



# Concept Plan

## Lot 10 Langhorne Creek Road, Strathalbyn

July 2017



## **Acknowledgements**

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- Sally Roberts, Manager, Planning and Development, Alexandrina Council
- Shen Mann, Environmental Strategy Officer, Alexandrina Council

Elected Members, Council staff, members of several local sport, recreation and community groups/clubs and individuals also contributed to the development of this document and are thanked for their time and contributions.

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# 1. Background

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## 1.1 Background

In April 2017, Alexandrina Council engaged Tredwell Management Services to prepare a Concept Plan for the Council-owned land situated at Lot 10, Langhorne Creek Road, Strathalbyn (**'the Site'**). The objective of the Concept Plan is to explore how the Site could best be rezoned, divided and developed to accommodate a range of recreational and community uses.

The Concept Plan forms part of the investigations being undertaken by Council for the purpose of preparing the Strathalbyn Township and Environs Development Plan Amendment (**'the DPA'**).

The primary purpose of the DPA is to free up development opportunities within the Strathalbyn town centre and in doing so, to give effect to the goals, guiding principles and actions set out in the Strathalbyn Town Plan 2014-2024.

In this context, this Concept Plan needs to identify the kinds of future land uses envisaged for the Site, to enable appropriate zoning policy to be incorporated into the DPA currently being prepared by Council.

Back in November 2016, Council's Elected Members resolved to support the preparation of a Concept Plan for the establishment of a harness racing track, model aircraft facility and other associated community uses at the Site. Associated community uses could potentially include, but are not necessarily limited to:

- the provision of show ground facilities for use by the Strathalbyn Show Society;
- camp draft facilities;
- indoor recreation facilities suitable for basketball;
- RV campground; and
- a sustainable farm & community garden site.

In addition to delivering new sport, recreation and community facilities to address previously identified community needs, pursuing the relocation of the harness racing track from its existing Milne Road location to Langhorne Creek Road would potentially unlock the Milne Road site for more appropriate commercial uses associated with the proposed DPA.

Furthermore, both the Strathalbyn Harness Racing Club and Model Aerosport SA (of which the Strathalbyn Model Aircraft Club is an affiliate member) have expressed interest in acquiring portions of the Site to secure permanent homes for their respective clubs into the future.

The recommendations emerging from this concept planning process will be used by Council to:

- a) assist with preparation of the DPA - one of the issues to be addressed by the DPA is the identification of options for the location of recreation and sporting facilities; and
- b) facilitate further discussions and negotiations between Council, the Strathalbyn Harness Racing Club and Model Aerosport SA Inc. as to the future ownership and use of the Site.

## 1.2 Methodology & Approach

A five-stage methodology was developed to ensure that the project incorporates relevant consultation, research and planning processes while meeting the requirements of the project brief.

The five stages are:

**Stage 1: Project Initiation**

**Stage 2: Stakeholder Engagement**

**Stage 3: Draft Concept Plan**

**Stage 4: Stakeholder Consultation on Draft Concept Plan**

**Stage 5: Final Concept Plan**

Key principles which underpin our project approach to the development of the Concept Plan include:

- substantiating need and latent demand for community and recreational facilities and spaces;
- considering multi-use, shared-use and flexible design of facilities and spaces;
- integration with the overall strategic direction of the area, precinct and adjoining precincts and land-uses;
- creating a site responsive landscape and urban design approach, including appropriate acknowledgement of surrounding context and site planning to maximise amenity value;
- considering the ongoing use and longevity of the site to ensure its use meets not only the needs of the current community but also the needs of future users of the site;
- considering the existing environmental and amenity values of the area and maximising and protecting biodiversity principles embedded in Council strategies;
- identifying a preferred concept plan for the potential development, relocation or amalgamation of facilities on the site;
- adopting a high level of graphic presentation to ensure clarity in the outcomes of the concept plan;
- regular and co-ordinated collaboration and engagement to ensure a cohesive approach to the project; and
- working closely with both Council and key stakeholders to ensure all issues and opportunities are properly addressed.

Relevant considerations underpinning the Concept Plan include:

- Demand and community need – as detailed in Section 2;
- Site location suitability and site planning - as detailed in Section 3;
- Stakeholder needs and interests – as detailed in Section 4;
- Interface issues with respect to surrounding land uses – as detailed in Section 5; and
- Infrastructure, drainage and services – being separately investigated by consultants engaged by Council to assist with preparation of the Strathalbyn Township and Environs DPA.

## 2. Strategic Context

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### 2.1 Strategic Documents Review

Key Council documents that relate to and inform this project have been reviewed, with key points from these documents outlined below. The documents reviewed include:

- Strathalbyn Town Plan 2014 – 2024 (September 2014)
- Statement of Intent (March 2016)
- Strathalbyn Recreation Open Space Needs Analysis (June 2013)

#### **Strathalbyn Town Plan 2014 – 2024 (September 2014)**

In early 2014, Alexandrina Council engaged consultants to undertake a revision of the 2005 Strathalbyn Town Plan. Extensive stakeholder and community consultation was undertaken as part of the review with the final report adopted by Council in September 2014. The final draft of the report included more than 70 specific actions which reflect 15 guiding principles identified during the consultation phase.

The guiding principles & actions from the Strathalbyn Town Plan particularly relevant to this project are as follows:

- Guiding Principle 8: Tourism accommodation is provided to meet the needs of all market sectors and so strengthen the overall contribution of tourism to the Strathalbyn economy.
  - Action 8.3: Examine the opportunities to cater for Recreational Vehicles (RV's) with parking, dump points and relevant facilities.
- Guiding Principle 12: Open space areas will be developed and maintained to meet the needs of a diverse community providing for natural conservation, reflection, social interaction, play and physical activity.
  - Action 12.2: Undertake the investigations required to inform a DPA to rezone the Council owned land on Langhorne Creek Road for open space purposes.
- Guiding Principle 13: Recreational and sports facilities will be provided in partnership with community and NGOs in appropriate locations that support access by multiple user groups according to the scale and the facility.
  - Action 13.4: Investigate the feasibility of improving the provision of indoor recreation facilities, particularly for basketball.
- Guiding Principle 14: Community services and facilities will be provided in accessible and appropriate locations to meet the needs of all members of our community, especially the most vulnerable.
  - Action to Support Disability Directions: Support the development of an 'Accessible and Sustainable Farm and Community Garden' by CLASS Inc. on a suitable, accessible site within or adjacent to Strathalbyn.

#### **Statement of Intent (March 2016)**

The Statement of Intent was prepared to formally commence the Development Plan Amendment (DPA) process necessary to ensure that the Alexandrina Council Development Plan appropriately responds to a range of contemporaneous issues, including those issues identified during preparation of the Strathalbyn Town Plan 2014-2024.

In the context of this project the key issues to be addressed as part of the DPA are as follows:

- Exploration of options for the location of recreation and sporting facilities and
- Building on the goals, guiding principles and actions set out in the Strathalbyn Town Plan.

## **Strathalbyn Recreation Open Space Needs Analysis (June 2013)**

The aim of the open space needs analysis was to assess current and projected needs for open space within the Strathalbyn township with an aim of providing Council with information to guide development whilst protecting and enhancing open space provision for a number of uses.

The document identified the Site as 'Ancillary Open Space' i.e. a parcel of open space that may not have a primary role for recreation but can complement and serve as an addition to primary open space areas.

In regard to the future supply, provision and management of open space in Strathalbyn, the document recommends the following:

1. Maintain the current provision of open space of 18ha per 1000 to protect the lifestyle of the community and unique features of the rural historic township.
2. Ensure development considers tipping points for the provision of open space in line with growth but giving consideration to consolidated precincts.
3. Address the predicted 44ha shortfall of open space through the development of Linear (14ha), Neighbourhood (5ha), District (10ha) and Regional (15ha) open spaces.
4. Consider location of newly developed open space in line with residential developments but ensure conflicts of use on residential interface are minimised.

The Needs Analysis also recommended that the development of a new multi-purpose indoor recreation/sport/community centre should be considered further.

## **2.2 Other Relevant Documents**

The potential for re-developing the Site has been discussed within Council and between community members (individuals and clubs/groups) over a number of years. This potential was considered further during development of the Strathalbyn Town Plan 2014-2024, the preparation of which involved significant community and key stakeholder consultation.

During this time, Council has received a number of representations from existing community clubs, groups and organisations which have specific relevance to the future development of the Site. Representations received from the following groups are summarised below:

- Model Aerosport South Australia;
- Strathalbyn Harness Racing Club; and
- Community Living Australia, Strathalbyn

### **Model Aerosport South Australia (MASA)**

MASA have previously expressed interest in purchasing land at the Site, in accordance with their Strategic Plan, and a strategic objective to acquire land in South Australia to ensure the continuance of aeromodelling in South Australia.

MASA asserts that securing the Site for the purposes of aeromodelling would:

- provide the opportunity to establish areas for other forms of aeromodelling (e.g. Control Line, Free Flight, quadcopters (drones) and First Person View (FPV) flight);
- provide permanent facilities to run National and International events;
- provide permanent facilities for local aeromodellers residing in the Council area;
- promote aeromodelling activities through schools and colleges; and
- provide a controlled, safe and approved location to undertake such activities.

### **Strathalbyn Harness Racing Club (SHRC)**

SHRC previously undertook a review and feasibility study to consider the viability of redeveloping their existing site at Milnes Road in order to maintain harness racing activities at this location through the development of a 'Community Club' concept, potentially involving other stakeholders such as Strathalbyn RSL and Greyhound Racing SA.

The final recommendations of that review indicated that redevelopment of the existing Milnes Road site for such purposes represented too high a financial risk to the SHRC and as such, the concept was not progressed further.

Following on from this review, discussions were held between SHRC and Council in relation to the potential relocation of the harness racing track from the existing Milnes Road location to the Site at Lot 10 Langhorne Creek Road. The accommodation of additional complimentary recreational pursuits and the potential for the shared use of some of the facilities was also considered as part of these initial discussions.

