

# Development Plan Amendment

By the Council

## District Council of Franklin Harbour

### General Development Plan Amendment

Explanatory Statement and Analysis

*For Consultation*



## Table of Contents

<b>Have Your Say</b>	<b>1</b>
<b>Explanatory Statement</b>	<b>2</b>
<b>Introduction</b> .....	<b>2</b>
<b>Need for the amendment</b> .....	<b>2</b>
Background .....	2
<b>Statement of Intent</b> .....	<b>3</b>
<b>Affected area</b> .....	<b>3</b>
Cowell Surrounds and Airport .....	4
Lots 9 and 10 Beach Road, Cowell .....	5
Port Gibbon .....	6
<b>Summary of proposed policy changes</b> .....	<b>7</b>
<b>Legal requirements</b> .....	<b>7</b>
<b>Consultation</b> .....	<b>8</b>
<b>The final stage</b> .....	<b>8</b>
<b>Analysis</b>	<b>9</b>
<b>1. Background</b> .....	<b>9</b>
<b>2. The strategic context and policy directions</b> .....	<b>10</b>
2.1 Consistency with South Australia’s Strategic Plan .....	10
2.2 Consistency with the Planning Strategy .....	10
2.3 Consistency with other key strategic policy documents .....	13
2.3.1 Council’s Strategic Directions Report .....	13
2.3.2 District Council of Franklin Harbour Development Plan .....	13
2.3.3 Infrastructure planning .....	14
2.3.4 Current Ministerial and Council DPAs .....	14
2.3.5 Existing Ministerial Policy .....	14
<b>3. Investigations</b> .....	<b>14</b>
3.1 Investigations undertaken prior to the SOI .....	14
3.1.1 Development Plan Review .....	14
3.1.2 Cowell Urban Design Framework .....	15
3.1.3 Engineering Investigations for Port Gibbon .....	17
3.1.4 Cowell Foreshore Development Investigations .....	17
3.1.5 Vegetation Assessment for the Extension of Residential Zone .....	18
3.2 Investigations undertaken to inform this DPA .....	19

**General (Part 1) Development Plan Amendment**  
**District Council of Franklin Harbour**  
**Table of Contents**

3.2.1 Review of Town Centre boundaries .....	20
3.2.2 Review of zoning in Port Gibbon.....	22
3.3.3 Review of zoning of the Cowell Airfield.....	23
3.3.4 Desktop Infrastructure Investigations for Farr Street .....	24
3.3.5 Biodiversity Investigations.....	26
3.3.6 Hazards Investigations.....	27
3.3.7 Preliminary evaluation of the potential contamination risk.....	27
3.3.8 Review of historical landfill locations.....	28
3.3.9 Potential risks to water quality associated with the Cowell Foreshore Concept.....	28
3.3.10 Investigate the capacity of the Cowell community waste water management system .....	29
3.3.11 Review of Commercial, Industry and Infrastructure Zone .....	29
<b>4. Recommended Policy Changes .....</b>	<b>29</b>
<b>5. Consistency with the Residential Code .....</b>	<b>30</b>
<b>6. Statement of statutory compliance .....</b>	<b>30</b>
6.1 Accords with the Planning Strategy.....	31
6.2 Accords with the Statement of Intent.....	31
6.3 Accords with other parts of the Development Plan.....	31
6.4 Complements the policies in the Development Plans for adjoining areas .....	31
6.5 Accords with relevant infrastructure planning.....	31
<b>References/Bibliography .....</b>	<b>32</b>
<b>Schedule 4a Certificate .....</b>	<b>33</b>
<b>Appendices .....</b>	<b>34</b>
<b>Appendix A - Assessment of Council's Strategic Plan 2017-2021 .....</b>	<b>35</b>
<b>The Amendment.....</b>	<b>1</b>

## **Have Your Say**

This Development Plan Amendment (DPA) will be available for inspection by the public at 6 Main Street, Cowell from Thursday 18 July 2019 until Friday 13 September 2019.

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

Submissions should be addressed to the Chief Executive Officer, PO Box 71, Cowell SA 5602 or emailed to [council@franklinharbour.sa.gov.au](mailto:council@franklinharbour.sa.gov.au).

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

If requested, a meeting will be held on 27 September 2019 at 1.00pm at the Council Chambers (6 Main Street, Cowell).

