

Wattle Range Council 25 Year Strategic Land Use Plan

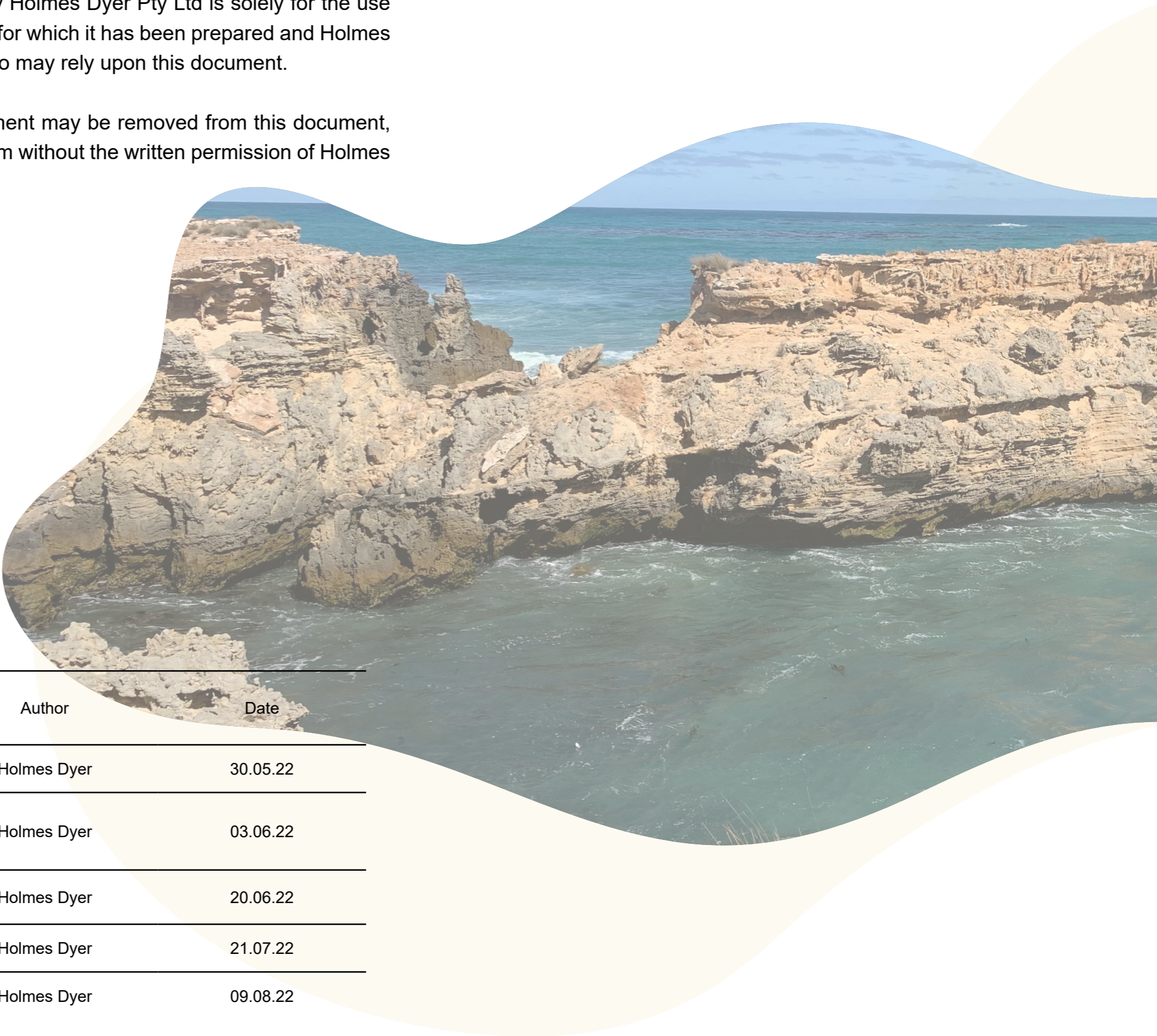
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Vision



1. Vision

1.1 Vision Statement

This Strategic Land Use Plan works towards the same vision as the Wattle Range Strategic Plan:

Wattle Range: A great place to live and work

1.2 Document Purpose

The Strategic Land Use Plan is intended to provide a 25-year vision for land use planning across the Wattle Range Council. This provides an effective and meaningful framework to ensure Council can proactively facilitate sustainable development and growth for the next 25 years while also protecting valuable agricultural land and areas of environmental significance to achieve sustainable outcomes. This includes evaluation of:

- Essential infrastructure and services;
- Integrated transport;
- Land supply and demand;
- Economic analysis and development opportunities;
- Interfaces between different land uses;
- Current and future land needs and zoning recommendations;
- Community infrastructure and services;
- Environmental protection and/or enhancement;
- Policy to manage change, growth and development.

This plan will be structured into four parts:

1. Introduction and Vision
2. Context
3. District-Wide Strategy
4. Township Plans



1.3 Guiding Principles

These guiding principles have been developed as a result of the investigations and consultation conducted thus far in this process. These are broad principles which may provide ongoing guidance in future decision making around land use issues, as well as being vital in informing the actions outlined in this plan.

1.3.1 Protecting Agricultural Land

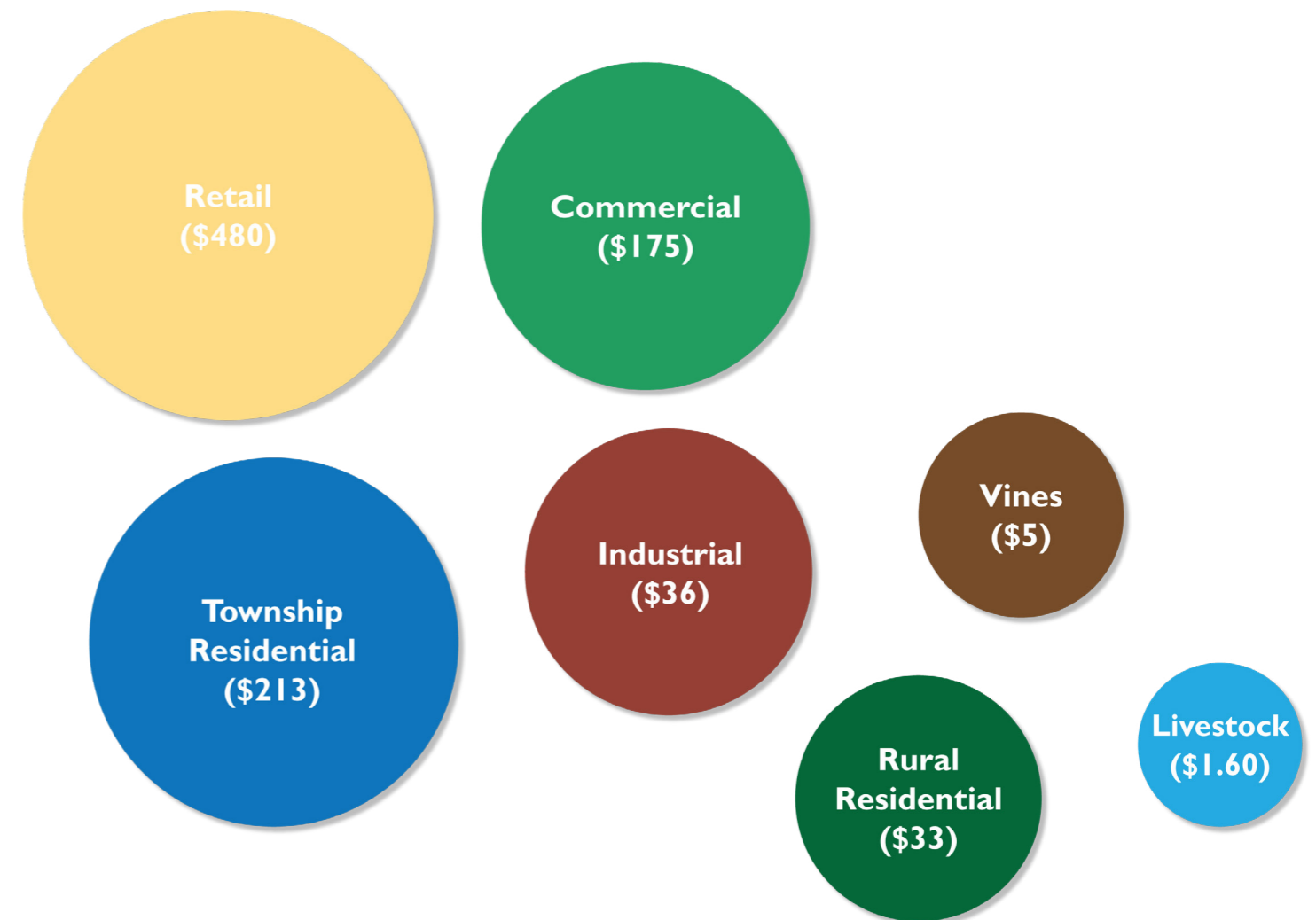
Wattle Range is one of South Australia's most significant and productive agricultural landscapes, with \$344million in agricultural output in 2019/20, or 4.1% of the state's total output, despite only being 0.4% of the state's land area, and 0.7% of its population. Forestry is also an important industry, with \$97million of output, 17.3% of the state's forestry output.

These industries both require large amounts of land, but are at risk of replacement by higher value land uses if not suitably zoned. Previous investigation work has shown that from 2019-2021, the average land values for different uses in the Wattle Range Council, on a per square metre basis, were as seen in figure 1.

Forestry land was not included in this due to a lack of available sales data, but this provides an indication of why, if left purely to market forces, productive rural land is often threatened by urban expansion. In order to control this, zoning can be used to provide restrictions on land use such as stating that a non-agricultural land use would be inappropriate.

Therefore, development within towns should focus more on infill than on expansion on agricultural land. This primarily means the development of currently vacant blocks, and the renewal of existing building stock, rather than subdivision. However, where insufficient opportunities for infill do exist, some consideration will need to be given to rezoning agricultural land for urban development.

Figure 1: Land values by use (per square metre) in Wattle Range Council 2019-21





1.3.2 Planning for Environmental Hazards

Environmental hazards present a major threat to lives, property and livelihoods. This plan should therefore seek to ensure that communities are as resilient as possible to any such hazards.

Bushfire is a threat to lives and livelihoods across regional Australia, and this region is no stranger to this threat, with the Ash Wednesday fires in 1983 being one example. The 2020 Royal Commission into National Natural Disaster Arrangements (after the 2020 bushfires in New South Wales and Victoria), stated, “Climate-driven natural hazards are expected to become more frequent and intense”, and therefore, climate change is likely to make bushfires even more dangerous. There is therefore a renewed need to plan communities which are as safe as possible from this threat.

Coastal erosion is another issue which presents a substantial hazard to the coastal areas of Wattle Range. Council has already invested in investigation work regarding erosion around Rivoli Bay, including the Rivoli Bay Study, Sand Management Plan, and the Southend Adaptation Strategy.

Flooding is also a common issue across the region. Given the flat topography across much of the region, standing water is common, which is why the South East Drainage Scheme was implemented to make the land more suitable for agriculture. However, low-lying land still presents a challenge for development, since this requires that urban development in townships is raised to a safe level, which may add additional cost and impact viability while agricultural land productivity is compromised during inundation. Coastal areas may also see flood related problems, with sea level rise presenting potential additional challenges. This is likely to be mostly in the form of back flooding from lakes, such as Lake George around Beachport, and Lake Frome around Southend.

This plan seeks to ensure that new development is located away from these risks, and that existing developed areas are as safe as possible from these hazards.

1.3.3 Providing Land for Growth

Towns need to be able to grow where demand exists, this plan aims to ensure that they can do this in a way which provides the best outcomes for everyone. Planning policy is one of the key ways to achieve this, and Wattle Range Council will need to ensure that its planning policy is coherent and reflective of community needs.

This land use plan generally seeks a mix of complimentary land uses where appropriate, and the separation of conflicting land uses. For example, a small shop would be complimentary to a residential area, while a large industrial site could have adverse impacts on the residential area, and should therefore be located somewhere where these impacts can be minimised. Some specialised uses have specific zones in planning policy, such as quarries (the Resource Extraction Zone), golf courses (the Golf Course Estate Zone) and others. Where there is a specialised use which is intended to continue, the appropriate specialised zone should apply in order to provide the most suitable set of policies applicable to that use.

Another important factor here is the popularity of rural lifestyles. Living on a relatively large property (usually larger than a hectare) but not running a working farm is a popular lifestyle, especially among people looking to raise a family. Wattle Range generally has more land zoned for this style of living than other areas, and this should generally continue, in order to attract working age residents to the district.

Wattle Range's population has generally remained relatively stable and with some exceptions such as Beachport and Southend, it is predicted to remain so. Therefore, it must be asked why additional land for growth is needed. Additional construction will continue to occur despite a stable population, as evidenced by continued construction in Wattle Range up to this point, despite its stable population. For one, there is a trend for household sizes to decrease, with people having fewer children and more people living alone, with separation and divorce having contributed to the need for more dwellings to serve the population. Further, people often look for opportunities to build their own home, and need land on which to do it. There is a strong demand for new houses with modern facilities which drives new home construction. Therefore, surplus land is required in order to refresh housing stock and provide people with homes more suitable for modern lifestyles.

Additionally, the coastal region in particular, is a desirable holiday home destination, and this will continue to drive housing construction in selected locations without necessarily generating an increase in the permanent population of the region (albeit it is likely that some holiday home owners will eventually retire to the region).

1.4 Key Initiatives

The key initiatives can be summarised as follows:

- Protect productive agricultural land from incursion from non-agricultural land uses by maintaining strong land use and development controls in those areas.
- Manage and mitigate environmental hazards through cooperation and finding agreements with State Government, involving identification of high-risk locations, required mitigation strategies and seeking funding through grants and direct State intervention.
- Avoid any intensification of human activities (urban or rural) on high-risk environmental hazard sites
- Support agricultural productivity by, firstly, facilitating seasonal worker accommodation development and, secondly, allowing ageing farm owners to retire to a residential site on their farm and free the productive land for new ownership
- Provide for increased rural living opportunities close to existing towns as a means of attracting younger families and workers to the region
- Support retirement living and health services across the larger towns of the region
- Promote tourism development and patronage by providing for an increased array of community events, tourist facilities, information boards and signage, development of new rails and expansion of Conservation Areas and associated facilities
- Facilitate infrastructure delivery and infrastructure capacity building in key growth areas
- Zone land to facilitate a wider choice of urban development opportunities in townships, to address the limitations on development evident on a number of sites already zoned for development.



Strategic Context



2. Strategic Context

The Wattle Range region is at the heart of South Australia’s Limestone Coast, spanning between the Southern Ocean and the Victorian border. It has a diverse rural economy including agriculture, forestry, fishing, major service centres, and manufacturing industries. The region has a generally flat topography which necessitated the South East Drainage Scheme in order to make the land more suitable for agriculture.

Please note that a mix of 2016 and 2021 Census data is used based on varying availability of data.

2.1. Demographics

Wattle Range has had a relatively stable population. While the population generally saw a slow decline through the 2000’s, since 2011 there has generally been small growth, with the 2020/21 financial year seeing an additional 47 residents in Wattle Range. Millicent itself saw a decline of 27 residents, but the rest of the district more than compensated for this.

One key consideration is the district’s ageing population. With a higher number of older people in the district there will be a greater demand for medical services, independent living units and aged care. The State Government projections suggest that the population over 80 will double by 2036, with those aged 65-79 increasing by nearly 35%.