### **Community Living Australia (CLA), Strathalbyn**

Prior to commencement of this concept planning process, Council held preliminary discussions with CLA regarding the potential to develop a Community Farm at the Site. At that time, the Site was deemed inappropriate by CLA for a number of reasons, including:

- Poor disability access;
- No public transport access;
- No infrastructure for irrigation;
- Perceived stigma associated with proximity to the Terramin Mines site; and
- Land would not be owned by CLA.

## 2.3 Demographics

The Estimated Residential Population (ERP) of Strathalbyn and District as of the 30<sup>th</sup> June 2016 is 6,991. The ERP is not an official count but an estimate which is subject to review after results of the 2016 Census are released.

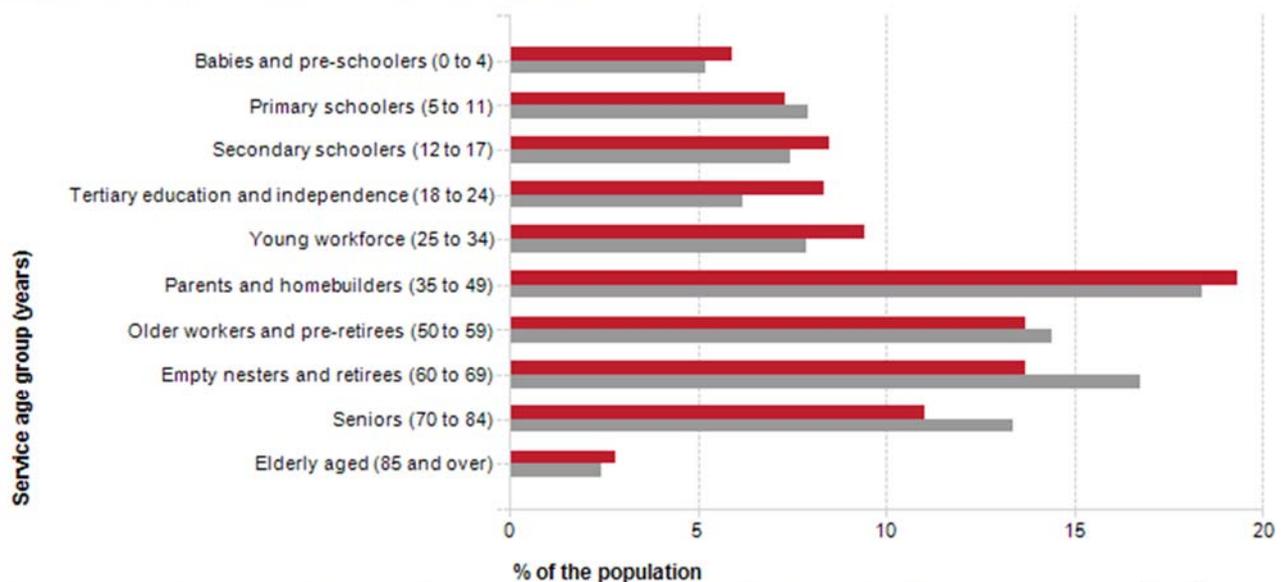
As the detailed results from the 2016 Census are yet to be released, the 2011 Census data collected by the Australian Bureau of Statistics provides insight into the demographic profile of the region.

The estimated resident population of Strathalbyn and District at the time of the 2011 Census was 6,255 people. The largest age cohort among the population was 35 to 49 years, with almost 20 per cent of residents fitting within this age group. Relative to the population of the wider Alexandrina Council region, the Strathalbyn and District has a slightly higher proportion of the population between 12 and 49 and a smaller proportion of the population above 50 (see age structure below).

### Age structure - service age groups, 2011

Total persons

■ Strathalbyn and District ■ Alexandrina Council



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data)  
Compiled and presented in profile.id by .id, the population experts.



**Figure 1 Strathalbyn & District Age Structure**

12% of the Strathalbyn and District population was born overseas, with the United Kingdom being the most prominent overseas birthplace (7.9% of the population). The most prominent household type was “couples without children” which is consistent with the wider Alexandrina Council region. Strathalbyn and District had a slightly lower level of relative socio-economic disadvantage (991.9 index score) than the wider Alexandrina Council region (987.1 index score).

The Strathalbyn Town Plan 2014-2024 makes reference to projected population figures of 7964 by 2024 and 8,377 by 2031 (based on Strathalbyn District and Council wide population projections prepared by the Department of Planning Transport and Infrastructure).

## 2.4 Sport & Recreation Trends

Planning for sporting & recreation facilities is influenced by trends in the sport and recreation industry. Consideration of these trends supports the planning of facilities that meet community demand now and into the future. The following points present a summary of trends influencing sport and recreation in South Australia, with relevance to development of community sport & recreation facilities in Strathalbyn.

- Activities are becoming more inclusive towards the disadvantaged, ageing and more culturally diverse Australian population.
- Organisations and associations are encouraged to establish partnerships to collectively achieve desired outcomes.
- Club-community links are becoming more important, particularly due to the high value of accessible public open space.
- Governments and organisations are prioritising investment into regionally significant projects that support the achievement of various policy objectives such as inclusion, childhood obesity, mental health issues and community wellbeing.
- There is increasing pressure from sporting bodies and the general community on Councils to provide higher-standard facilities.
- Rising costs of participation in sport and recreation is becoming a barrier for some members of the community.
- Adventure, lifestyle, extreme and alternative sports are increasing in popularity.
- There is increasing demand for areas to safely conduct organised model aircraft and drone activity (Adelaide City Council, 2016).
- There has been a gradual decline in participation levels within harness racing including ownership, breeding, training, driving, volunteers and public attendances at race meetings (Harness Racing SA Strategic Plan 2016 – 2020).
- There is increasing popularity among individualised activities which allow people to align their activities with their increasingly busy lifestyles. This is evident in the list of the top ten activities among South Australian adults.

**Table 1: Top 10 Activities among South Australian adults**

Source: AusPlay, 2017

Rank	Activity	Participation Rate
1	Walking (Recreational)	45.8%
2	Fitness/Gym	31.1%
3	Athletics, track and field* *includes jogging & running	13.5%
4	Cycling	12.2%
5	Swimming	10.3%
6	Bush walking	6.3%
7	Australian football	5.3%
8	Golf	5.2%
9	Yoga	4.4%
10	Basketball	4.2%

# 3. Site Assessment

## 3.1 Site Location & Context

Council is the registered proprietor of Lot 10, Langhorne Creek Road, Strathalbyn (CT 5802/870) ('the Site'). The Site is currently situated within a Primary Production Zone in Council's Development Plan, comprising a total area of 34.11 hectares.

Figure 2 below identifies the Site in relation to the township of Strathalbyn, and identifies other key sport, recreation and community facilities/features particularly relevant to the development of this Concept Plan. These facilities/features include:

1. The Site (Lot 10, Langhorne Creek Road)
2. Berry Smith Drive Reserve
3. Existing Harness Racing track and Greyhound Raceway, Milnes Road
4. Eastern Fleurieu School, Callington Road
5. Strathalbyn Oval (and Caravan Park), Ashbourne Road
6. District Centre
7. Polo Grounds, Callington Road
8. Archery Park, Forrest Road
9. Angas River corridor (with sections of shared path for walking/cycling)

