map MuBr/14 - Equine Recreation](#). Structures associated with the sewage treatment plant will be designed and sited so as to minimise their visual dominance and be screened by dense landscaping. Ponds associated with the sewage treatment plant will be designed in a manner to complement the open landscaped nature of the northern portion of the policy area, particularly the water storage wetlands.

A range of water storage wetlands interconnected by open swales will be established within the natural low lying areas to accept stormwater and recycled water when available. The water storage areas, both wet and dry, are encouraged to become a natural feature of the policy area, providing a source of recycled water for

the racecourse and community open spaces and a high level of amenity for the community of adjacent residential areas, and a natural setting for the horse racing and training areas adjacent.

A 500 metre visual buffer from the South Eastern Freeway is incorporated within the policy area. The area within the visual buffer incorporates extensive native vegetation and will be supplemented by areas of revegetation (western portion) as well as pasture, horse training and agistment fields, sand and cross country training courses. No major buildings or structures will be developed within the visual buffer area.

Throughout the policy area, remnant stands of existing native vegetation are to be conserved and maintained. Areas identified for revegetation will be undertaken utilising appropriate native species to complement and enhance existing biodiversity.

Movement throughout the northern portion of the policy area, outside of the racecourse and its immediate surrounds will predominantly be non-motorised such as horse riding, cycling and walking. A network of pathways will be constructed throughout the policy area to provide links to the racecourse, equine training estate and residential areas. Pathways and roads required to service tracks, trails and infrastructure will be unsealed.

Roads, public reserves, pedestrian and cycle paths, community buildings and land uses integrated for legibility, convenience and ready access to local open space, and services designed and sited at nominated focal points to engender a sense of place.

Environmentally sustainable development principles are to be adopted by all development within the policy area, including allotment orientation, building siting and energy use, water sensitive urban design, incorporation of solar systems and appropriate landscaping treatments.

It is required that development within the gas pipeline measurement length as shown on *Overlay Map MuBr/47 - Development Constraints*, complies with *AS2885 (Pipeline Gas and Liquid Petroleum)* to ensure minimum pipeline safety requirements have been met.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

1 The following forms of development are envisaged in the policy area:

- car parking
- clubrooms associated with recreational and horse activities
- conference and reception centre
- educational establishment for horse related training
- emergency services facility
- entertainment, cultural and exhibition facilities
- equine training centre
- grazing
- hotel ancillary to horse racing industry activities
- horse agistment
- horse trails and tracks
- indoor and outdoor recreation facilities
- licensed premises ancillary to horse racing industry activities
- lighting for night use of facilities
- meeting hall
- office associated with community or recreation facilities
- playground
- racecourse
- shops or groups of shops ancillary to horse racing industry activities
- sports grounds and associated facilities
- special events
- spectator, administrative, bar and betting facilities ancillary to horse racing industry activities
- stables
- swimming pool / area for horses
- wastewater treatment facilities.

- 2 Long term agistment of horses should not be undertaken:
  - (a) within the designated visual buffer adjacent the South Eastern Freeway, as identified on [Concept Plan Map MuBr/15 – Southern Area Residential](#)
  - (b) on a site less than 1 hectare.

#### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Development should be undertaken in accordance with the [Concept Plan Map MuBr/14 - Equine Recreation](#) and in particular:
  - (a) development undertaken within the racecourse area should be associated with the horse racing industry or other horse training and recreational activities
  - (b) no major buildings or structures should be erected within the designated visual buffer area adjacent to the South Eastern Freeway
  - (c) grazing or horse agistment should be the predominant use outside of areas designated as existing vegetation or revegetation areas and the racecourse.
- 5 Fencing should be limited in order to maintain the open landscaped character of the recreation area.
- 6 Where fences are required for safety or security purposes, or to contain horses, excluding the racecourse area, they should be constructed of open mesh, post and wire or other materials which are compatible with the open landscaped character of the recreation area.
- 7 Strong thematic landscaping should be instituted throughout areas of open space using locally indigenous plant species as listed in [Table MuBr/6 - Landscaping Schedule](#).
- 8 No private vehicular access should be obtained directly from Brinkley Road, Koehler or Usher Road.
- 9 Public car parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 10 No development (including land division) should occur within 500 metres of the General Industry Zone and 500 metres from the landfill waste depot as shown on the Overlay Map MuBr/47 – Development Constraints, except for the following:
  - (a) car park
  - (b) advertisement and /or advertisement display measuring a maximum of 2 metres in height and maximum of 4 square metres in total advertisement area
  - (c) stabling or fencing which is not enclosed and is designed to be open to the environment to allow cross ventilation and prevent the potential for build-up of noxious odours or gases.
- 11 Horse trails and development for equine purposes should avoid areas of existing native vegetation.

#### Land Division

- 12 Additional allotments should only be created within the policy area for purposes ancillary to horse racing, horse training or horse keeping activities.



# Appendix D

## Zone and Policy Areas Section



## Neighbourhood Centre Zone

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

### OBJECTIVES

- 1 A centre providing a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood.
- 2 A centre that provides the main focus of business and community life outside the Regional Town Centre, and provides for the more frequent and regularly recurring needs of the community sited south of the South Eastern Freeway.
- 3 A centre accommodating residential development in conjunction with non-residential development.
- 4 A centre with a total gross leasable area for retail activities of 3000 square metres as required to meet the needs of its local neighbourhood catchment population.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone provides a central hub containing retail, commercial and community facilities serving development in the area. The neighbourhood centre is centrally located within the urban growth area south of the South Eastern Freeway, to enhance local accessibility by pedestrian and cycle paths. The centre is sited to be integrated with the racecourse facilities, is accessible from a proposed major road network and central to the equine rural living and residential areas.

The policy area serves a population of 8000 – 10000 people and accommodates a range of retail, commercial and community land uses to meet the daily needs of its catchment. Retail land uses to be developed include a neighbourhood shopping centre with supermarket and associated speciality shops, together with non-retail activities such as offices, consulting rooms, banks and restaurants. Branch community facilities such as libraries and post offices are also anticipated to co-locate in this centre.

To meet the needs of a growing community, educational facilities including a pre-school / child care centre, and primary school will be developed according to population requirements for the area. Sporting and recreational facilities will be integrated with the educational land uses to serve the wider community.

Following the establishment of the racecourse, educational and training facilities associated with the horse racing industry will be integrated with educational facilities within the policy area.

To complement the proposed racecourse, entertainment facilities such as a hotel and restaurants, as well as short term accommodation in the form of serviced apartments or motel, will be sited to be accessible to both patrons of the race meetings and the wider community by appropriate pedestrian and cycle links that focus on the main shopping centre.

The neighbourhood centre will be developed with shared access and parking and in proximity to racecourse services and activities to encourage joint use and avoid duplication of land uses. The functional elements of this activity centre will be appropriately designed and conveniently sited so as to be easily accessible without being visually dominant within the locality.

Built form will seek to provide a pleasant pedestrian environment by incorporating articulated facades and active street frontages, covered sidewalks and a range of activities that provide interest to pedestrians. Open space will incorporate landscaping and public art, together with high quality paving, street furniture and lighting. Buildings will seek to address the main roadways incorporating landscaping and multiple access points into and out of the neighbourhood policy area.

The neighbourhood centre will be developed in an orderly and economic manner commencing at the time a substantial population base is established to support these facilities. It is appropriate to develop the retail,

commercial, community and educational facilities in stages over a 15-20 year period, as the population expands and the racecourse is developed.

Environmentally sustainable development principles are to be adopted by all development within the zone, including allotment orientation, building siting and energy use, water sensitive urban design, incorporation of solar systems and appropriate landscaping treatments

Roads, public reserves, pedestrian and cycle paths, community buildings and land uses integrated for legibility, convenience and ready access to local open space, and services designed and sited at nominated focal points to engender a sense of place.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the zone:
  - aged care facility
  - bank
  - child care facility
  - consulting room
  - dwelling in conjunction with non-residential land use
  - educational establishment
  - gymnasium
  - hotel
  - library
  - licensed clubrooms
  - health centre
  - office
  - petrol filling station
  - place of worship
  - playing field
  - pre-school
  - primary school
  - recreation area
  - restaurant
  - shop
  - tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Residential development should be developed in conjunction with non-residential uses and should not prejudice the operation of existing or future retail activity within the zone.

### Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Dwellings should be located only behind or above non-residential uses on the same allotment.
- 6 Development should have a maximum building height of 15 metres.
- 7 Buildings should be setback from a primary street frontage 5 metres.
- 8 Lesser setback distances should only be considered where the proposed building will be substantially screened by existing vegetation, natural form and features of the land or adjacent existing buildings.
- 9 The setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 10 Car parking should be provided to the rear of the centre to promote a pedestrian friendly environment.



- 11 Buildings with four storeys or more above natural surface level should include provision for undercroft parking.

#### Land Division

- 12 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the policy area can be achieved.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of development	Exceptions
Dairy	
Dwelling	Except where in conjunction with a non-residential development.
Farm building	
Farming	
Fuel depot	
Horticulture	
Industry	Except for service industry
Intensive animal keeping	
Major public service depot	
Prescribed mining operations	
Residential flat building	Except where in conjunction with a non-residential development.
Road transport terminal	
Stadium	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment or disposal	
Winery	
Wrecking yard	

### Public Notification

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

**Murray Bridge Council**  
**Zone Section**  
**Neighbourhood Centre Zone**

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

<b>Category 1</b>	<b>Category 2</b>
Aged care facility	Consulting room with a gross leasable area of more than 200 square metres.
Bank	Shop with a gross leasable area of more than 250 square metres.
Car park	Supermarket with a gross leasable area of more than 1000 square metres.
Child care centre	Service industry
Consulting room measuring 200 square metres or less.	
Educational establishment	
Gymnasium	
Hotel	
Library	
Licensed clubrooms	
Health centre	
Office	
Petrol filling station	
Place of worship	
Pre school	
Restaurant	
Shop with a gross leasable area of 250 square metres or less.	
Store	
Supermarket with a gross leasable area of 1000 square metres or less.	
Warehouse	

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# Appendix E

Non-complying lists and  
categories of  
notification



## Non-complying Development

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

Form of Development	Exceptions
Advertisement and /or advertising hoarding	<p>Except where it is located:</p> <ul style="list-style-type: none"> <li>(a) outside of the <b>Southern Area Policy Area 20</b> and it is associated with consulting rooms, offices or shop or group of shops listed with this non complying table.</li> <li>(b) within the <b>Southern Area Policy Area 20</b> and it is in conjunction within a home activity.</li> </ul>
Amusement machine centre	
Consulting room	<p>Except where the site does not front an arterial road and any of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(a) the total floor area is less than 150 square metres within the <b>Historic Conservation Area</b></li> <li>(b) the gross leasable area is less than 80 square metres within the <b>Southern Area Policy Area 20</b></li> <li>(c) the total floor area is less than 100 square metres elsewhere in the <b>Residential Zone</b>.</li> </ul>
Crematorium	
Dairy	
Educational establishment within the <b>Southern Area Policy Area 20</b> .	
Farm building within the <b>Southern Area Policy Area 20</b> .	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Industry	
Intensive animal keeping	
Motor repair station	
Office	<p>Except where the site does not front an arterial road and any of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(a) the total floor area is less than 150 square metres within the <b>Historic Conservation Area</b></li> <li>(b) the total floor area is less than 80 square metres within the <b>Southern Area Policy Area 20</b></li> <li>(c) the total floor area is less than 100 square metres elsewhere in the <b>Residential Zone</b>.</li> </ul>
Petrol filling station	

Form of Development	Exceptions
Prescribed mining operations within the <b>Southern Area Policy Area 20</b> .	
Public service depot	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the site does not front an arterial road and any of the following is satisfied: <ul style="list-style-type: none"> <li>(a) the total floor area is less than 200 square metres within the <b>Historic Conservation Area</b></li> <li>(b) the total floor area is less than 100 square metres within the <b>Southern Area Policy Area 20</b></li> <li>(c) the total floor area is less than 150 square metres elsewhere in the <b>Residential Zone</b>.</li> </ul>
Stadium within the <b>Southern Area Policy Area 20</b> .	
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Winery within the <b>Southern Area Policy Area 20</b> .	
Wrecking yard	

### Public Notification

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

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

Category 1	Category 2
Alterations and additions to a Local heritage place. Within the <b>Southern Area Policy Area 20</b> : <ul style="list-style-type: none"> <li>(a) dwelling</li> <li>(b) land division.</li> </ul>	Demolition within the <b>Historic Conservation Area 1</b> of the <b>Historic Conservation Area</b> .

## Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding	Advertisement and/or advertising hoarding where the development achieves at least one of (a) or (b): <ul style="list-style-type: none"> <li>(a) is adjacent to a road with a speed limit of less than 80 km/h</li> <li>(b) has an advertisement area of 2 square metres or less and achieves all of the following: <ul style="list-style-type: none"> <li>(i) the message contained thereon relates entirely to a lawful use of land</li> <li>(ii) the advertisement is erected on the same allotment as the use it seeks to advertise</li> <li>(iii) the advertisement will not result in more than two advertisements on the allotment.</li> </ul> </li> </ul>
Amusement machine centre	
Consulting room	Except in the form of veterinary consulting room.
Crematorium	
Dairy	
Dwelling	Except detached dwelling.
Educational establishment within the <b>Equine Rural Living Policy Area 21.</b>	
Farm building within the <b>Equine Rural Living Policy Area 21.</b>	
Farming within the <b>Equine Rural Living Policy Area 21.</b>	
Fuel depot	
General industry	
Horticulture within the <b>Equine Rural Living Policy Area 21.</b>	
Hospital within the <b>Equine Rural Living Policy Area 21.</b>	
Hotel	
Intensive animal keeping	Except for kennels in the <b>Equine Rural Living Policy Area 21</b> where it involves the keeping of a maximum of 5 dogs.
Land division	Except where all allotments resulting from the division satisfies the minimum allotment size prescribed in the relevant precinct or policy area.
Major public service depot	
Motor repair station	

Form of development	Exceptions
Petrol filling station	
Prescribed mining operations within the <b>Equine Rural Living Policy Area 21</b> .	
Residential flat building	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 80 square metres.
Special industry	
Stadium within the <b>Equine Rural Living Policy Area 21</b>	
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Winery within the <b>Equine Rural Living Policy Area 21</b>	
Wrecking yard	

### Public Notification

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

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

Category 1	Category 2
A detached dwelling within the <b>Equine Rural Living Policy Area 21</b> .	Within the <b>Equine Rural Living Policy Area 21</b> : (a) horse stables accommodating more than 6 horses (b) a service industry.



## Non-complying Development

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

Form of development	Exceptions
Consulting room	
Crematorium	
Dairy within the <b>Equine Recreation Policy Area 22.</b>	
Dwelling	
Farm building within the <b>Equine Recreation Policy Area 22.</b>	
Farming within the <b>Equine Recreation Policy Area 22.</b>	
Fuel depot	
Hospital	
Hotel	Except where it is adjacent the racetrack facilities as delineated on <a href="#">Concept Plan Map MuBr/14 - Equine Recreation</a> .
Horticulture within the <b>Equine Recreation Policy Area 22.</b>	
Industry	
Intensive animal keeping	
Land division	Except where no additional allotments are created partly or wholly within the zone, unless one of the following (a) or (b) are satisfied: <ul style="list-style-type: none"> <li>(a) the proposed allotments with frontage to the Princes Highway are of at least 1200 square metres in area and with a minimum effective frontage of 25 metres</li> <li>(b) the proposed allotments in all other areas, with the exception of the <b>Equine Recreation Policy Area 22</b>, are of at least one hectare in area and with a minimum effective frontage of 70 metres.</li> </ul>
Motel	
Motor repair station	
Nursing home	
Office	Except where associated with community or recreation facilities.
Petrol filling station	
Place of worship	
Prescribed mining operations within the <b>Equine Recreation Policy Area 22.</b>	

Form of development	Exceptions
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where either (a) or (b) applies: (a) the gross leasable area is less than 150 square metres in areas outside of the <b>Equine Recreation Policy Area 22</b> (b) the gross leasable area is less than 80 square metres in areas within the <b>Equine Recreation Policy Area 22</b> and is located within or adjacent the racecourse facilities as delineated by <a href="#">Concept Plan Map MuBr/14 – Equine Recreation</a> .
Stock agistment and holding yards	
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	Except a sewage treatment plant within the <b>Equine Recreation Policy Area 22</b> .
Winery within the <b>Equine Recreation Policy Area 22</b> .	
Wrecking yard	

## Public Notification

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

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

Category 1	Category 2
<p>Except where located within the <b>Equine Recreation Policy Area 22</b>, the following forms of development are Category 1:</p> <ul style="list-style-type: none"> <li>(a) office associated with community or recreation facility</li> <li>(b) shops or groups of shops ancillary to recreation development</li> <li>(c) showground.</li> </ul> <p>The following forms of development are Category 1 where located within the <b>Equine Recreation Policy Area 22</b>:</p> <ul style="list-style-type: none"> <li>(a) car park, where located within or adjacent the racecourse facilities as shown on</li> </ul>	<p>Except where located within the <b>Equine Recreation Policy Area 22</b>, the following forms of development are Category 2:</p> <ul style="list-style-type: none"> <li>(a) clubroom associated with a sports facility</li> <li>(b) community centre</li> <li>(c) educational establishment</li> <li>(d) emergency services facility</li> <li>(e) indoor and outdoor recreation facility</li> <li>(f) lighting for night use of facilities</li> <li>(g) speedway</li> <li>(h) swimming pool.</li> </ul> <p>Shop with a gross leasable area of 80 square metres or less within the <b>Equine Recreation Policy Area 22</b> and where located within or adjacent the</p>

Category 1	Category 2
<p data-bbox="300 293 743 353"><a href="#"><u>Concept Plan Map MuBr/14 - Equine Recreation</u></a></p> <ul style="list-style-type: none"><li data-bbox="245 362 464 392">(b) horse stables</li><li data-bbox="245 403 807 495">(c) hotel, where located within or adjacent the racecourse facilities as shown on <a href="#"><u>Concept Plan Map MuBr/14 - Equine Recreation</u></a></li><li data-bbox="245 504 536 533">(d) licensed clubrooms</li><li data-bbox="245 542 639 571">(e) parking area for horse floats</li><li data-bbox="245 580 767 609">(f) racecourse and ancillary training tracks</li><li data-bbox="245 618 639 647">(g) swimming facility for horses.</li></ul>	<p data-bbox="839 293 1457 353">racecourse facilities as delineated on <a href="#"><u>Concept Plan Map MuBr/14 – Equine Recreation.</u></a></p>