Figure 2: Annual Population Change 2001-2021

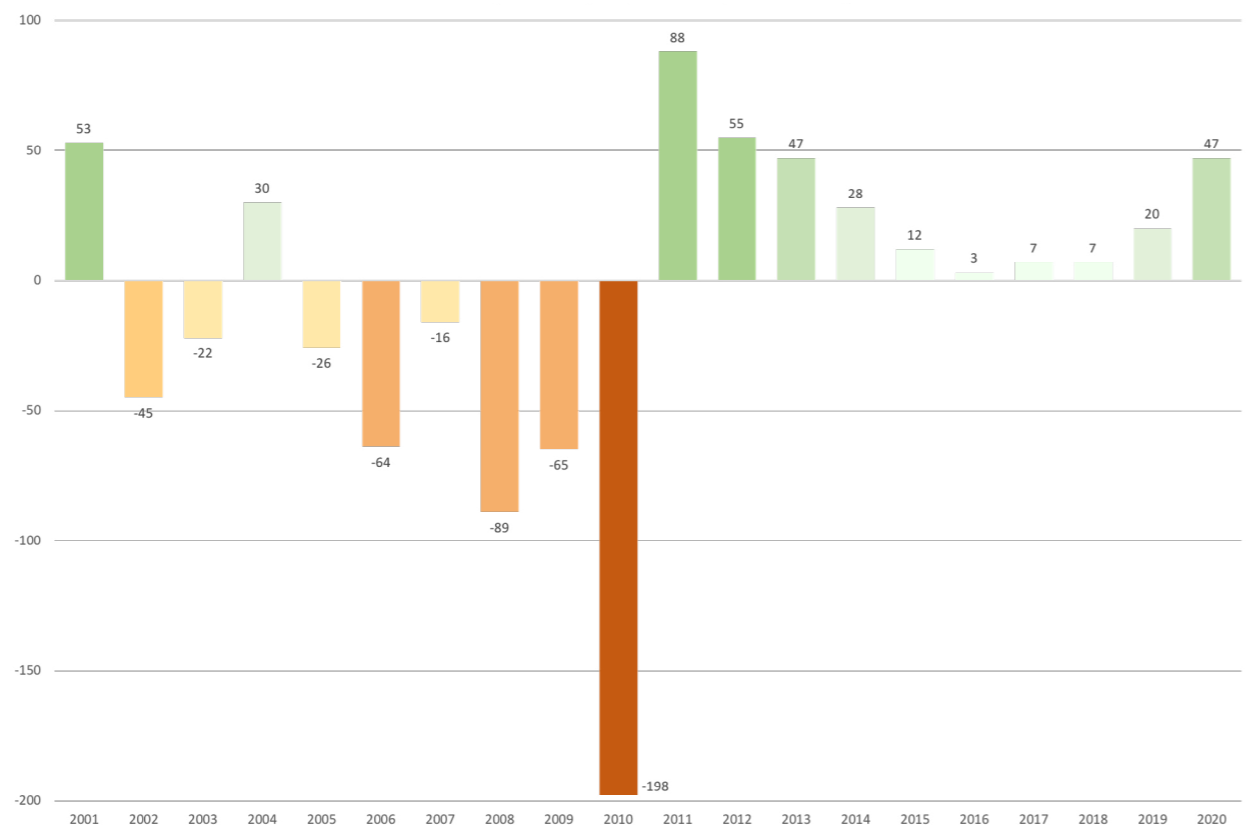
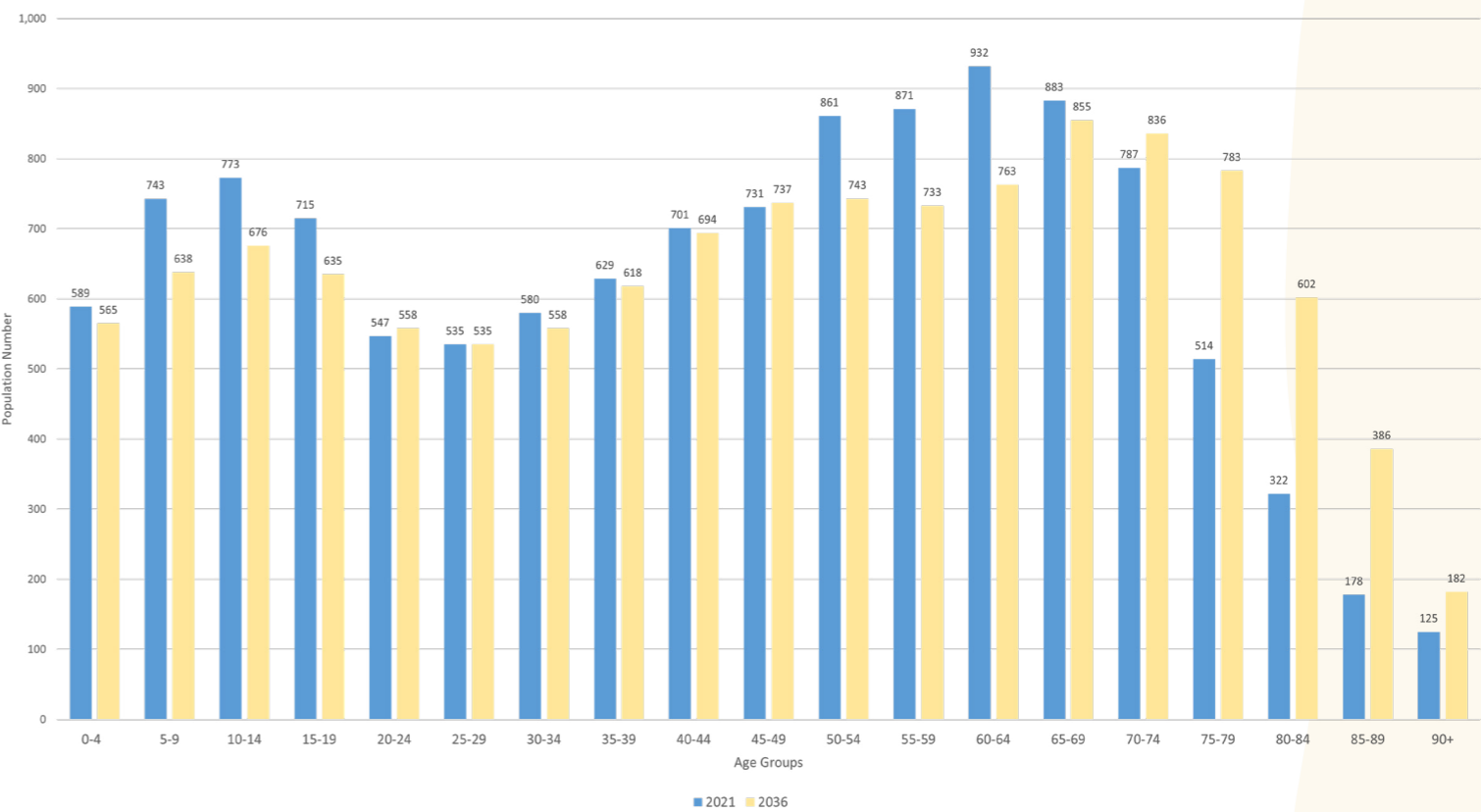


Figure 3: Change in Population Age Structure 2021-2036



2.2. Property Market

The district has generally had a relatively slow-moving property market, but the property market has become much stronger since the COVID-19 pandemic. The district's median house price has risen from \$195,000 in 2019 to \$244,000 in 2021, or 25% price growth, in addition to a 35% growth in sales volumes.

The district has a very limited supply of long-term rental properties, with a point-in-time property search showing only three properties available for rent, with one in each of Millicent, Penola and Nangwarry. Furthermore, the relatively low prices seen in property sales are not carried over in the rental market, meaning that this is much less affordable. There is also a need for accommodation for seasonal workers across a variety of industries.

It should be noted that land may be identified for development, but there are often challenges which can make development unviable. This can include difficulties in providing infrastructure such as water supply, or a lack of consolidated ownership meaning that a development cannot achieve an economy of scale. These issues are exacerbated by low property values, which mean that the economic viability of building new homes is limited. This plan has considered these issues and more as part of a holistic assessment of possible sites across the district, but nonetheless, it is not expected that all sites identified in this plan will be developed over the term of this plan.



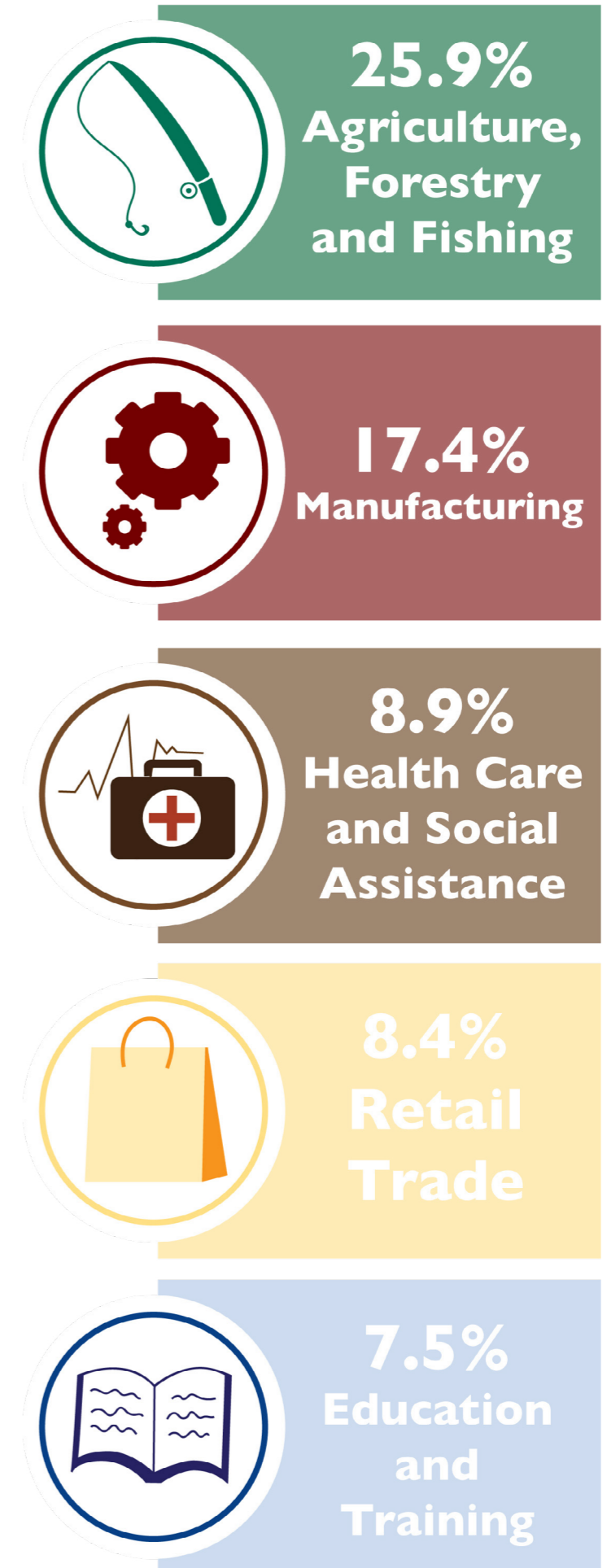
2.3. Economy and Education

Primary industries account for over 25% of the Wattle Range district's employment, with around 1200 people employed across agriculture, forestry and fishing. The majority of these are in agriculture, with the 2016 Census showing that forestry accounted for around 100 direct jobs, and fishing around 30. However, the forestry industry also induces secondary employment in mills and processing facilities which increases the number of people employed in forestry related activities. Manufacturing is the next biggest employer, with nearly 800 jobs, followed by healthcare and social assistance (406), retail trade (385) and education and training (346).

A significant number of people commute between Wattle Range and Mount Gambier. The 2016 Census indicated that there were 450 people commuting from Mount Gambier to Wattle Range, while 668 went from Wattle Range to Mount Gambier. Glencoe in particular has many residents who work in Mount Gambier, with 57% of the town's employed residents commuting to Mount Gambier.

The district has 14 schools; 12 public and 2 Catholic. The two Catholic schools are primary school only, and 2021 Census data shows that 216 secondary students, 109 of whom live in Millicent specifically, commute from Wattle Range to attend non-Government secondary schools.

Figure 4: Employment by Industry in the Wattle Range Council





2.4. Environment

The Limestone Coast is mostly flat with porous soils, and has few natural creeks or streams, meaning that water historically seeped into the soil or pooled on the surface in wetlands. The South East Drainage Scheme sought to limit this surface pooling in order to make the district more suitable for agriculture, and these drains are an important feature of the district's environment. These drains mostly take water to the lakes across the district, including to lakes Frome and George, adjacent to Southend and Beachport respectively. These lakes then have an outlet to the sea, but these outlets can cause problems, with the water coming out of the Lake Frome outlet being a contributing factor in the continuing coastal erosion around Southend.

Another important feature is the prehistoric coastlines which now form ridges throughout the region, including the Coonawarra region, and the ridge upon which Millicent is built. The district sees much more rainfall than most of South Australia, with 600-800mm typically in the winter months. There are also highly productive groundwater aquifers, with a comparatively high water table.

Bushfire and coastal erosion are two major environmental hazards which must be considered. The region was substantially affected by the Ash Wednesday bushfires in 1983, and the forestry plantations do present a heightened risk to nearby towns. Coastal erosion has been accelerated by sea grass die-offs, which have been accelerated by impacts of the drainage scheme. This erosion presents a threat to Council assets in Beachport and Southend, with homes in Southend also under threat.

Figure 5: Potential Extent of Erosion in Southend



**600-800mm
of rain in a
typical
winter**



2.5. Infrastructure

Different areas of the Wattle Range Council have varying access to infrastructure. In terms of service infrastructure:

- Power supply is available across the district
- Town water supplies are available in Millicent, Penola, Beachport, Nangwarry, Kalangadoo and Mount Burr
- Sewerage systems are available in Millicent, Beachport, Nangwarry and Mount Burr
- Community Wastewater Management Systems (CWMS) in Penola, Kalangadoo and Southend
- Fixed line internet connections in Millicent, Penola and Beachport
- Fixed wireless internet connections in Glencoe, Nangwarry, Kalangadoo, Southend, Coonawarra and Rocky Camp, as well as the Rural Living Zones in Millicent and Penola, part so the Muggleton area in Beachport, and parts of Hatherleigh.
- Satellite only internet connections in Tantanoola, Mount Burr, Rendelsham and Furner, as well as parts the Muggleton area of Beachport.
- Furner is also noted as a mobile phone blackspot.

Key recreation facilities include but are not limited to:

- McLaughlin Park in Millicent
 - » Football, cricket, netball, tennis, soccer, basketball
- Fred Bolton Sports Park in Millicent
 - » Baseball
- Millicent Swimming Lake
- Millicent Domain
 - » Nature Playground, skate park, tennis, netball, basketball, bowls
- McCorquindale Park in Penola
 - » Football, cricket, netball, tennis, basketball
- Lake McIntyre (Millicent)
- Lake Edward (Glencoe)
- Lake Leake (Glencoe)
- Lake George (Beachport)

- Penola Pool
- Beachport Lagoon and Centennial Park
 - » Playground, tennis
- Nangwarry Pool
- Golf courses in Millicent (near Rocky Camp and Mount Burr), Penola (Katnook), Beachport and Hatherleigh
- Greenrise Recreational Reserve (Penola)
- Nangwarry Football Oval and Nangwarry Park
- Kalangadoo War Memorial Park, Lions Park and Railway Park
- Tantanoola Oval and Park Lands
- Mount Burr Oval
- Southend Community Centre
- Rendelsham Cricket Club
- Coonawarra Memorial Park
- Hatherleigh Sport and Recreation Centre
- Furner Sport and Recreation Club
- Beachport Pony Club (Crown Land)

The three key transport corridors through the region are the Princes Highway, Riddoch Highway and Southern Ports Highway. There are also two disused rail corridors through the region, the Beachport-Mount Gambier Line running east-west, and the Wolseley-Mount Gambier line running north-south.

Health services are available in larger towns. This includes hospitals in Millicent and Penola, doctors clinics in Millicent, Penola and Beachport, and aged care in Millicent and Penola. Analysis conducted as part of the Opportunities and Constraints Technical Report for this document suggested that there is an under supply of aged care beds in the district, with an estimated demand at the moment for approximately 15 beds, and a likely need by 2036 for an additional 164 beds.

2.6. Existing Plans/Strategies

Council's existing Strategic Plan was adopted in 2018. It contains the vision statement:

Wattle Range: A great place to live and work

It has five themes, each with a corresponding objective:

- Community Vibrancy and Presentation
 - » Generate and support community vibrancy through advocacy and maintenance of community services and enhanced public facilities.
- Economic Prosperity
 - » A sustainable and prosperous economy that supports local businesses and industry and creates employment and prosperity for the region.
- Environmental Sustainability
 - » Protect the natural assets and infrastructure of the region by leveraging additional environmental programs that will protect the environment for future generations.
- Infrastructure and Asset Sustainability
 - » Provide functional, safe, fit for purpose assets that meet the changing needs of the community.
- Organisational Excellence
 - » A great place to work where innovation and efficiency is expected and customers are our focus.

The Strategic Land Use Plan works towards the first four of these themes in particular, looking at community facilities, open space, employment lands, environmental risks and development opportunities. Within each theme, the Strategic Plan outlines a variety of actions, many of which link to the Strategic Land Use Plan, and, where appropriate, will be considered in the plan.

This plan is also intended to work alongside the various Community Town Plans across the district. Various actions throughout these plans were considered as part of this process, and these are reflected in actions within this Plan where appropriate.

SWOT Analysis

Strengths

- Diverse and productive rural economy
- Relatively mild weather conditions
- High rainfall
- Desirable coastal areas
- World renowned wine region
- Important religious heritage (St Mary MacKillop)
- Stable population
- Position between Adelaide and Melbourne

Weaknesses

- Low housing prices limiting the economy of developing new housing and new rental opportunities
- Lack of rental housing
- Low lying areas around townships that limit development
- Ageing population
- Zoning anomalies
- Land use conflicts (e.g. industrial development in residential areas)
- Infrastructure capacity in selected locations
- Seasonality of tourism

Opportunities

- Resurgence of forestry and agriculture
- Attracting new residents and a younger population base
- Retirement living
- Holiday homes
- Tourism
- Expansion of food and wine experience

Threats

- Environmental Hazards
 - Erosion
 - Bushfire
 - Coastal Flooding
 - Inland flooding
- Population stagnation or decline
- Climate change
- Young people moving away from the area



District Plan

3. District Plan

Wattle Range has a diverse rural economy, with the ocean to the west and productive farmland and forests inland. Millicent is the major service centre of the district, with Penola and Beachport considered to be “supporting” service centres under the State Government classification from the last Limestone Coast Regional Plan. Other townships and settlements across the district will also provide a service function, while many people will continue to live on rural properties outside of townships.

The coastal areas around Beachport and Southend are an attractive destination for “seachange” lifestyle retirement and holiday homes. There is relatively strong demand for housing in these areas, but supply is constrained by environmental factors. Erosion is a further issue in the Rivoli Bay area, with Council assets under threat in Beachport and Southend, and homes also potentially affected in Southend. These areas will therefore need to attempt to resolve issues of future housing supply, support the tourism and fishing industries, while ensuring safety from environmental hazards. Given their seaside location, these areas are subject to large population swells over the summer months, which has consequences for infrastructure and services.

Across the rural, inland areas of the district, it is likely that little will change in terms of land use. Demand for agricultural and forestry products is expected to continue to remain strong, meaning that these industries will continue to occupy much of the land area of the district. Nonetheless, the various National and Conservation Parks across the district will also continue to play an important role in providing ecosystem services and a haven for biodiversity.

Regarding such conservation areas, Council may consider investigating designating Lakes Leake and Edward, to the north of Glencoe, as Conservation Parks. This would promote investment in the recreational facilities there, and attract tourists to the area, without having any substantial impact on the farming and forestry areas around it.

One area which already has a strong tourism sector is the Coonawarra. The wine region is world-renowned and brings in a substantial volume of tourists. Penola is also home to the sites of Saint Mary of the Cross, otherwise known as Saint Mary MacKillop. This creates an attractive tourism offering which is less susceptible to seasonality, though some seasonal swells are natural. Previous work, including Community Town Plans, have noted the need for high-end accommodation in the Penola/Coonawarra area, which will in turn drive further tourism demand in the area and encourage more visitors. This is further supported in this strategy, and any application for this should be generally supported subject to site-specific constraints.

One development which is currently occurring in the Penola/Coonawarra region is the Coonawarra Rail Trail. This type of infrastructure will further encourage tourists to visit the area, and is valuable in augmenting the region’s food and wine tourism offering. In order to encourage further tourism, Council should seek to support other walking/cycling trails, including mountain biking such as the Mount Burr Trails Network. Other infrastructure can also support tourists, such as camp sites, public toilets, nature walks and more, which Council should also support. This support may come through financial contributions, but may also be through administrative support or as a knowledge base for community groups.

With the ageing population in the district, there is a need to support more age-friendly housing across the district. There are multiple avenues through which this can be achieved, including building more independent living or aged care close to key services in town centres. Zoning generally already facilitates this development potential.

An option which is applicable in the more rural areas of the district is through what is known as the “Dwelling Excision Overlay”. This overlay allows for a dwelling to be divided off from the rest of the land, in order for the balance of the property to be sold off. This would allow for someone who had been farming on the property to retire and sell off their land, but retain their dwelling. There is a protection to prevent undue fragmentation of the land, with the policy that it can only be divided if “no other dwelling has been excised from the primary production allotment”. This Overlay is currently applied across other Councils including Grant and Coorong. This should also be applied to Wattle Range in order to support ageing in place on rural properties.

While it is important to encourage development where this is appropriate, there will be many locations where such development is inappropriate due to environmental constraints. The planning system typically manages these through Overlays. These will often trigger referrals to State Government agencies such as the Coast Protection Board, Native Vegetation Council or Country Fire Service. Council should seek to refine the application of Overlays such as the Coastal Areas Overlay, Coastal Flooding Overlay, and Hazards (Bushfire) Overlays to ensure they achieve their intended purpose. Native vegetation is managed slightly differently, since the Native Vegetation Act applies across the whole state (outside of metropolitan Adelaide), meaning that the Native Vegetation Overlay is always applied and is only triggered when clearance is required.