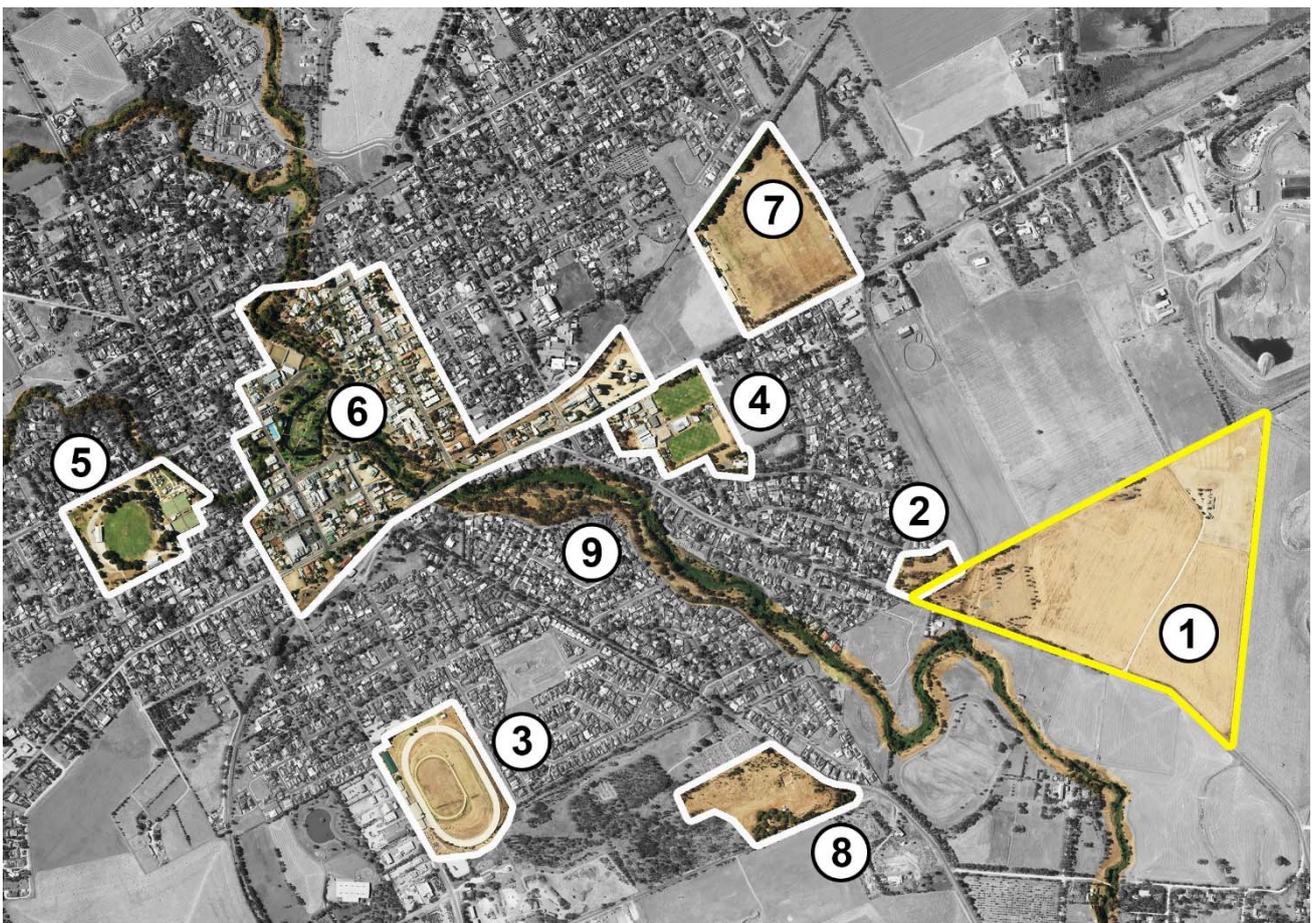


Figure 2 Site Context Plan

The town of Strathalbyn lies to the west of the Site, mostly comprising residential development on its eastern edge, with Berry Smith Drive Reserve providing a small buffer between existing dwellings and the Site itself.

The Site is bound along its southern boundary by Langhorne Creek Road, the western most extents of which are lined by established trees. Further to the south lie areas of open farmland, with views contained by existing vegetation structure that broadly follows the Angas River corridor. Individual residential properties are located within this landscape, including properties located in and around Willyaroo.

To the east lies generally open farmland, with the natural landform rising from a point some 200-250m from the eastern site boundary. To the north west, the Site is bound by several private residential properties on small acreage; the nearest residential dwelling is located some 675m to the north of the northern boundary. Directly to the north lies the Terramin Angas Zinc Mine, visually screened from the Site by the earth embankment of the mine's tailings dam.

Open views into the Site are available from Langhorne Creek Road, particularly from sections of road adjacent to the eastern extent of the Site, with views increasingly filtered through established tree lines towards the western extent of the Site. More distant and restricted views framed by landform and roadside vegetation are also possible further to the east along Langhorne Creek Road.

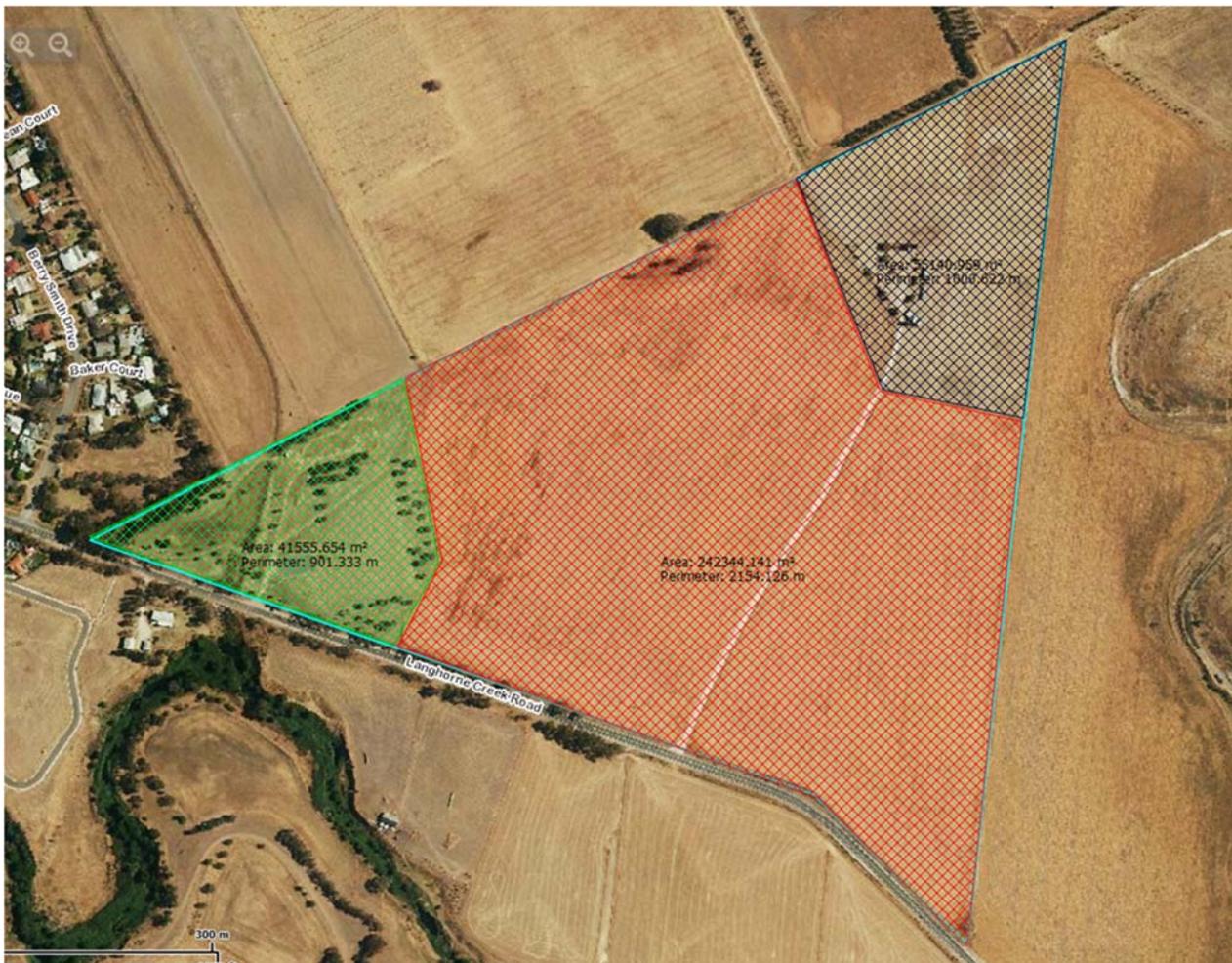
Glimpsed and filtered views towards the Site are also available from Hillside Road in the east, Callington Road to the north and Hamburg Road to the south.

## 3.2 Site Land Uses & Features

The total area of the Site is 34.11 hectares, comprising:

- ~5.5 hectares leased to Strathalbyn Model Aircraft Club until 31 January 2018 (with no further rights of renewal)
- ~24.23 hectares were previously leased for cropping. This lease expired on 31 December 2016 and has not been renewed
- ~4.15 hectares unleased, maintained by Council as P&G Level C reserve.

Figure 3 below illustrates current land use (up to 31 December 2016).



**Figure 3 Current Land Uses**

Photographs on the following pages illustrate the main features and land uses of the site.



**Langhorne Creek Road Access**



**Hardstanding area**



**Langhorne Creek Road Vegetation**



**Overhead Powerline (& easement)**



**Detention Basin**



**Former BMX track (& small shelter)**



**Internal Site Trees (& minor access road)**



**Aeromodel Facility Access Road**



**Northern Boundary Tree Group**



**Formerly Cropped Land – Central Area**



**Aeromodel Club Facilities**



**Formerly Cropped Land – Eastern Area**

## 3.3 Site History

Council originally purchased the Site in the mid-1990s as a strategic land purchase for future community use. Prior to this it is understood that the Site was predominantly utilised for primary production.

In 1995, the aeromodel club was relocated to this Site from their original Murray Road site, and have leased the land since this time, incrementally investing in new infrastructure to support their activities over time.

A BMX facility was established by Council in the western part of the Site, but this facility is currently not maintained/used due to the development of a new skate facility at a more high profile location on North Parade.

Until recently, a significant component of the site was primarily utilised for the cropping of wheat.

## 3.4 Planning Context

### **The Development Plan – current situation**

The Site is identified in Alexandrina Council's Development Plan as a 'local reserve', as depicted on Location Map Alex/33.

The Site is currently located in the Primary Production Zone (Mount Lofty Ranges Policy Area 9) within the Development Plan. The Primary Production Zone is essentially a zone that is set-aside for long term primary production and allied business/industry and tourism activities.

Whilst some components of this Concept Plan could potentially be considered through a development application process under the current zoning (i.e. those activities which are allied to the primary production sector, for example education aspects in farming and equine studies, sustainable farm and community gardens etc), some other components are not the types of activities typically envisaged in the current zone.

The Development Plan, through the Community Facilities Module, recognises that community facilities (including social, education and recreation facilities) should be located where they are convenient to the population they serve and where they are accessible by pedestrian, cyclists and community transport, and that the design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time. The Module also recognises that the provision of public and community facilities should include the reservation of suitable land in advance of need.

The Development Plan, through the Tourism Development Module, recognises that tourism development outside of townships may be appropriate on public open space and reserves.

At a Council wide level, the Development Plan also has a wide range of guiding policy relevant to certain components of this Concept Plan such as (but not limited to) animal keeping, interface buffers, design and appearance, hazards, infrastructure, mineral extraction, natural resources, open space, orderly and sustainable development, transportation and access, and waste.

Options for the type of zone which would be suitable to better facilitate the land uses anticipated in this Concept Plan are discussed in Section 5.2 below.

## **Environment and Food Production Area (EFPA) - Greater Adelaide**

The Site is located within the Environment and Food Production Area (**EFPA**) for Greater Adelaide, under the *Planning, Development and Infrastructure Act (SA) 2016 (PDI Act)*.