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# Appendix F

## Table Section



## Table MuBr/6 - Landscaping Schedule

Landscaping Species Size at Maturation	Botanical Name Landscaping Species	Common Name Landscaping Species	Soil Suitability for Planting
Medium-sized tree species:	<i>Callitris gracilis</i>	Southern Cypress Pine	Sandy soils on upland sites.
	<i>Eucalyptus odorata</i>	Peppermint Box	Heavier soils in low-lying sites.
Small tree/large shrub species	<i>Eucalyptus incrassata</i>	Ridge-fruited Mallee	Very sandy soils including sand-ridges.
	<i>Eucalyptus calycogona</i> ssp. <i>trachybasis</i>	Square-fruited Mallee	Heavier soils.
	<i>Eucalyptus phenax</i> ssp. <i>phenax</i>	White Mallee	Heavy to medium-textured soils.
	<i>Eucalyptus socialis</i> ssp. <i>socialis</i>	Summer Red Mallee	Limestone outcrops.
	<i>Eucalyptus leptophylla</i>	Narrow-leaved Red Mallee	Sandy soils.
	<i>Eucalyptus gracilis</i>	Yorrell	Limestone outcrops and medium-textured soils.
	<i>Eucalyptus brachycalyx</i>	Gilja	Heavier soils and limestone outcrops.
	<i>Eucalyptus oleosa</i>	Red Mallee	Heavier soils and trops.
Medium-sized shrub species	<i>Melaleuca lanceolata</i>	Black Tea Tree	Heavier soils on flats and ridges.
	<i>Melaleuca uncinata</i>	Broombush	Sandy to medium-textured soils.
	<i>Melaleuca acuminata</i>	Mallee Honey-Myrtle	Sandy to medium-textured soils.
	<i>Acacia calamifolia</i>	Wallowa	Sandy to medium-textured soils.
Small shrub species	<i>Dodonaea viscosa</i>	Sticky Hop-Bush	Sandy to medium-textured soils.
	<i>Babingtonia behrii</i>	Silver Broom	Sandy soils
	<i>Acacia spinescens</i>	Spiny Wattle	Medium-textured soils.
	<i>Correa pulchella</i>	Salmon Correa	Rocky outcrops and medium-textured soils

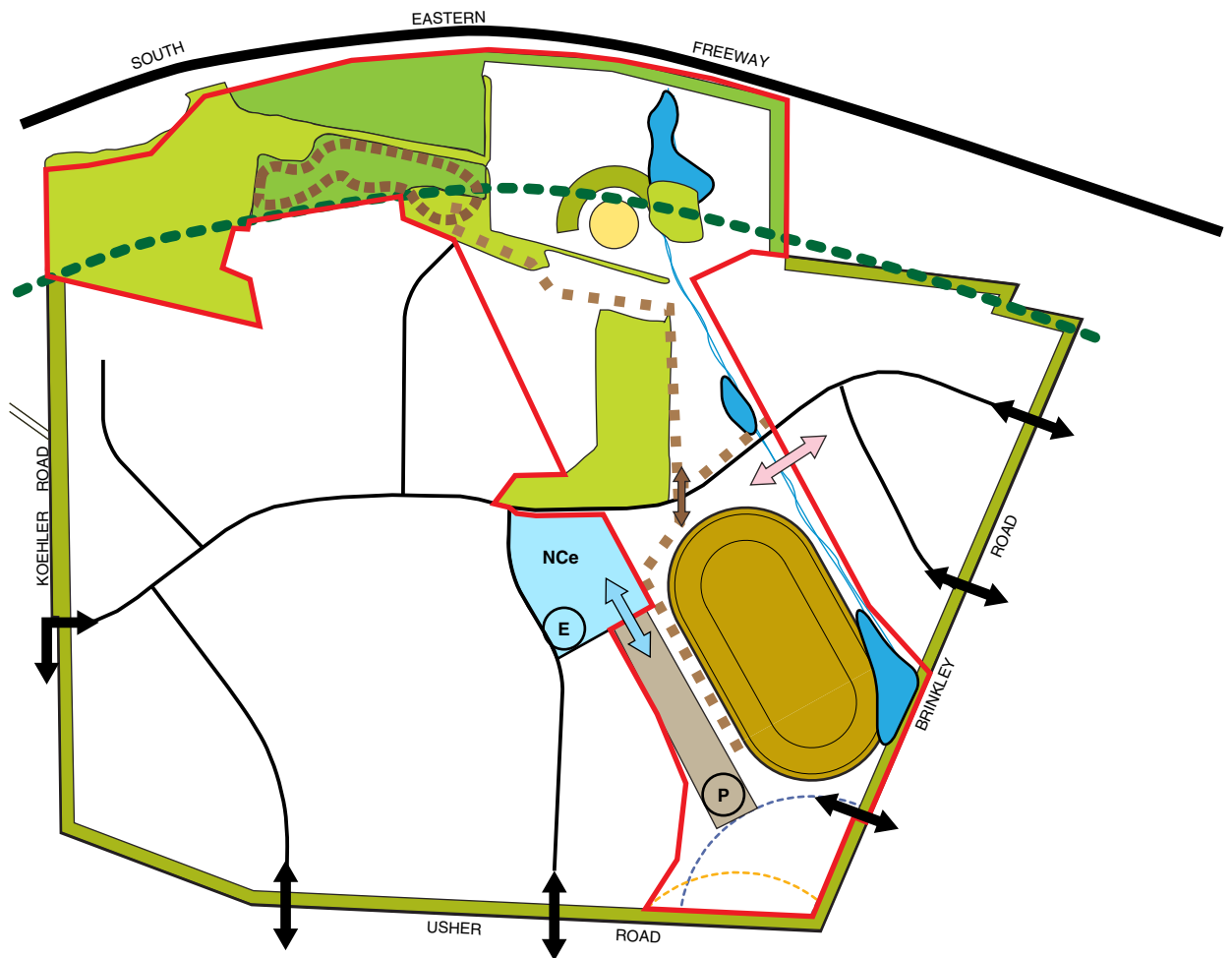


























# Appendix G

## Concept Plans





-  Equine Recreation Policy Area Concept Boundary
  -  Race Course and Training Tracks
  -  Race Course Facilities
  -  Major Collector Road
  -  Traffic Movement
  -  Integration with adjacent retail and community facilities
  -  Integration with Equine Rural Living Estate
  -  Car Park
  -  Neighbourhood Centre
  -  Education
  -  Cross Country Training Tracks
  -  Horse Underpass
  -  Horse Trails/Links
  -  Landscape Buffer (10m)
  -  Existing Vegetation for conservation
  -  Revegetation
  -  Public Purpose
  -  Drain/Water Storage
  -  500m Visual Buffer and Revegetation Area
-  500m Buffer (from Gln zone)
  -  500m Buffer (from landfill boundary)
- N



0 1km



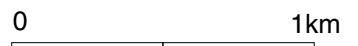
# Concept Plan Map MuBr/14

## EQUINE RECREATION



- Living
- Rural Living
- Recreation
- Existing Vegetation
- Public Purpose
- Neighbourhood Centre
- Cu Community Use
- E Public Purpose - Education
- P Parking
- 3 Staged Development
- RT Racetrack
- Landscape Buffer (10m)
- Drain / Water Storage
- Traffic Movement
- Primary Arterial Road
- Major Collector Road
- Intersection Upgrade
- Horse Trails / Links
- 500m Visual Freeway Buffer

- 500m Buffer (from Gln zone)
- 500m Buffer (from landfill boundary)



# Concept Plan Map MuBr/15

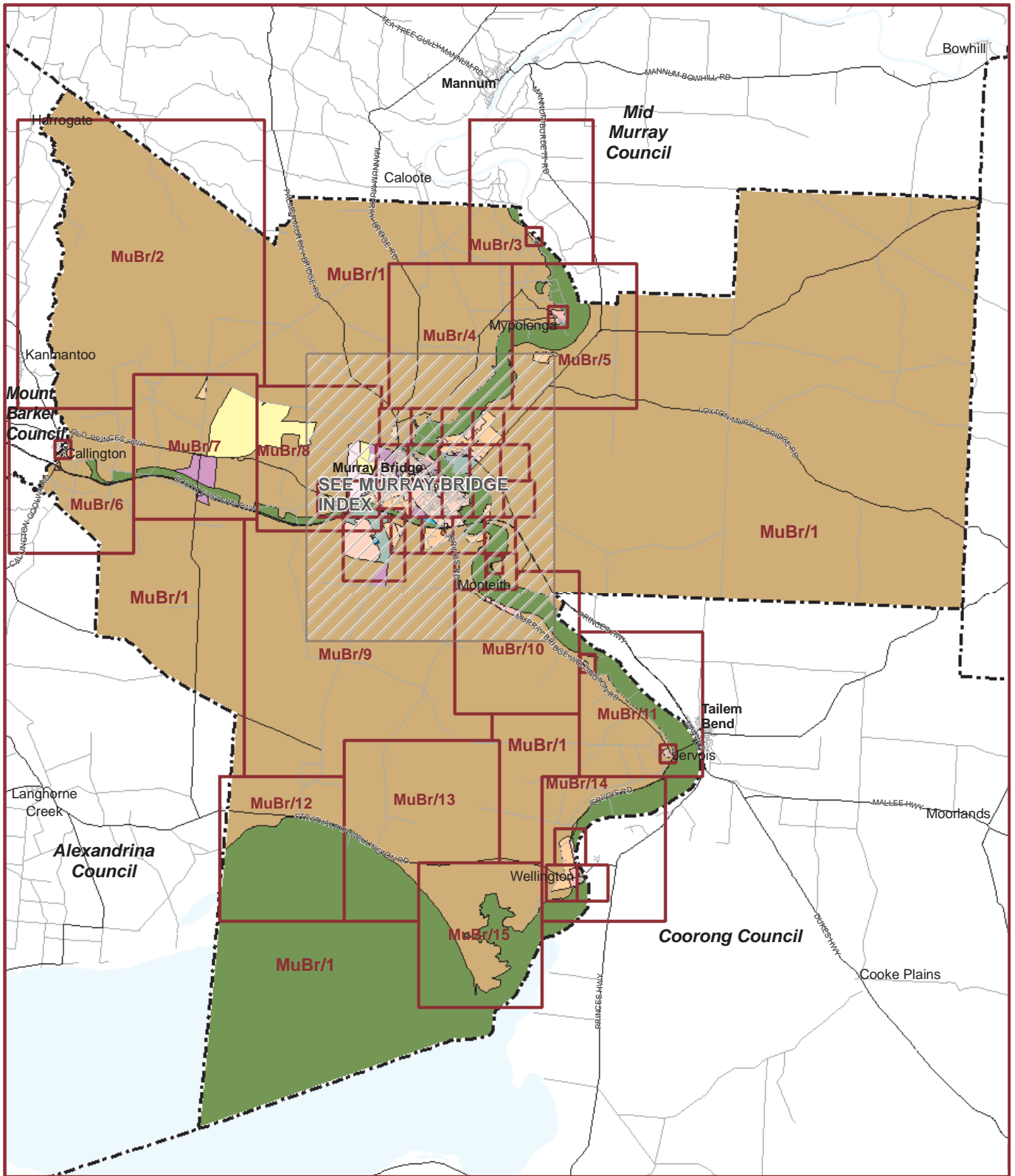
## SOUTHERN AREA RESIDENTIAL

MURRAY BRIDGE COUNCIL

# Appendix H

## Zone and Policy Area Mapping






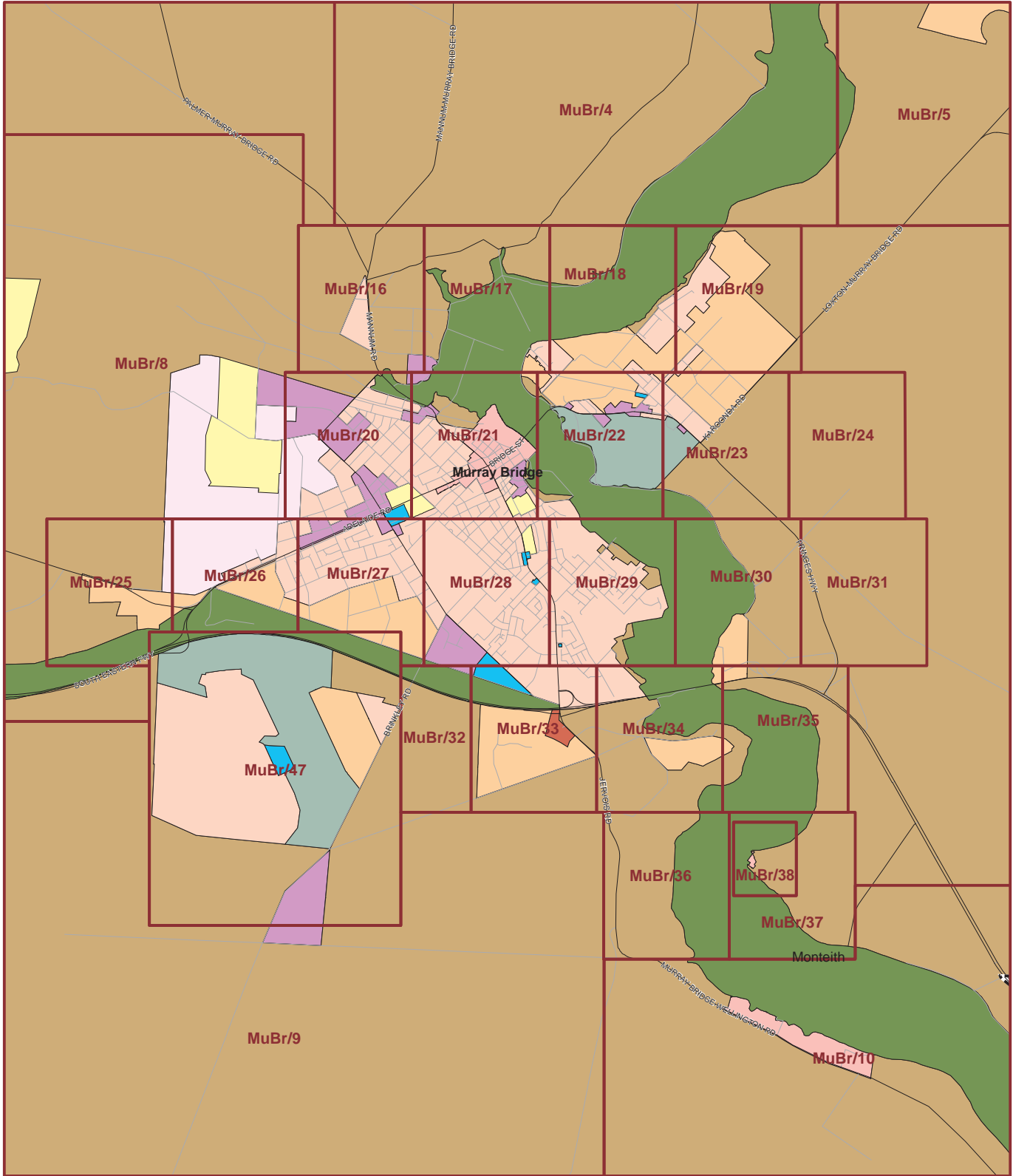
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps MuBr/1 to Map MuBr/47 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.



# Council Index Map

 Enlargement Index

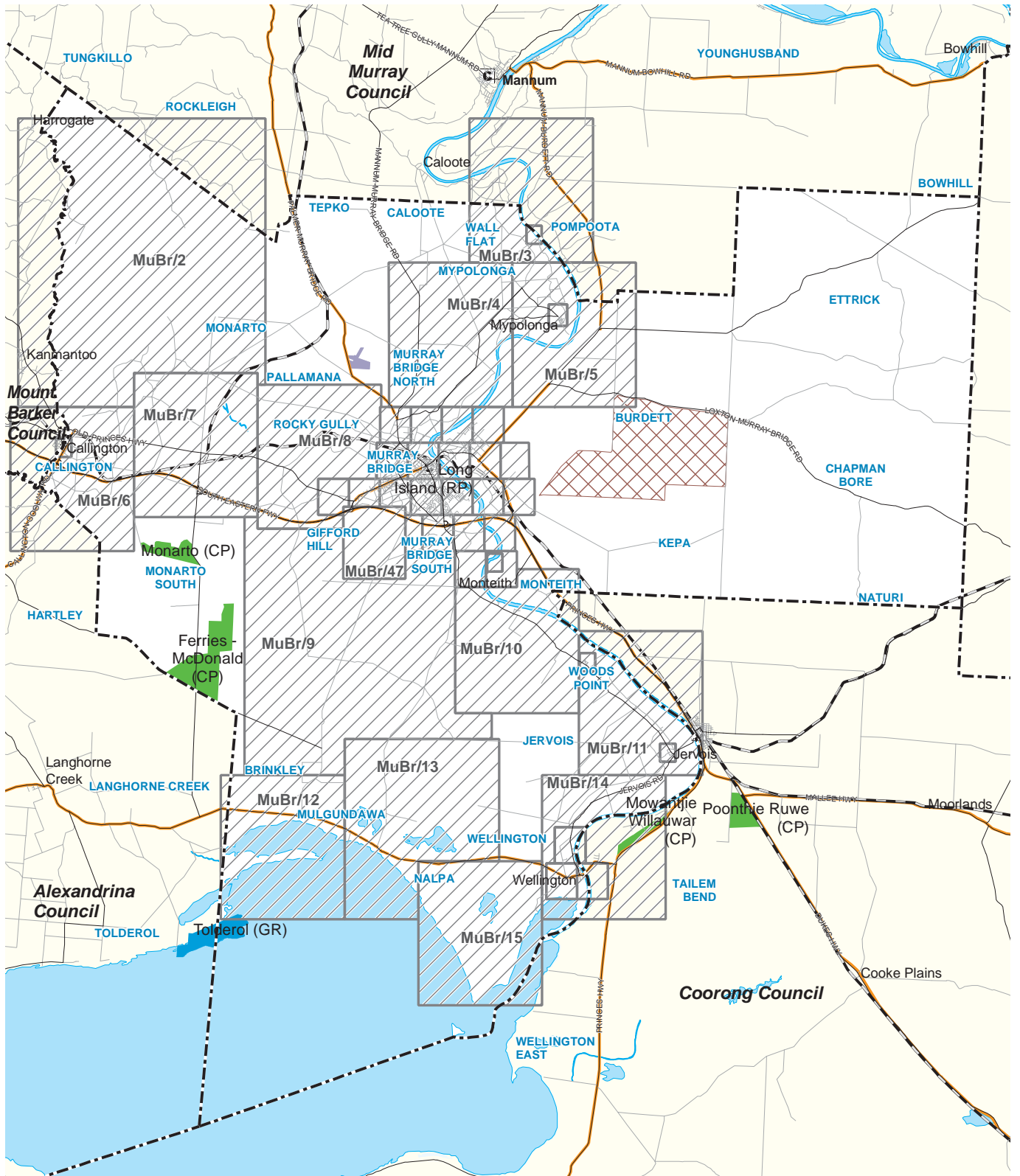
MURRAY BRIDGE COUNCIL



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps MuBr/1 to Map MuBr/47 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