## Explanatory Statement

### Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

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

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
  - Background information
  - Investigations
  - Recommended policy changes
  - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

### Need for the amendment

#### Background

The District Council of Franklin Harbour has been experiencing a period of growth and change earmarked with a number of developments and improvements within the Council area. These include:

- Plans being accelerated for the Cowell foreshore development;
- Council being the beneficiary of two significant grants:
  - South Australian Boating Facilities Advisory Committee in the sum of \$1.5 million towards a \$4 million project to build a 40 berth marina and supporting ladies and gents ablutions and laundry along with a small retail premises; and
  - A Federal Grant under the Building Better Regions Fund of \$3 million to build infrastructure in Cowell to support tourism, the oyster industry and community facilities. These facilities include a water playground and pool, extra foreshore parking and a commercial complex which may house café/restaurant facilities or commercial/tourist offerings.
- The approval and operation of a \$4 million oyster hatchery to the south of Cowell;
- The development of a \$30 million port facility at Lucky Bay that is due to commence shipping grain in 2019 season with a capacity of up to 700,000 tonnes per annum;
- The construction of a Community Wastewater Management System servicing Cowell; and
- The signing of a Memorandum of Understanding with an aged care provider to develop a facility that increases the number of 'hostel' accommodation places in the township from 20 to 60.

Changes to the Development Plan during this time have been limited to the Lucky Bay DPA in 2016 which recognised the approved port facility and the General and Coastal DPA in 2015 which converted the Development Plan to the SA Planning Policy Library (SAPPL) format. Whilst completed in 2015, this DPA had been commenced several years prior and once implemented, was due for further review.

Accordingly, Council engaged MasterPlan to undertake a practical review of its Development Plan (the scope not extending to being a full review pursuant to Section 30 of the *Development Act 1993*) and to provide advice and recommendations as to how well the current policy fits the needs and aspirations of the

community. The Development Plan Review, has been adopted by Council and this Development Plan Amendment (DPA) seeks to implement the proposed recommendations.

The review concluded in August 2016 and considered the goals and approaches outlined in key strategic policies at a state, regional and local level:

- South Australia's Strategic Plan
- Eyre and Western Region Plan: a volume of the South Australian Planning Strategy
- Eyre Peninsula Destination Action Plan 2012-2015
- Eyre Peninsula Coastal Development Strategy, 2007
- Natural Resources Management Plan for the Eyre Peninsula Region, 2009
- Regional development Australia, Whyalla and Eyre Peninsula Regional Plan 2014-2016
- District Council of Franklin Harbour Strategic Plan 2012-2017
- Cowell Urban Design Framework and Master Plan (2011)

From this review, a number of opportunities to update Development Plan policy and zoning were identified to respond to and align with the above strategic policies. The key desired outcomes were:

- enabling the Cowell Township to accommodate future population growth;
- defining and supporting the growth of a series of 'nodes' of development within the Council area;
- preparing for future growth in the resources industry;
- positioning the Cowell Township and Council area as a tourist destination;
- providing for infrastructure improvement; and
- providing ongoing support for primary production operations.

A number of recommendations requiring a DPA were made to facilitate the above outcomes. This DPA seeks to further a number of these recommendations particularly in relation to Cowell and Port Gibbon. These are summarised as follows:

- Expand the Town Centre Zone boundaries to allow for additional growth;
- Rezone part of the Open Space Zone to ensure there is suitable policy to support existing institutional uses, together with accommodating consolidation opportunities identified in the Urban Design Framework and Development Plan Review;
- Expand the Residential Zone to the south of the existing Cowell township;
- Rezone the existing foreshore area in the Coastal Open Space Zone to a Coastal Marina Zone;
- Provide for a new Aquaculture Zone south of Cowell on Port Gibbon Road;
- Rezoning the Cowell Airfield with a view to including an Infrastructure – Airfield Zone on the Lincoln Highway to cover the Airfield; and
- Rezone the existing shack sites in Port Gibbon from Coastal Conservation Zone to Coastal Settlement Zone and introducing a Caravan and Tourist Park Zone.

## **Statement of Intent**

The Minister for Planning agreed to the Statement of Intent (SOI) on 22 January 2018, on the proviso that Council excludes all amendments to the Development Plan policies relating to the Port Gibbon and Lucky Bay. The Minister for Planning provided further written advice in support of the SOI and DPA for Port Gibbon on 26 October 2018 and therefore, Port Gibbon has been included in the scope of this DPA.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed (except where the scope of the DPA has been reduced).