The EFPA has been established by the SA Government to help protect agricultural lands and contain urban sprawl by reducing the ability to subdivide land for housing in these areas. The EFPA came into effect on 1 April 2017 and there is a two-year transition period during which some land division for residential development may still be permitted within the EFPA but after that two year period is over, any land division creating additional allotments for residential development will not be permitted within the EFPA.

Applications for land division to create additional allotments within the EFPA that are not for residential purposes can still be lodged with the relevant planning authority for assessment against the current planning rules - however, for an approval to be granted, any planning consent will need to receive the endorsement of both the Council and the State Planning Commission.

Any land division envisaged by this Concept Plan for the Site would be to help facilitate investment for separate community and recreational land use components of the Concept Plan, and not for residential purposes.

Council has sought and obtained advice from the Department for Planning, Transport and Infrastructure (**the department**) dated June 2017, on the implications of the EFPA for the Site. The department has advised that if a proposed land division on the Site creates additional allotments for non-residential purposes, then pursuant to section 7(5)(a) of the PDI Act, the Council must not grant development authorisation unless the Commission concurs. It is difficult to say whether or not the Commission would concur without any precedent. It may be some time before the Commission considers a land division application from which policy guidance on non-residential land divisions in the EFPA can be ascertained.

### 3.5 Topography & Watercourses

The Site is predominantly flat, with little variation in the local topography, with the exception of level changes associated with the existing detention basin and drainage channel that runs through the western most parts of the Site. The Angas River lies to the south of the Site and Langhorne Creek Road.

A small watercourse used to run roughly west-east through the middle of the site, onto the adjacent privately owned land on the eastern boundary and from there in a north-south direction through various private land parcels until its confluence with the Angas River just north of Riverside Road, some 2.4km to the south of the Site.

An *Urban Strathalbyn Drainage Study* prepared for the District Council of Strathalbyn in 1985 by Kinhill Stearns indicates that this small creek once carried all the stormwater from the Burnside area into the Angas River and that the ill-defined nature of the creek bed had led to widespread inundation in the past. The 1985 *Drainage Study* made a number of recommendations designed to mitigate flooding risk for the residential development immediately adjacent to the south-western corner of the Site. A drainage channel constructed on Lot 200 Callington Road (protected by easement) now redirects that water into the detention basin in the south-west corner of Lot 10, and from there, into the Angas River.

A consultancy team engaged by Council to prepare the Strathalbyn Township & Environs DPA is undertaking more detailed investigations with respect to the potential flooding, drainage and stormwater aspects of the Site.

### 3.6 Built Infrastructure & Enclosures

Existing built facilities on site are limited to the former BMX facility (and small shelter) and a collection of structures associated with the aeromodel club facility, including a large open shelter, shipping containers, toilet block and open shelter adjacent to the runway.

Post and wire fencing encloses the site along all boundaries, however the condition of fencing adjacent to Langhorne Creek Road is generally poor.

### 3.7 Vegetation & Landscape Infrastructure

Established native tree structure on Site tend to be located adjacent to Langhorne Creek Road and associated with Berry Smith Drive Local Reserve, towards the western extent of the Site. There also exist other tree groupings within the site, primarily associated with areas around the former BMX facility in the west and the aeromodel club facility in the north east corner of the Site. A small stand of trees is located centrally along the northern site boundary. The majority of the Site is open, comprising areas that were previously cropped.

### 3.8 Circulation & Access

Langhorne Creek Road runs adjacent to the Site's southern boundary and is identified as one of four key arterial roads through Strathalbyn, providing access to the Langhorne Creek area and Milang.

There are currently two vehicular access points into the Site from Langhorne Creek Road. The first access point is located towards the western end of the Site and provides access to the former BMX facility, small shelter and area of hardstanding via an earth/gravel road. A recently constructed extension to the earth/gravel road enables access through the Site and onto private property to the

north, which is the location for the annual Stockman's Challenge event. This access point is gated and is currently locked, restricting vehicle parking to roadside parking in the vicinity of the gate.

A second vehicle access point is located further to the east along Langhorne Creek Road, providing access to the aeromodel club facility and a grassed area used for vehicle parking.

Walk and cycle access into the Site is available via Berry Smith Drive Local Reserve, located at the western extent of the Site, with a culvert/bridge structure enabling access over the existing detention basin and watercourse.

### 3.9 Site Constraints

An overhead power line easement exists towards the western extent of the site (20.12m wide), as indicated on the Concept Plan. Any future development will need to accord with regulations under the *Electricity Act 1996* (SA) in relation to prescribed setback distances to powerlines traversing the Site.

The Aeromodel Club currently utilise portable generators to meet their electricity requirements, and also have a long drop toilet at their facilities.

The Site does not currently have infrastructure in place relating to water supply, power supply or wastewater management. Water supply would be a key issue for the maintenance of any irrigated turf area. Further investigations into such infrastructure requirements for the Site are currently being undertaken by the consultants engaged by Council to prepare the DPA.

# 4. Stakeholder Engagement

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A series of meetings and telephone interviews were conducted during the initial stages of the project involving key stakeholders identified in collaboration with Council staff. Key stakeholders were also given the opportunity to provide written comment on a draft version of this Concept Plan report. A succinct overview of each key stakeholder group's potential interest in the Site, and the key findings from these meetings & written submissions are outlined below.

## 4.1 Strathalbyn Model Aircraft Club / Model Aerosport SA (MASA)

### Priorities

- Security of land tenure – seeking long term lease or ideally opportunity for MASA to purchase land – to facilitate future/longer term investment in infrastructure
- Clearly/correctly defined site boundaries (fence lines currently do not correspond with lease agreement)
- Maintaining safe overflying distances for take-off and landing to North/South and East/West runways.

### Other ideas/considerations

- Consolidated/updated clubrooms
- Enhanced power/water supply
- Access to additional space (suggested 9ha to the south of existing facility) to introduce new aerosport disciplines (eg drone racing etc) and to accommodate larger scale events at one location
- Radio control car area

### Land take requirements

- 5.5ha (existing site)
- +9ha (potential future expansion)

## 4.2 Strathalbyn Harness Racing Club (SHRC)

### Priorities

- Control of the facility and security of land tenure – long term lease or purchase of the land
- Support access to the community – the more user groups the better
- Key facilities required:
  - Race Track (existing track is 800m, preference for 1000-1200m)
  - Lighting (longer-term goal)
  - Multi-function building – 15 x 55m (function room for 400, kitchen/bar, undercover betting ring, Tote, admin spaces)
  - Toilet block – 6 x 20m
  - Outdoor BBQ/entertainment space
  - Parade ring
  - Stables
  - Storage/utilities shed
  - Car parking/float parking

- RV / campground

#### **Other ideas/considerations**

- Establish a Wine Centre
- Subdivision of individual blocks of land adjacent road – potential for commercial
- Open to the concept of sports playing fields/other activities occurring within/internal to the trotting track – tunnel concept was discussed to ensure track surface not damaged by crossing traffic (pedestrian, vehicular)

#### **Land take requirements**

- SHRC Concept plan for site provided to TMS

### **4.3 Harness Racing SA (HRSA)**

#### **Overview**

- HRSA are broadly aware of the concept for a re-located facility
- HRSA advised that any proposal would need to go before the board prior to a formal position being taken
- No commitments have been made in relation to race meet dates/locations at any facility beyond this year
- Historically, around 4 race meets per year have occurred at Strathalbyn
- 1 race meet at Strathalbyn has already taken place this year, with another to follow on 12<sup>th</sup> June
- Noted that the Victor Harbor track is relatively new (less than 10 years old)

### **4.4 Community Living Australia, Strathalbyn**

#### **Priorities**

- CLA maintain position that Lot 10 is not suitable for community farm concept on basis that:
  - Accessibility, not close to town centre, no public transport etc
  - Stigma associated with the mine site (does not sit comfortably with a 'green/organic' community farm concept)
  - Not a prominent location
  - Limited existing infrastructure (water etc)
- Key components of community farm concept:
  - Village green
  - Roadside produce & sales
  - Community garden plots
  - Nursery
  - Shedding
  - Admin/learning building
  - Business unit (option)
  - Vegetable plots/planting areas
- Ownership of land would be critical to protect investment

#### **Land take requirements**

- 5ha min, up to 8/9ha (future expansion)

## 4.5 Eastern Fleurieu School

### Priorities

- New indoor recreation facility (multi-purpose, basketball, Volleyball “Centre of Excellence”, karate, yoga, badminton, table tennis etc)
- Strong preference for such a facility to be located on campus/immediately adjacent to campus – EFS have submitted that an indoor recreation facility located on Lot 10 could not be utilised by the school due to distance/lost time transporting/walking pupils to and from the site
- Potential for shared funding of indoor facility on-campus (Department of Education)
- Joint Use Agreements with other user groups eg Basketball Association

### Highly desirable

- Potential relocation of Equine Studies facilities (eg horse paddocks) to Lot 10, together with support infrastructure required
  - Learning environment / classroom (temperature controlled)
  - Fenced Arena (min 50 x 30m)
  - Round Yard (min 20m dia)
  - Raceways

### Land take requirements

- 2-4ha (primarily paddocks for horses)

## 4.6 Strathalbyn & District Basketball Association

### Priorities

- 2-3 court indoor facility
- Safe access to the site from around the town
  - Walking
  - Cycling

### Land take requirements

- 2-3 courts plus changerooms, storage and amenities

## 4.7 Strathalbyn Target Archers Club

### Priorities

- To remain at current site. If required to relocate, land required would be 22 acres / 9ha
- Currently limited support amenities
- Clubrooms/toilet facilities are basic (no septic)
- Preference for treed and undulating surfaces (whilst still accommodating wheelchair access)
- Buffer zones required
- Incompatible with model aircraft

### Other ideas/considerations

- Individual disciplines include:
  - Clout
  - Target
  - Field

#### **Land take requirements**

- 9ha

## 4.8 Strathalbyn Agricultural Society

### **Priorities**

- Potential to relocate Show activities to Lot 10
- Key facilities required:
  - Indoor secure facility (min 1000m<sup>2</sup>)
  - Additional shedding for livestock
  - Green space for 6 arenas for horse events
  - Power points/stations across the site
  - Separate stall accommodation for various animals (PIRSA requirements) – similar to arrangement at the Oval
  - Office & storage space (similar to current provision)
  - Bathroom/ablution block facilities for overnight stay/camping facilities
  - Sufficient public parking for Show Day

### **Other ideas/considerations**

- Agricultural College incorporated into Education & Training Precinct
- Concerns re co-location of outdoor show grounds with sporting fields – horse and livestock activities have potential to damage playing surface
- To be used for Show activities, floor surface of indoor recreation facility needs to be able to withstand tables etc used for indoor displays.
- Potential for “Toilet Tourism” – artistic ablutions block as tourist attraction.