# MURRAY BRIDGE Enlargement Index Map

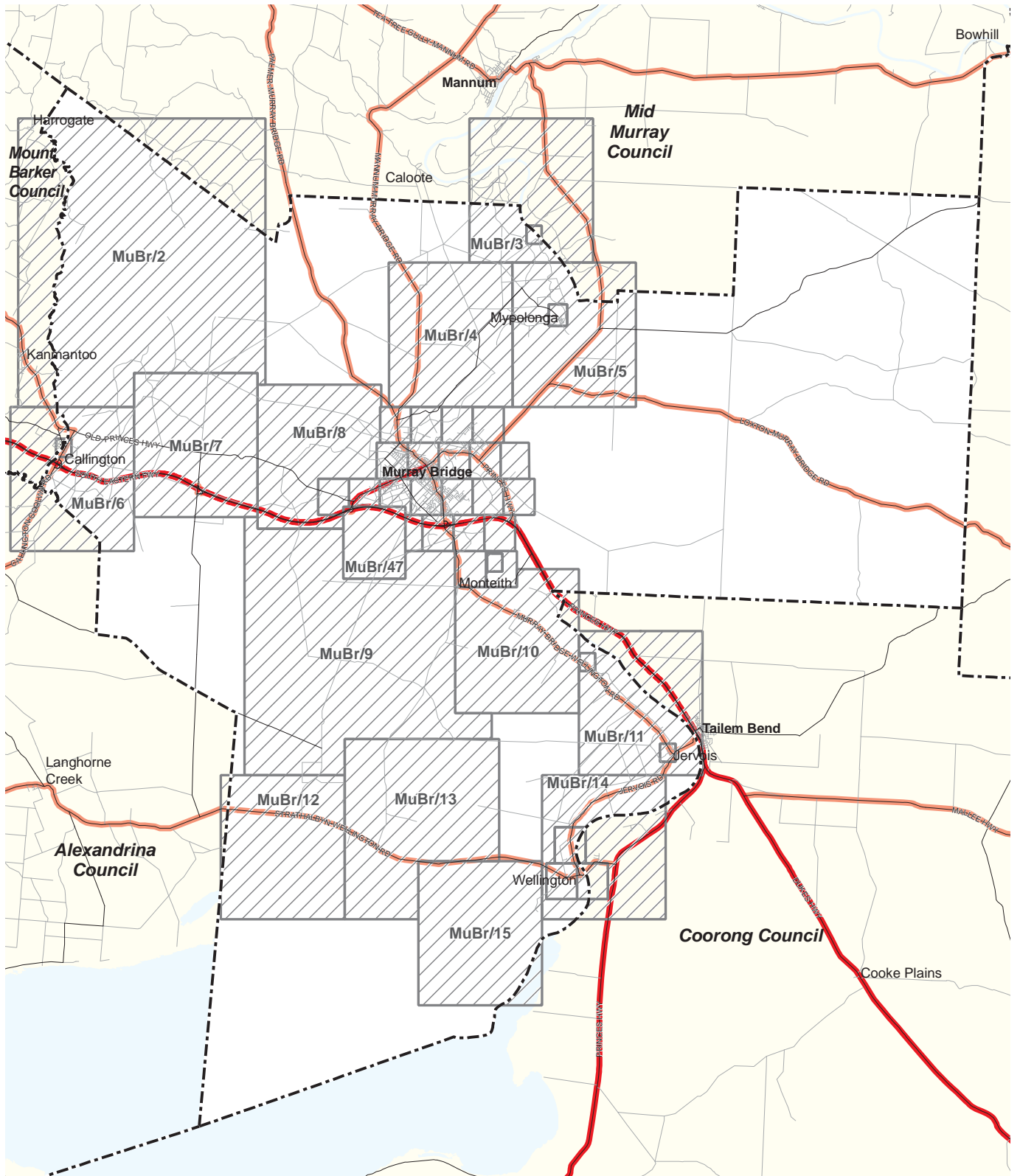




- C Council Office
- Railways
- Tourist Routes
- Airfield
- Murray Bridge Defence Reserve
- Conservation Park
- Recreation Park
- Game Reserve
- Waterbodies
- Development Plan Boundary



# Location Map MuBr/1



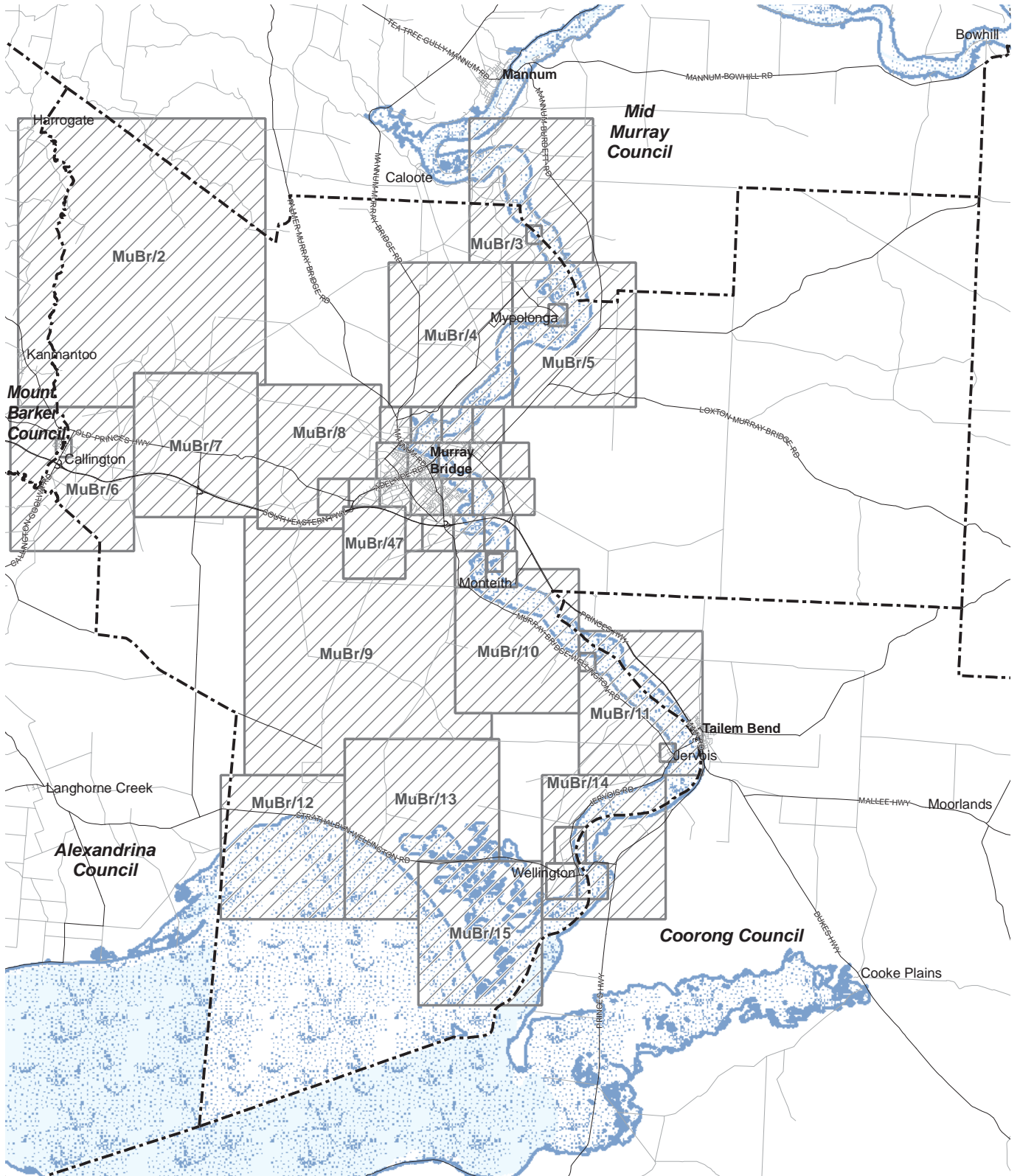
- Primary Arterial Roads
- Secondary Arterial Roads
- Development Plan Boundary



# Overlay Map MuBr/1



## TRANSPORT

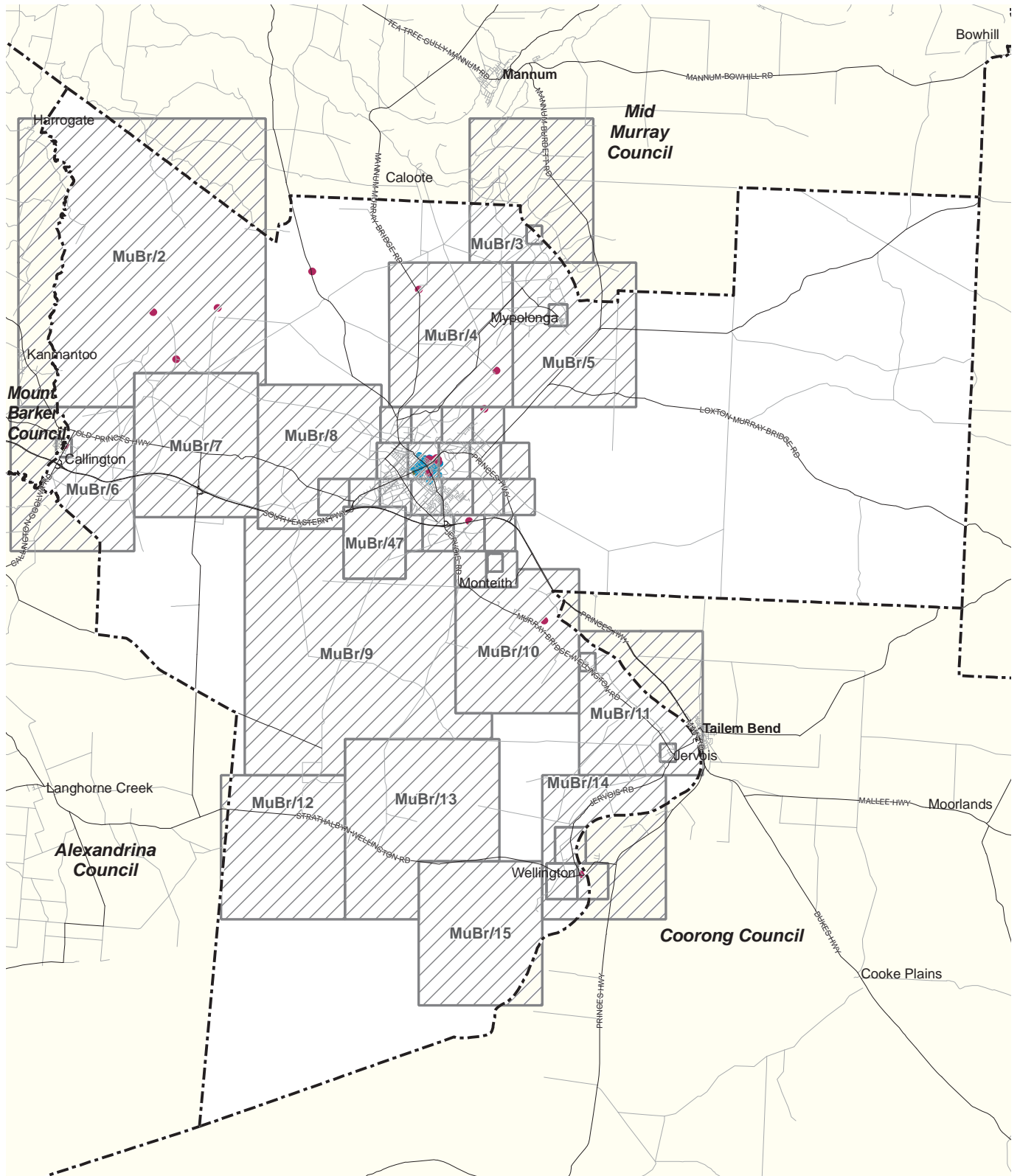
**MURRAY BRIDGE COUNCIL**



# Overlay Map MuBr/1

## DEVELOPMENT CONSTRAINTS

-  1956 Flood Boundary
-  Development Plan Boundary



Heritage points are indicative only.  
 For further information on State and Local Heritage Places and Contributory items please refer to the relevant tables within this document.

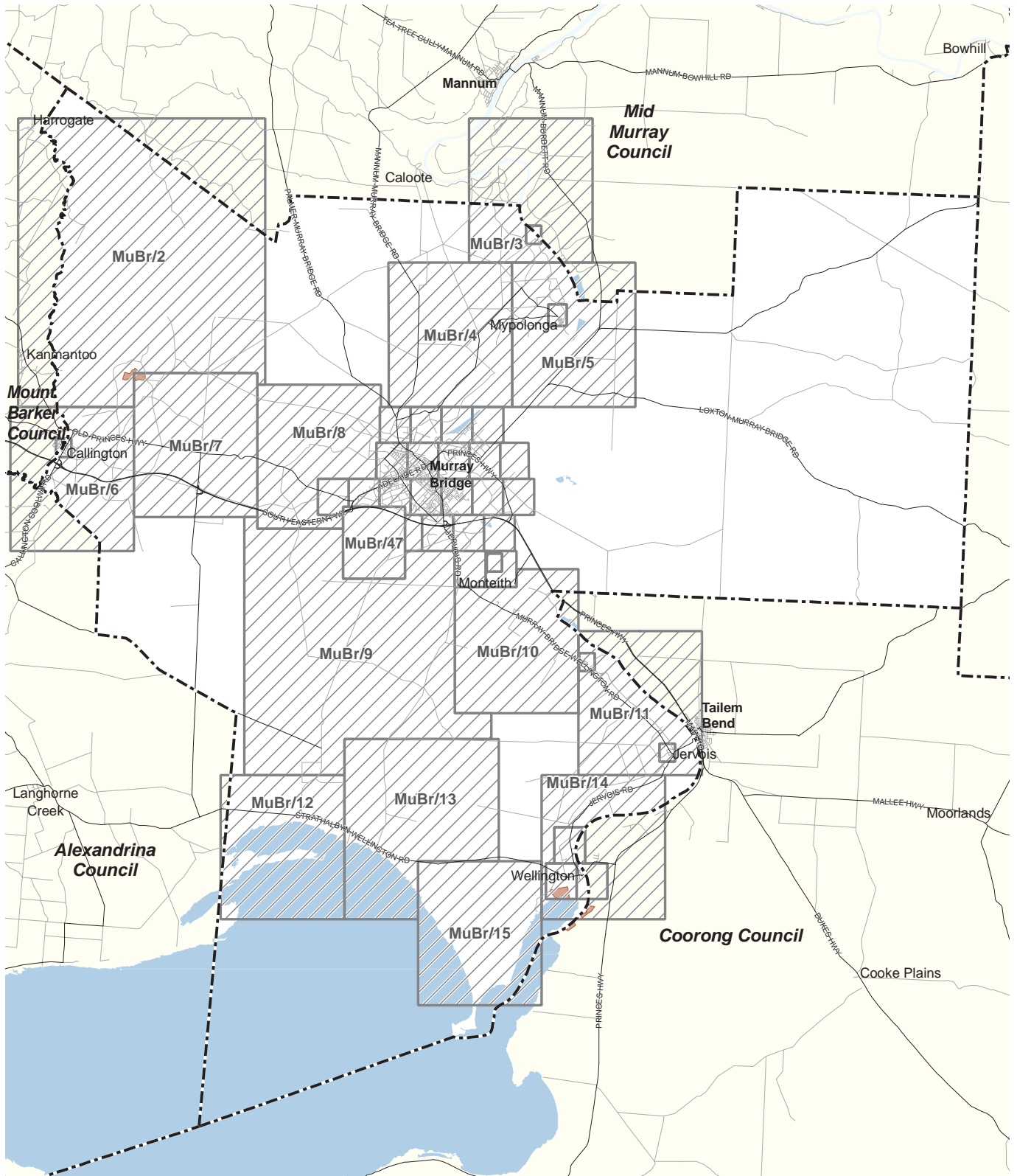


- State heritage place
- Local heritage place
- Development Plan Boundary

# Overlay Map MuBr/1

## HERITAGE

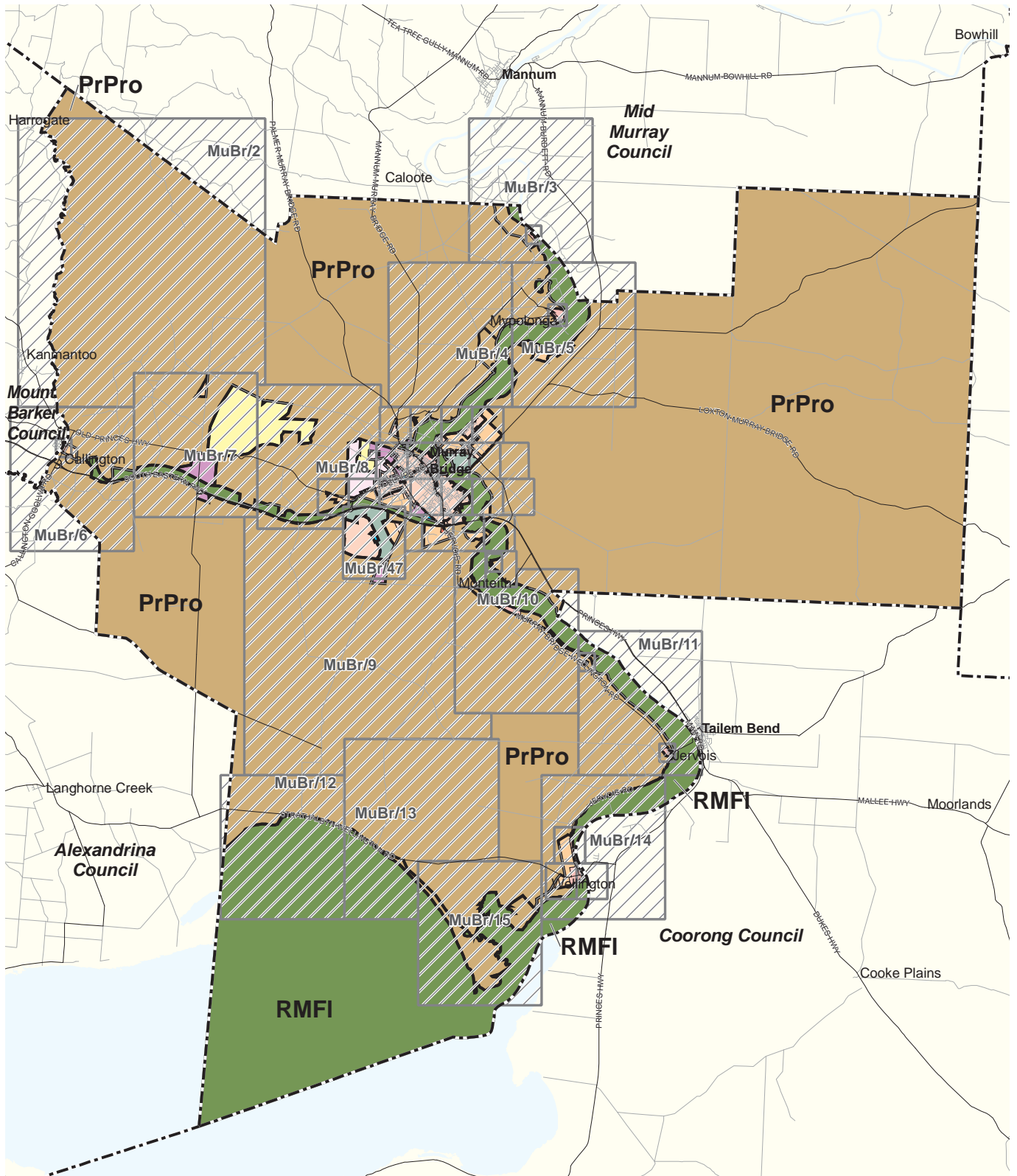




- Wetlands of National Importance
- Aboriginal Lands
- Development Plan Boundary

# Overlay Map MuBr/1

## NATURAL RESOURCES

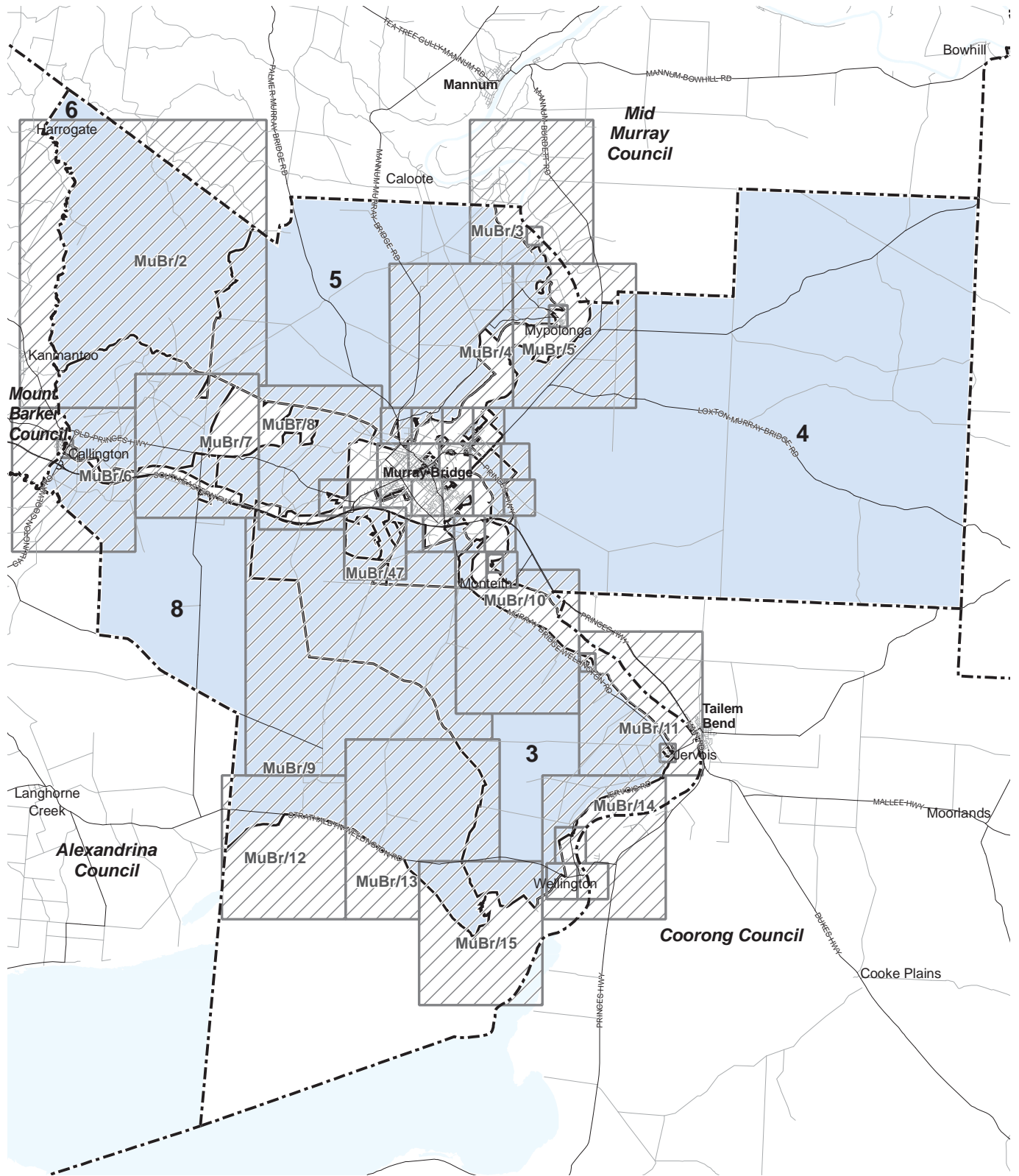


See enlargement map for accurate representation.