Some areas may be presently zoned for development, but may be environmentally constrained. In principle, the Overlays outlined above should prevent any environmentally inappropriate development where these Overlays are correctly applied. However, where it can be demonstrated that a site, which may be currently zoned for development, is not appropriate for such development, then it should be rezoned to reflect its true development potential. This prevents a false impression being given with regard to that land should someone seek to purchase it. However, further investigation work will generally be required to confirm the environmental suitability of such sites for development.

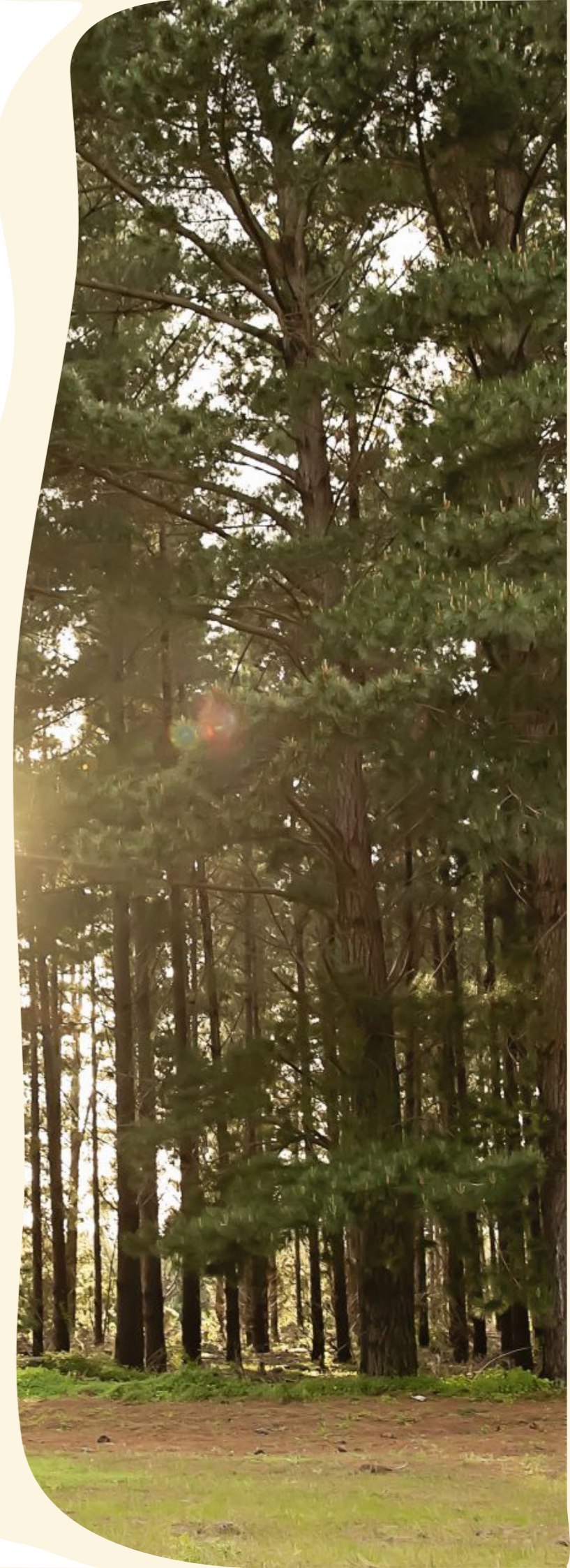
One of the key principles of land use planning is that of minimising conflicts between uses e.g. some industrial uses which are generally not compatible with residential areas. Across Wattle Range there are many examples of businesses operating in what is otherwise a residential area. Sometimes this is desirable, such as small shops, but other times less so, for example where there can be adverse impacts such as noise and dust.

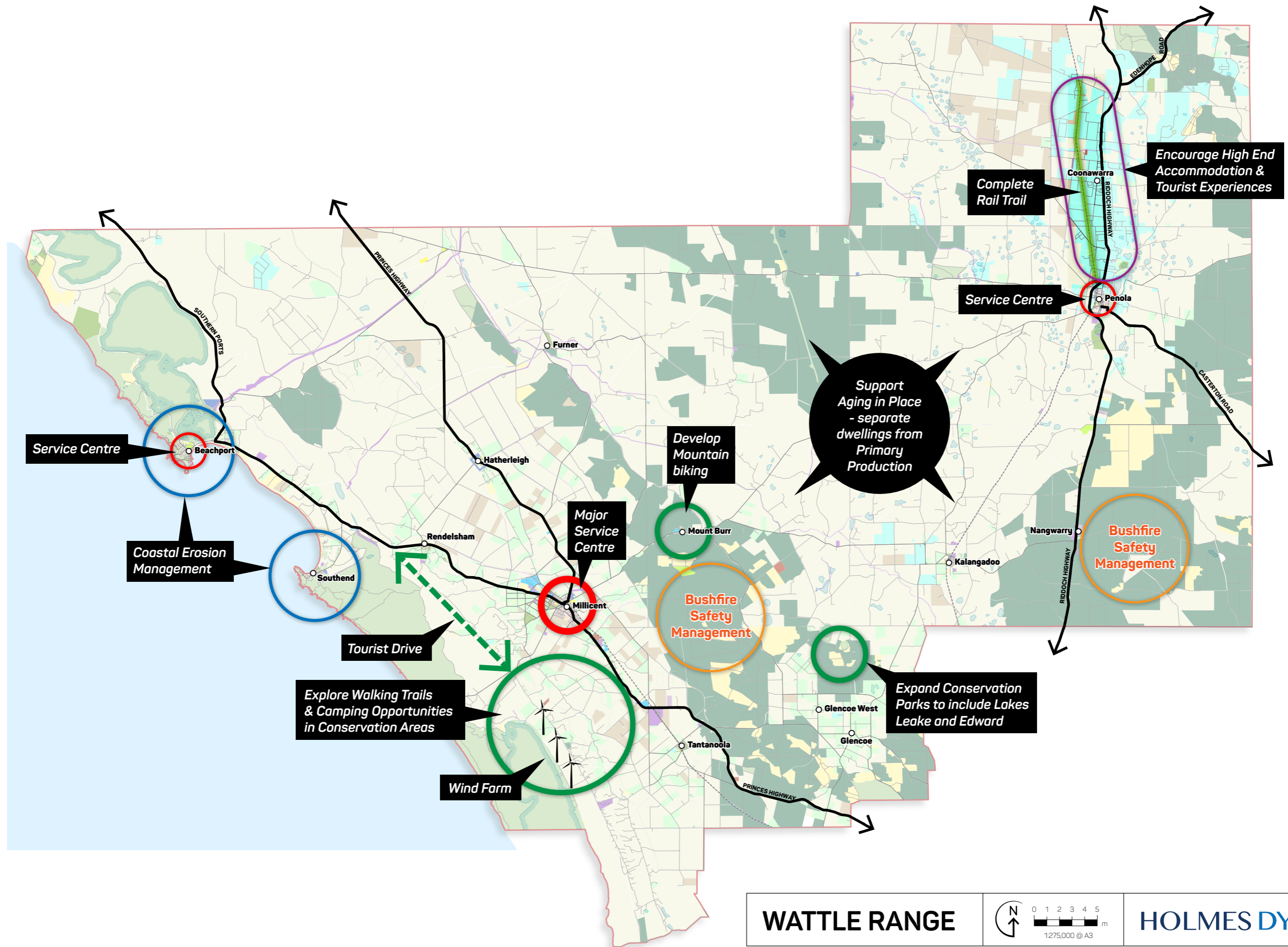
The Planning and Design Code generally envisages some small-scale businesses in areas which are predominately residential, and Council should generally support this. Context is likely to be an important factor in this as it will vary the impact- for example a workshop in a rural residential area will have a far lower impact on neighbouring residents than in a township residential area because of the increased separation between neighbours. However, in order to ensure that conflicts are minimised, medium-large scale businesses, or those with adverse impacts such as dust or noise, should be located outside of residential areas.



Actions

1. Liaise with State Government to resolve a position regarding coastal erosion in Beachport and Southend
2. Liaise with State Government to seek to list Lake Leake and Lake Edward as Conservation Parks
3. Support the development of high-end accommodation in the Penola-Coonawarra area
4. Support the development of walking/cycling trails, camping sites and other infrastructure which supports tourism
5. Seek to apply the Dwelling Excision Overlay over the Rural Zone as part of an amendment to the Planning and Design Code
6. Liaise with State Government agencies to refine the application of environment and hazards overlays in the Planning and Design Code
7. Where development is demonstrated to be inappropriate due to environmental constraints, seek to ensure that land is zoned in a way so as to not misrepresent its development potential
8. Seek to ensure that future medium-large scale employment generating uses, or those with adverse impacts such as dust or noise, are located outside of residential zones
9. Support, in principle, the location of small-scale non-residential uses ancillary to a dwelling, particularly in rural residential areas





4

Township Plans

4. Township Plans

4.1. Millicent

4.1.1. Context

Millicent is the key service centre of the district, and its size reflects this. With Millicent being home to roughly 40% of the district's population, it inevitably sees much of the district's development activity. Millicent is in the first decile on three of the four measures of the SEIFA index, meaning that it is in the top 10% of the most socio-economically disadvantaged areas in Australia. Housing is therefore less expensive than many other areas, with a median house price from 2019-2021 of \$195,000.

Millicent's population is relatively old, with a median age of 49 compared to the state-wide figure of 40. With population growth among the over 65's cohort expected to be strong, with 380 additional people over 65, 140 of whom would be over 80, by 2036, there is an emerging need to better support an ageing population. This is likely to include expansions to aged care capacity, and other potential works to support ageing in place.

Millicent's population increased by only one person between the 2016 and 2021 Censuses, to a population of 5,110 in 2021, Millicent had 78 net additional dwellings over the same period. This illustrates the way that new land supply is needed, even in situations where the population is stable. State Government projections expect Millicent to decline in population over the next 20 years, but these projections were made in 2016 and population dynamics have since changed substantially. While 2020 and 2021 did see population declines of around 0.5%, this is too soon to be a discernible trend.

Millicent already has a substantial amount of land which is currently zoned for urban development which has not been taken up. This includes land surrounding the existing residential development around the high school, land near Teagle Excavations, and to the south of Fred Bolton Sports Park. This illustrates one of the key challenges in strategic land use planning, that land may be zoned for a use, but any number of factors may prevent its use for these purposes. The market decides where development will occur, and providing it with more options will aid in facilitating this. As such, there is a need to identify many areas which may be suitable for urban development, above and beyond the expected demand. Nonetheless, given this preponderance of vacant infill land, there is unlikely to be any need to rezone agricultural land for urban use, at least in the short-medium term.

Being the largest town in the district, Millicent home to several pieces of key social infrastructure and public open space. This includes Millicent High School, two public primary schools and a Catholic primary school, a hospital, the Millicent Swimming Lake, Lake McIntyre, sporting facilities such as McLaughlin Park and Fred Bolton Sports Park, the domain, and the Millicent public library and Civic and Arts Centre. It is anticipated that there will be additional demand for services which support an ageing population such as healthcare facilities.



4.1.2. Actions

Millicent will continue to be the major service centre of the district, and its town centre is the focal point of this. Council has already produced the Millicent Town Centre Concept Design which provides a Master Plan for this area, and this plan seeks to be consistent with this. It is unlikely that there will be strong demand for expanded commercial or retail development in the town centre, with some potential excess land. In order to encourage activation in the town centres, dwellings are supported where these are ancillary to a commercial use, or do not prejudice the commercial use of the area. For example, a flat above a shop would be acceptable, but demolishing shops along George Street to replace them with houses would not be.

1. Support the development of Millicent's town centre consistent with the Town Centre Concept Design, including potential residential development which is ancillary to, or does not prejudice the operation of, commercial facilities.

Given Millicent's ageing population, Council should encourage an age-friendly urban environment in Millicent. One key part of this will be in providing more age-appropriate housing, particularly close to the town centre. Independent Living Units are likely to be a major part of this, with the 25 existing units at the Boneham Aged Care Services unlikely to be sufficient to cope with the likely need for these services in the future. There is also expected to be an increased demand for residential aged care. Council should support the development of these services where possible, including potentially through public realm upgrades to facilitate ease of movement for mobility impaired residents.

2. Support the development of age-friendly housing including Independent Living Units and Residential Aged Care, particularly close to the town centre, including with public realm upgrades.

One key site near the town centre is the railway lands precinct. Development of this area has long been desired, but has been hindered by issues of site contamination. While a portion of the site is understood to be contaminated, it is understood that there are parts of the site which are likely to be suitable for residential development. This development is considered to be beneficial in order to provide modern housing close to the centre of Millicent. Furthermore, in future, should market conditions make remediation of the land viable, development of land which is not dedicated to public reserve is desirable. Therefore, Council should continue to support the development of this area. This is again likely to include coordinating public realm improvements to link this precinct with George Street and the broader Town Centre.

The area is currently a part of the Community Facilities Zone under the Planning and Design Code. This would need to be amended to a zone which supports residential development such as the Neighbourhood Zone, in order for the area to be appropriately developed.

3. Support the development of the railway lands precinct, including seeking a rezoning of the site under the Planning and Design Code

Natural assets are important to the town, with Lake McIntyre being the most obvious example. This is currently part of the Strategic Employment Zone, which is fundamentally industrial. While this is unlikely to present any problems given the ownership circumstances of the site, this site should be rezoned to reflect its actual intended use, such as the Community Facilities Zone.

4. Seek to amend the Planning and Design Code to rezone Lake McIntyre to a Zone reflective of its use for recreational purposes and an important space for biodiversity

The broader Strategic Employment Zone is large in size, and is mostly undeveloped. There is therefore not likely to be any need for additional industrially zoned land, but it is important that this area is realistically available for development and is not unavailable due to ownership issues. The area east of Saleyards Road is privately owned, but the land north and west of the saleyards is owned by Council. In order to support development in this employment precinct, Council should, in principle, support its development, including selling its land around the saleyards to potential developers if approached to do so and an appropriate arrangement can be reached.

5. Support, in principle, industrial development in the Strategic Employment Zone to the west of the town

It is noted that the part of the Strategic Employment Zone to the south of the Southern Ports Highway, bounded between Williams Road and Boandik Drive, has a series of existing dwellings in it, as well as businesses. This is currently zoned only for industrial use, which is not reflective of its use. This should therefore be rezoned to reflect its actual mixed-use nature, such as the Township Zone.

6. Consider rezoning the part of the Strategic Employment Zone to the south of the Southern Ports Highway (Rendelsham Road) for a zone which is more reflective of its mixed-use nature

Millicent currently has over 100 students leaving each day for non-Government schools in Mount Gambier, mainly Catholic. It would be desirable for these students to be able to study in Millicent. This could be a campus of an existing school in order to reduce the administrative burden of a new school. While such a school could conceivably be located in any number of places, it would be logical for it to have links to existing sporting facilities. Therefore, two clear locations would be in the existing Neighbourhood Zone around Fred Bolton Sports Park, or on the Pony Club site which can link to the facilities in McLaughlin Park. Council should support the development of such a school where possible.

While the district's ageing population may suggest that this is less likely to be feasible, the development of a campus here would drive demand. When considering a broader catchment which would likely attend a school in Millicent over Mount Gambier, the 2016 Census suggested that there were 149 students already attending non-Government schools, before considering how the location of the school in Millicent would encourage additional enrolments. It is also notable that there are currently only eight students who live in the District Council of Robe and attend a non-Government school, and the reduced distance may encourage enrolments from Robe. Furthermore, this plan seeks to encourage people to live in Wattle Range and raise a family, and a non-Government school campus would further support this aim. In any event, it is pertinent that long term planning considers land availability for this into the future given the number of students who commute.

7. Support the development of a non-Government Secondary School campus

Millicent has a large amount of land which is zoned for rural residential development, i.e. the Rural Neighbourhood and Rural Living Zones. This land has seen a good take up, with a few undeveloped allotments remaining. However, in order to preserve agricultural land, it would be preferable not to expand the existing rural living area. Therefore, it would be better to allow for smaller allotments in this area, perhaps of 5000sqm as opposed to the current 10,000sqm. Over a longer timeframe, it would also be possible to expand the current Rural Neighbourhood Zone into the Rural Living Zone on the western side of town, in order to allow for allotments of 2000sqm in this area.

8. Allow smaller allotments in the existing Rural Living Zone, without expanding the spatial extent of this zone and allow for the future expansion of the Rural Neighbourhood Zone into the adjacent Rural Living Zone

The land on the western side of Lossie Road is currently an Employment Zone (generally consistent with light industry), but is largely vacant. Given the proximity of key recreational facilities such as the Domain and McLaughlin Park, and the existing residential properties fronting Plunkett Terrace, this site would generally be more suitable for residential uses. It would therefore be preferable for this to be rezoned for residential development, and for industrial development to locate in the Strategic Employment Zone between Rendelsham Road and Belt Road.

9. Seek to amend the Planning and Design Code to rezone the Employment Zone on Lossie Road for residential purposes

Another area currently zoned Employment is on the eastern edge of the town, along the Princes Highway. However, this area has both dwellings and businesses in it, and is therefore mixed-use in character. Development continues along the Princes Highway to the east of Enderby Lane, although this area is within the Rural Zone. A mixed-use zone would be more appropriate for this area, such as the Township Zone.

Given this area is at the gateway to the town from Mount Gambier, it would be desirable for this to present a positive view of the town. Council may therefore consider streetscape upgrades in this area in order to present a tidier appearance.

10. Consider streetscape upgrades and a township entrance statement along the Princes Highway on the eastern fringe of Millicent, as well as seeking to amend the Planning and Design Code to rezone the existing Employment Zone to reflect its mixed-use nature

On the opposite side of the Princes Highway is a small portion of Rural Zone between the urban area (Neighbourhood Zone) and the Rural Living Zone. This area would be more suitable for township sized allotments, given it is higher up on the ridge and could be serviced with appropriate infrastructure.