### **Land take requirements**

- Integrated with other facilities

## 4.9 Fleurieu Campdrafting Club, Strathalbyn & District Working Sheepdog Society / SA Working Sheepdog Association, Lower Lakes Stockman’s Challenge

### **Priorities**

- Flexible space suitable for all events
- Minimum requirement for campdrafting 100 x 100m plus 50 x 100m cattle yards at both ends of main space – this would accommodate sheepdog events also
- Power/water supply
- Flexible stables - Day yards/overnight yards – for all to use

- Canteen facilities
- Camping facilities

#### **Other ideas/considerations**

- Some anti-social behaviour occurring in vicinity of old bmx facility
- Localised flooding issues may need to be addressed
- Campdrafting event requires ploughing of event area to 100mm
- Site security/management would need to be addressed
- Night-time lighting for sheepdog events would be a bonus
- Maintain access through to Stockman's Challenge event

#### **Land take requirements**

- Approximately 5ha (integrated with other facilities)

## **4.10 Campervan & Motorhome Club of Australia (CMCA)**

### **Overview**

- CMCA focuses on facilities for 'self-contained vehicles i.e. no requirement for toilet/shower amenities etc
- \$10 per night is the critical price point; many traditional caravan parks charge higher rates (whilst providing additional facilities)
- Key RV park facility requirements:
  - Flat site
  - Quiet, secure location
  - Waste/dump point / septic tank
  - Fresh water supply
  - Limited tree cover (to facilitate solar panel recharging)
  - Close to town
  - Preferable - shelter & BBQ
- Ideal site in Strathalbyn would be the main oval (noting that this would most likely be unfeasible)
- Lot 10 provides an attractive alternative, which is not too far out of town
- A facility at this location would go a long way to securing 'RV friendly town' status for Strathalbyn
- Location within Lot 10 - preferably as close to town as possible
- Enhanced linkages over the river and onto the riverside walk/cycle track would be beneficial
- Potential issues relating to the Langhorne Creek RV campground (Frank Potts Reserve) include:
  - Free facility with no time/length-of-stay restrictions
  - Tends to be dominated by backpackers/seasonal workers
- Club operates its own RV Parks, available to members only
  - club leases land from Council
  - provides an onsite caretaker (day to day management)
  - external contractor engaged to maintain grassed areas
  - 10,000m<sup>2</sup> area would provide for around 40-50 vehicles
- Whether club or Council operated, CMCA would support an RV campground at this site.
- CMCA has assisted with funding for infrastructure development at many other locations.
- CMCA have expressed interest in developing a CMCA RV Park at this location.

## 4.11 Equestrian South Australia (ESA)

### Overview

- Continuing to seek a location for new facilities to accommodate 7 disciplines
- Land requirements between 60 acres (absolute minimum) and 100 acres (ideally)
- Securing an appropriate site and funding to build such a facility remain a barrier
- Unlikely to be able to self-fund such a facility
- An indoor arena (80 x 40m plus perimeter seating space) would go some way to addressing facility requirements
- Currently cannot apply for national events
- Adelaide Showgrounds remains their only option at the moment
- Require horse stabling over 3-4 day duration
- Currently do not see the Lot 10 site as a solution to their requirements
- ESA maintain their interest in the Michelmore Rd site

## 4.12 Strathalbyn Strikers Soccer Club

### Priorities

- Develop clubroom/changeroom facilities at the polo grounds (in vicinity of existing shed) – securing funding is currently the biggest barrier
- Additional sports lighting to ease programming pressures on currently lit pitch (2-4 additional lighting columns required)
- Request for Council to support/assist with infrastructure upgrades and facilitate future negotiations between trustees, management committee and stakeholders to deliver fit for purpose facilities at the polo grounds

### Other ideas/considerations

- Open to consideration of community hub/new clubroom/changerooms and playing facilities at Lot 10
- Club currently has 3 senior soccer pitches at the polo grounds
- Polo grounds offers that capacity to host state junior soccer championships and other significant events (30 acres approximately)
- 12 junior teams with 160 junior members and 2 senior teams
- Soccer club use facilities 10 months of the year

## 4.13 Southern Greyhound Raceway / Greyhound Racing SA

### Overview

- Club advises that facilities and activities associated with the Southern Greyhound Raceway club will be relocating to a site at Murray Bridge in the near future.

## 4.14 Other feedback/considerations

### Priorities

- Ongoing sustainability of each of the facilities proposed is important
- Shared use sporting facility / community hub concept supported

- Soccer/little athletics/other sports surfaces might be incorporated into the middle of the trotting track subject to provision of water supply
- Access to the site – shared use paths together with access over the river onto existing network
- Management arrangements will be important to address moving forward
- Vehicle access/large vehicle circulation and drop off points require careful consideration
- Provision of quality tourism/visitor accommodation (cabins, Recreational Vehicles)

### **Other ideas/considerations**

- A recreation centre at the school might be monopolised by school activities thereby limiting/restricting access to the wider community
- Opportunities associated with the mine site – future uses of the mine site and potential to take advantage of existing infrastructure at the mine site (e.g. bore water)
- Relocation of show activities/infrastructure may free up space at the main oval (e.g. poultry shed)
- Enhanced facilities at the existing caravan park (at the main oval)
- Confirm long term sustainability of harness racing at Strathalbyn

# 5. Concept Plan

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## 5.1 Key Components

The Concept Plan on the following page identifies these components for the Site:

- Community Hub / Multi-purpose building
- Indoor recreation courts
- Education & Training Precinct
- Aeromodel Club facility
- Flexible Open Space 1 (sports fields)
- Flexible Open Space 2 (events/outdoor pursuits)
- RV campground and extension to existing Local reserve
- Support infrastructure (e.g. internal roads, car parking, 'satellite' facilities)

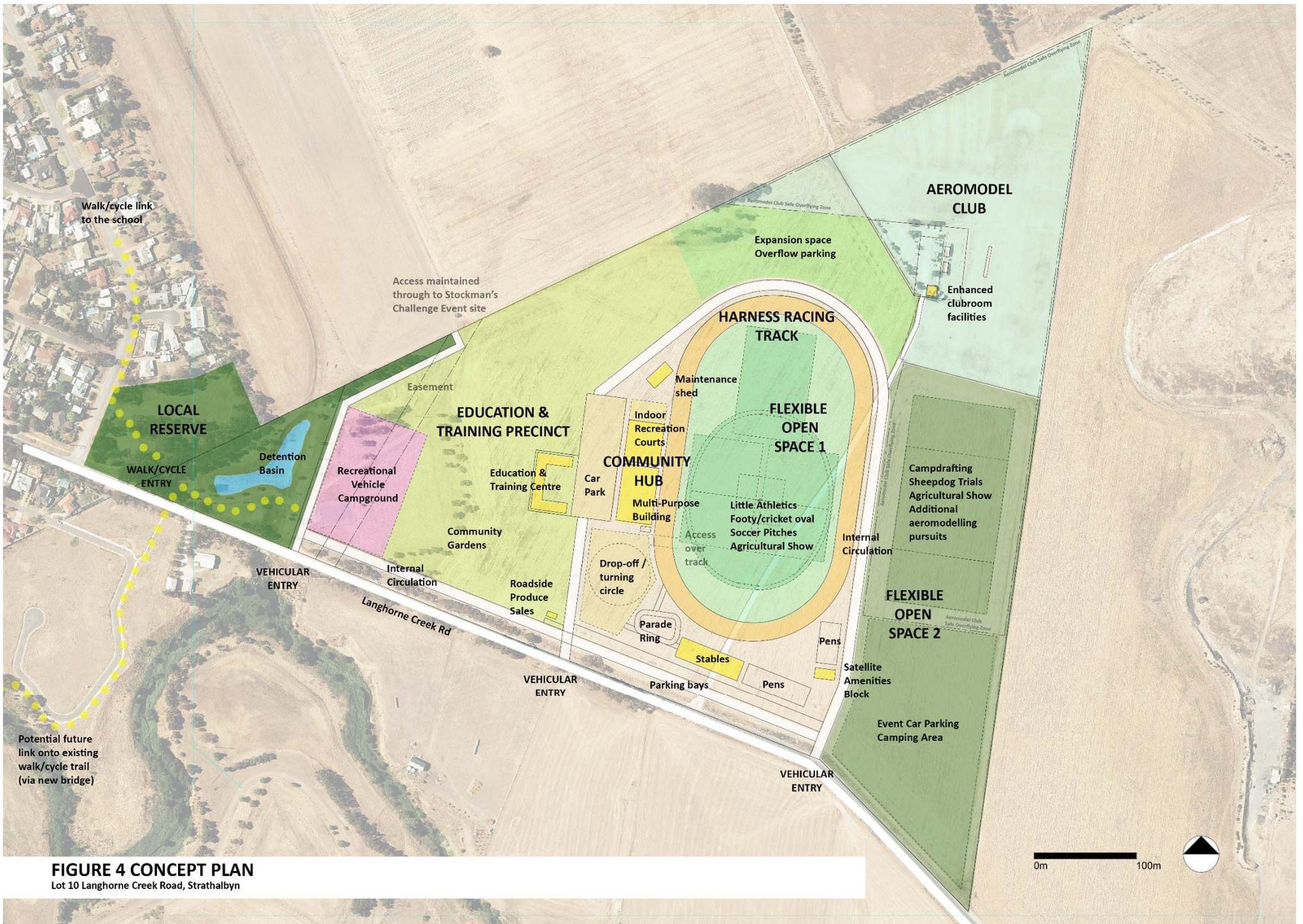
Further information relating to these components are included within the table on the following pages, including specific details relating to envisaged facilities, broad spatial requirements and rationale for inclusion in the Concept Plan. Other community facilities/activities that were considered for inclusion on the Site during the development of this Concept Plan included archery facilities and a range of equestrian-based facilities that could meet the requirements for Equestrian SA's State facility concept. In the context of the other types of facilities being considered for the Site, it was determined that there would be insufficient space to accommodate these additional activities (within the current concept) and, in the case of archery, potential compatibility issues with other activities currently envisaged for the Site.