- Zones**
- PrPro Primary Production
  - RMFI River Murray Flood
  - Zone Boundary
  - Development Plan Boundary

# Zone Map MuBr/1



See enlargement map for accurate representation.

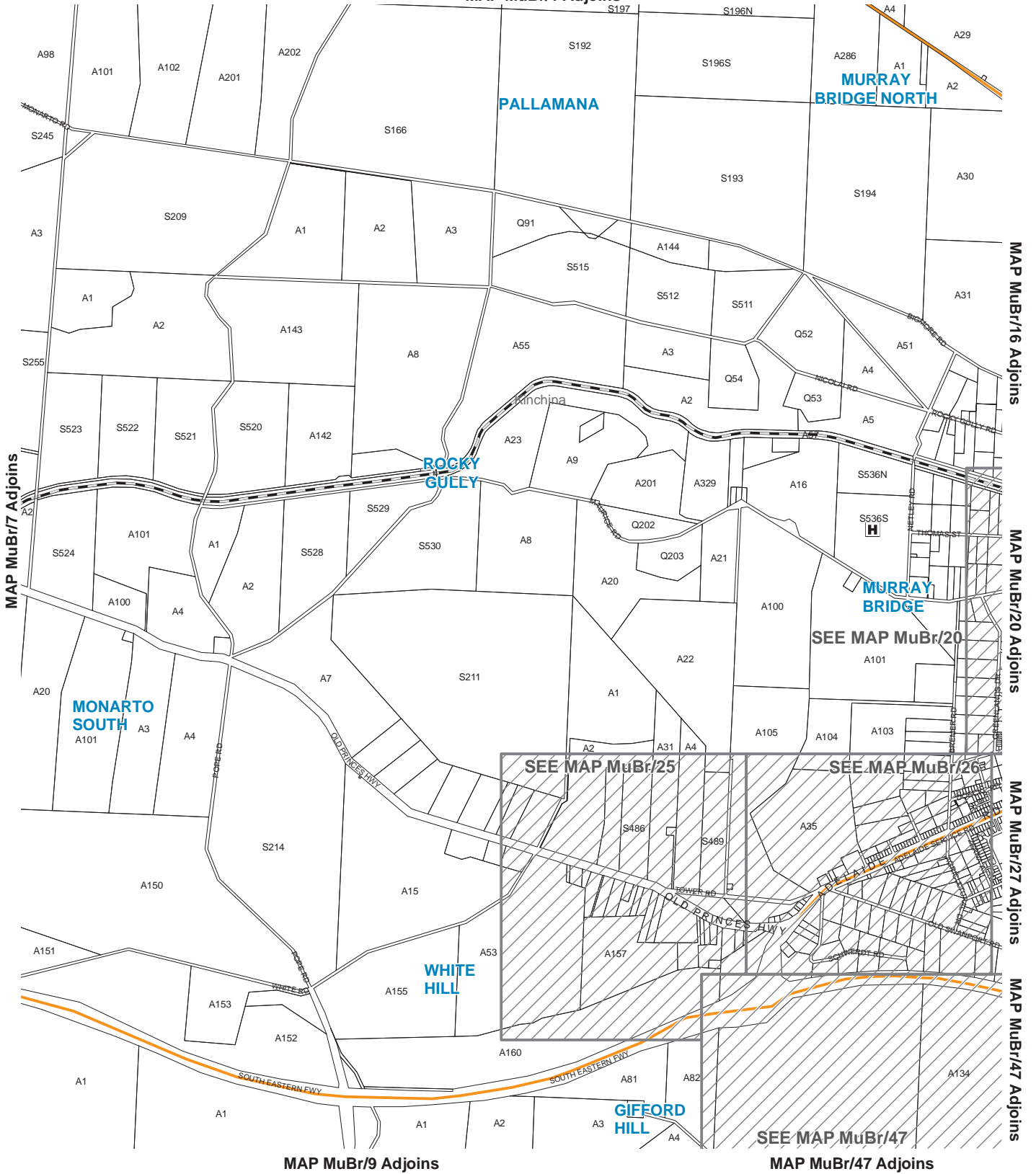
- Policy Areas**
- 3 Central Area
  - 4 East Area
  - 5 North Central Area
  - 6 North West Area
  - 8 South West Area



# Policy Area Map MuBr/1

- Policy Area Boundary
- Development Plan Boundary

MAP MuBr/1 Adjoins



MAP MuBr/16 Adjoins

MAP MuBr/20 Adjoins

MAP MuBr/27 Adjoins

MAP MuBr/47 Adjoins


MAP MuBr/7 Adjoins

MAP MuBr/9 Adjoins

MAP MuBr/47 Adjoins



# Location Map MuBr/8

 Other Health Services

 Railways

 Tourist Routes



MAP MuBr/1 Adjoins



- Primary Arterial Roads
- Secondary Arterial Roads

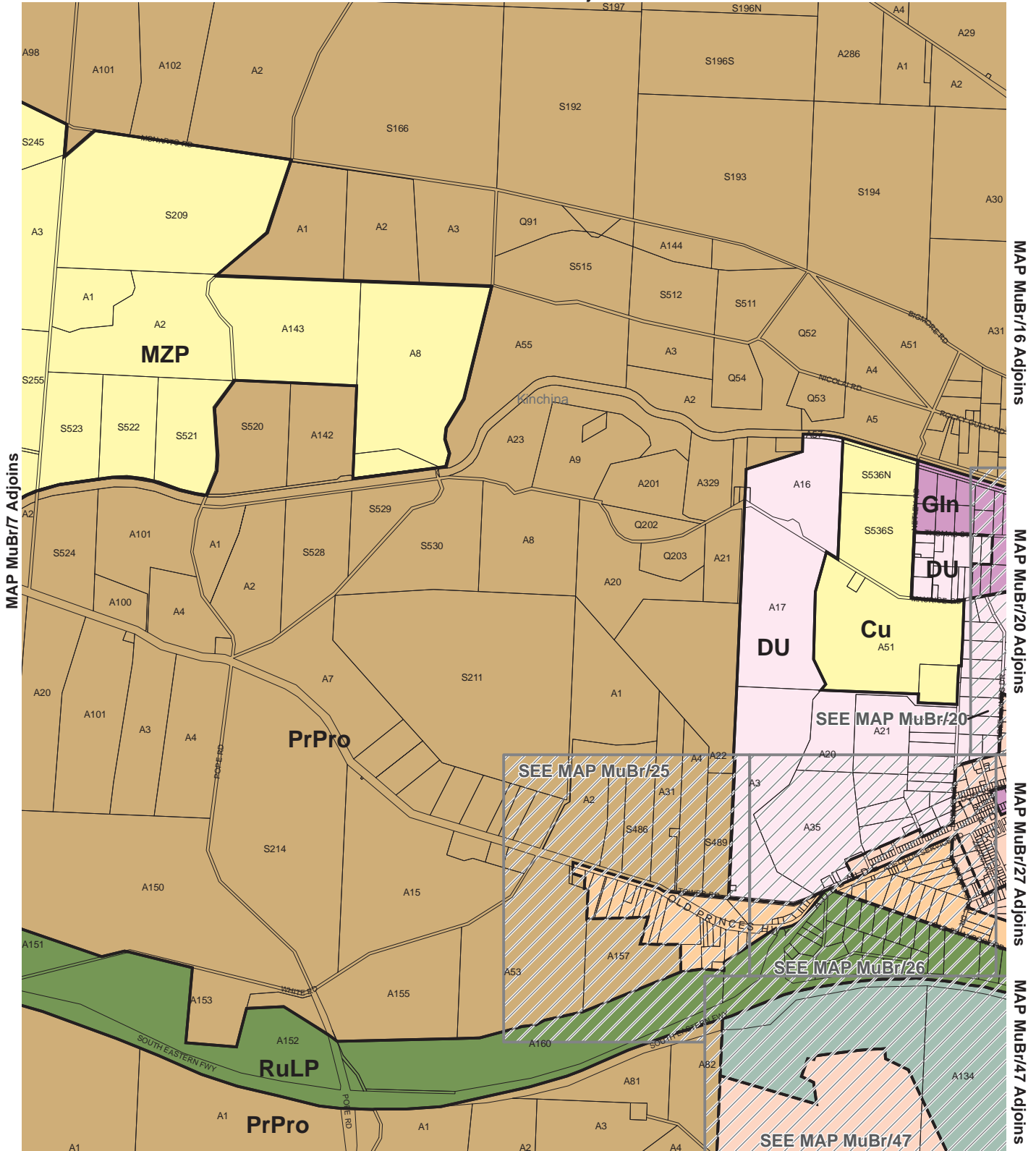


# Overlay Map MuBr/8

## TRANSPORT

MURRAY BRIDGE COUNCIL

MAP MuBr/1 Adjoins

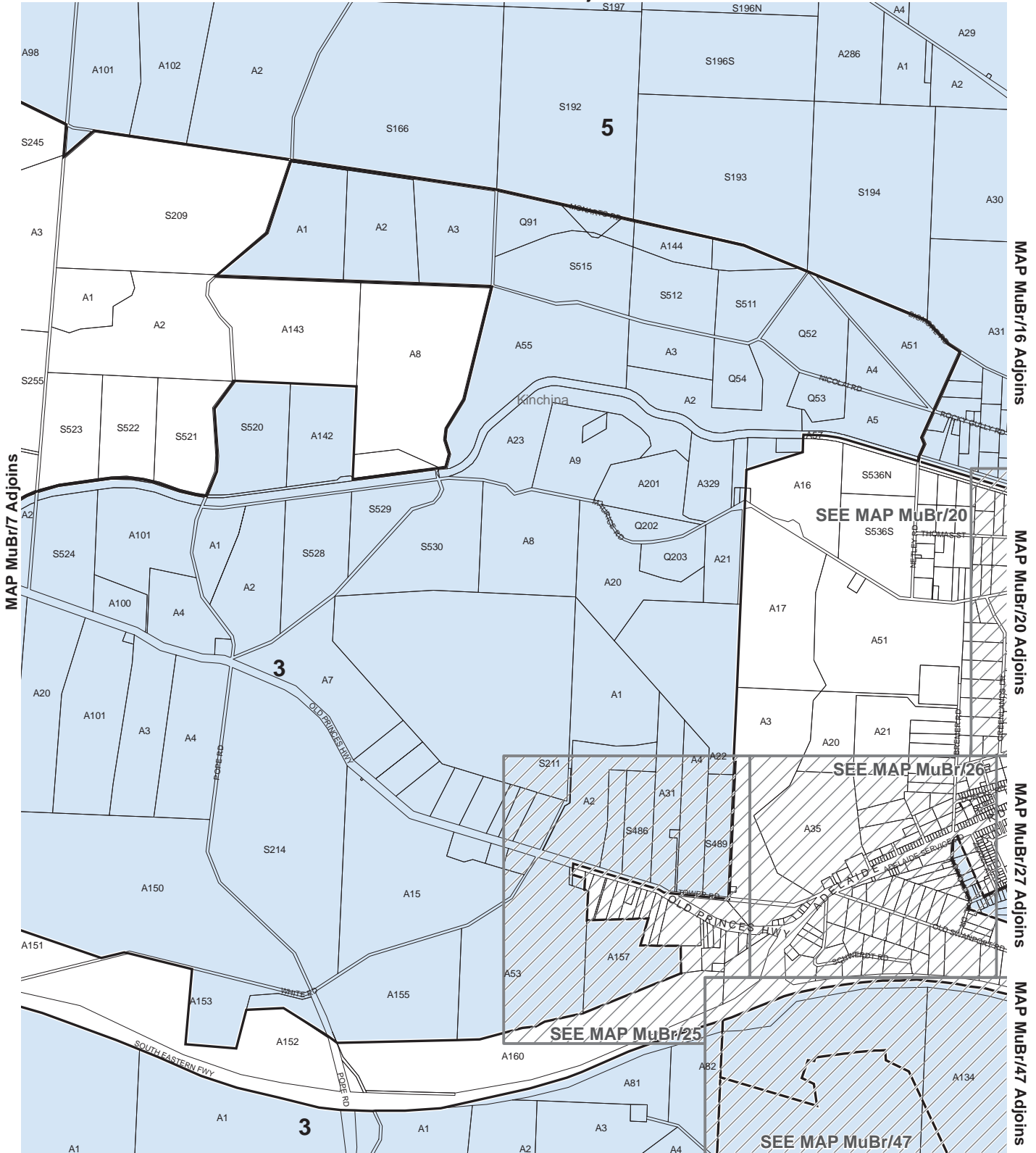


See enlargement map for accurate representation.  
Lamberts Conformal Conic Projection, GDA94

- Zones**
- Cu Community
  - DU Deferred Urban
  - GIn General Industry
  - MZP Monarto Zoological Park
  - PrPro Primary Production
  - RuLP Rural Landscape Protection
  - Zone Boundary

# Zone Map MuBr/8

MAP MuBr/1 Adjoins



MAP MuBr/9 Adjoins

MAP MuBr/47 Adjoins

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

- Policy Area**  
 3 Central Area  
 5 North Central Area



# Policy Area Map MuBr/8

 Policy Area Boundary

MAP MuBr/1 Adjoins



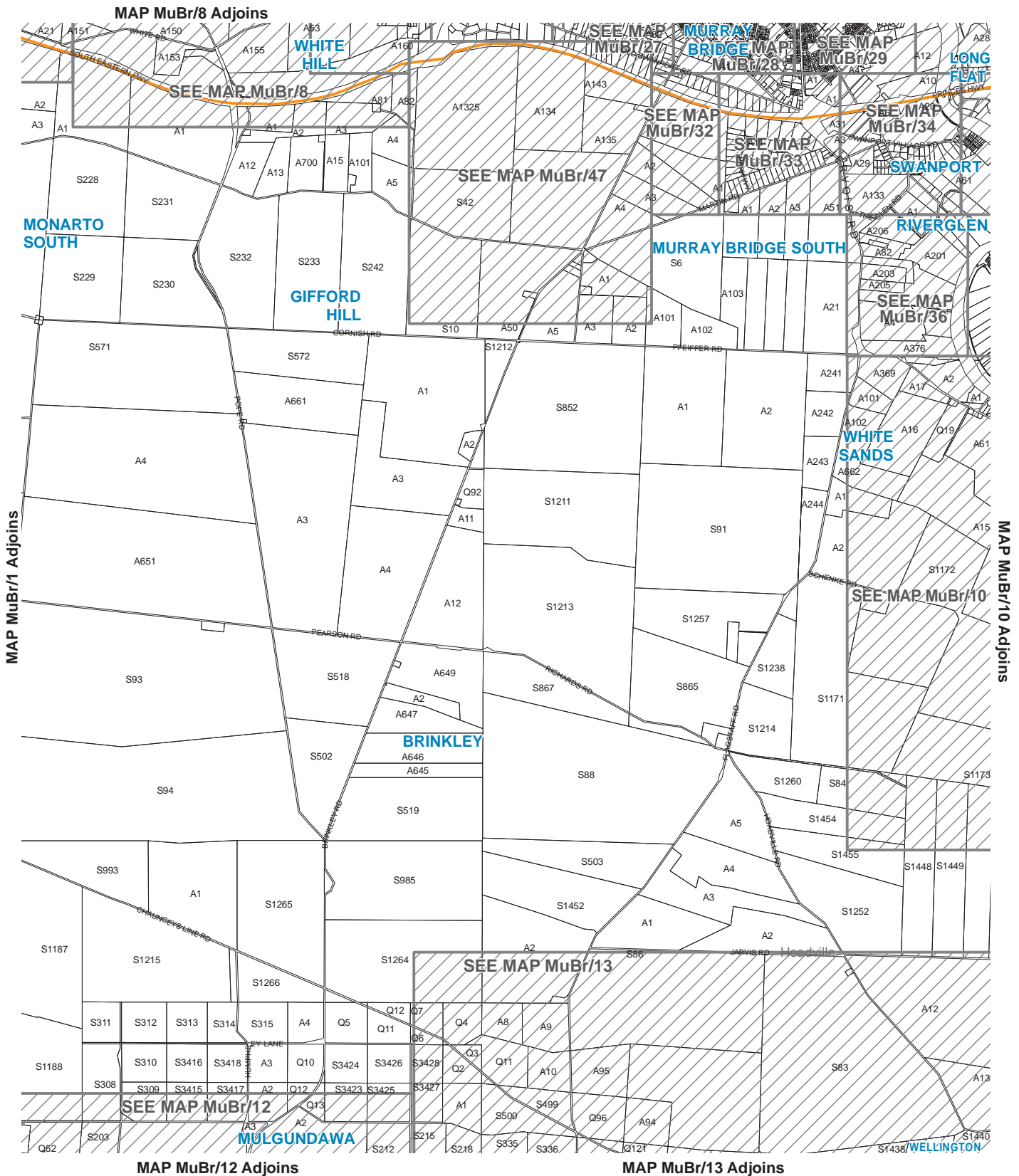
See enlargement map for accurate representation.  
Lamberts Conformal Conic Projection, GDA94