11. Seek to amend the Planning and Design Code to rezone the area of Rural Zone between Willow Bank Road, the railway line and the Princes Highway for township sized residential development

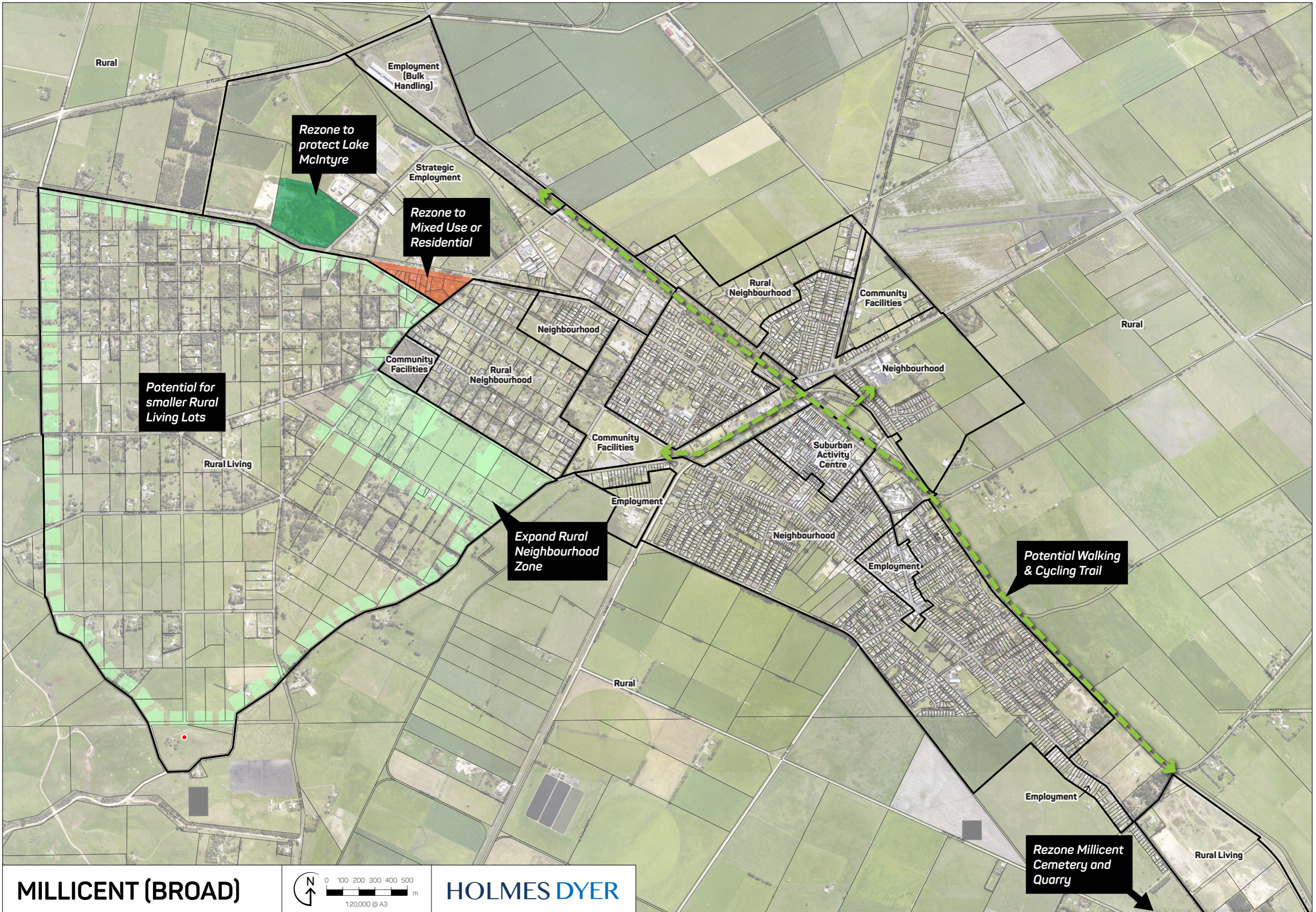
The Rural Living Zone to the east of the town does have the capacity for more allotments under the current zoning and with the current minimum allotment size of one hectare. However, much of this area is taken up by the quarry and cemetery, which are generally not consistent with this zoning. These areas would be better suited to specialised zoning such as Resource Extraction and Community Facilities respectively.

12. Seek to amend the Planning and Design Code to rezone the cemetery and quarry with an appropriate zone to reflect their use

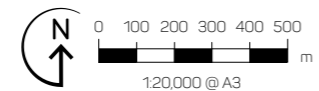
While this has looked at a series of key sites, there are many more infill sites across Millicent, which would be suitable for development. These are identified on the plan provided, but are not necessarily limited to this should additional areas become available.

13. Support the development of a variety of infill sites across Millicent

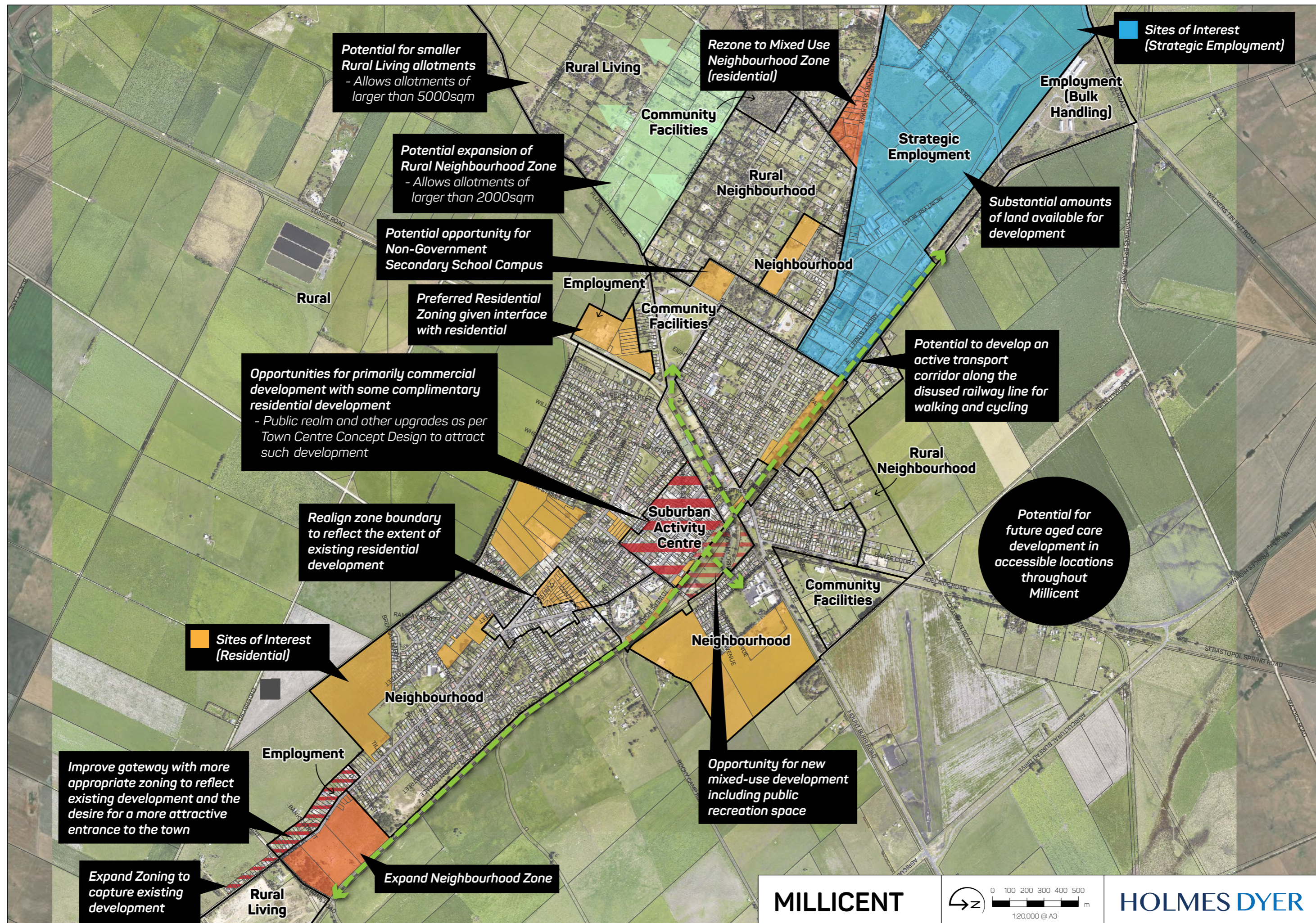




MILLICENT (BROAD)



HOLMES DYER



4.2. Penola

4.2.1. Context

Penola is the district's second largest town, and the centre of the eastern side of the district. Penola is a well-regarded tourist destination, being the major town of the Coonawarra wine region, and home to the sites of Saint Mary MacKillop.

At the 2021 Census, Penola had a population of 1622, with growth of 30 persons or approximately 2% since 2016. With a median age of 47, it is more youthful than Millicent, but nonetheless has aged substantially, increasing from 43 in 2016. This will bring with it a need for expanded medical facilities including aged care and supported accommodation.

Penola also has many facilities to support its population. These include the Penola High School, Penola Primary School, Mary MacKillop Memorial School, Pinchunga Aged Care, Tandara Lodge of Penola independent living units, McCorquindale Park sports facilities, Penola Swimming Pool, and the Penola War Memorial Hospital. While there may be some need for additional facilities to support an ageing population, it is unlikely that additional public recreation facilities will be needed over the term of this strategy, though existing facilities and land such as the Commonage may be better used for public recreation purposes.



4.2.2. Actions

Penola has a number of zoning anomalies in the Planning and Design Code which should be rectified. The first of these is the Employment Zone along Church Street. This zone is mostly aligned to Light Industrial uses, which is not consistent with Church Street's function as a main street. This should be changed to a zone more consistent with the existing mixed-use character of this area, such as the Township Zone. The other anomaly in Penola is the misalignment of the zone boundaries on the western side of town, along the bypass. The current boundaries do not line up with the bypass, which should be rectified.

1. Seek to amend the Planning and Design Code to fix the zoning anomalies in Penola

The bypass now represents a logical western boundary for the town's urban area, replacing the railway line which had previously been a logical barrier to development. The area between the railway line and the bypass is bisected by Robe Road, with the area to the north of this having now mostly been developed as an industrial area. Given the strong take-up in this area, there is a need to identify further industrial land in Penola, which is further discussed below.

To the south of Robe Road, between the railway line and the bypass, is vineyards, however this area is designated as a Deferred Urban Zone. This zoning is used where land is expected to be used for urban development, but where this may not be immediate. Therefore, this would be the most logical area for the township to expand into. It is expected that this would be residential development, with relative proximity to the town centre and the primary school being important to this. However, being a site of some 32ha, it is expected that this would take many years to fully develop, and it will be important to ensure that infrastructure is provided with a view to the long-term outcomes of development of this site. As such, it would be advisable to include a Concept Plan within the Planning and Design Code in order to ensure that such appropriate infrastructure is provided.

2. Seek to amend the Planning and Design Code to rezone the current Deferred Urban Zone south of Robe Road for residential use, and include a Concept Plan to provide for orderly provision of infrastructure

While the bypass would provide a logical boundary, this does not mean that there cannot be any development to the west of this. Indeed, there is already a Rural Living Zone between Clay Wells Road and Riddoch St. This Rural Living Zone is approximately 90ha in size, with a minimum allotment size of 1ha, and has seen some development of approximately this size. However, there is capacity for additional rural residential development within this area. However, the land immediately to the west of this zone is already divided into allotments which are too small for productive agriculture. Therefore, Council should seek to expand this rural residential area up to Cupnum Lane/Messenger Road. This road is currently partly unbuilt, but it does have a defined road reserve. Further westward expansion beyond this point would generally be inappropriate, in order to ensure the continued preservation of agricultural land.

While there is not expected to be dramatic population growth in this area within the term of this plan, there may be greater demand in the future. This means that there may be some requirement for safer crossing points across the bypass, such as an underpass for cyclists and pedestrians to link to the rail trail, in future.

3. Support the development of the existing Rural Living Zone west of the bypass, as well as seeking to amend the Planning and Design Code to expand the Rural Living Zone to Cupnum Lane/Messenger Road

As stated above, there is a need to identify more industrial land supply for Penola. This should come on the opposite side of the bypass from the current industrial area, east of Marks Road and north of Clay Wells Road. This area does extend the town beyond the bypass, but provides the clearest opportunity for development which can be appropriately serviced

and provide appropriate access for freight vehicles. The triangular parcel of land between the bypass, the railway line, and Jessie Street is also suitable for industrial development. These areas should be suitably rezoned in order to provide for industrial development.

4. Seek to amend the Planning and Design Code to rezone the triangular parcel between the bypass, the railway line and Jessie Street for industrial development
5. Seek to amend the Planning and Design Code to rezone the parcel between Clay Wells Road, Marks Road and Jessie Street for industrial development

To the south of the township is the Commonage. This land is held in trust by the Wattle Range Council, and may only be used for community purposes. Part of this land, to the south of the bypass, is currently used for the town's Community Wastewater Management System. Given this land is an important community asset, it may be worthwhile to develop a specific vision for this area, which may seek to outline how it could best serve the community, through a Master Plan for the Commonage. This was also included in the Community Town Plan for Penola, which sought to, "Review usage of commonage land and develop a plan for passive, reserve and recreational spaces". One idea raised was the creation of a wetland in this area which can serve a recreational purpose as well as improving biodiversity and helping manage stormwater and wastewater. This may be considered as part of a plan for the Commonage.

6. Review the usage of the Commonage, and develop a Master Plan for this land

One area which already has a Master Plan is the town centre, where Council has developed the Town Centre Concept Design. The Concept Design and this Strategic Land Use Plan are broadly consistent, as the works under the Concept Design working to make the town centre of Penola an active,



vibrant and beautiful place.

7. Continue the implementation of the Penola Town Centre Concept Design

The Concept Design also envisages improved cycling infrastructure to link to the Coonawarra Rail Trail. This road treatment would likely be along Arthur Street or Robe Road as these provide through road connections to the former rail alignment.

8. Create appropriate road treatments to support cycle connectivity between the Coonawarra Rail Trail and the Town Centre

With proximity to the Coonawarra comes a heightened demand for accommodation for seasonal workers, such as those involved in grape picking. While Council can provide in principle support to the development of seasonal worker accommodation, it can also take a more proactive approach. This can include making Council sites available for use (where appropriate), conducting feasibility studies, concept planning, and approaching operators, in order to encourage them to locate in or around Penola.

9. Support the provision of accommodation for seasonal workers

The Penola Caravan Park site is one site which could support workers' accommodation. This site is currently under the Rural Zone which does not generally reflect its current use, or any potential future uses. This should be rezoned to reflect that it is not rural land, and is instead part of the Penola township.

10. Seek to amend the Planning and Design Code to rezone the Penola Caravan Park to reflect its use

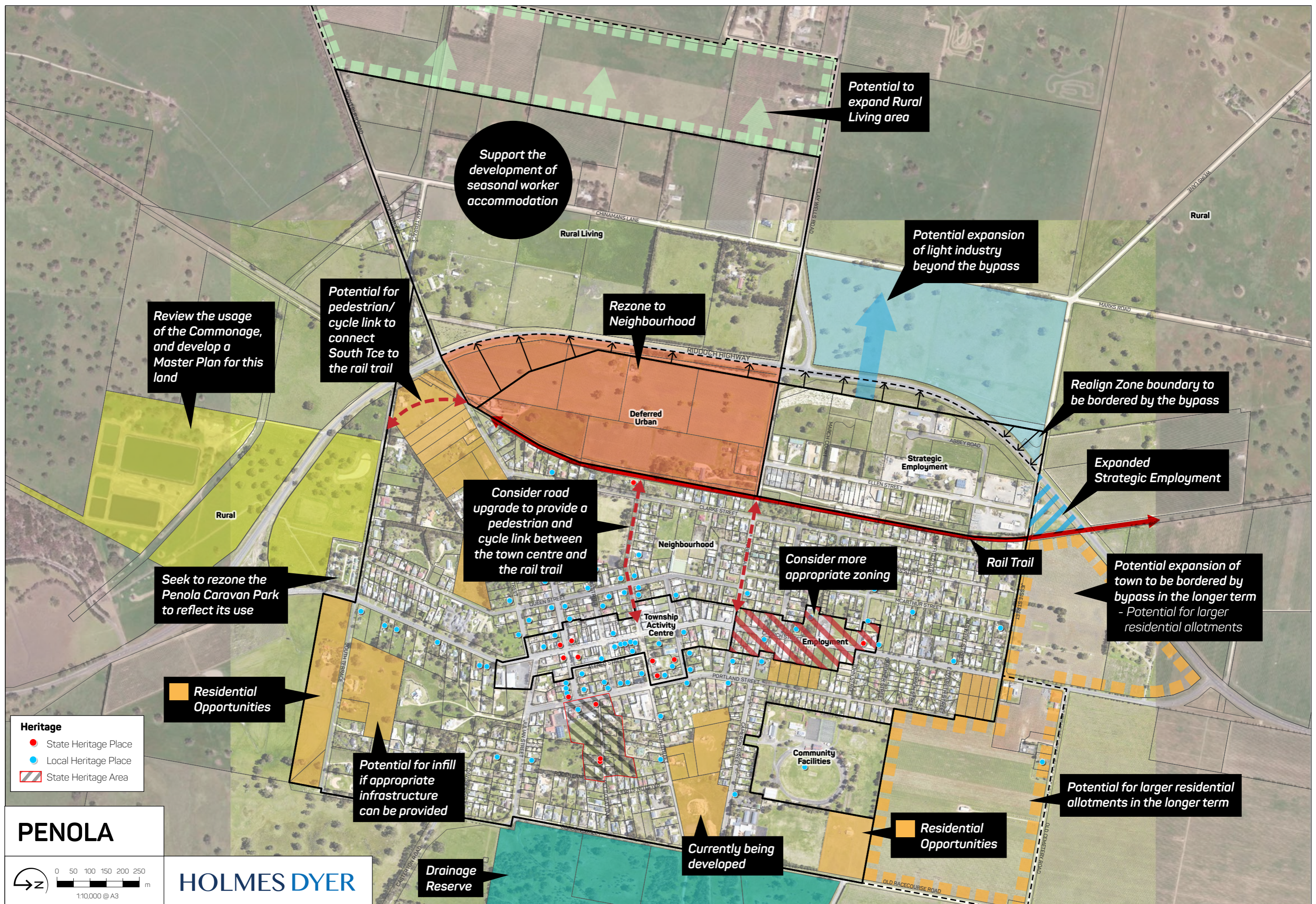
As with Millicent, there is a substantial amount of infill land available within Penola. This would be suitable for residential development, provided that appropriate infrastructure is made available. However, ownership issues may mean that there are limited real opportunities for development.

11. Support the development of smaller infill sites across Penola

Using the bypass as the boundary of urban development would suggest that land to the north of Penola could also be used for urban development. Given the location of the bores for the town water supply, any such development would likely be of a residential nature. Like the land in the Deferred Urban Zone, this is currently under vines, however it is considered that it would be preferable to retain this land as viticultural land over the land to the west. This retains the contiguous vines to the north, which is preferable.

Nonetheless, this plan aims to identify future urban land supply, and this area forms part of that. It would be preferable to see development of the existing Deferred Urban Zone first, however the area to the north of the township is the next area for residential development, once land supply in the area to the west of the railway line is running out. This area to the north should first seek to develop the area between the bypass and Church Street, and then, once supply in this area is coming to an end, to develop the area between the township and Old Cemetery Road.

12. As land supply to the west of the railway line diminishes, seek to amend the Planning and Design Code to rezone land to the north of Penola for residential development



4.3. Beachport

4.3.1. Context

Beachport is subject to rather different pressures than Millicent and Penola. Being on the coast, it is subject to different environmental pressures, including rising sea levels and coastal erosion. Being located on a peninsula, surrounded by Conservation Park, the main township of Beachport is already constrained. With time, these pressures on land supply will only become further exacerbated. While the main township is located on an isthmus, it is strongly linked to a large area of rural residential properties known as Muggleton.