The intention of this Concept Plan is to provide a broad framework for community facility provision that is both flexible and adaptable and capable of responding to a number of different scenarios that may eventuate into the future. For the purposes of the development of this Concept Plan the following assumptions have been made:

- Harness racing activities in the Strathalbyn area will be sustainable into the future and existing facilities at Milnes Road will be relocated to the Site.
- Community Living Australia determines that the Site could offer the potential to deliver their sustainable farm/community gardens concept (acknowledging that their current position does not support this approach).
- Indoor recreation centre will be located on the Site, noting that Eastern Fleurieu School advises such a facility on Lot 10 could not be utilised by the school.
- Any future potential conflicts between the various user groups and their activities can be mitigated through appropriate programming and facility management arrangements
- Further investigations will be required to determine the ultimate viability of some or all of the identified components (see section 5.3), with the viability of some facilities reliant on the establishment of other infrastructure on the Site

The Open Space Needs Analysis identified a predicted 44ha shortfall of open space; Linear (14ha), Neighbourhood (5ha), District (10ha) and Regional (15ha) open spaces.

Areas associated with the community hub, racing track and flexible open spaces 1 and 2 (potentially facilitating organised sports surfaces/recreational activity pursuits and other community events, including the Agricultural Show) would meet the Needs Analysis' definition for Regional Open Space: Venues & Arenas: Areas of open space for specific events (sporting or other) that attract local and regional tourism. In total, this area equates to around 17ha.



**FIGURE 4 CONCEPT PLAN**  
Lot 10 Langhorne Creek Road, Strathalbyn

**Table 2 Concept Plan Components**

Component	Purpose	Basic Spatial Provisions	Rationale
<b>Community Hub (multi-purpose building)</b>			
Function room	Facilities for all user groups of the Community Hub and the site Flexible space capable of accommodating up to 400 people	2,000m2 footprint total (indicative only)	To deliver a flexible, multi-purpose facility that caters for a wide range of community sport and recreation related activities, thereby maximising usage, minimising facility duplication and rationalising costs
Commercial kitchen	Facilities for all user groups of the Community Hub and the site		
Administrative rooms	Facilities for all user groups of the Community Hub and the site		
Toilet/shower amenities	Facilities for all user groups of the Community Hub and the site		
Changerooms	Facilities for all user groups of the Community Hub and the site		
Clubrooms	Facilities for sports clubs based at the site		
Storage	Facilities for all user groups of the Community Hub and the site		
Undercover betting ring/Tote	Facilities specifically for harness racing activities		
<b>Indoor recreation courts</b>			
2 indoor courts (with provision for a future 3rd court)	Catering for a wide range of indoor recreation activities such as basketball, volleyball, netball, futsal/rutsal, badminton, with the capacity to accommodate other informal recreation activities and community events such as the Strathalbyn Agricultural Show (Show Pavilion)	2,100m2	To deliver improved access to indoor recreation space for the local community

Component	Purpose	Basic Spatial Provisions	Rationale
<b>Education &amp; Training Precinct</b>			
Education & Training Centre	Incorporating learning and training spaces, and administrative spaces	1,000m2 footprint (indicative only)	Key component of the Sustainable Farm concept and School Equine Studies Program
Sustainable Accessible Farm & Community Gardens	Accommodate Community Living Australia's Accessible Farm concept	5ha	Key component of the Sustainable Farm concept
Produce Stall	Roadside sales	20m2 (indicative only)	Key component of the Sustainable Farm concept
School Equine Studies Program	Horse paddocks	2ha	Synergies with the Accessible Farm concept and potential to free up land at the school campus for alternative uses
(see also Community Hub)			
<b>Aeromodel Club Facility</b>			
Field	Flying circuit for aero modelling pursuits	5.5ha	Area currently leased to the club. Potential to further optimise use of this space for diversified club-related pursuits (e.g. radio control cars). Small extension to existing boundary requested to accommodate aviation safety requirements.
Clubrooms & amenities	Consolidated & enhanced support infrastructure	100m2 (indicative only)	Existing facilities are relatively limited and would benefit from consolidation and upgrade to facilitate increased membership and participation
(see also Flexible Open Space 2)			
<b>Flexible Open Spaces</b>			

Component	Purpose	Basic Spatial Provisions	Rationale
Flexible Open Space 1 (internal to harness racing track)	Irrigated grass amenity space that could support a range of community sport and recreation activities and one-off event activities	Potential space available to accommodate 3 soccer pitches or 1 football/cricket oval Potential requirement for space to also accommodate water attenuation structure for harness racing use	Optimise use of all available spaces across the site through provision of flexible spaces that can potentially accommodate a range of sport, recreation and community activities
Flexible Open Space 2 (eastern land parcel)	Infrastructure to support campdrafting / sheepdog events Permanent or temporary livestock fencing	6.5ha approx. (including 2.5ha event car parking/camping area) 100m x 100m event space with 50m x 100m cattle yards at either end Circulation space – approx.25m around fencing	Optimise use of all available spaces across the site through provision of flexible spaces that can potentially accommodate a range of sport, recreation and community activities
	Additional space required by Aircraft Club to accommodate aviation safety requirements for existing North/South runway and potentially introduce new aeromodelling pursuits. Model aircraft field would be un-flyable on days Flexible Open Space being used for other purposes such as event carparking etc.	6.5ha approx. (including 2.5ha event car parking/camping area)	
	Event car parking &/or camping area	2.5ha approx.	Provision for larger numbers of participants/attendees to various community events on site
Satellite amenities block	Toilet/shower facilities for community events, event camping area	50m <sup>2</sup> (indicative only)	Provision for larger numbers of participants/attendees to various community events on site
<b>Harness Racing</b>			
Track	To meet Harness Racing	Approx. track dimensions 800m	Re-provides for existing facility at

Component	Purpose	Basic Spatial Provisions	Rationale
	Australia standards/guidelines	long, 18m wide	Milnes Road. Required infrastructure for harness racing
Parade Ring	Harness racing specific infrastructure	Indicative dimensions identified only	Required infrastructure for harness racing
Maintenance shed	Harness racing specific infrastructure	Indicative dimensions identified only	Required infrastructure for harness racing
Stables & livestock pens	Shared facilities for use by harness racing, community events etc	Indicative dimensions identified only	Required infrastructure for harness racing (with potential for shared use with other activities/events)
(see also Community Hub)			
<b>Local Reserve / RV campground</b>			
Local Reserve	Integration of western parcel of the site around the existing detention basin with adjacent Local reserve (Berri Smith Drive reserve)	1.3ha (excluding existing reserve)	Provides a green and welcoming space for pedestrian arrival, to be enhanced by further environmental upgrades
RV campground	Self-contained vehicle facility requiring only basic support amenities (water supply, dump point, shelter)	1ha	Identified shortage of this type of visitor facility in the Strathalbyn area Limited availability of space at the main oval / caravan park
<b>Access &amp; Circulation</b>			
Site access points - vehicular	Three vehicular access points off Langhorne Creek Road servicing: <ul style="list-style-type: none"> <li>RV campground / access to Stockman's Challenge event</li> <li>Community Hub / Indoor</li> </ul>	N/A	Accessibility

Component	Purpose	Basic Spatial Provisions	Rationale
	recreation courts / Education & Training Centre <ul style="list-style-type: none"> <li>• Aeromodel club / flexible open space / event space</li> </ul>		
Site access points - pedestrian	Safe, off-road access into the site for walkers and cyclists (internal pedestrian circulation not specifically defined on plan)	N/A	Accessibility
Internal access roads	Provide access to all facilities on site	Provision made for max.10m wide access corridors	Accessibility
Drop-off / turning circle	Large vehicle turning circle and drop-off point for use by harness racing and community events	Up to 30m radius turning circle	Delineated space for large vehicle turning
Car parking (formalised)	Servicing the Community Hub / Indoor recreation Centre / Education & Training Centre (larger vehicles excluded from this space)	150-200 car park spaces (indicative only)	Addresses the need to provide clearly identified, formalised car parking areas in and around the major built facilities
Large vehicle parking bays	To facilitate ease of access to the site for larger vehicles associated with harness racing, community events etc	Indicative only	Addresses the need to provide for larger vehicle circulation in and around the site
Strategic link to the school	To facilitate safe, direct access between the site and the school	N/A	Provides safe access for school children potentially using the learning centre or indoor recreation facilities
Strategic link to the District Centre via Angas River shared use path network	To facilitate safe, direct and attractive access between the site and the District Centre	N/A	Provides safe access to encourage walking/cycling to and from the site and encourage RV campground users to visit the District Centre

## 5.2 Planning Considerations

Given the purpose of this Concept Plan is to explore how a variety of community-based facilities and activities might be incorporated onto the site, it is important to ensure the Site is suitable for its intended or envisaged purpose from a planning perspective.