**Precinct**  
1 Mobilong Correctional Facilities



# Precinct Map MuBr/8

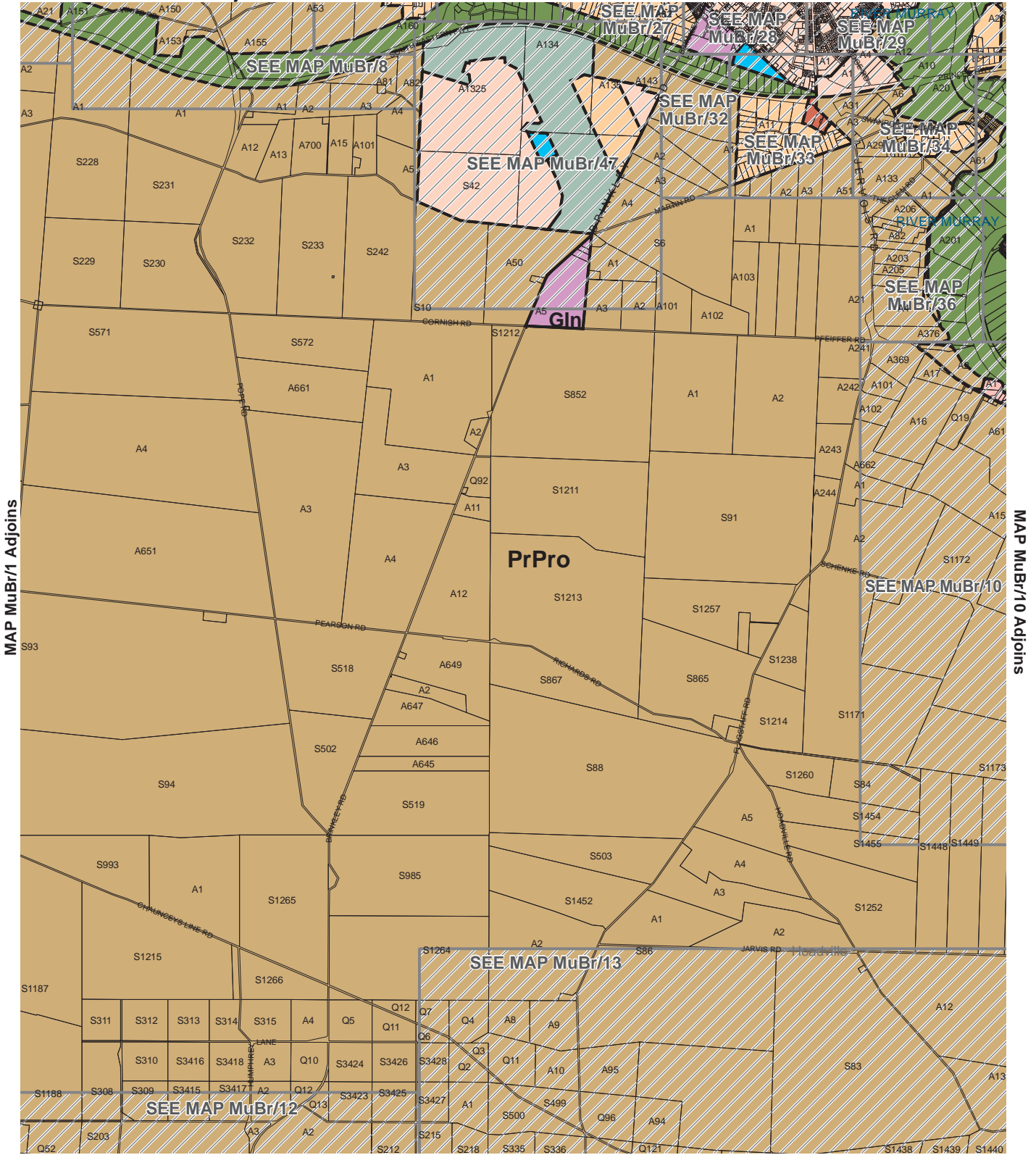
 Precinct Boundary



# Location Map MuBr/9



MAP MuBr/8 Adjoins



MAP MuBr/12 Adjoins

MAP MuBr/13 Adjoins

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

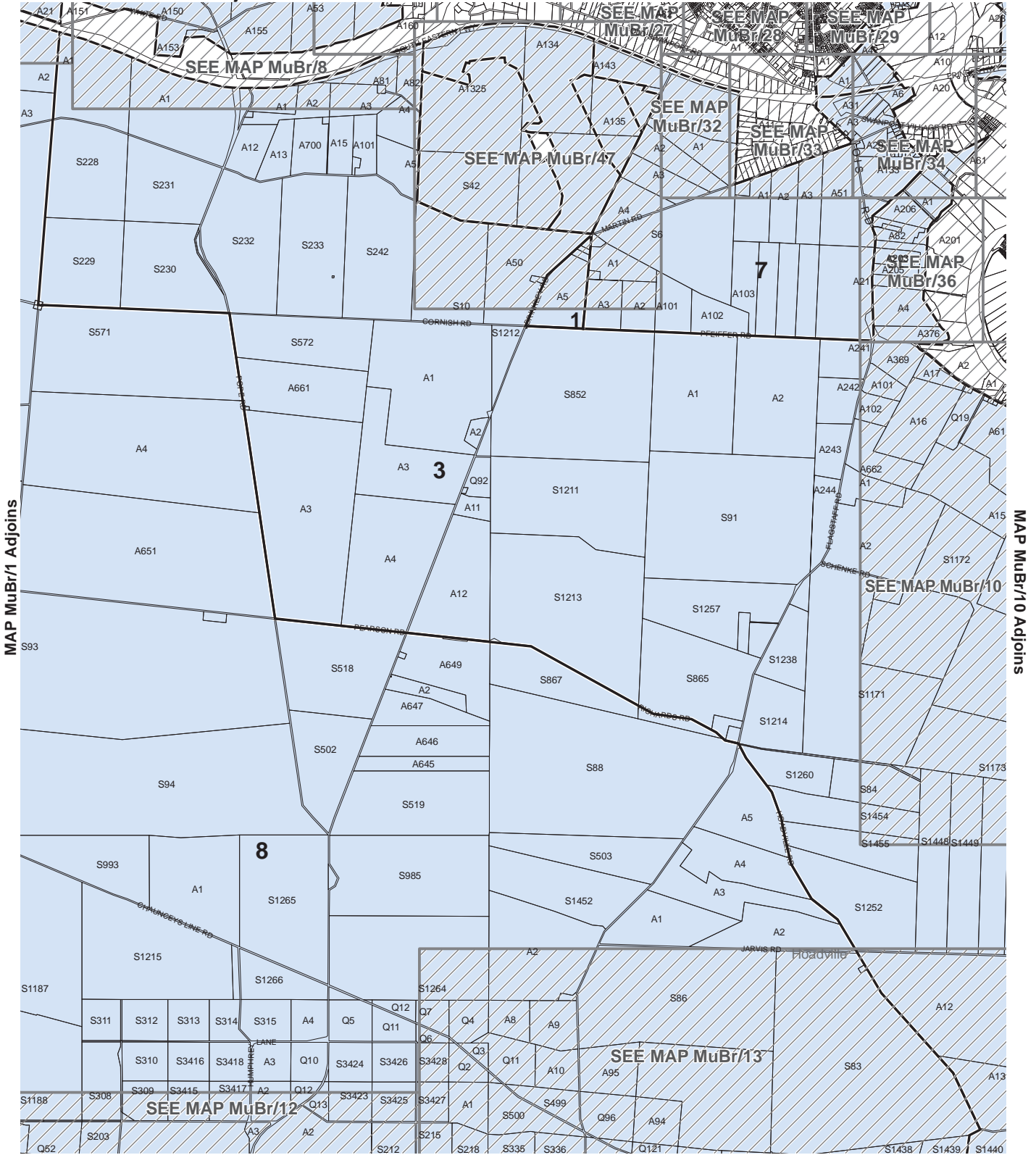


# Zone Map MuBr/9

**Zones**

- Gln General Industry
- PrPro Primary Production
- Zone Boundary

MAP MuBr/8 Adjoins



MAP MuBr/12 Adjoins

MAP MuBr/13 Adjoins

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

- Policy Area**
- 1 Brinkley Road
  - 3 Central Area
  - 7 Rural Fringe
  - 8 South West Area



# Policy Area Map MuBr/9

 Policy Area Boundary

MAP MuBr/8 Adjoins



MURRAY BRIDGE TOWNSHIP

# Location Map MuBr/25

— Tourist Routes

MURRAY BRIDGE COUNCIL



MAP MuBr/8 Adjoins



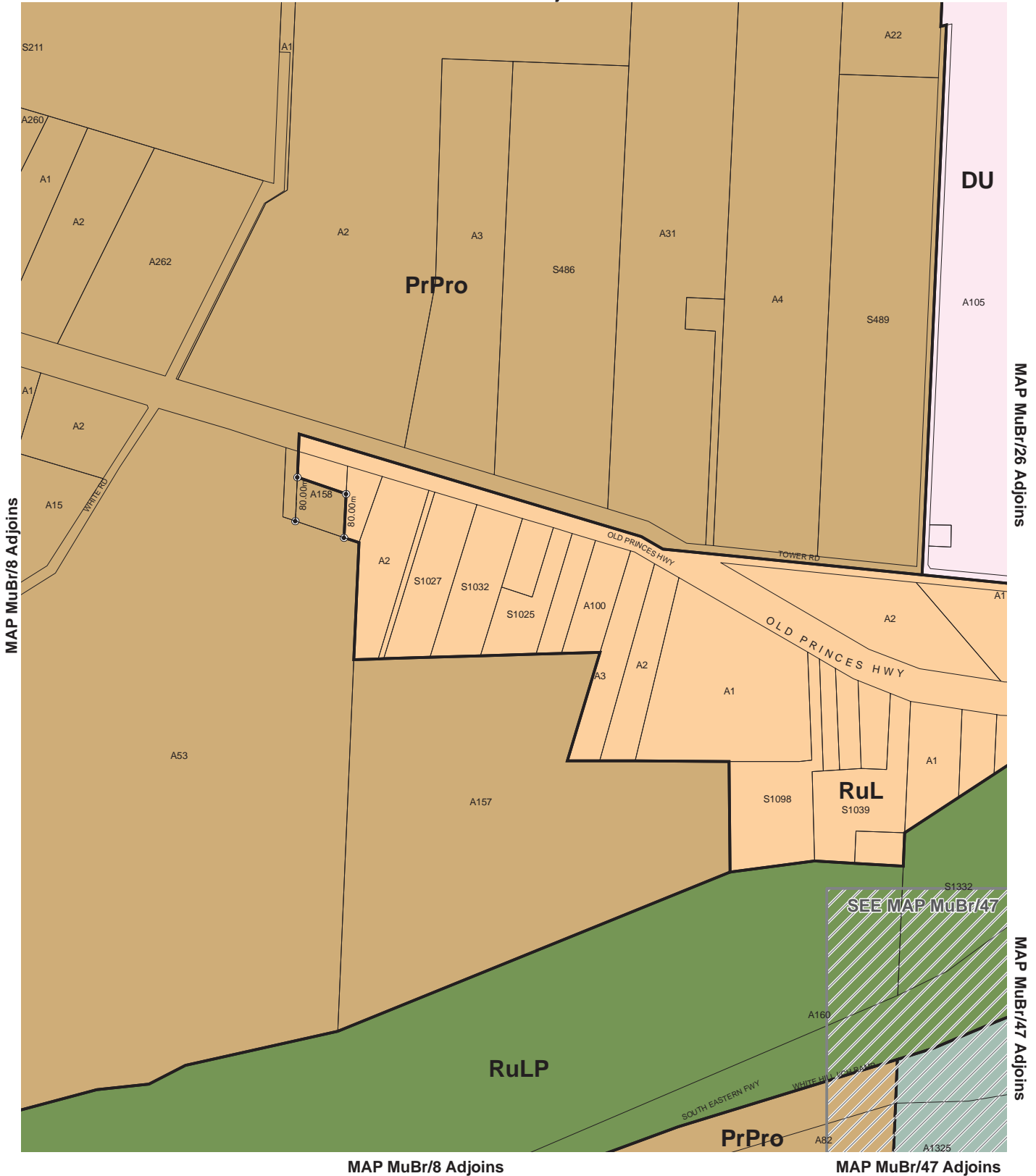
MURRAY BRIDGE TOWNSHIP

# Overlay Map MuBr/25 TRANSPORT

- Primary Arterial Roads
- Secondary Arterial Roads

MURRAY BRIDGE COUNCIL

MAP MuBr/8 Adjoins



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



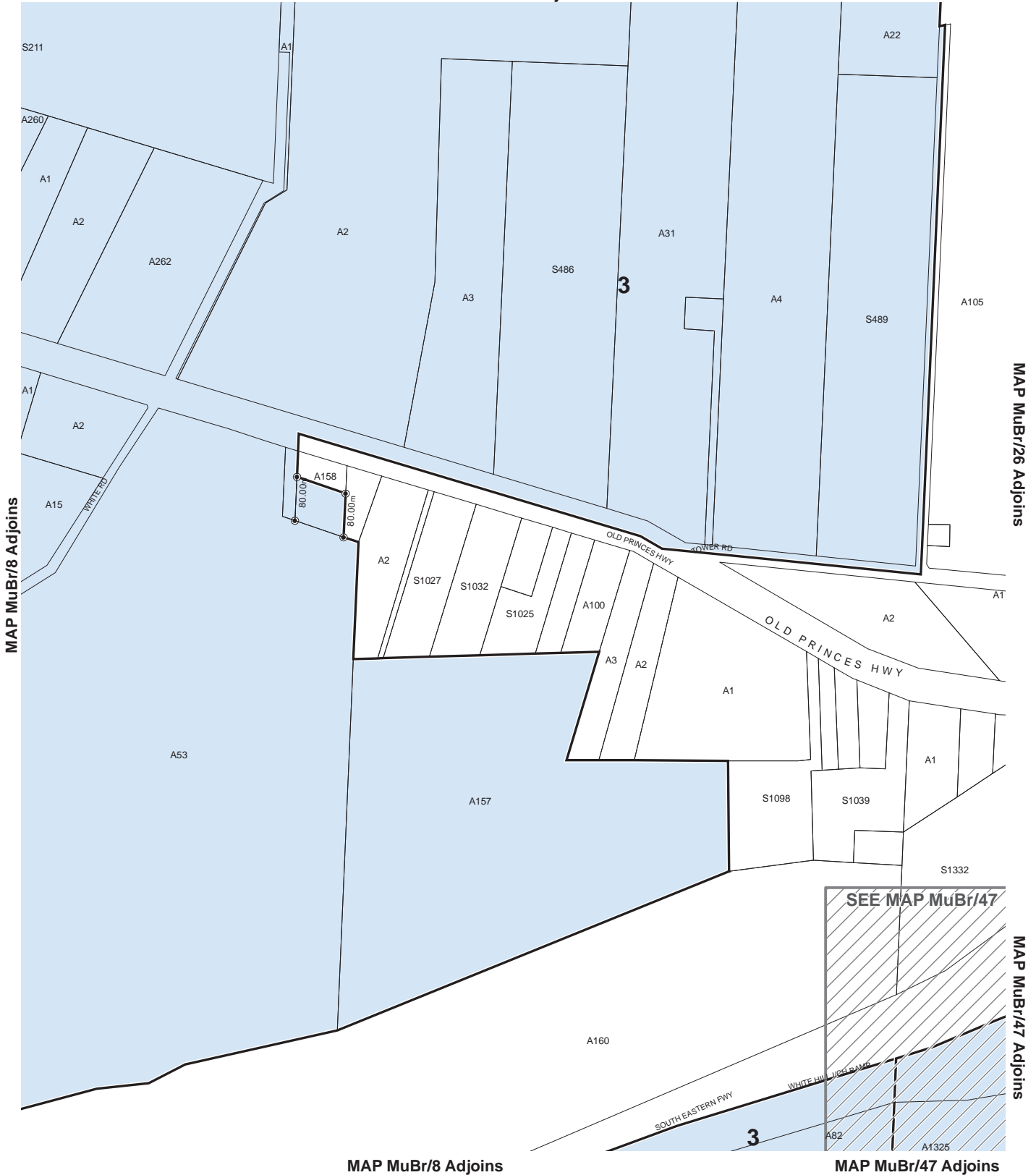
MURRAY BRIDGE TOWNSHIP

# Zone Map MuBr/25

- Zones**
- DU Deferred Urban
  - PrPro Primary Production
  - RuLP Rural Landscape Protection
  - RuL Rural Living
  - Zone Boundary