Beachport has a much lower occupancy rate than other townships in the district, with more holiday homes, including those for short-term rental. This means that Beachport is substantially larger geographically than its population would suggest, with seasonal swells due to holiday makers being a key challenge in terms of providing appropriate services in the town.

Beachport is also a popular retirement destination, with this contributing to its much higher median age of 55 years, compared to the State average of 41. This is only likely to continue as time goes on, which is likely to increase the demand for medical services and aged care. This may be to the extent that an aged care facility or supported accommodation/independent living units will be needed in Beachport. These are typically linked to a hospital or high-quality health care services, which would suggest that further development of these services in Beachport may be needed.

The 2021 Census suggests that Beachport had a population of 745 people, including Muggleton and outlying farms. Comparisons to previous years are complicated due to changes in Census geography. The table below outlines the changes in the main township from 2011-2021, and compares these to the broader area (including Muggleton and outlying farms) to provide an indication of the differences between Beachport itself and Muggleton.

Table 1: Beachport Population Comparisons 2011-2016

	Main Township (2011)	Main Township (2016)	Broader Area (2016)	Broader Area (2021)
Population	382	436	652	745
Dwellings	413	434	528	562
Occupied Dwellings	154	162	229	268
Unoccupied Dwellings	253	253	275	255
Occupancy Rate	37.8%	39.0%	45.4%	47.7%

Source: ABS Census

This shows that the majority of homes in the main township are unoccupied, mostly for use as a holiday home, and that only two thirds of Beachport’s permanent population live in the main township. However, 92% of unoccupied dwellings are in the township. This suggests that the Muggleton area has a more permanent population, reflecting the attractiveness of the rural living lifestyle, rather than this being a product for short-term stays. By the 2021 Census, although only data for the broader area is available, the population has increased substantially (14.3%)while dwelling numbers have increased more modestly (6.4%). This may be due to people choosing to relocate to their holiday homes during the pandemic.

Beachport has a primary school, which in term 3 of 2021 had 54 enrolled students. It also has a golf course, bowls club, indoor recreation centre, tennis courts and other recreational facilities across the Beachport Lagoon and Centennial Park. Beachport’s ageing population suggests that there will be a need for social infrastructure, public realm and housing to support a growing population of older people.

4.3.2. Actions

Erosion in Beachport is primarily in two areas, with drift away from the town beach to the north and east along Rivoli Bay, and with the erosion around the Salmon Hole. The former of these is outlined in the Rivoli Bay Study by Worley Parsons, and is managed by the Beachport Sand Management Plan. The area around the Salmon Hole however is not comprehensively managed at present. Erosion in this area is rapid, and threatens the existing alignment of Bowman Scenic Drive, and the Pool of Siloam.

As coast protection is primarily the responsibility of the State Government, Council will need to work collaboratively with the Department of Environment and Water, and the Coast Protection Board on managing these issues.

1. Work with the Coast Protection Board and the Department of Environment and Water to form an appropriate strategy to manage the erosion of the Salmon Hole and surrounding coastline

Previous work with the State Government, from data produced in 2008, has identified areas which are likely to be susceptible to flooding as a result of sea level rise stemming from climate change. However, subsequent development and other changes have suggested that this may not be a true reflection of the risks associated with flooding. Therefore, there is a need for Council to work with the State Government to further consider these risks, and how these are reflected in the planning system, such as through the application of the Coastal Flooding Overlay.

2. Work with the State Planning Commission and DEW to appropriately understand and map environmental hazards, to allow planning policy to appropriately reflect these hazards (e.g. the Coastal Flooding Overlay)

While there are many allotments laid out across the sand dunes, development of these would be inappropriate for environmental reasons. The existing

planning and ownership schemes should be retained in order to prevent development in these areas.

3. Retain the existing regulatory and ownership context to prevent inappropriate development in the sand dunes

There is nonetheless a clear demand for housing in Beachport, whether for permanent residency or for short-term stays. Therefore, it is important for Council to support development opportunities where these are appropriate.

With such a constrained land area, increased densities are necessary to provide a supply of new dwellings. Demand is particularly strong closer to the beach and the town centre. Therefore, the planning policy in these areas may need to be amended to support smaller allotments, and heights of up to three storeys.

4. Seek to amend the Planning and Design Code to allow increased densities and height (up to three storeys) close to the beach and town centre

One site which is currently vacant is the area between the golf course and the bowls club. This could be defined in any number of ways depending on how this is separated from the golf course, but is likely to be in the order of 1ha in size, with access likely to be from Millicent Road. This area is in close proximity to the town centre and would generally be suitable for residential development. However, it is currently within the Community Facilities Zone under the Planning and Design Code, which does not support residential development. This should be amended appropriately to reflect this.

5. Support residential development on the land between the Beachport Bowls Club and the Beachport Golf Course

Another area which is not currently developed is the area to the northwest of Linnell Drive. Much of this area is clear of native vegetation, and its development is unlikely to harm the natural environment further, and development on areas which have not been cleared of vegetation would generally be considered to be inappropriate. . However, it will be important to ensure that development appropriately minimises flood risk. This could involve raising the land using the material which has created the delta inside Lake George, as was previously approved.

6. Support, in principle, the development of the area to the northwest of Linnell Drive, provided that an appropriate flood risk solution is found

With a growing population of older residents, Beachport is likely to see a growing need for facilities to support older people. This may include more extensive medical facilities, public realm upgrades and more age-friendly housing such as independent living units.

7. Support the development of facilities to support an ageing population, potentially including more medical facilities, public realm upgrades and independent living units.

Several areas in Beachport currently have specialised uses, but are not within the appropriately specialised zone under the Planning and Design Code. As outlined above, the general intent is that where a specialised zone exists for a relatively unique use, this should be applied as these are likely to better fit the requirements of that use. This includes the boat launching and storage facilities for the commercial fishing fleet along with the public boat ramp and jetty. This area may be better suited to the Infrastructure (Ferry and Marina Facilities) Zone. Lanky's Well is another example, with the scrub area currently under the Neighbourhood Zone, which is not reflective of its conservation and community use. The Southern Ocean Tourist Park could also be amended to apply a more appropriate zoning.

8. Seek to amend the Planning and Design Code to apply appropriately specialised zones to the caravan parks, Lanky's Well and the foreshore/ jetty area

The Beachport Golf Course is an important recreation facility for the town. It also could see a specialised zone applied to it in the form of the Golf Course Estate Zone. Notably, this zone permits dwellings and short-term accommodation which can take advantage of the amenity provided by the golf course. This would be a beneficial outcome which could allow for additional development in an otherwise very constrained area. However, much of the golf course is potentially subject to flooding, and the development would need to ensure that it appropriately mitigates these risks.

9. Seek to amend the Planning and Design Code to apply the Golf Course Estate Zone to the Beachport Golf Course, and support, in principle, the construction of dwellings or short-term accommodation that appropriately mitigates flood risk

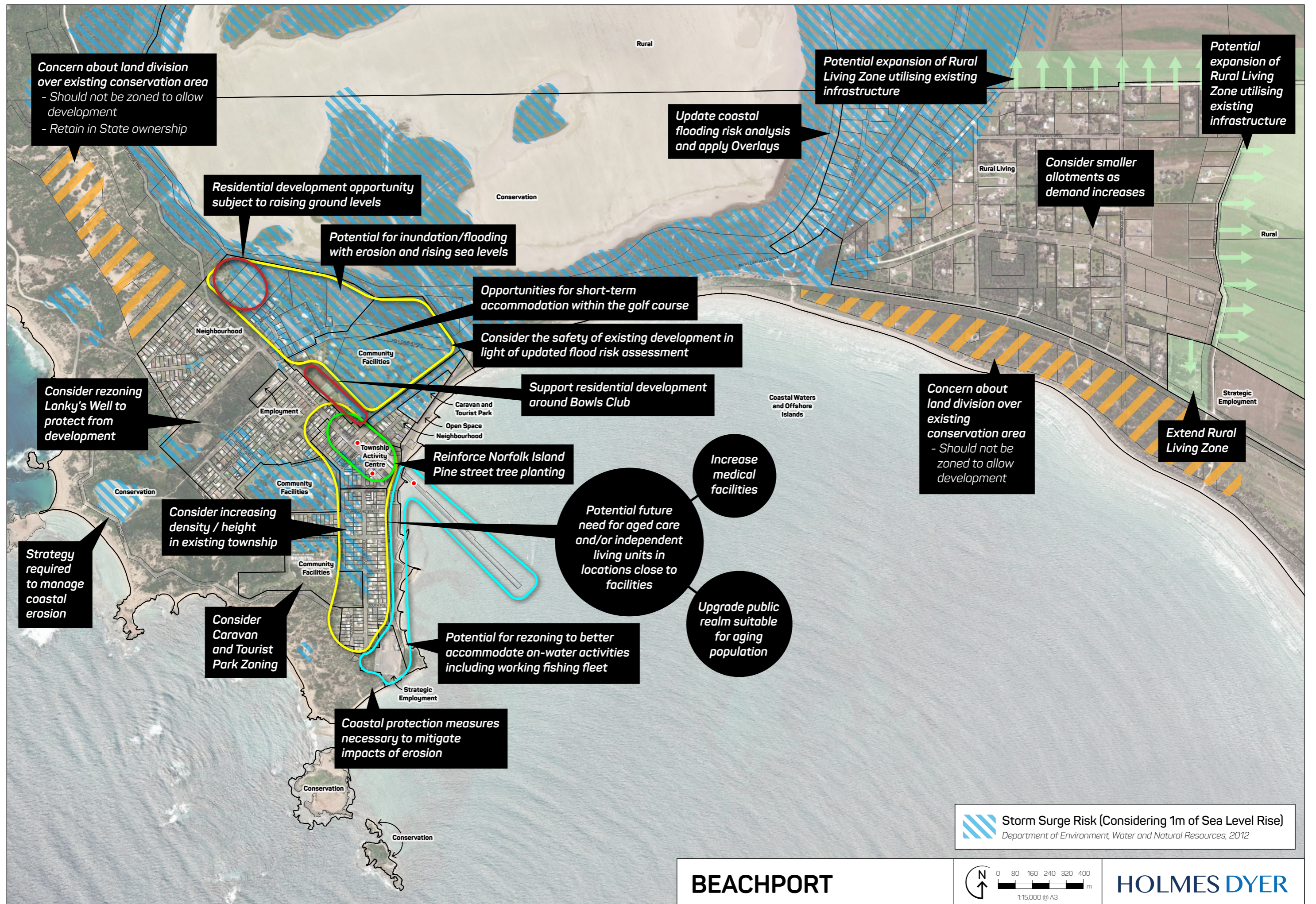
With the constraints on land supply in the main township of Beachport, there is likely to be increasing demand for land in Muggleton. The take up in this area has been strong, but there remain allotments available for development. However, it is unlikely that this will be sufficient to cope with the demand that is likely over the timeframe of this strategy. As such, there is considered to be a need to allow smaller allotments (such as 5000sqm), and for a limited expansion of the spatial extent of the zone. This expansion would need to be balanced with the need to preserve the surrounding agricultural land, and with the risk of flooding from Lake George. To the east, this would generally align with the extension of Burks Island Road, with the existing land division pattern generally allowing for such an alignment. To the north, zoning should generally allow for one allotment to be built along the northern side of McLachlan Drive, in order to take advantage of existing infrastructure provision.

10. Seek to amend the Planning and Design Code to allow smaller allotments in Muggleton and expand the Rural Living Zone to a limited extent, where land can utilise existing infrastructure and is able to be appropriately protected from natural hazards such as flooding from Lake George

Muggleton also has a Strategic Employment Zone of 28.5ha, which has generally not been taken up. However, Beachport does not have another area for industrial development. Given that this location allows for easy access to the Southern Ports Highway, it is generally considered that this would be an appropriate location for future industrial development, and that is worthwhile to identify such a location. However, it should be amended slightly to allow rural residential on the western side of Burks Island Road, while retaining the Strategic Employment Zone on the eastern side of the road, with a minor amendment to correct the discrepancy between the boundary of the zone and of the allotment.

11. Seek to amend the Planning and Design Code to change the boundaries of the Strategic Employment Zone in Muggleton such that rural residential is permitted to the west of Burks Island Road, but it remains Strategic Employment zoning to the east of the road





4.4. Glencoe

4.4.1. Context

Glencoe is in many ways two townships, Glencoe and Glencoe West. At the 2021 Census, Glencoe had a population of 633. Glencoe's median age of 41 is more closely aligned to the state average of , which suggests that Glencoe is relatively youthful, or is at least less likely to strongly experience the impacts of population ageing.

The town grew by approximately 50 people in the five years from 2011-2016, and is likely to have potential for further growth, though it then declined by 28 from 2016-2021. Glencoe offers a rural lifestyle, only 20 minutes from both Mount Gambier and Millicent, which is an attractive proposition particularly for people looking to raise a family. It also has a primary school and small shop, which add to its attractive rural lifestyle offering.

All of Glencoe is currently within a Rural Living Zone, but there remain many allotments which are either undeveloped or could be divided further. There is therefore not considered to be a need to expand the existing zoned area in order to protect the integrity of the surrounding agricultural land.

Glencoe has a limited level of social infrastructure provision, consistent with its low-density nature. It has a primary school, which in term 3 of 2021 had 63 enrolled students. It has a football and netball club, tennis courts and a playground, all located in Glencoe West. Given the size of allotments in Glencoe, there is not likely to be a need for additional public open space provision in Glencoe.

4.4.2. Actions

With an advantageous location which is relatively well serviced and provides an attractive rural lifestyle, Glencoe is likely to continue to see growth over the period of this plan. However, land supply is much more straightforward, and as a rural residential area, it has relatively limited infrastructure requirements.

All of Glencoe is currently zoned Rural Living, but two different minimum site area standards are applied. Along the “spine” that is formed by Kirip Road and Lake Edward Road, the Planning and Design Code allows a minimum site area of 10ha. This is a misinterpretation of previous policy under the Development Plan, which allowed land division down to 2ha, provided that an appropriate site frontage was provided such that the allotment was not unreasonably narrow, such as 80m. Outside of this spine area, the Limited Land Division Overlay is applied, which limits land division of any size. Therefore, it would be valuable to amend these provisions to allow land division to 2ha in the spine area as was the case before, possibly in conjunction with a minimum frontage requirement, and remove the Limited Land Division Overlay from the rest of the area, and put in place an appropriate site area minimum here, such as carrying through the 2ha minimum from the spine area.

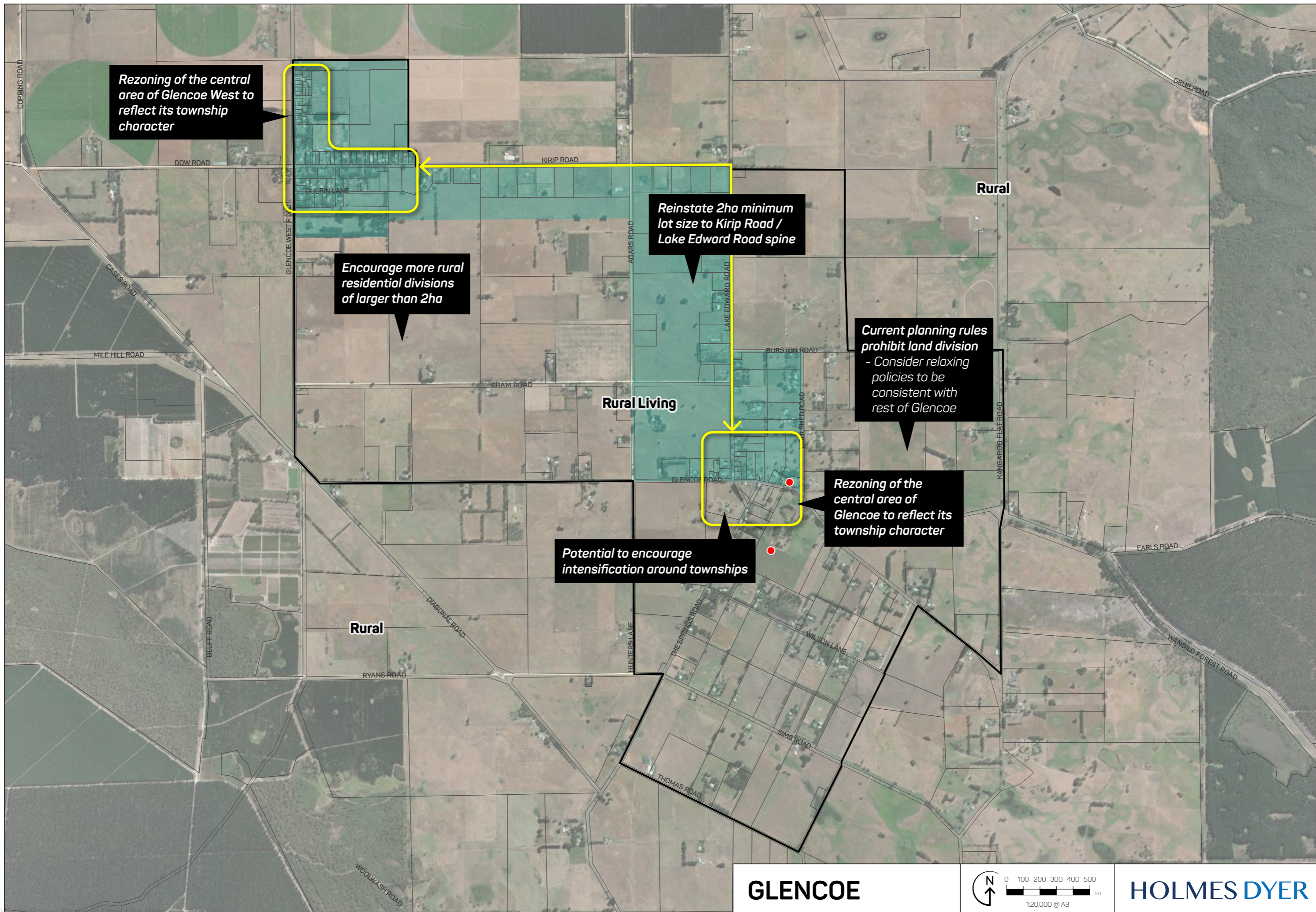




1. Seek to amend the Planning and Design Code to allow allotments of two hectares in Glencoe’s “spine” area along Kirip Road and Lake Edward Road, and remove the Limited Land Division Overlay from the rest of the Rural Living Zone in Glencoe.

There is also the potential to encourage smaller allotments in the centres of Glencoe and Glencoe West. These areas are zoned Rural Living just like the rest of the township, but have much smaller allotments at present. These areas could be rezoned, perhaps to the Township Zone, which also allows for commercial development.