## **Affected area**

The areas affected by the proposed DPA are described over four areas as follows:

- Cowell Surrounds and Airport
- Lots 9 and 10 Beach Road, Cowell (Aquaculture Parcels)
- Port Gibbon

Figure 1 highlights each of these areas:

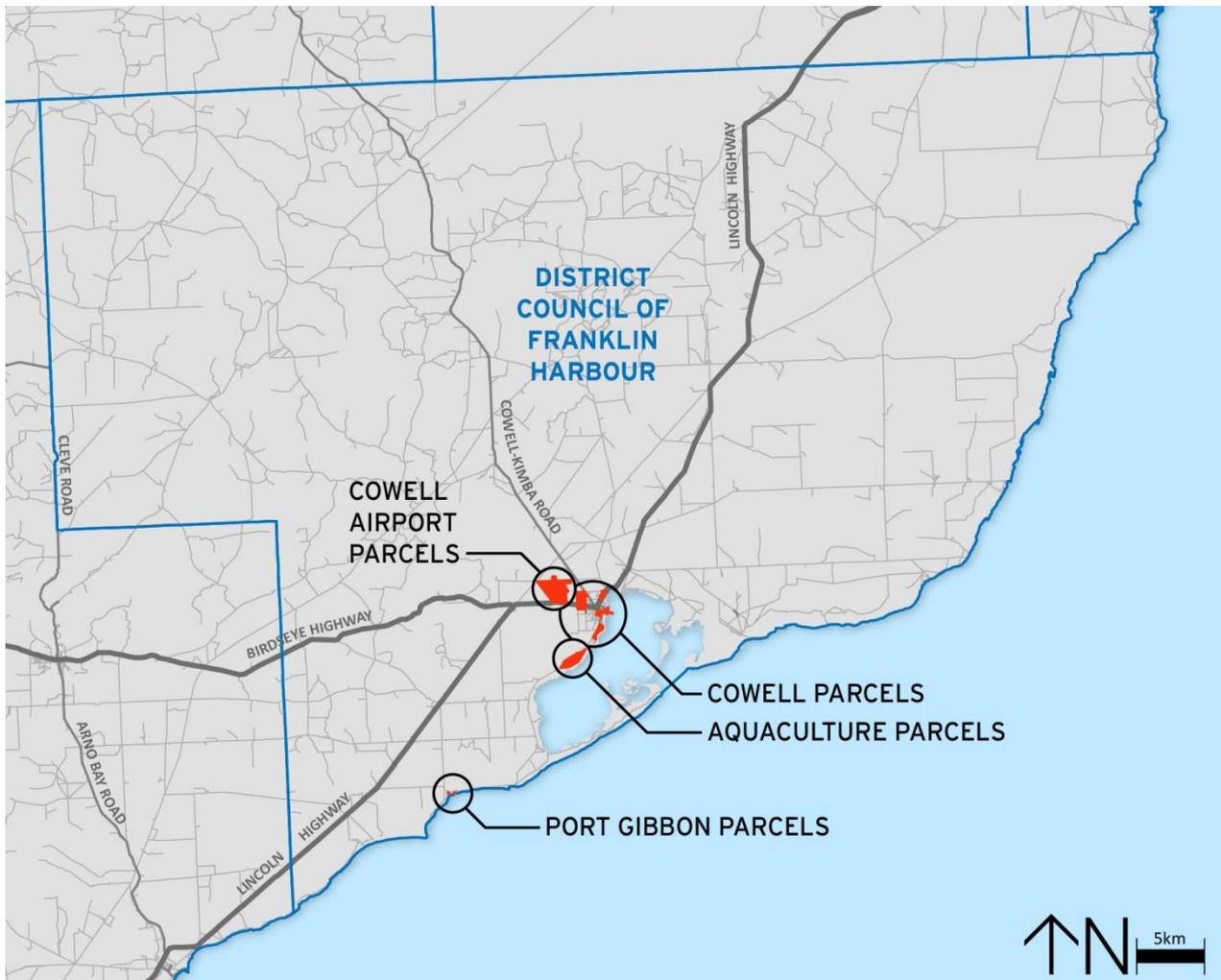


Figure 1: Context Plan

### **Cowell Surrounds and Airport**

The land referred to as Cowell Airport in this report, is in the Primary Production Zone and is shown in Figure 2. The area affected within and directly surrounding Cowell is also shown in Figure 2.