MURRAY BRIDGE COUNCIL

MAP MuBr/8 Adjoins



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

**Policy Area**  
 3 Central Area



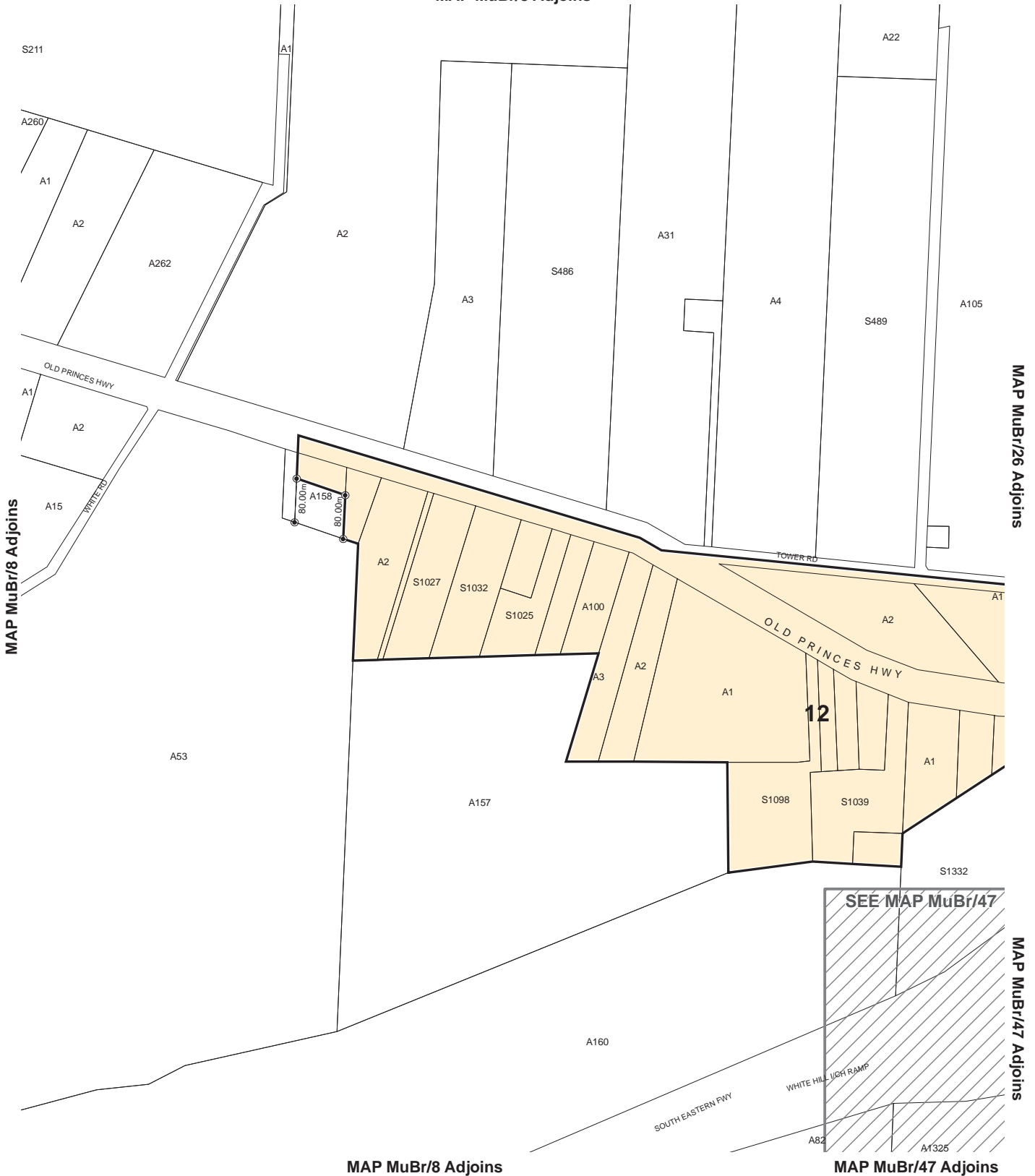
MURRAY BRIDGE TOWNSHIP

# Policy Area Map MuBr/25

Policy Area Boundary

MURRAY BRIDGE COUNCIL

MAP MuBr/8 Adjoins



MAP MuBr/8 Adjoins

MAP MuBr/26 Adjoins

MAP MuBr/47 Adjoins

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

**Precinct**  
**12** Two Hectare



MURRAY BRIDGE TOWNSHIP

# Precinct Map MuBr/25

Precinct Boundary

MURRAY BRIDGE COUNCIL

MAP MuBr/8 Adjoins

SEE MAP MuBr/8

SEE MAP MuBr/20

MAP MuBr/25 Adjoins

MAP MuBr/27 Adjoins



MURRAY BRIDGE

WHITE HILL

GIFFORD HILL

SEE MAP MuBr/47

MAP MuBr/47 Adjoins



MURRAY BRIDGE TOWNSHIP

# Location Map MuBr/26

— Tourist Routes

MURRAY BRIDGE COUNCIL

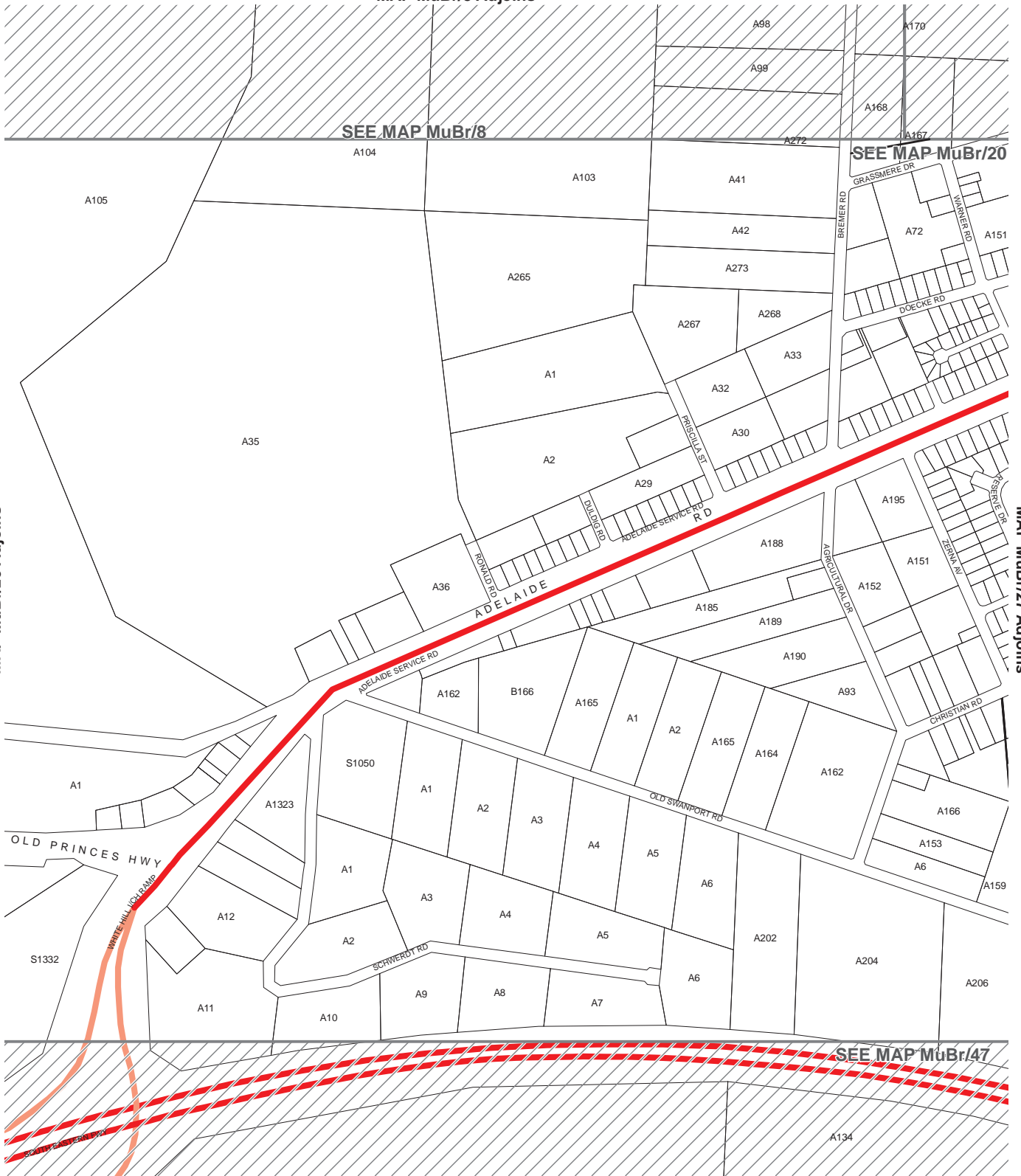
MAP MuBr/8 Adjoins

SEE MAP MuBr/8

SEE MAP MuBr/20

MAP MuBr/25 Adjoins

MAP MuBr/27 Adjoins



MAP MuBr/47 Adjoins

SEE MAP MuBr/47



MURRAY BRIDGE TOWNSHIP

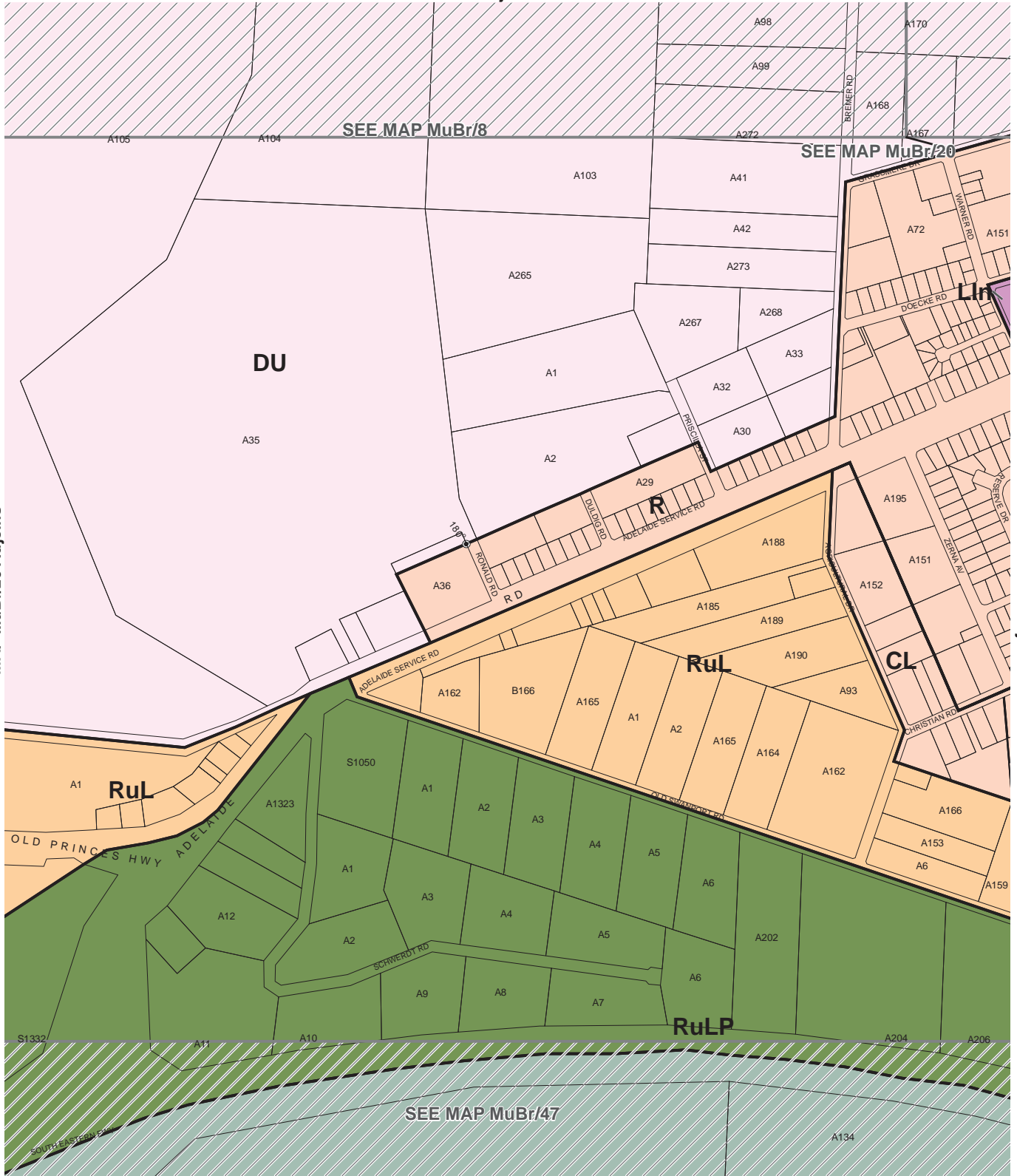
# Overlay Map MuBr/26

## TRANSPORT

MURRAY BRIDGE COUNCIL

- Primary Arterial Roads
- Secondary Arterial Roads

MAP MuBr/8 Adjoins



SEE MAP MuBr/8

SEE MAP MuBr/20

SEE MAP MuBr/47

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

MAP MuBr/47 Adjoins



MURRAY BRIDGE TOWNSHIP

# Zone Map MuBr/26

Zones

- CL Country Living
- DU Deferred Urban
- LIn Light Industry
- R Residential
- RuLP Rural Landscape Protection
- RuL Rural Living
- Zone Boundary

MAP MuBr/8 Adjoins



MAP MuBr/25 Adjoins

MAP MuBr/27 Adjoins

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

**Policy Area**  
19 Low Density

MAP MuBr/47 Adjoins



MURRAY BRIDGE TOWNSHIP

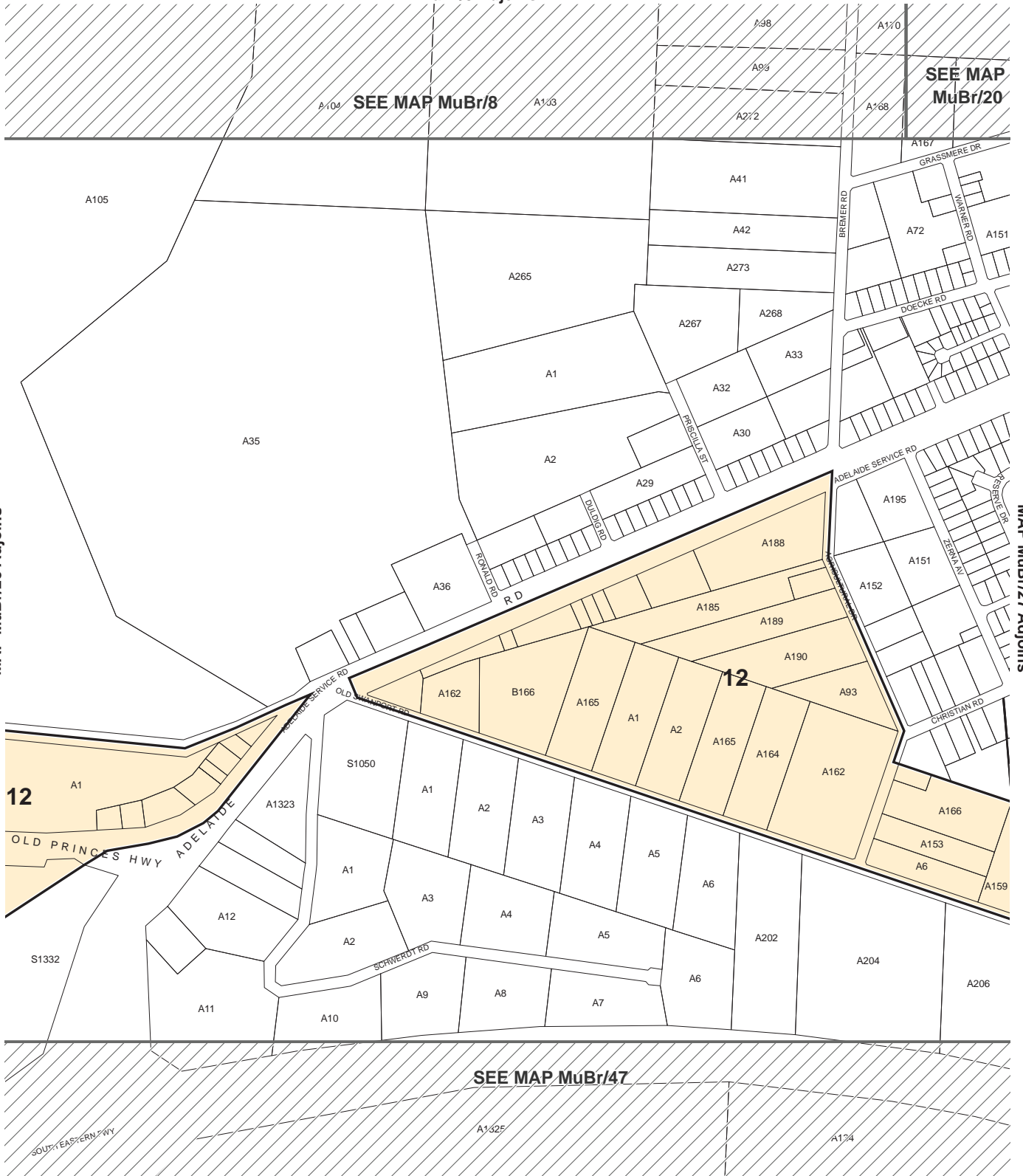
# Policy Area Map MuBr/26

 Policy Area Boundary

MURRAY BRIDGE COUNCIL



MAP MuBr/8 Adjoins



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

**Precinct**  
**12** Two Hectare

MAP MuBr/47 Adjoins



MURRAY BRIDGE TOWNSHIP

# Precinct Map MuBr/26

 Precinct Boundary

MURRAY BRIDGE COUNCIL

MAP MuBr/20 Adjoins



MAP MuBr/26 Adjoins

MAP MuBr/28 Adjoins

MAP MuBr/47 Adjoins

MAP MuBr/47 Adjoins

MAP MuBr/32 Adjoins

MURRAY BRIDGE

GIFFORD HILL



SEE MAP MuBr/47



0 500m

MURRAY BRIDGE TOWNSHIP

# Location Map MuBr/27

-  School
-  Tourist Routes

MAP MuBr/20 Adjoins



MAP MuBr/26 Adjoins

MAP MuBr/28 Adjoins

MAP MuBr/47 Adjoins

MAP MuBr/47 Adjoins

MAP MuBr/32 Adjoins

SEE MAP MuBr/47



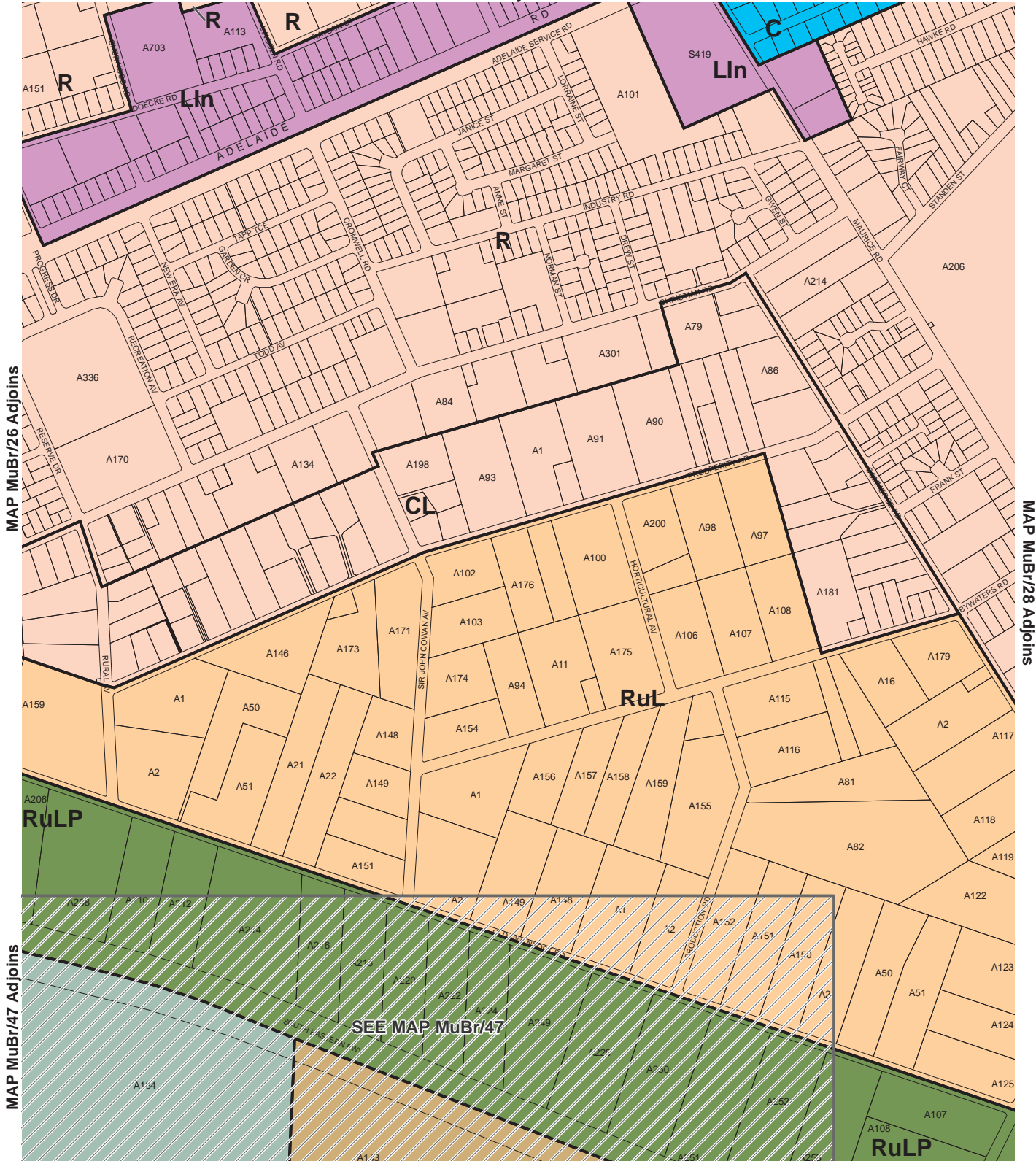
MURRAY BRIDGE TOWNSHIP

# Overlay Map MuBr/27 TRANSPORT

MURRAY BRIDGE COUNCIL

 Primary Arterial Roads

MAP MuBr/20 Adjoins



Lamberts Conformal Conic Projection, GDA94



- Zones**
- Commercial
  - Country Living
  - Light Industry
  - Residential
  - Rural Landscape Protection
  - Rural Living
  - Zone Boundary