To that end, this section of the Concept Plan includes discussion of (1) potential interface issues with respect to surrounding land uses, and (2) rezoning options including recommended local policy additions/variations needed to support the kinds of land uses envisaged by this Concept Plan.

### 5.2.1 Interface buffers

When proposing new development, it is important to consider effective management of air quality and noise impacts across interfaces between activities and people or sensitive environments (often referred to as sensitive receivers).

In considering these interface issues, there are two elements to consider:

- the introduction of new or expanded activities near existing sensitive land uses, such as residential areas; and
- the introduction of new or encroaching sensitive land uses near existing activities.

As described in Section 3 above, the Site is located in a semi urban-rural environment on the south east periphery of the Strathalbyn Township. Surrounding land uses include residential housing, the Terramin Australia Angas Zinc Mine, the Garwood Quarry, South Coast Helicopters and primary production land.

#### Legislative Context

The Development Act 1993 and the Environment Protection Act 1993 provide the legislative basis for a range of regulations, policies and guidance documents in relation to air quality and noise pollution.

In 2016, the South Australian Environment Protection Authority (EPA) published a guidance document titled “Evaluation Distances for Effective Air Quality and Noise Management” (**evaluation distance guidelines**) which is one of a suite of EPA guidance tools for use by relevant stakeholders including planning authorities, developers, and the community. Amongst other things, the evaluation distance guidelines describe how the EPA develops advice on proposed new or expanding developments and Development Plan Amendments.

The evaluation distance guidelines contain a set of Tables with recommended evaluation distances for certain activities within which potential adverse impacts on sensitive receivers need to be assessed. Evaluation distances thus provide an envelope around an activity within which environmental risks need to be assessed. In considering these activities/distances the relevant boundary is that which encloses all related activities and operations from which emissions may arise (called the ‘activity boundary’) and is therefore not necessarily the property boundary. In practice, activities may be brought closer to sensitive land uses than the recommended evaluation distance provided the proponent can demonstrate to the EPA that adverse environmental impacts can be adequately addressed. In contrast, where separation distances exceed the recommended evaluation distances, further assessment is generally not necessary.

Please refer to the Evaluation Distances for Effective Air Quality and Noise Management, EPA, 2016, for specific details.

### Sensitive receivers (outside of the Site)

The closest dwellings are within the residential housing estate to the immediate west and south of the Site, separated by existing and proposed open space areas. A row of dwellings on rural living type holdings along the Callington Road are approximately 700 metres from the Site whilst dwellings on larger rural type holdings to the south, east and south east are approximately 300 metres, 600 metres and 280 metres from the Site respectively.

Importantly, however, none of the proposed forms of development envisaged by the Concept Plan are considered to be polluting or impacting activities as described in the evaluation distance guidelines. The only exception relates to the temporary keeping of dogs where the evaluation distance guidelines set a minimum separation/evaluation distance of 500 metres (for boarding and breeding kennels). Notwithstanding that the keeping of dogs in the context of the Concept Plan is not for commercial kennels but rather for temporary camp drafting and sheep dog events, there is scope to achieve this separation distance to adjacent dwellings. Further consideration can be given to design, operation and management aspects of these activities at a development application stage.

In terms of impact on sensitive receivers, the Aeromodel Club is the only relevant existing activity on the Site. It is not specifically identified as a polluting or impacting activity in the evaluation distance guidelines, where the closest reference is for an aerodrome (i.e. for the conduct of facilities for commercial or charter aircraft take-off and landing). Based on preliminary discussions with the EPA an Aeromodel Club is not considered to be a significant noise or odour generating activity as it related to adjoining urban areas or future proposed activities within the Concept Plan area itself. Potential noise impacts would however still need to be addressed at a development application stage should the club wish to pursue expansion plans on the Site, with reference to relevant Development Plan policies, the Environment Protection (Noise) Policy and any other relevant standards. Also, as discussed further below, Council would need to give further consideration to managing potential interface issues between the clubs activities and helicopter movements to/from the South Coast Helicopters facility on land to the south east of the Site.

### Sensitive receivers (within the Concept Plan area itself)

Some of the envisaged forms of community and recreation development promoted within the Concept Plan are sensitive receivers in their own right, such as a caravan park, community centre, educational institution, recreation areas and reserves.

Consideration thus needs to be given to the introduction of these new sensitive land uses near to existing business activities on surrounding land parcels.

Within the locality, there are three (3) existing business activities that are identified in the evaluation distance guidelines as polluting activities (i.e. an activity that has the potential to cause pollution to air, land, water or the noise environment). The actual separation distances between the Site and these surrounding land uses is described below and displayed on a map in Figure 3:

- Terramin Australia Angas Zinc Mine – to north of Site on the Callington Road: separation of approximately 100 metres to the tailing dam and approximately 450-500 metres to the operations area, from the outer boundary of the Site.
- Garwood Quarry - to the east of the Site: separation of approximately 280 metres from outer boundaries of both sites.
- South Coast Helicopters - to the south east of the Site: separation of approximately 280 metres from outer boundary of the Site to the helicopter facility.



**Figure 3 – Locality of adjoining uses**

In considering relevant Concept Plan activities as 'sensitive receivers', preliminary discussions with the EPA indicated that the proposed activities are at the less sensitive end of the scale when compared to housing and child care centres. The EPA also advised that subject to reviewing the Strathalbyn Township and Environs Development Plan Amendment (DPA) and further details on the Terramin Australia proposal (described below) it did not foreshadow any significant issues on noise or odour impacts.

#### *Terramin Australia Angas Zinc Mine*

The evaluation distance guidelines do not set a pre-determined recommended evaluation distance for mineral works. Instead odour, dust and noise impacts are to be assessed on a case by case basis.

Terramin Australia has advised Council that the Angas Zinc Mine is not currently active but they retain an existing mining lease and operational license. Terramin Australia has also advised Council of its proposal to recommence partial operations in 2018 with the processing and crushing of gold ore (sourced from another location in the Adelaide Hills) and use of the existing tailing dam.

As it relates to Terramin's previous operations at the Angas Zinc Mine, an Environmental Noise Assessment was undertaken in 2012, which provided noise modelling showing noise levels at all noise-sensitive locations within the vicinity were predicted to satisfy the noise limit at all times. The Community Hub area within this Concept Plan has a greater separation distance to the mine processing plant area than those nearest dwellings, again noting that this report was relevant to those operations at that time.

Council has provided a copy of the draft Concept Plan to Terramin Australia. Terramin has advised that it does not have any in-principle objections to the activities proposed in the Masterplan, but would like it noted that their activities do produce some noise and dust (within the constraints of existing environmental approvals) which will need to be communicated to new users of the Site.

In preliminary discussions with the EPA, it has raised the need for further consideration at the detailed design stage of groundwater aspects as it relates to the Site and its proximity to the Terramin Australia tailing dam.

### *Garwood Quarry*

The evaluation distance guidelines prescribe a 500 metre recommended evaluation distance for the crushing, grinding or milling of rock, ore or minerals.

The Garwood Quarry is a limestone quarry – primarily for the purpose of extracting and crushing limestone for road product. It is understood that no blasting occurs at the quarry.

Following preliminary discussions with the owner, it is understood that future quarrying would not occur towards the west (in the direction of the Site) due to the location of the property boundary, but would be to the south and east. Notwithstanding this, the owner is keen to ensure that the proposed Concept Plan activities would not impact on the ongoing operation of the quarry. To this end, policy in relation to protection of mineral deposits is contained in the Mineral Extraction module of the Development Plan.

As it relates to the evaluation distance guidelines, there is scope to achieve the 500 metre separation/evaluation guideline for the crushing operations (referenced earlier), to the Community Hub, educational and RV campground areas, but not as it relates to parts of the open space areas. Further assessment of interface issues between the quarry and these open space areas could be undertaken at the detailed design stage.

### *South Coast Helicopters.*

The evaluation distance guidelines do not set a pre-determined recommended evaluation distance for aerodromes. Instead noise and other impacts are to be assessed on a case by case basis.

South Coast Helicopters conduct charter flights for a range of clients, from a launching pad adjacent to the operator's dwelling.

Council granted development approval in 2012 for the operation, with relevant conditions generally relating to frequency and day time flights. As part of the assessment process, the EPA provided comment on the application, and (as it related to the locality at that time) considered that based on the buffer separation to adjacent dwellings (and having regard to the type of helicopter and frequency of flights) the facility was unlikely to cause environmental nuisance from noise.

The owner of South Coast Helicopters has raised concerns with Council about the ways in which a number of Concept Plan activities might impact on helicopter flights. These include horse activities and potential expansion of the Aeromodel Club, and the need for fencing and landscaping to address visual amenity/screening aspects.

Although various general provisions are contained in the Development Plan that interrelate to these comments, Council will need to facilitate further discussions between the South Coast Helicopters and future users of the Site to ensure adequate operational and management controls are imposed upon future users of the Site to address any safety concerns associated with proximity to South Coast Helicopters.

### Internal open space buffers

In addition to the Site having separation buffers to adjoining areas, it also has substantial internal buffers (to the central/core activities) by virtue of the open space areas around the northern, western and eastern flanks. These open space areas will assist create a sense of openness (helping to maintain the urban/rural interface), assist in screening/reducing the visual impact of built development and in establishing greater separation distances to adjoining development.

### Rural interface

The Site also has an interface with the Primary Production Zone. It is important that rural areas continue to be acknowledged and protected through planning policy – the Alexandrina Council

Development Plan has the benefit of the SA Planning Policy Library modules, which has adopted the Interface between Land Uses module, inclusive of Principle of Development Control 17 that requires a buffer to urban development of 40 metres. As outlined earlier, the Concept Plan has substantial internal buffers by virtue of the open space areas that assists with the management of the rural interface.

#### Landfill operations

EPA guidelines require that a risk assessment be undertaken for development within 500 metres of a waste landfill (both operational and historic).