The land within the Cowell Airport is known as:

- 15753 Lincoln Highway, Cowell (Allotments 91, 92 and 93, F214882 in Certificate of Title Volume 5643 Folio 44)
- 15638 Lincoln Highway, Cowell (Allotment 26 and 62, H532600 in Certificate of Title Volume 5991 Folio 217)

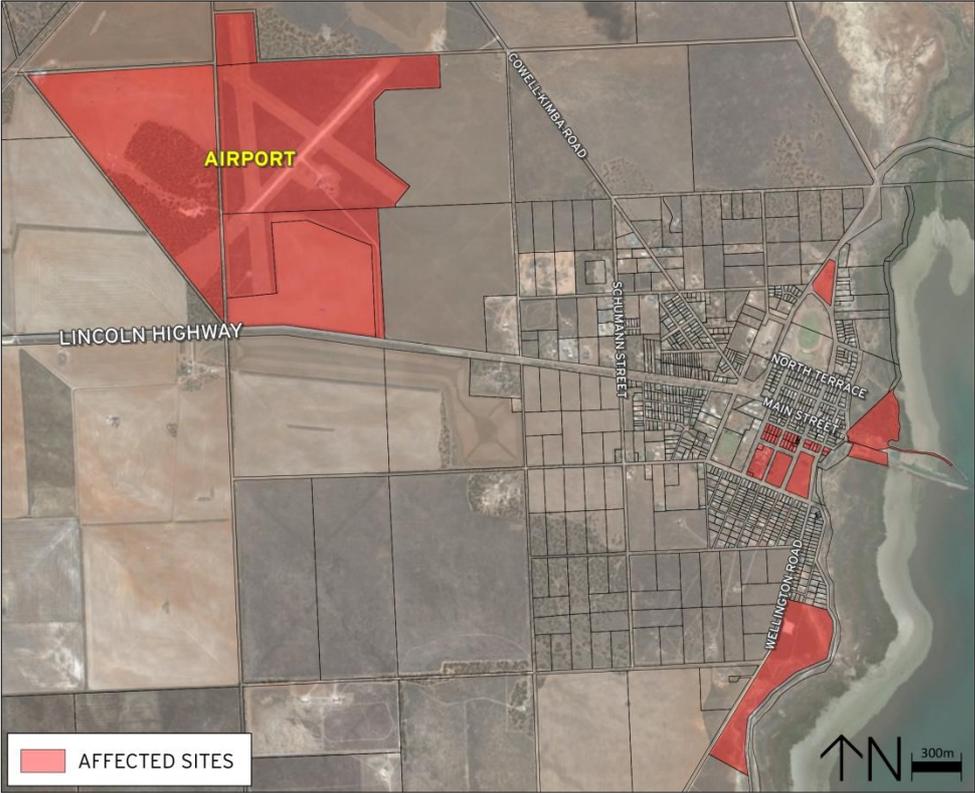


Figure 2: Cowell Affected Area

**Lots 9 and 10 Beach Road, Cowell**

Lots 9 and 10 Beach Road, Cowell (D114154 in Certificate of Title Volume 6183 and Folios 120 and 121) are shown in Figure 3 below. Lots 9 and 10 are located within the Primary Production Zone as identified on Zone Map FrH/11.



Figure 3: Cowell Aquaculture Affected Area

## Port Gibbon

Ten allotments within Port Gibbon are affected as shown in Figure 4 below.

Eight of the ten allotments are located within the Coastal Conservation Zone as identified on Zone Map FrH/13 within the Development Plan:

- Allotment 26, D83838 in Certificate of Title Volume 6062 Folio 789
- Allotment 28, D83838 in Certificate of Title Volume 6062 Folio 790
- Allotment 29, D83838 in Certificate of Title Volume 6062 Folio 791
- Allotment 30, D83838 in Certificate of Title Volume 6062 Folio 792
- Allotment 31, D83838 in Certificate of Title Volume 6062 Folio 793
- Allotment 32, D83838 in Certificate of Title Volume 6062 Folio 794
- Allotment 33, D83838 in Certificate of Title Volume 6062 Folio 795
- Allotment 34, D83838 in Certificate of Title Volume 6062 Folio 796

The remaining two allotments are identified as follows:

- Lot 520 Hogben Terrace, Port Gibbon (H531100 in Crown Record 5768 Folio 558) located within the Coastal Settlement Zone as identified on Zone Map FrH/13; and
- Lot 16 Beach Road, Port Gibbon (Deposited Plan 67571 in Certificate of Title Volume