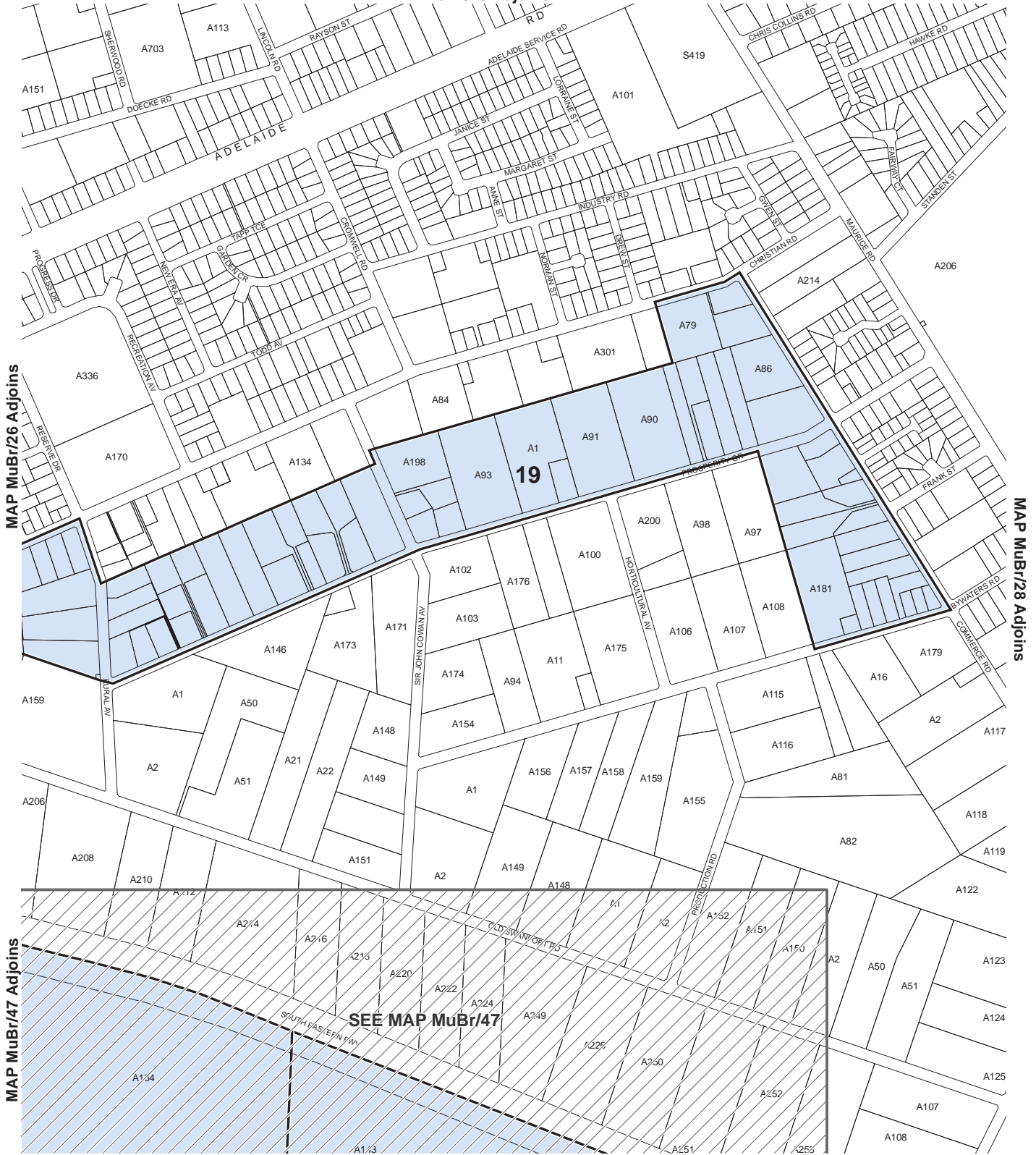
MURRAY BRIDGE TOWNSHIP

# Zone Map MuBr/27

MURRAY BRIDGE COUNCIL



MAP MuBr/20 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area  
19 Low Density



MURRAY BRIDGE TOWNSHIP

# Policy Area Map MuBr/27

 Policy Area Boundary

MURRAY BRIDGE COUNCIL

MAP MuBr/20 Adjoins



MAP MuBr/26 Adjoins

MAP MuBr/28 Adjoins

MAP MuBr/47 Adjoins

MAP MuBr/47 Adjoins

MAP MuBr/32 Adjoins

Lamberts Conformal Conic Projection, GDA94  
Precinct  
12 Two Hectare



MURRAY BRIDGE TOWNSHIP

# Precinct Map MuBr/27

Precinct Boundary

MURRAY BRIDGE COUNCIL

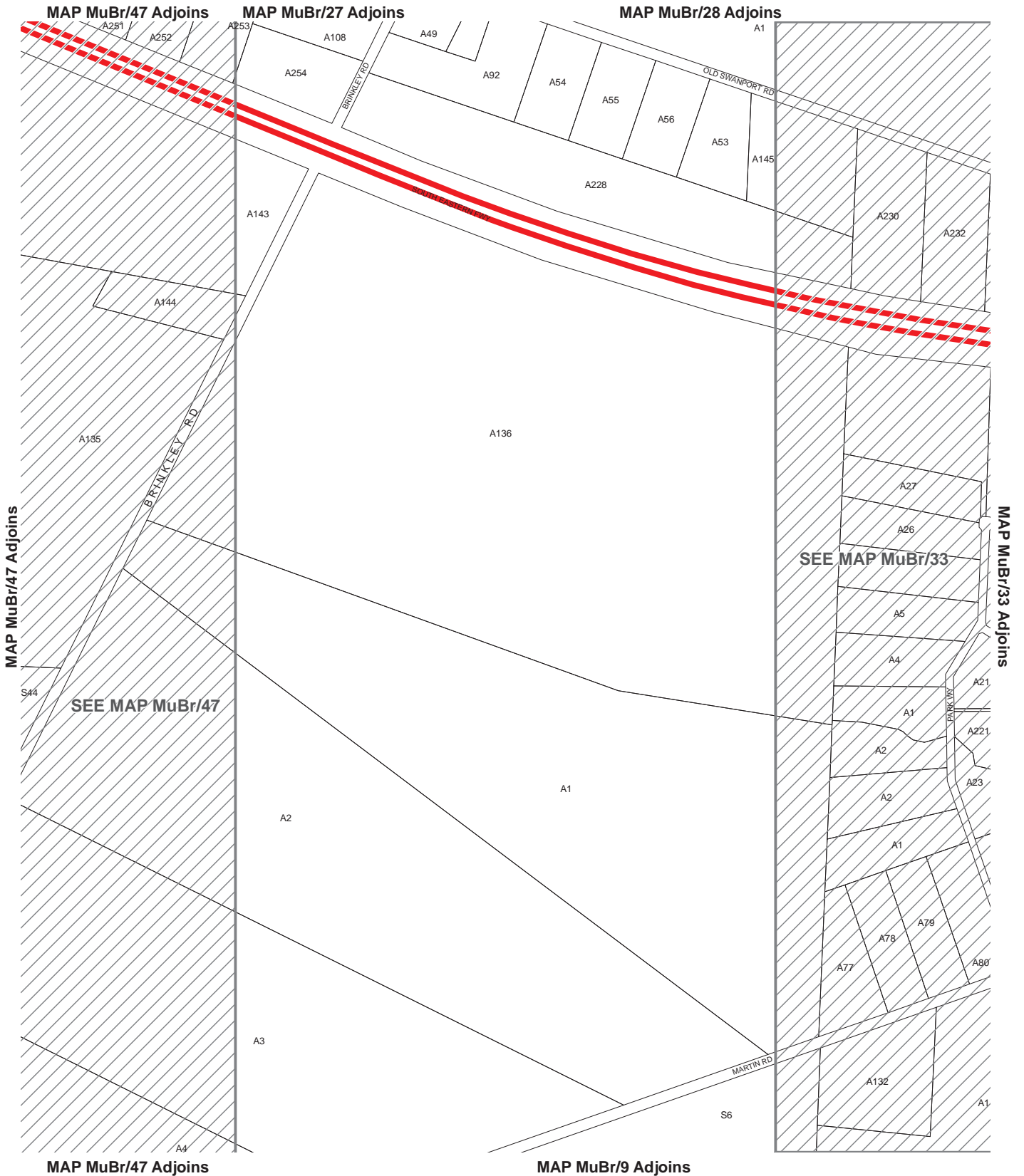


— Tourist Routes

MURRAY BRIDGE COUNCIL

# Location Map MuBr/32

MURRAY BRIDGE TOWNSHIP



 Primary Arterial Roads



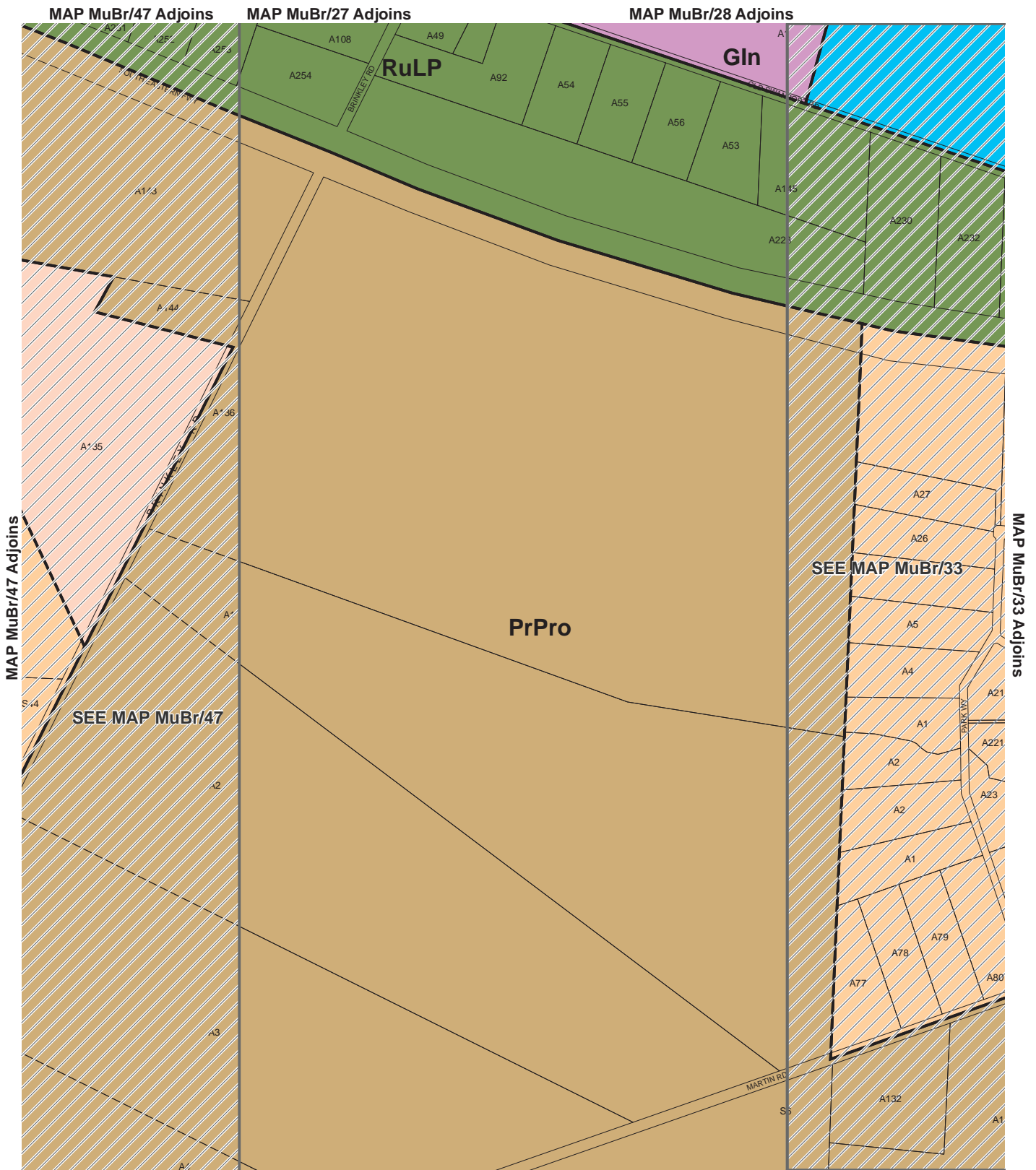
MURRAY BRIDGE TOWNSHIP

# Overlay Map MuBr/32

## TRANSPORT

MURRAY BRIDGE COUNCIL





**MAP MuBr/47 Adjoins**  
 See enlargement map for accurate representation.  
 Lamberts Conformal Conic Projection, GDA94

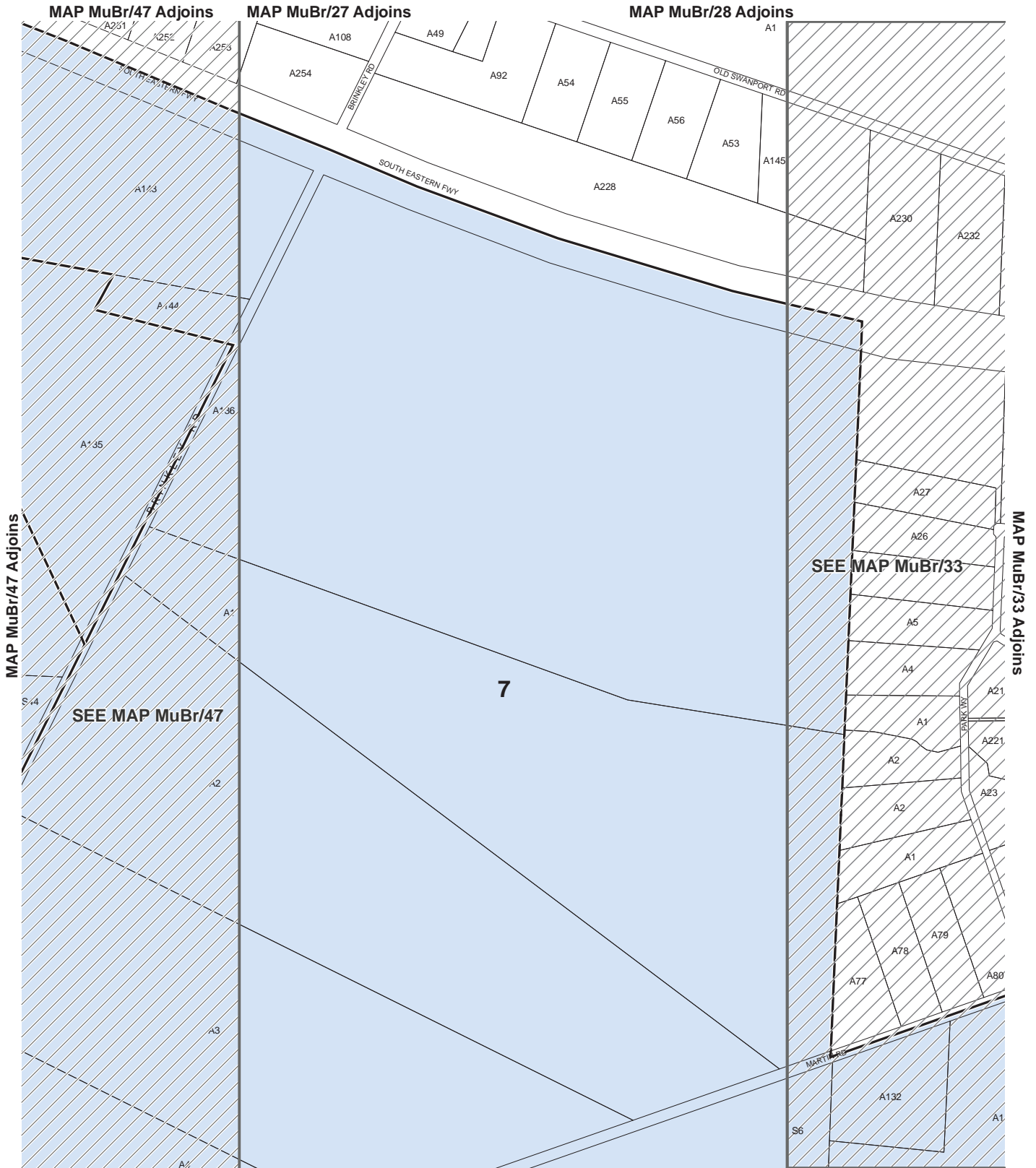
**MAP MuBr/9 Adjoins**



**MURRAY BRIDGE TOWNSHIP**

# Zone Map MuBr/32

- Zones**
- GIn** General Industry
  - PrPro** Primary Production
  - RuLP** Rural Landscape Protection
  - Zone Boundary**



**MAP MuBr/47 Adjoins**  
 See enlargement map for accurate representation.  
 Lamberts Conformal Conic Projection, GDA94  
**Policy Area**  
 7 Rural Fringe

**MAP MuBr/9 Adjoins**



**MURRAY BRIDGE TOWNSHIP**

# Policy Area Map MuBr/32

 Policy Area Boundary

**MURRAY BRIDGE COUNCIL**



MURRAY BRIDGE TOWNSHIP

# Location Map MuBr/47

— Tourist Routes

MURRAY BRIDGE COUNCIL



MURRAY BRIDGE TOWNSHIP

# Overlay Map MuBr/47

## TRANSPORT

MURRAY BRIDGE COUNCIL

- Primary Arterial Roads
- Secondary Arterial Roads



MURRAY BRIDGE TOWNSHIP

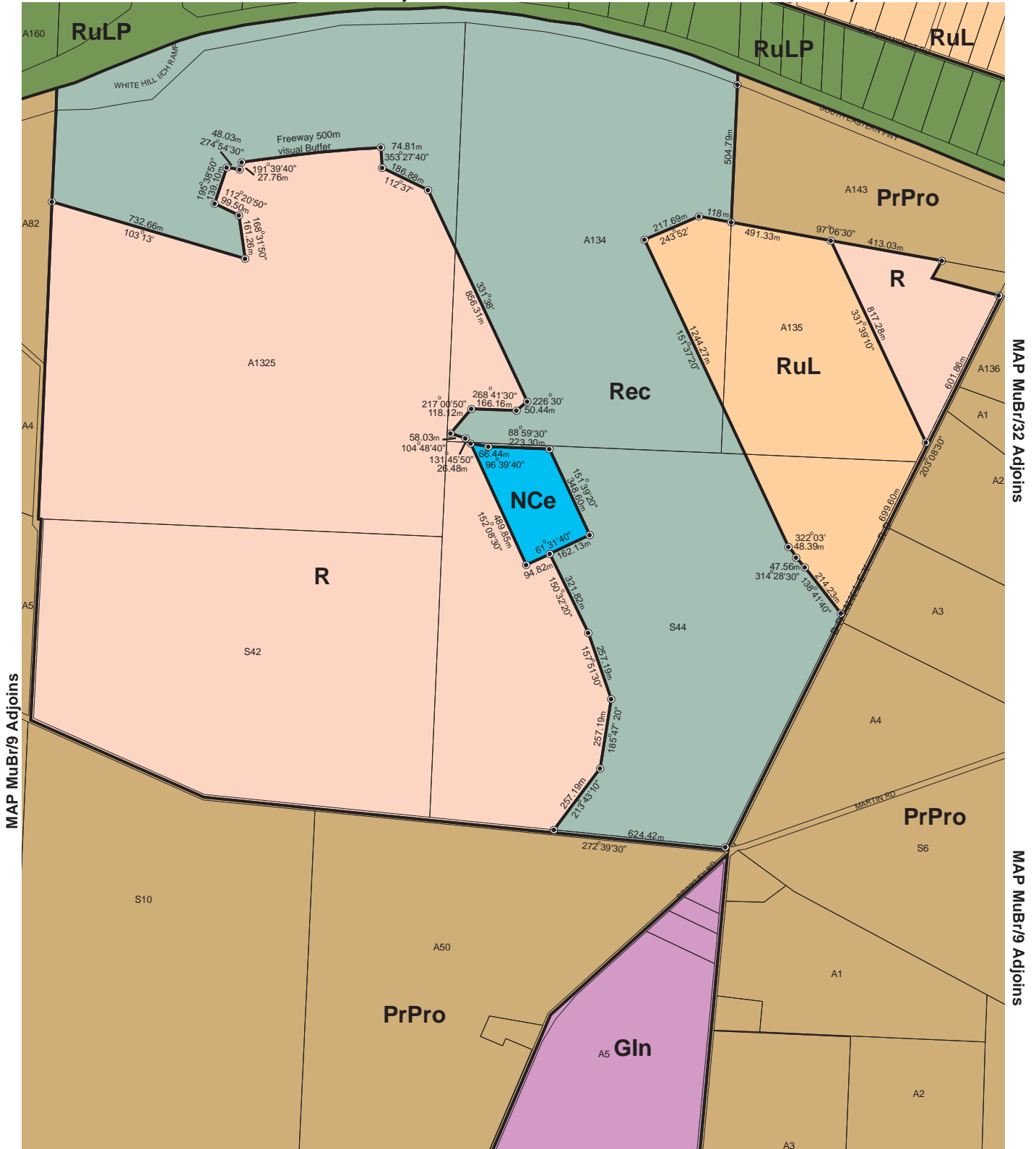
# Overlay Map MuBr/47 DEVELOPMENT CONSTRAINTS