2. Seek to amend the Planning and Design Code to apply a Township Zone over the core areas of Glencoe and Glencoe West.



Rezoning of the central area of Glencoe West to reflect its township character

Encourage more rural residential divisions of larger than 2ha

Reinstate 2ha minimum lot size to Kirip Road / Lake Edward Road spine

Current planning rules prohibit land division
- Consider relaxing policies to be consistent with rest of Glencoe

Rezoning of the central area of Glencoe to reflect its township character

Potential to encourage intensification around townships

4.5. Nangwarry

4.5.1. Context

Nangwarry is a forestry town, developed for workers in the local forestry industry, based around the local mill. At the 2021 Census, the suburb of Nangwarry had a population of 505, a decline of 15 since 2016.

The SEIFA Index of socio-economic disadvantage places Nangwarry in the first decile, meaning that Nangwarry has a more disadvantaged population. While these figures are from 2016, the closure of the Nangwarry mill in 2018 has had a significant impact on the town, given the substantial loss of jobs. Nonetheless, services do remain in Nangwarry, including a primary school, swimming pool, ambulance station, petrol station and shop.

Housing in Nangwarry is particularly affordable, with a median house price in 2019-2021 of \$114,500. When compared to a median price in Mount Gambier of \$289,000, and considering an easy 25-minute drive along the Riddoch Highway, Nangwarry may be an attractive prospect for commuters to Mount Gambier.

4.5.2. Actions

The future of the mill site is a key consideration in the future of Nangwarry. In the short-term, with the timber industry particularly strong, there is likely to be a better prospect for the return of timber milling. Therefore, in the short-term, Council should support efforts to bring back timber milling to the mill. However, if this is unsuccessful, in the medium-long term, a plan for an alternative use, or for “tidying-up” the site should be developed.

1. Support the return of timber milling on the former mill site in Nangwarry

Demand for housing in Nangwarry is likely to be relatively limited. However it is possible, particularly if the mill were to reopen, that demand would increase. There is the potential for a row of allotments to be created on the southern side of Blesing Street, but there are also various vacant allotments across the town. In general, given the age and condition of Nangwarry’s housing stock, investment and renewal is generally considered to be positive where it is possible, and should in general be supported.

2. Support, in principle, the renewal of housing stock and development of vacant allotments in Nangwarry





Given that Nangwarry is surrounded by forest, bushfire presents a major threat to the town. The town is surrounded by a fire break, which is substantially wider on the northern and eastern sides. To the west the residential areas of the town area separated from the forest by the non-residential development (including the mill) and the highway. However on the southern side the fire break is only approximately 30m wide on the southern side of Seven Sisters Road. Council will need to continue to work with the CFS, OneFortyOne, and local residents, to ensure the town is prepared for the potential of a bushfire.

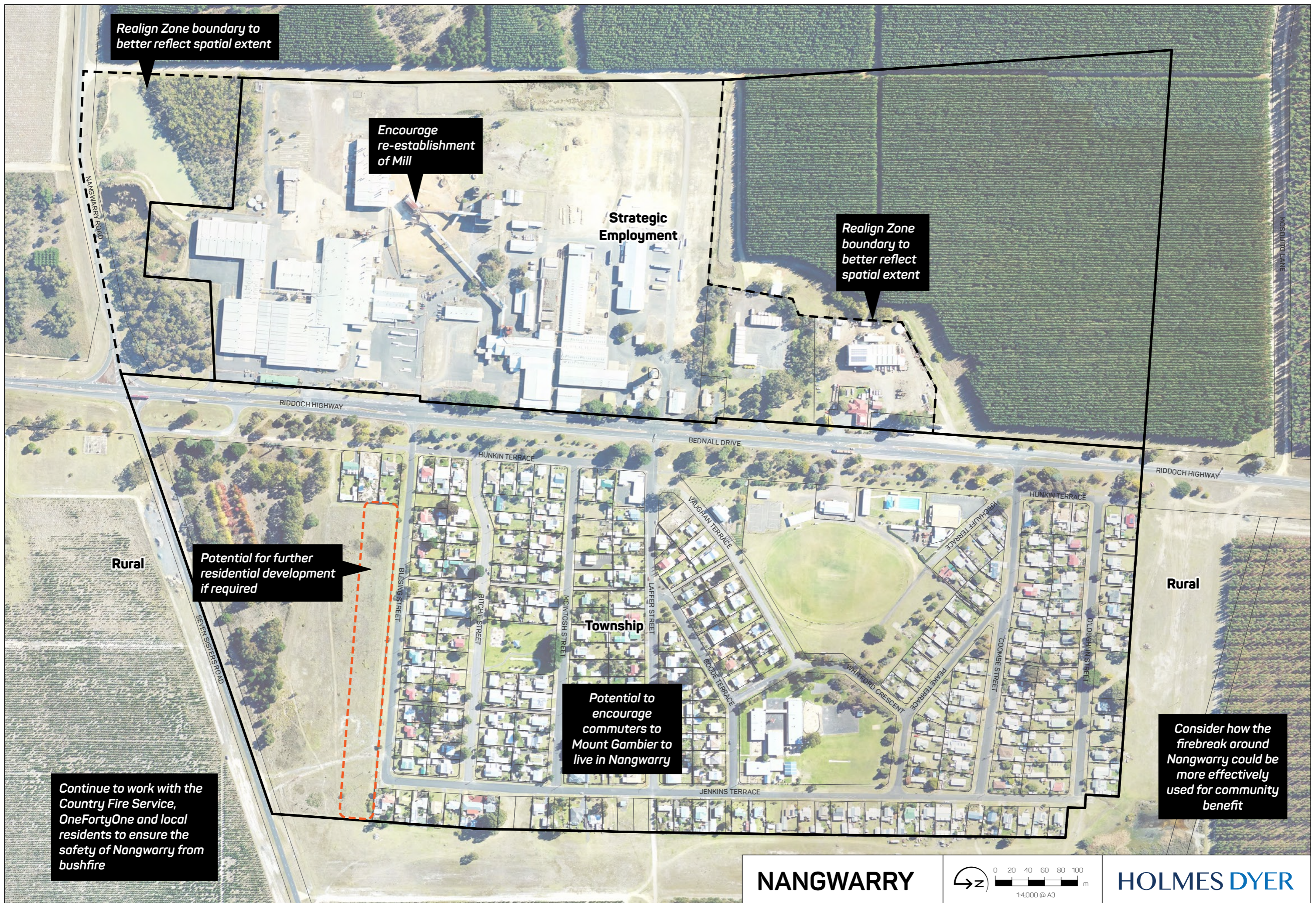
3. Continue to work with the Country Fire Service, OneFortyOne and local residents to ensure the safety of Nangwarry from bushfire

It is also noted that the zone boundary of the Strategic Employment Zone is not necessarily reflective of actual boundaries on the ground. This may therefore be realigned to better reflect existing conditions.

4. Seek to amend the Planning and Design Code to reflect the true extent of non-residential development on the western side of the Riddoch Highway

One further consideration would be how the firebreak land may be used more effectively for community benefit. The northeastern corner has a low-point where water will generally pond, and some additional works could seek to improve this as a wetland and allow for public access. However, ownership and liability issues will need to be considered, and may impact the viability of this.

5. Consider how the firebreak around Nangwarry could be more effectively used for community benefit



Realign Zone boundary to better reflect spatial extent

Encourage re-establishment of Mill

Strategic Employment

Realign Zone boundary to better reflect spatial extent

Rural

Potential for further residential development if required

Township

Potential to encourage commuters to Mount Gambier to live in Nangwarry

Rural

Consider how the firebreak around Nangwarry could be more effectively used for community benefit

Continue to work with the Country Fire Service, OneFortyOne and local residents to ensure the safety of Nangwarry from bushfire

4.6. Kalangadoo

4.6.1. Context

Kalangadoo is tied to both forestry and agriculture, being home to a timber mill but surrounded by farmland. The wider Kalangadoo locality had a population during the 2021 Census of 457, down from a 2016 population of 473, 288 of whom lived in the township itself (data for the township area is not available for the 2021 Census). The town has some businesses and shops along John Street, including a hotel and general store.

The town straddles the disused railway corridor, with the eastern side of this now a public park. The town's major employment generator is the mill on the northern side of the town, but the town also has a primary school on its southwestern fringe. The existing provision of public open space in Kalangadoo is considered sufficient to meet the town's needs over the term of this strategy.

4.6.2. Actions

Kalangadoo currently does not have an area of Rural Living Zone, which is unlike most other towns in similar settings. However, land to the east of town is already divided in a pattern which would likely be conducive to this type of lifestyle. Therefore, this area should potentially be rezoned to the Rural Living Zone to reflect this. This can provide for rural lifestyle blocks which are generally attractive to the market.

1. Seek to amend the Planning and Design Code to allow for rural residential development to the east of Kalangadoo

The mill on the northern side of town is within the Strategic Employment Zone, which is generally appropriate. However, this zone extends beyond the mill for some 800m to the north, across flood prone land. This would generally be inappropriate, and the zone should be reduced in size to reflect this. However, some room for expansion of timber milling facilities may be appropriate.

2. Seek to amend the Planning and Design Code to reduce the size of the Strategic Employment Zone to the north of Kalangadoo

Another zone which may warrant a boundary realignment is the Community Facilities Zone. At present, this only covers the open space to the southeast of the disused railway line. This could be expanded to incorporate the school, football club and bowls club, better reflecting the use of these areas.

3. Seek to amend the Planning and Design Code to reflect the community uses of Kalangadoo Primary School and the sporting facilities on the northwestern side of Kalangadoo

Kalangadoo is also relatively unlikely to experience strong growth in the township. The largest area of undeveloped land which is currently zoned for development is the land opposite the Football Club and the Bowls Club. This land is however generally flood prone which would make it less appropriate for development. However, there are several already created allotments which are currently vacant. Therefore, it would be desirable to encourage the development of existing vacant blocks, and the renewal of housing stock in Kalangadoo.

4. Support, in principle, the development of vacant allotments and the renewal of housing stock in Kalangadoo

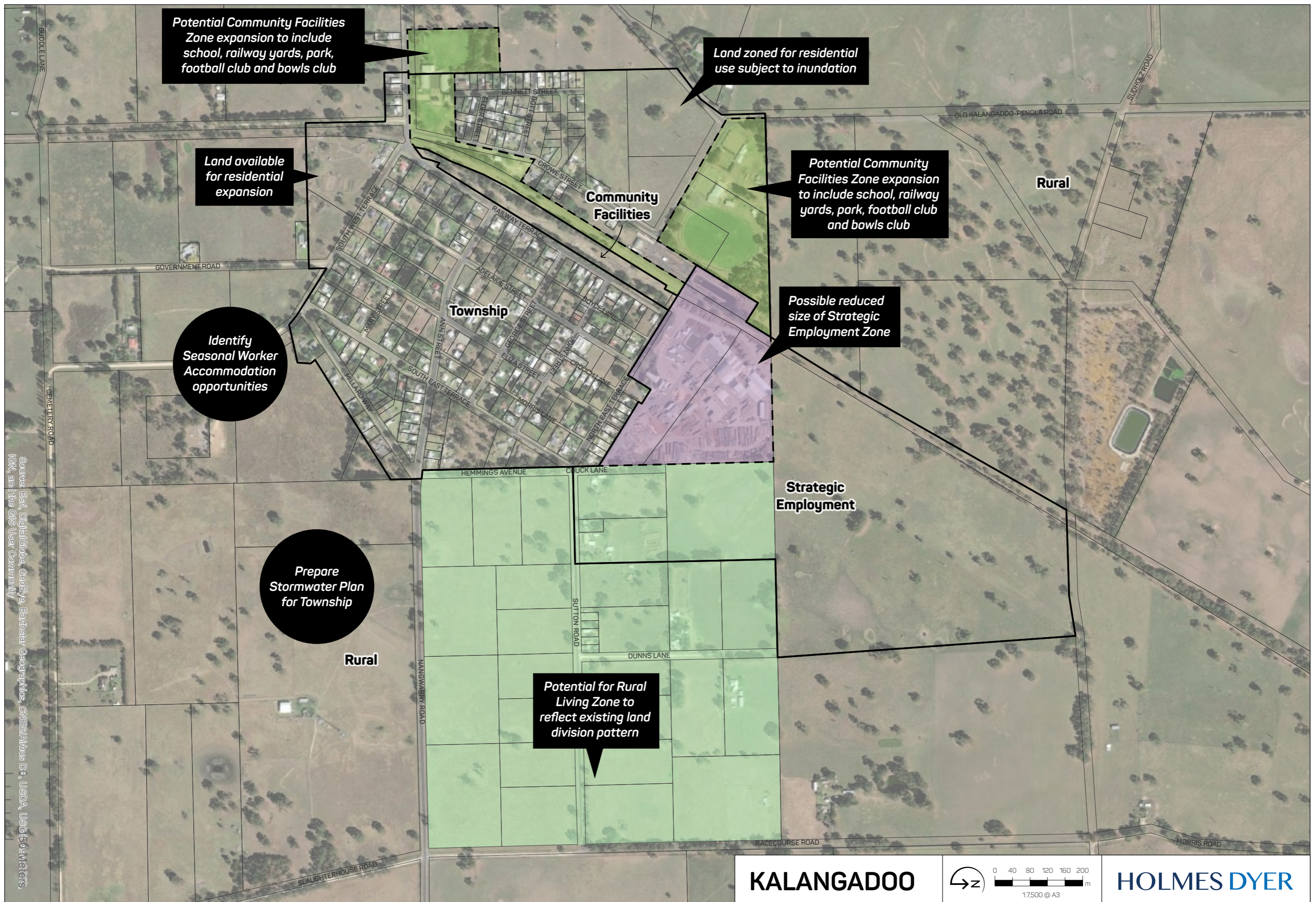
It has also been identified that Kalangadoo has a heightened need for seasonal workers' accommodation. Council should generally support the development of this around Kalangadoo. Like in Penola, while Council can provide in principle support to the development of seasonal worker accommodation, it can also take a more proactive approach. This can include making Council sites available for use (where appropriate), conducting feasibility studies, concept planning, and approaching operators, in order to encourage them to locate in or around Kalangadoo.

5. Support the development of seasonal workers' accommodation in Kalangadoo

Kalangadoo also has issues with stormwater and drainage. Specific consideration of how this may be better managed may be needed, such as via a Stormwater Management Plan.

6. Consider the development of a Stormwater Management Plan for Kalangadoo





4.7. Tantanoola

4.7.1. Context

Tantanoola is an example of a Government Town laid out in the latter half of the 1800's, based around a figure eight of park lands. Through the middle of this ran the now disused railway line, which forms a key part of Tantanoola's heritage, along with its hotel and the infamous Tantanoola Tiger.

Tantanoola had a population at the 2021 Census of 457, a decline of 39 people or nearly 8% since 2016. The town is the closest to the Kimberly Clark mill, the district's largest employer, though the workforce for this mill is spread out far beyond Tantanoola. On the south-western side of the town is the Holla Fresh herb farm, which is also a major employer.

Tantanoola Primary School closed in 2020, and the land is currently for sale. The future of the school site is currently to be determined. Tantanoola's park lands are also home to sporting facilities for the Tantanoola Football and Netball Club.

4.7.2. Actions

Tantanoola currently does have a demand for housing, primarily from workers at the Holla Fresh herb farm. Currently, many of these workers come to the town from Mount Gambier, and a more local workforce would be preferable. However, it is considered likely that these workers would typically lack the capital required for the development of new housing.

Tantanoola has approximately 51ha of Rural Living Zone to the north of the town. Forty hectares of this is on the northeastern side, between Kennedy Road and Telfers Road, and is almost entirely undeveloped. The other part of this zone sits between Kennedy Road and Tantanoola Road, and while more developed than the larger section, still has space for further development. In general, rural residential development in this area would be beneficial in providing residential land supply for the town.

1. Support, in principle, rural residential development on the northern side of Tantanoola

Land on the eastern side of Tantanoola Road is divided into allotments generally of approximately 7ha for some 500m beyond the existing zone boundary. These would be too small for productive agricultural use and the Rural Living Zone should be extended over these to provide further land supply.



2. Seek to amend the Planning and Design Code to extend the Rural Living Zone along Tantanoola Road

The Holla Fresh site to the southwest of Tantanoola is currently located within a Rural Living Zone. This zone is not one which supports intensive horticulture, and it is therefore inappropriate. This zone should therefore be amended to a zone more aligned to its current use, in order to better allow Holla Fresh to expand in future if necessary.

3. Seek to amend the Planning and Design Code as it relates to the Holla Fresh site in Tantanoola to reflect the true use of this land

It is not considered likely that there would be a need to identify additional land for township sized allotments in Tantanoola. Indeed, there is an existing area of Township Zone to the east of the town along Telfers Road. This is surplus to requirements and should revert to the Rural Zone.

4. Seek to amend the Planning and Design Code to remove the undeveloped area of Township Zone to the east of Tantanoola

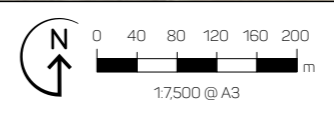
With the closure of the school, the future of this site will need to be considered. While the return of the school would be welcome, it is unlikely to be feasible. Council should therefore seek to work with the State Government to find an appropriate use for the site.

5. Work with the State Government to appropriately reuse the Tantanoola Primary School site





TANTANOOLA



HOLMES DYER

4.8. Mount Burr

4.8.1. Context

Mount Burr is another forestry town which has suffered from the closure of the town's mill, but is now rebounding. A 10-minute drive from Millicent, the suburb of Mount Burr had a 2021 population of 367, six more than in 2016.

Housing in Mount Burr is very affordable, with a median house price of \$107,500. It therefore may be a good option for people looking to commute to Millicent. It also has a primary school, so may be attractive to those looking to raise a family. Aside from the primary school, Mount Burr also has a football club and netball courts.

4.8.2. Actions

Mount Burr is currently within the Township Zone, which provides for a range of uses at an intensity of land use appropriate for a rural character. However, Mount Burr's township zone is not truly defined, being instead simply a large rectangle in the forest. It would therefore be useful to better define the township in terms of zoning. This may include a strip of land along Mount Burr Road which would include the cluster of homes to the west of the town itself.