Three (3) landfill sites were identified in the general locality of the Site, and have a separation distance of greater than 500 metres, as detailed below:-

- Adelaide Hills Recycling Pty Ltd – Hillside Road Strathalbyn - the closest point from the outer boundary of the Site to this land parcel is approximately 630 metres;
- Terramin Australia – Callington Road - the closest point from the outer boundary of the Site to the identified land fill area is approximately 550-600 metres; and
- Alexandrina Council facility, Forrest Road - this landfill has been closed for some years and is now a waste depot and transfer station – it is located over 1 kilometre away from the Site.

#### **5.2.2 Rezoning and policy considerations**

To inform the Strathalbyn Township and Environs Development Plan Amendment (DPA), this section of the Concept Plan report considers options for how the Site could best be rezoned to accommodate the range of community and recreation uses envisaged.

#### Rezoning options – Better Development Plan

The Alexandrina Council Development Plan converted into the SA Government's Better Development Plan format in 2014.

As part of the Better Development Plan initiative, the SA Government developed the State Planning Policy Library. The Planning Policy Library promotes greater certainty for the community and proponents by incorporating standardized policies, terminology and expression for the adoption and adaptation of Council and the Minister as they think fit.

In terms of available Better Development Plan zone modules, the following type of zone modules would be suitable for the land uses envisaged by this Concept Plan with relevant adaptation/local variations:-

- Community Zone
- Open Space Zone

The Alexandrina Council Development Plan has already adopted the use of the Open Space Zone for some (but not all) community/recreation and open space areas. The Open Space Zone provides scope for a range of public and private recreation, sporting and community development.

The Open Space Zone also provides scope for the creation of specific policy areas that can provide more targeted policy and non-complying exceptions for a specific area. As described in further detail below, in this context it would be appropriate to establish a new Policy Area, titled the Langhorne Creek Road, Strathalbyn, Recreation and Community Policy Area. This could be modelled on the Recreation Policy Area from the SA Planning Policy Library and be adapted where required.

The Open Space Zone also recognises the importance of the open space nature of the Concept Plan and its parkland type surrounds, and also the current Development Plan which recognises the Site as a reserve on Location Map Alex/33. The use of the Open Space Zone is also consistent with previous Council studies.

Alternatively, a new Community Zone (with associated Recreation Policy Area) could be introduced into the Development Plan from the SA Planning Policy Library.

In either case, the zone would need to be adapted with local variations for the specific types of development envisaged in the Concept Plan, and those that are not.

In addition to the zone modules, the Alexandrina Council Development Plan also has a wide variety of Council-wide modules from the SA Planning Policy Library that assist with the assessment of relevant land uses envisaged by the Concept Plan and as it relates to the locality, including but not limited to:-

- Animal keeping
- Building near airfields
- Community facilities
- Design and appearance
- Hazards
- Infrastructure
- Interface between land uses
- Natural resources
- Mineral extraction
- Orderly and sustainable development
- Tourism development
- Transportation and access
- Waste.

#### Local variations

On the basis that Council adopts the Open Space Zone for the Site, the local variations and amendments that should be considered are described in Appendix A below.

### **5.2.3 Development Plan Consent**

Notwithstanding the existence of this Concept Plan, any proposed development on the Site would be subject to a further detailed site investigation, planning, design and feasibility stage, as outlined in Section 5.3 below. Subject to the outcome of the detailed design stage, development proposals must pass through a development application process (as prescribed under the Development Act) whereby the proposal would be assessed against the provisions of the Council's Development Plan.

### **5.2.4 Transition to new Planning and Design Code**

The planning and development system in South Australia is undergoing a process of legislative reform whereby the existing processes under the *Development Act 1993* (SA) will be progressively replaced by new processes under *Planning, Development and Infrastructure Act 2016* (SA) (**PDI Act**).

As part of these planning reforms, the Development Plan will ultimately be replaced by a new Planning and Design Code to guide planning throughout the State. The newly formed State Planning Commission will be responsible for preparing the new Planning and Design Code. In the meantime Development Plans will continue to apply, and as other parts of the PDI Act commence, as if forming part of the Code.

The Council is mindful of the timing and transitional arrangements to the new Planning and Design Code as it relates to adoption of this Concept Plan.

## 5.3 Future investigations

The Concept Plan illustrates an initial approach that considers how a variety of community-based facilities and activities might be incorporated onto the Site, and how these individual land uses might successfully interact with one another. The primary purpose of the Concept Plan is to identify the kinds of future land uses envisaged for the Site, to enable appropriate zoning policy to be incorporated into the Strathalbyn Township & Environs DPA currently being prepared by Council.

In order to progress future development of the Site beyond these rezoning requirements, further detailed investigations will be required to establish the feasibility of developing each of the facilities suggested for the Site, whilst also considering potential alternative locations for such facilities.

Investigations should include (but not necessarily be limited to):

- Business case / detailed feasibility studies for individual site components & ongoing management arrangements
- Land division arrangements (see below)
- Further consideration and understanding of the design, operation and management aspects of proposed Concept Plan activities as they interrelate to interface issues with the Terramin Australian Zinc Mine, Garwood Quarry and South Coast Helicopters.
- Detailed master plan and design processes, to include:
  - Services (power, water, waste water)
  - Environmental surveys
  - Cultural heritage surveys
- Order of Cost estimates
- Further stakeholder and community consultation

As recognised by a number of stakeholders during the consultation phase, ongoing liaison and discussion between the various user groups (facilitated by Council) will be essential to the successful realisation and ongoing management of the proposed development. Central to this would be the development of an agreed management model.

With regards to future land division of the site, at this stage in the development process there remain a number of permutations that would impact upon the ultimate use of the land and mix of user groups/sport and recreational activities, and the clear defining of future land ownership, licence and lease arrangements, management and maintenance responsibilities.

Currently, only the Aeromodel Club have a lease to use a portion of the site (due to expire on 31 January 2018). Any future agreement with the Aeromodel Club should reconcile the delineated club boundary in the current agreement with the fence line arrangement that exists on the ground. A future agreement should also address additional requirements for 'safe overflying zones', in line with contemporary aviation guidelines, and as identified through consultation with the Aeromodel Club (zones identified on Figure 4 Concept Plan). Appropriate management of these zones could be addressed through the use of a non-exclusive licence arrangement with the Aeromodel Club.

As noted above, further detailed discussions will be required with all future user groups of the site to understand precisely how the various sporting, recreational and community-based facilities, activities and events will work together. In particular, understanding how the Community Hub facility might operate, together with management and maintenance responsibilities, and how this might affect club-specific facilities and activities (such as the harness racing track and associated infrastructure). Until such items are addressed it is not feasible at this stage to clearly determine individual club/user responsibilities, lease/licence arrangements or land ownership considerations.

## 5.4 Next Steps

The final Concept Plan report will be forwarded to Holmes Dyer, being the consultants engaged by Council to assist with preparation of the Strathalbyn Township & Environs DPA. Key outputs from the final Concept Plan report will then be incorporated into the draft DPA. It is expected that the draft DPA will be released for a formal 8-week public consultation period in the latter half of 2017.

During public consultation on the draft DPA, all community members will have an opportunity to provide feedback on the issues addressed within the draft DPA, including the proposed rezoning of the Site.

# Appendix A – Local Variations

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Further to Section 5.2.2 above which considers how the Site could best be rezoned to accommodate the range of community and recreation uses envisaged by this Concept Plan, this Appendix details the local variations and amendments that should be considered on the basis that Council adopts the Open Space Zone from the State Planning Policy Library.

- **Open Space Zone**
  - Add reference to a new Policy Area in the Desired Character statement
- **Langhorne Creek Road, Strathalbyn, Recreation and Community Policy Area**
  - Introduce a Policy Area (Langhorne Creek Road, Strathalbyn, Recreation and Community Policy Area) with specific/targeted provisions as it relates to the Concept Plan, such as:-
    - Objectives
    - Desired Character Statement
    - Principles of Development Control
      - PDC 1 – envisaged form of development
      - To promote the open space areas around the periphery of the Site
      - To promote good built design principles, height, form etc., within an open and landscaped setting
      - To enable consideration of site design and interface aspects
      - To reference a new Concept Plan Map Alex/25 to generally reflect the Concept Plan
      - To enable land division as it relates to facilitating the forms of development envisaged in the Policy Area
- **Non-complying exceptions**
  - To review the Open Space Zone non-complying entries only as it relates to a new Langhorne Creek Road, Strathalbyn, Recreation and Community Policy Area, with exceptions in Column 2 of the non-complying table that reference the new Policy Area and where in association with an envisaged form of development in that Policy Area, for example:-
    - Education Establishment, .....
    - Horticulture, .....
    - Land Division, .....
    - Motel, ..... (to ensure a caravan park is not non-complying in the Policy Area)
    - Office, .....
    - Restaurant, .....
    - Shop, .....
    - Store, .....
    - Tourist accommodation, ..... (to ensure a caravan park is not non-complying in the Policy Area)
- **Public notification**
  - To consider Category 1 and 2 exceptions for envisaged forms of development in the Policy Area
- **Mapping**
  - Amend location, zone and policy area maps accordingly – Map Alex/33
  - Introduce new Concept Plan Map Alex/25
- **Corresponding amendments**
  - To make other cross-referencing type amendments as it relates to the listing of the Concept Plan in the Orderly and Sustainable Development module, map reference table etc.

The Concept Plan anticipates the holding of animals during events, training and shows, as part of an overall community development rather than being for a form of intensive animal husbandry or

intensive feedlot. In the normal way, aspects relating to animal management and site/operational management, odour and noise management would need to be considered in more detail at a design and development application stage through application of relevant Development Plan provisions and standards. Therefore, the Policy Area should also seek to clarify that animal keeping as it relates to shows and events are envisaged, in terms of any corresponding clarification that might be required to ensue no policy interpretation confusion with the current non-complying trigger for intensive animal keeping.