MURRAY BRIDGE COUNCIL

- Gas Pipeline
- Gas Pipeline measurement length (630m)  
(AS2885 - Pipeline Gas and Liquid Petroleum)
- 500m Buffer (from GI zone)
- 500m Buffer (from landfill boundary)
- General Industry Zone Boundary
- Brinkley waste depot

MAP MuBr/26 Adjoins

MAP MuBr/27 Adjoins



MAP MuBr/9 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones

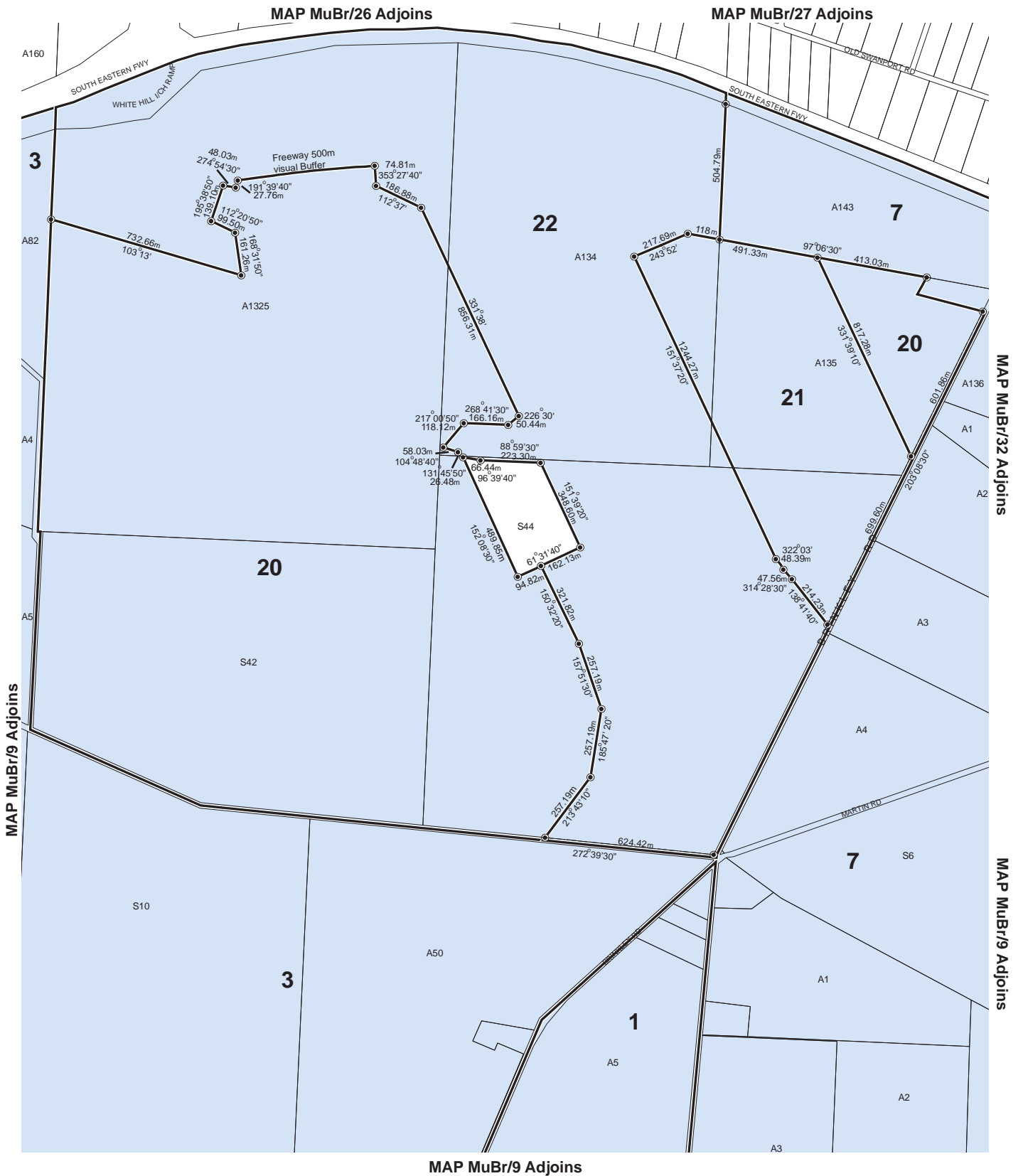
- GIn General Industry
- NCe Neighbourhood Centre
- PrPro Primary Production
- Rec Recreation
- R Residential
- RuLP Rural Landscape Protection
- RuL Rural Living
- Zone Boundary



MURRAY BRIDGE TOWNSHIP

# Zone Map MuBr/47

MURRAY BRIDGE COUNCIL



Lamberts Conformal Conic Projection, GDA94

**Policy Area**

- 1 Brinkley Road
- 20 Southern Area
- 21 Equine Rural Living
- 22 Equine Recreation
- 3 Central Area
- 7 Rural Fringe



MURRAY BRIDGE TOWNSHIP

# Policy Area Map MuBr/47

MURRAY BRIDGE COUNCIL

Policy Area Boundary

MAP MuBr/26 Adjoins

MAP MuBr/27 Adjoins



Lamberts Conformal Conic Projection, GDA94

**Precinct**  
12 Two Hectare



MURRAY BRIDGE TOWNSHIP

# Precinct Map MuBr/47

 Precinct Boundary

MURRAY BRIDGE COUNCIL



# Appendix I

## Map Reference Tables **Section**



## Map Reference Tables

### Index Maps

#### Index Map Type

[Council Index Map](#)

[Enlargement Index Map \(Murray Bridge\)](#)

### Zone Maps

Zone Name	Zone Map Numbers
Bulky Goods Zone	MuBr/28, MuBr/33
Commercial Zone	MuBr/20, MuBr/27
Community Zone	MuBr/8, MuBr/20, MuBr/21, MuBr/28
Country Living Zone	MuBr/17, MuBr/18, MuBr/19, MuBr/22, MuBr/23, MuBr/26, MuBr/27, MuBr/29, MuBr/33, MuBr/34
Country Township Zone	MuBr/38, MuBr/40, MuBr/41, MuBr/42, MuBr/43, MuBr/44, MuBr/45, MuBr/46
Deferred Urban Zone	MuBr/8, MuBr/20, MuBr/25, MuBr/26
General Industry Zone	MuBr/8, MuBr/9, MuBr/16, MuBr/17, MuBr/20, MuBr/21, MuBr/28, MuBr/32, MuBr/33, MuBr/47
Light Industry Zone	MuBr/7, MuBr/20, MuBr/21, MuBr/22, MuBr/23, MuBr/26, MuBr/27
Local Centre Zone	MuBr/22, MuBr/28, MuBr/29
Monarto Zoological Park Zone	MuBr/7, MuBr/8
Neighbourhood Centre Zone	MuBr/47
Primary Production Zone	MuBr/1, MuBr/2, MuBr/3, MuBr/4, MuBr/5, MuBr/6, MuBr/7, MuBr/8, MuBr/9, MuBr/10, MuBr/11, MuBr/12, MuBr/13, MuBr/14, MuBr/15, MuBr/16, MuBr/17, MuBr/18, MuBr/19, MuBr/20, MuBr/22, MuBr/23, MuBr/24, MuBr/25, MuBr/26, MuBr/27, MuBr/30, MuBr/31, MuBr/32, MuBr/33, MuBr/34, MuBr/35, MuBr/36, MuBr/37, MuBr/38, MuBr/40, MuBr/41, MuBr/42, MuBr/43, MuBr/44, MuBr/45, MuBr/47
Recreation Zone	MuBr/22, MuBr/23, MuBr/47
Regional Town Centre Zone	MuBr/21
Residential Zone	MuBr/16, MuBr/20, MuBr/21, MuBr/22, MuBr/26, MuBr/27, MuBr/28, MuBr/29, MuBr/33, MuBr/47
River Murray Flood Zone	MuBr/1, MuBr/3, MuBr/4, MuBr/5, MuBr/10, MuBr/11, MuBr/12, MuBr/13, MuBr/14, MuBr/15, MuBr/16, MuBr/17, MuBr/18, MuBr/19, MuBr/20, MuBr/21, MuBr/22, MuBr/23, MuBr/29, MuBr/30, MuBr/34, MuBr/35, MuBr/36, MuBr/37, MuBr/38, MuBr/39, MuBr/40, MuBr/42, MuBr/43, MuBr/44, MuBr/45, MuBr/46
River Murray Fringe Zone	MuBr/3, MuBr/4, MuBr/5, MuBr/10, MuBr/11, MuBr/12, MuBr/13, MuBr/14, MuBr/15, MuBr/18, MuBr/19, MuBr/21, MuBr/22, MuBr/29,

<b>Zone Name</b>	<b>Zone Map Numbers</b>
	MuBr/34, MuBr/35, MuBr/36, MuBr/39, MuBr/42, MuBr/45, MuBr/46
River Murray Settlement Zone	MuBr/10, MuBr/39
Rural Landscape Protection Zone	MuBr/6, MuBr/7, MuBr/8, MuBr/25, MuBr/26, MuBr/27, MuBr/28, MuBr/32, MuBr/33, MuBr/47
Rural Living Zone	MuBr/5, MuBr/6, MuBr/7, MuBr/17, MuBr/18, MuBr/19, MuBr/21, MuBr/22, MuBr/23, MuBr/25, MuBr/26, MuBr/27, MuBr/28, MuBr/30, MuBr/33, MuBr/34, MuBr/35, MuBr/41, MuBr/44, MuBr/45, MuBr/47
Tourist Development Zone	MuBr/33

### Policy Area Maps

<b>Policy Area Name</b>	<b>Policy Area Map Numbers</b>
Brinkley Road Policy Area 1	MuBr/9, MuBr/47
Monarto South Policy Area 2	MuBr/7
Central Policy Area 3	MuBr/1, MuBr/2, MuBr/6, MuBr/7, MuBr/8, MuBr/9, MuBr/10, MuBr/11, MuBr/13, MuBr/14, MuBr/15, MuBr/25, MuBr/26, MuBr/27, MuBr/32, MuBr/34, MuBr/35, MuBr/36, MuBr/41, MuBr/42, MuBr/43, MuBr/44, MuBr/45, MuBr/47
East Policy Area 4	MuBr/1, MuBr/4, MuBr/5, MuBr/10, MuBr/19, MuBr/23, MuBr/24, MuBr/31, MuBr/34, MuBr/35, MuBr/37, MuBr/38
North Central Policy Area 5	MuBr/1, MuBr/2, MuBr/3, MuBr/4, MuBr/5, MuBr/7, MuBr/8, MuBr/16, MuBr/17, MuBr/18, MuBr/20, MuBr/40
North West Policy Area 6	MuBr/1, MuBr/2
Rural Fringe Policy Area 7	MuBr/9, MuBr/22, MuBr/23, MuBr/24, MuBr/30, MuBr/31, MuBr/32, MuBr/33, MuBr/34, MuBr/35, MuBr/36, MuBr/47
South West Policy Area 8	MuBr/1, MuBr/6, MuBr/7, MuBr/9, MuBr/12, MuBr/13, MuBr/15, MuBr/41
Adelaide Road Policy Area 9	MuBr/21
Adelaide/Swanport Road Retail Policy Area 10	MuBr/21
Bridge Street Policy Area 11	MuBr/21
Business Policy Area 12	MuBr/21
Mannum Road Retail Policy Area 13	MuBr/21
Parklands Policy Area 14	MuBr/21
South Terrace Policy Area 15	MuBr/21
Urban Waterfront Policy Area 16	MuBr/21
Verdun Road Policy Area 17	MuBr/21
Narooma Policy Area 18	MuBr/22, MuBr/29
Low Density Policy Area 19	MuBr/17, MuBr/18, MuBr/19, MuBr/22, MuBr/23, MuBr/26, MuBr/27, MuBr/29, MuBr/33, MuBr/34, MuBr/42

<b>Policy Area Name</b>	<b>Policy Area Map Numbers</b>
Southern Area Policy Area 20	MuBr/47
Equine Rural Living Policy Area 21	MuBr/47
Equine Recreation Policy Area 22	MuBr/47

### Precinct Maps

<b>Precinct Name</b>	<b>Precinct Map Numbers</b>
Precinct 1 Mobilong Correctional Facilities	MuBr/8
Precinct 2 Mixed Use	MuBr/7
Precinct 3 Core Area	MuBr/7
Precinct 4 Freeway	MuBr/7
Precinct 5 Rural Interface	MuBr/7
Precinct 6 Quarry and Riverfront	MuBr/22, MuBr/29
Precinct 7 Woodlane	MuBr/39
Precinct 8 River Glen	MuBr/10
Precinct 9 Queen Louisa	MuBr/30, MuBr/34, MuBr/35
Precinct 10 Central East	MuBr/19
Precinct 11 One Hectare	MuBr/6, MuBr/19, MuBr/21, MuBr/22, MuBr/23, MuBr/34, MuBr/35, MuBr/41
Precinct 12 Two Hectare	MuBr/7, MuBr/19, MuBr/23, MuBr/25, MuBr/26, MuBr/27, MuBr/28, MuBr/33, MuBr/34
Precinct 13 Ten Hectare Precinct	MuBr/44, MuBr/45
Precinct 14 Sunnyside	MuBr/5
Precinct 15 Callington (Eastern Portion)	MuBr/41
Precinct 16 Mypolonga	MuBr/40
Precinct 17 Monteithp	MuBr/38
Precinct 18 Woods Point	MuBr/42
Precinct 19 Jervois	MuBr/43
Precinct 20 Wellington	MuBr/44, MuBr/45, MuBr/46

### Historic Conservation Area

<b>Area</b>	<b>Overlay Map - Heritage</b>
Historic Conservation Area 1	MuBr/21
Historic Conservation Area 2	MuBr/21

## Overlay Maps

Overlay Map - Type	Overlay Map Numbers
Location	MuBr/1, MuBr/2, MuBr/3, MuBr/4, MuBr/5, MuBr/6, MuBr/7, MuBr/8, MuBr/9, MuBr/10, MuBr/11, MuBr/12, MuBr/13, MuBr/14, MuBr/15, MuBr/16, MuBr/17, MuBr/18, MuBr/19, MuBr/20, MuBr/21, MuBr/22, MuBr/23, MuBr/24, MuBr/25, MuBr/26, MuBr/27, MuBr/28, MuBr/29, MuBr/30, MuBr/31, MuBr/32, MuBr/32, MuBr/33, MuBr/34, MuBr/35, MuBr/36, MuBr/37, MuBr/38, MuBr/39, MuBr/40, MuBr/41, MuBr/42, MuBr/43, MuBr/44, MuBr/45, MuBr/46, MuBr/47
Transport	MuBr/1, MuBr/2, MuBr/3, MuBr/4, MuBr/5, MuBr/6, MuBr/7, MuBr/8, MuBr/10, MuBr/11, MuBr/12, MuBr/13, MuBr/14, MuBr/15, MuBr/16, MuBr/19, MuBr/20, MuBr/21, MuBr/22, MuBr/23, MuBr/25, MuBr/26, MuBr/27, MuBr/28, MuBr/29, MuBr/30, MuBr/31, MuBr/32, MuBr/32, MuBr/33, MuBr/34, MuBr/35, MuBr/36, MuBr/41, MuBr/42, MuBr/43, MuBr/44, MuBr/45, MuBr/46, MuBr/47
Heritage	MuBr/1, MuBr/2, MuBr/4, MuBr/10, MuBr/19, MuBr/21, MuBr/22, MuBr/28, MuBr/34, MuBr/41, MuBr/46
Development Constraints	MuBr/1, MuBr/3, MuBr/4, MuBr/5, MuBr/10, MuBr/11, MuBr/12, MuBr/13, MuBr/14, MuBr/15, MuBr/16, MuBr/17, MuBr/18, MuBr/19, MuBr/20, MuBr/21, MuBr/22, MuBr/23, MuBr/29, MuBr/30, MuBr/34, MuBr/35, MuBr/36, MuBr/37, MuBr/38, MuBr/39, MuBr/40, MuBr/42, MuBr/43, MuBr/44, MuBr/45, MuBr/46, MuBr/47
Natural Resources	MuBr/1, MuBr/2, MuBr/3, MuBr/5, MuBr/7, MuBr/10, MuBr/11, MuBr/12, MuBr/13, MuBr/14, MuBr/15, MuBr/18, MuBr/19, MuBr/34, MuBr/35, MuBr/45

## Bushfire Protection Overlay Maps

Bushfire Map Type	BPA Map Numbers
Bushfire Protection - Bushfire Risk	MuBr/1, MuBr/2, MuBr/3, MuBr/4, MuBr/5, MuBr/6, MuBr/7, MuBr/8, MuBr/9, MuBr/10, MuBr/11, MuBr/12, MuBr/13

## Concept Plan Maps

Concept Plan Title	Concept Plan Map Numbers
General Industry Zone	MuBr/1
General Industry Zone (Brinkley Road Policy Area 1)	MuBr/2
Light Industry Zone & Precincts (Monatrot South)	MuBr/3
Organic Composting Buffer Zone (Murray Bridge - Primary Production)	MuBr/4
Recreation Zone (Murray Bridge East)	MuBr/5
Swanport Road Development Restriction	MuBr/6
Residential (Narooma)	MuBr/7
Rural Living (Central East)	MuBr/8
East Side	MuBr/9
Country Township Zone (Mypolonga)	MuBr/10
River Murray Settlement Zone (Woodlane)	MuBr/11
River Murray Settlement Zone (River Glen)	MuBr/12

<b>Concept Plan Title</b>	<b>Concept Plan Map Numbers</b>
Bulky Goods Zone	MuBr/13
Equine Recreation	MuBr/14
Southern Area Residential	MuBr/15