1. Seek to amend the Planning and Design Code to clarify the boundary of the Mount Burr township

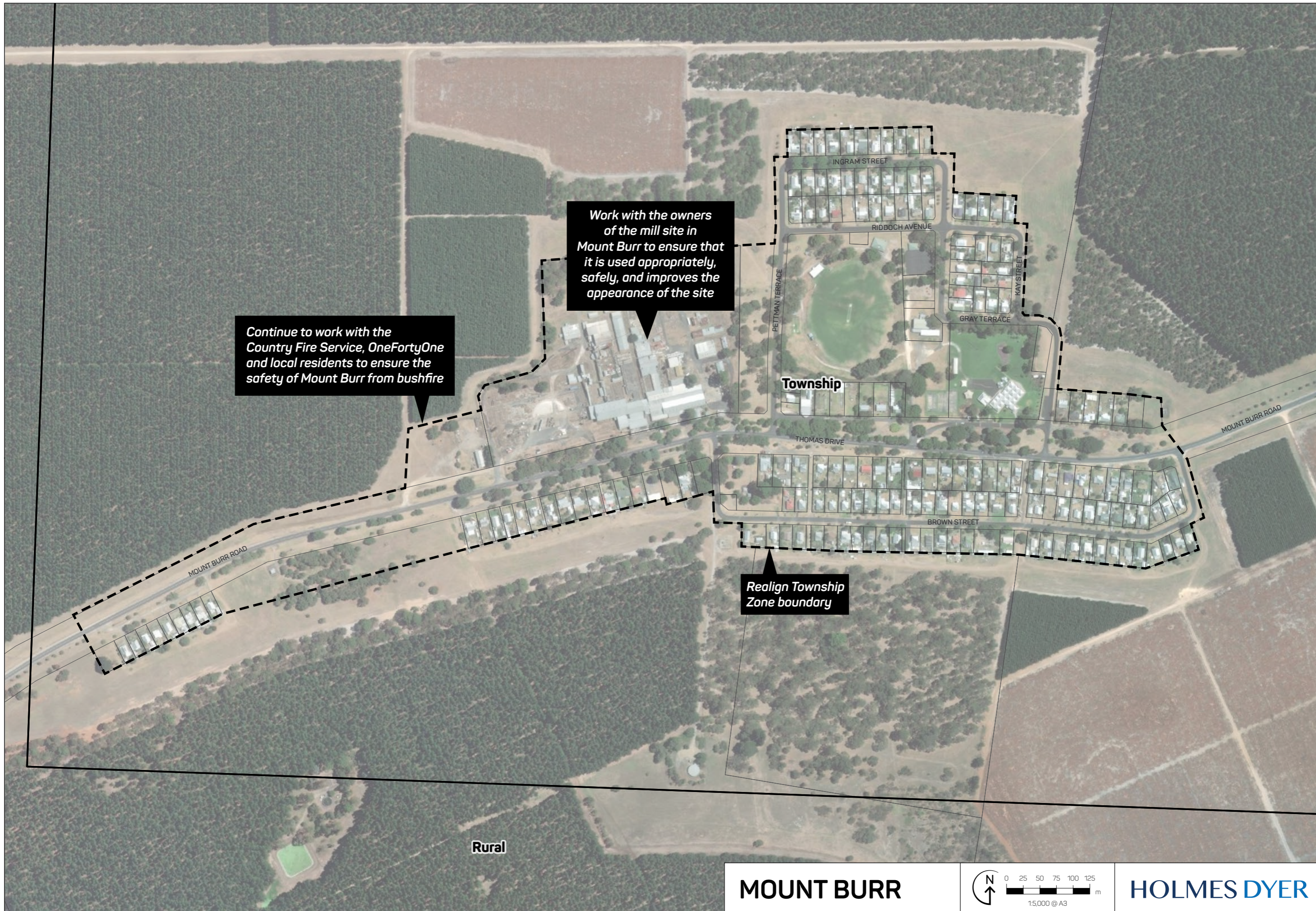
Like Nangwarry, Mount Burr is surrounded by forest, which brings with it the threat of bushfire. Council will need to continue to work with the CFS, OneFortyOne, and local residents, to ensure the town is prepared for the potential of a bushfire.

2. Continue to work with the Country Fire Service, OneFortyOne and local residents to ensure the safety of Mount Burr from bushfire

The mill site in Mount Burr, unlike Nangwarry, has seen new uses move into the mill. This includes a bed and breakfast and a recycling facility. However, there are compliance issues with the mill in its current state. Council should therefore seek to work with the owners of the site to ensure that it is used appropriately, safely, and improves the appearance of the site.

3. Work with the owners of the mill site in Mount Burr to ensure that it is used appropriately, safely, and improves the appearance of the site.





Continue to work with the Country Fire Service, OneFortyOne and local residents to ensure the safety of Mount Burr from bushfire

Work with the owners of the mill site in Mount Burr to ensure that it is used appropriately, safely, and improves the appearance of the site

Realign Township Zone boundary

Township

Rural

4.9. Southend

4.9.1. Context

Southend, like Beachport, has significant environmental challenges relating to coastal protection. The Southend area had a 2021 population of 301, an increase of 38 (14.4%) since 2016. Southend at the 2021 Census had 186 dwellings; three fewer than in 2016. Like Beachport, it is a popular seaside holiday destination, and many dwellings are not permanently occupied, with only 58.2% considered to be the permanent place of residence.

Given its coastal location, Southend is likely to see increasing demand for housing, particularly from people looking to purchase holiday homes, and retirees looking for a seachange.

In 2018, Council commissioned the Southend Adaptation Study, which examined the impacts and risks of coastal erosion and inundation around Southend. It found that there would be a need for the managed retreat of assets from areas at risk from erosion. This included relocation of the Caravan Park and Sailing Club. Council resolved to renew the lease at the Southend Caravan Park in late 2020 and works have been undertaken on the existing caravan park site.

The Southend Social Club is an important part of the town during the tourist season, based in the Southend Community Hall. In front of the hall is a playground and tennis courts, as well as the playground at the corner of George and Giles Streets. This is generally considered to be sufficient.

4.9.2. Actions

The impacts of erosion will be the key issue for Southend in the medium-long term, and will require action in the short-medium term to address this. With coastal protection being a State Government responsibility, any resolution of issues regarding coastal erosion will need to be made in collaboration with the State Government, as well as local residents and landowners. It is outside the scope of this plan to say what this resolution should be, but it is important for the content of this plan that a solution is found and implemented. Such work should also be regularly fed back to the community, in order to provide certainty and confidence.

1. Work with the State Government, as well as local residents and landowners, to reach an agreed response to the issues of coastal erosion in Southend

Southend has one of the largest lobster fishing fleets in the Limestone Coast, which requires large sheds for storage, maintenance and other work. This is generally not consistent with the Neighbourhood Zone which covers most of Southend, but is consistent with the Employment Zone along Harvey Street. There are approximately a dozen blocks available within the existing Employment Zone, currently owned by the Department of Environment and Water. These are understood to be subject to an ongoing Native Title Claim, but this does not necessarily preclude the development of these allotments if an appropriate Indigenous Land Use Agreement (ILUA) can be agreed upon.

2. Work with the Department of Environment and Water and First Nations groups to allow development on the undeveloped allotments along Harvey Street

The fishing fleet uses the boat ramp and jetty located on Cape Buffon. This is currently part of the Conservation Zone due to it being part of Canunda National Park. However, this does not reflect the actual use of this area, and may limit development which would support this industry. Additionally, this location is well-suited to tourist development, with a beautiful outlook over Rivoli Bay. Therefore, it may be preferable to rezone this area to a more suitable Zone, such as the Infrastructure (Ferry and Marina Facilities) Zone. Any such development would nonetheless need to be considerate of the natural environment including native vegetation and coastal erosion.



3. Seek to amend the Planning and Design Code to reflect the uses and tourism potential around the Southend jetty
4. Support, in principle, small-scale tourism development near the Southend jetty

As outlined in the district-wide section, some land in Southend is currently zoned for development, but may not be suitable based on environmental constraints. This includes the prevalence of native vegetation, and potential bushfire risks, specifically relating to the land behind Cape Buffon Drive (currently a Neighbourhood Zone) and the Rural Living Zone on the seaward side of Southend Access Road. While there is presently insufficient evidence to confirm this to the required standard of evidence, should land prove to be unsuitable for development, it should be rezoned to reflect this.

5. Where development is demonstrated to be inappropriate due to environmental constraints, seek to ensure that land is zoned in a way so as to not misrepresent its development potential

Land which may be more suitable for development is on the inland side of the Southend Access Road, with this land having mostly been cleared of vegetation. At present, the Neighbourhood Zone continues beyond Watson Street and the Southend Social Club, with around 27ha of land not currently developed, though some of this is still vegetated. This can be used for residential development where environmental factors permit. Part of this area is owned by Council, and Council should generally support selling this land for development.

6. Where possible, support the development of new housing in Southend, within the existing zoned area

There is also an existing Rural Living Zone on the inland side of the access road, of approximately 18.5ha. This zone could be further expanded along the inland side of the road, on land not subject to potential flooding from Lake Frome. However, there is the potential for industrial land supply to be insufficient in the long-term, for example if there are issues in negotiating an ILUA. Therefore, this strip could be either Rural Living Zone or another Employment-type Zone, depending on need in the medium-term.

7. In the longer term, seek to amend the Planning and Design Code to either extend the Rural Living Zone along the inland side Southend Access Road, or add an Employment-type Zone on this land

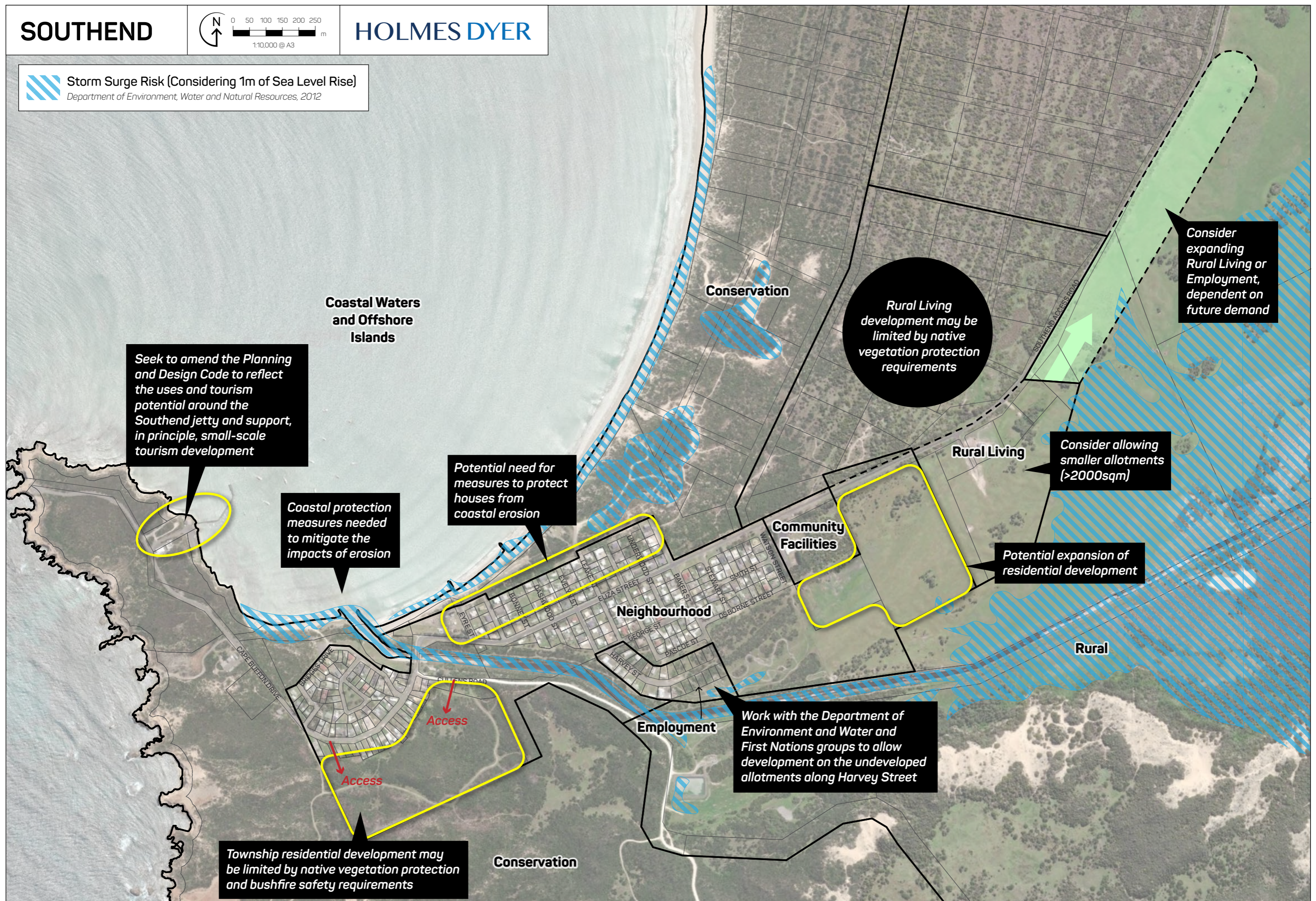
With an expanded Rural Living Zone, the current zoned area may allow for smaller allotments (albeit still larger than those in the township itself). However, given that this area is only now being developed, it is unlikely that substantial redevelopment activity will occur in this area in the short-term. However, in the longer-term, amendments could be made to the Planning and Design Code to permit smaller allotments in this area.

8. In the longer term, seek to amend the Planning and Design Code to allow for smaller, rural residential allotments in the existing Rural Living Zone on the inland side of Southend Access Road





Storm Surge Risk (Considering 1m of Sea Level Rise)
Department of Environment, Water and Natural Resources, 2012



4.10. Rendelsham

4.10.1. Context

Rendelsham is located only a 10-minute drive from Millicent along the Southern Ports Highway. The town straddles the highway, and the former railway line. It is also home to a primary school, being the smallest town in the district to host a school.

The suburb of Rendelsham had a population of 229 (2021), but has a large geographic extent, taking in nearly 80sqkm surrounding the town. The township itself had a 2016 population of 58, but this does not include the Rural Living Zone immediately surrounding the township (data for this area from 2021 is not available).

Rendelsham is another example of a Government Town from the late 19th century, with its ring of park lands. An oval which is home to the Rendelsham Cricket Club is located on the southern side of the town.

4.10.2. Actions

Given Rendelsham's proximity to Millicent, pleasant setting, and primary school, the town has significant potential, and is an attractive prospect, especially for younger families looking for rural living. As such, there is likely to be demand for larger allotments immediately surrounding Rendelsham. Indeed, examining the potential for further rural living was included in the Rendelsham Community Town Plan.

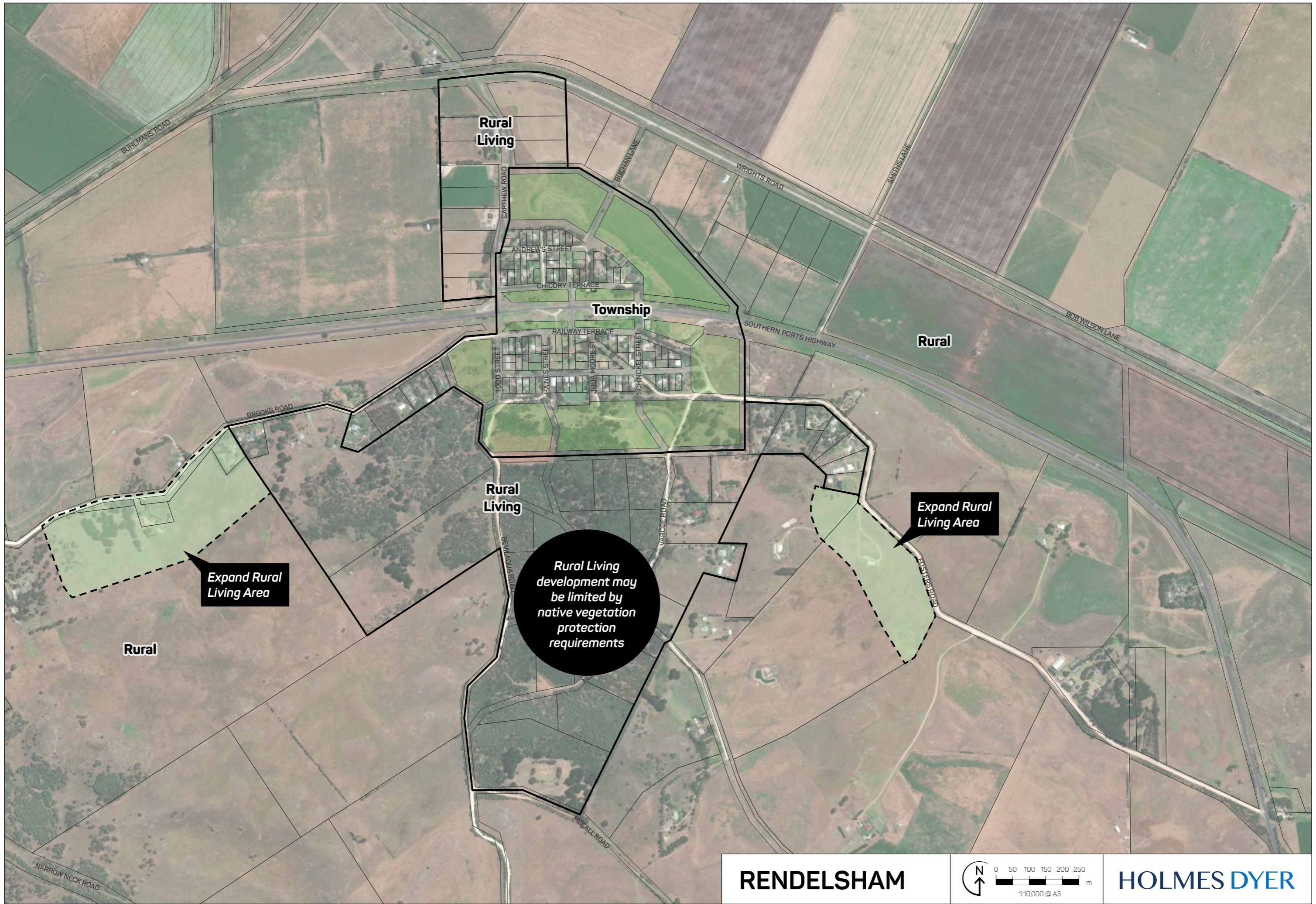
As outlined in the district-wide section, and similar to Southend, the scrub land to the south of Rendelsham is currently zoned for development, but may not be suitable based on environmental constraints, specifically native vegetation. While there is presently insufficient evidence to confirm this to the required standard of evidence, should land prove to be unsuitable for development, it should be rezoned to reflect this.

1. Where development is demonstrated to be inappropriate due to environmental constraints, seek to ensure that land is zoned in a way so as to not misrepresent its development potential

It may be preferable to see rural residential development along Fosters Road and Brooks Road to the east and west of the town respectively. While the land to the south of Wrights Road is currently laid out in a pattern which would generally be considered conducive to rural residential development, this land is subject to inundation to a degree which is generally considered to make it inappropriate for development.

2. Seek to amend the Planning and Design Code to provide additional land for rural residential development in Rendelsham, particularly along Fosters Road and Brooks Road.





<h1>RENDELSHAM</h1>	<p>0 50 100 150 200 250 m 1:10,000 @ A3</p>	<h1>HOLMES DYER</h1>
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4.11. Coonawarra

4.11.1. Context

Coonawarra is the heart of the wine region of the same name, a 10-minute drive north of Penola. The locality of Coonawarra had a 2021 Census population of 135, however most of these live outside of the township itself. The local wine industry, and the tourism that comes with that, is the key employer in the area.

Coonawarra township is not simply surrounded by vineyards, but vineyards penetrate the township itself. This does add to the township's character, but development pressures may mean that these plots of land should be developed for housing or workers' accommodation. However, given the importance of the vineyards, no expansion of the township should occur beyond its existing boundaries.

Coonawarra Memorial Park is located along Memorial Drive, and has appropriate public facilities including a playground. This is considered an appropriate level of public open space provision for the town.

4.11.2. Actions

The main road connecting Coonawarra to the Riddoch Highway is Memorial Drive. The two commercial businesses in the township, cellar door and restaurant Ottelia and the Coonawarra Store, are both situated on Memorial Drive. Concentrating shops and restaurants like this along this drive is preferable, with better access to transport connections and providing a more concentrated activity centre, visible to tourist traffic.

1. Support commercial development in Coonawarra along Memorial Drive



To the west of the town along Memorial Drive is Coonawarra Siding, with its now disused railway station. This is a popular spot for tourists, and tourist traffic is likely to increase with the creation of the cycling trail along the rail line. Connections between the trail and cellar doors and the township of Coonawarra itself will be important in the success of the trail. Therefore, Council should work with stakeholders to ensure that appropriate connections are provided.

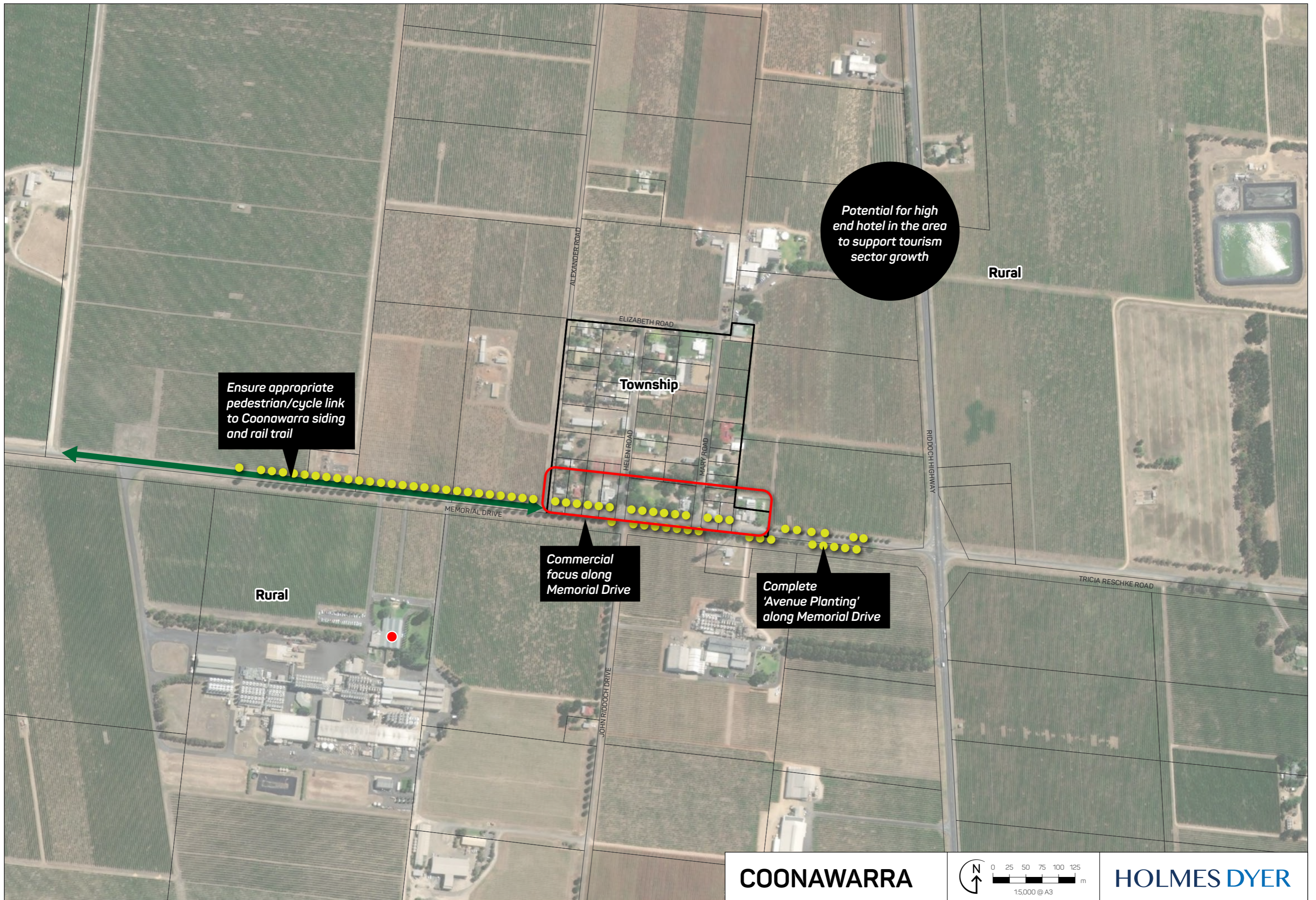
2. Work with land owners and local businesses to connect businesses, including those in the Coonawarra township, to the Coonawarra Rail Trail

Memorial Drive also has an incomplete “avenue planting” of oak trees which adds to the character and amenity of the town. Completing this planting along both sides of the road would add to this further, and enhance the commercial offering and cycle link outlined above.

3. Reinforce the “avenue planting” of oak trees along Memorial Drive in Coonawarra

There has also been a long-standing desire to improve the standard of tourist accommodation available in the Coonawarra, and previous plans have suggested that a high-end hotel would be of value. This plan does not consider any specific site for a potential hotel, motel or resort facility, but it is considered that it would be a valuable development which would support tourism in the region.

4. Support, in principle, high-end tourist accommodation in the Coonawarra region



4.12. Hatherleigh

4.12.1. Context

Hatherleigh is a small community located on the Princes Highway, a 10-minute drive north of Millicent. It is another example of the late 19th century Government Towns with a ring of park lands.

At the 2021 Census, the broader suburb of Hatherleigh had a population of 154, an increase of 23 (17.6%) from 2016. No smaller level of geography was available to better understand the population of the township itself.

The land division pattern of Hatherleigh suggests it is a much larger town than is really the case, with many allotments across both the township and rural living areas north and south of the town. In each case, properties are typically currently made up of several allotments, with township allotments typically being approximately 1000sqm, and rural living allotments around 3ha, but residential sites typically comprise multiple allotments.

The Hatherleigh Sports Club is an important hub for the community, and has three netball courts as well as an oval. This is considered an appropriate level of public open space provision for the town.



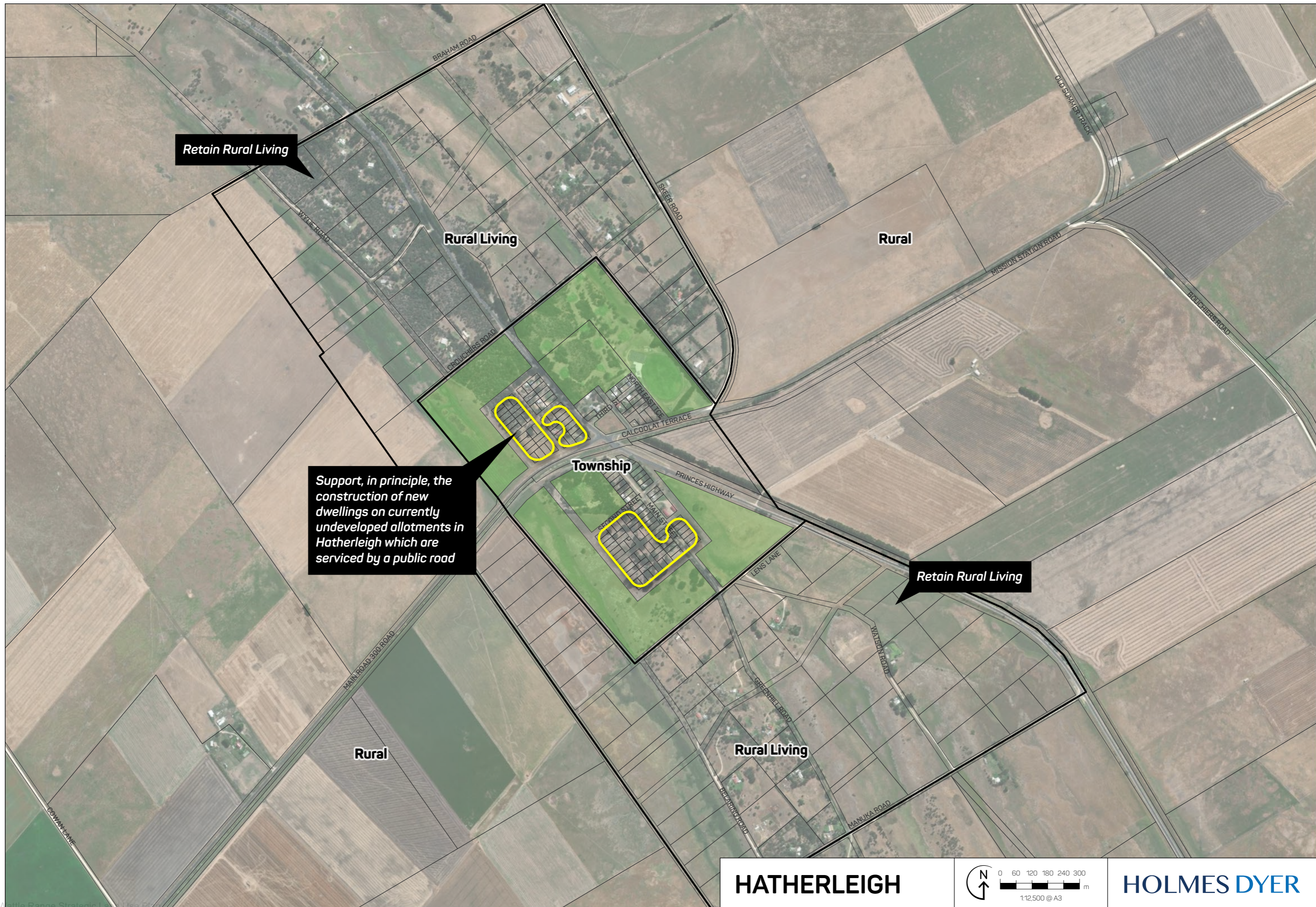
4.12.2. Actions

In other areas the large land division pattern with undeveloped allotments could present a problem because of the lack of infrastructure or due to environmental considerations. However, in Hatherleigh, this is not the case. While there is a substantial area of native vegetation to the north of the town, this area has mostly already been developed, with dwellings on most of these allotments. Therefore, the only likely problems which would be associated with the development of these allotments would be the potential service infrastructure requirements. Given the nature of the town and its existing service infrastructure, the only such requirements are an electricity connection and a public road. Some roads have already been constructed, and already have an electricity line to service existing homes, so the development of allotments on these roads is theoretically not an issue.

The Township Zone area has a minimum lot size applied of 1200sqm, and the Limited Land Division Overlay is applied across the Rural Living Zone. Both of these are effectively redundant given the land is already divided, and the township allotments are already below the minimum size, however, this does have the effect of preventing the creation of additional allotments in Hatherleigh.

Therefore, Council can support, where desired, the construction of new dwellings on currently undeveloped allotments with a connection to a public road.

1. Support, in principle, the construction of new dwellings on currently undeveloped allotments in Hatherleigh which are serviced by a public road.



4.13. Furner

4.13.1. Context

Furner is a farming community on the northern side of the district. The 2021 Census registered a population of 156 across the suburb of Furner, but as with Hatherleigh, no smaller geography level is available for the township itself. This is an increase of 35 from 2016 or 28.9% (the largest percentage growth of any area in the district).

Unlike other towns in the district, Furner is not zoned as a township. It is currently in the Rural Zone with nothing in a planning policy sense differentiating it from the farmland surrounding it.

Furner, like Hatherleigh, has many more allotments already divided than there are houses. Allotments are typically 1000sqm, but many allotments are either unoccupied, or function as though they were amalgamated. In terms of infrastructure provision, Furner only has roads and electricity, and all bar two allotments are on a constructed public road. Those two which are not are on the northern edge of the town, west of West Terrace.

Furner also has an oval and sports club. There is not considered to be any need for additional public open space in Furner.

4.13.2. Actions

The current zoning of Furner as part of the Rural Zone is not reflective of its character. The core township area should instead be designated a Township Zone or similar to reflect this character.

1. Seek to amend the Planning and Design Code to define the township of Furner

The Furner Community Town Plan also stated a desire for rural living land around the town, with allotments of 10-100 acres (4-40ha). To the southeast of the town, east of Figg Lane and south of Furner-Redhill Road are a series of allotments of approximately 8ha. These are therefore approximately the right size for rural living, and appear to be used for this in reality. As such it may be reasonable to apply the Rural Living Zone over these allotments. There may, however, also be a need for further land to be made available for rural living. This may be considered further in the plan itself.

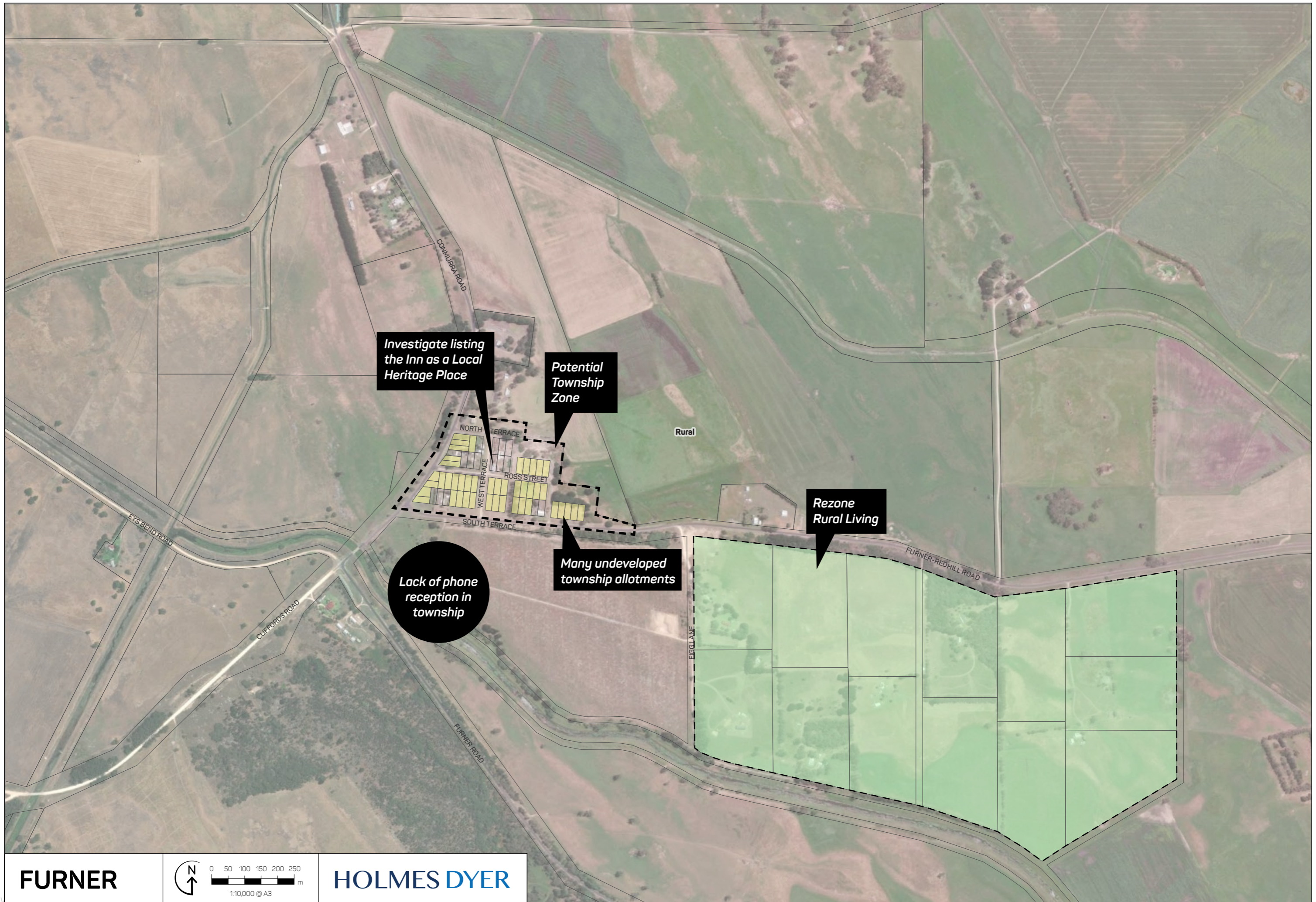
2. Seek to amend the Planning and Design Code to allow for rural residential development to the southeast of Furner

Another point which may be worthy of consideration is one of heritage listing. The former Kintore Inn building is one with clear heritage value, and is an important landmark in the town, but is not currently protected. It may therefore be worth seeking an expert investigation into listing this building on the heritage register, and potentially the ruins to the rear of the building, as a Local Heritage Place.

3. Consider investigating the potential to list the former inn in Furner as a Local Heritage Place

Furner has also been identified as a blackspot for phone reception. This is something which may need to be remedied.

4. Work with appropriate agencies to resolve the mobile phone reception blackspot in Furner



Investigate listing
the Inn as a Local
Heritage Place

Potential
Township
Zone

Rezone
Rural Living

Lack of phone
reception in
township

Many undeveloped
township allotments

Rural

CONMURRA ROAD

EYSEND ROAD

CLIFFORDS ROAD

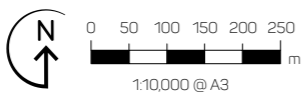
FURNER ROAD

FURNER-REDHILL ROAD

FIGGLANF

NORTH TERRACE
WEST TERRACE
ROSS STREET
SOUTH TERRACE

FURNER



HOLMES DYER

4.14. Rocky Camp

4.14.1. Context

The settlement of Rocky Camp is a rural living area on the edge of the Mount Burr forest, just over a 5-minute drive from Millicent. The 2021 Census puts the population of the suburb of Rocky Camp at 133, with no smaller geography level available.

Allotments can vary in size but are typically approximately 2ha in size. While no expansion of the functional rural living area is anticipated, the northern portion of the area is not currently part of the Rural Living Zone, despite allotments already having been divided.

Rocky Camp has no public open space. This is consistent with its rural residential character, and it is not anticipated that any new public open space should be made available.

4.14.2. Actions

It is not anticipated that the Rocky Camp area will grow over the next 20 years. However, it is considered that the existing pattern of development should be formalised under the Planning and Design Code. This means rezoning the area on the northern side to reflect the same planning policy conditions as the southern side of the Rocky Camp settlement.

1. Seek to amend the Planning and Design Code to reflect the existing pattern of development in Rocky Camp

Being on the edge of the forest, Rocky Camp is at increased risk of bushfire. It will be important to ensure that development is and remains as safe as possible from a bushfire threat.

2. Continue to work with the Country Fire Service, OneFortyOne and local residents to ensure the safety of Rocky Camp from bushfire.