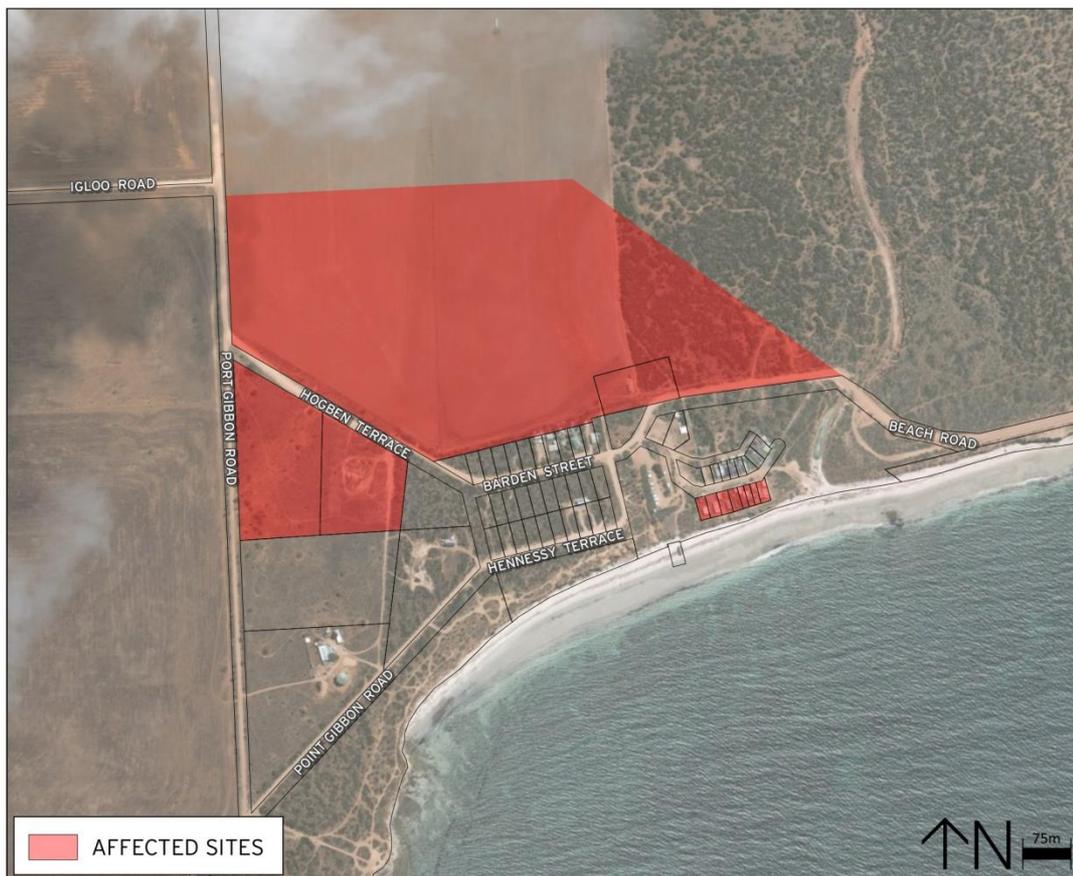


Figure 4: Port Gibbon Affected Area

## Summary of proposed policy changes

The DPA proposes the following changes:

### General Section

- Replace the Marine and Maritime Structures module with the version from the current SA Planning Policy Library
- Replace the Hazards module with the version from the current SA Planning Policy Library

### Zone

- Amend policy within the Town Centre Zone to encourage the development of supported accommodation and to include the existing hospital
- Amend policy within the Coastal Conservation Zone and Coastal Settlement Zone to reflect expansion of the Coastal Settlement Zone at Port Gibbon
- Delete the Coastal Open Space Zone and replace with the Coastal Marina Zone
- Insert Airfield Zone

### Tables

- Update Table FrH/1 to remove the setback for the Coastal Settlement Zone

### Mapping

- Update the following Maps to reflect the following changes to Zone boundaries:
  - Zone Map FrH/1 to show Airfield Zone and Aquaculture Zone
  - Zone Map FrH/9 to reflect revised Zone Maps FrH/15 and FrH/17
  - Policy Area Map FrH/9 to reflect the updated Zone boundaries
  - All FrH/11 Maps to reflect the updated Cadastral boundaries
  - Zone Map FrH/11 to include the proposed Aquaculture Zone
  - Zone Map FrH/13 to introduce the Caravan and Tourist Park Zone and revised Coastal Settlement Zone boundaries
  - Location Map FrH/15 to remove rezoned Local Reserves
  - Zone Map FrH/15 to:
    - Expand the Town Centre Zone boundaries
    - Expand the Residential Zone over Lot 267 High Street, Cowell, over part of Lot 106 Esplanade, Cowell and over part of Lot 1 Lincoln Highway, Cowell
    - Delete the Coastal Open Space and introduce the Coastal Marina Zone
    - Revise size of Enlargement Map FrH/17
  - Policy Area Map FrH/15 to reflect the revised Zone boundaries and revise the size of Enlargement Map FrH/17
  - Zone and Policy Area Maps FrH/17 to show enlarged area, delete Open Space Zone and introduce the Coastal Marina Zone
- Update the Map Reference Table to reflect the above changes

## Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

## Consultation

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted consistent with the Statement of Intent:

- Department of Environment and Water;
- Department for Communities and Social Inclusion;
- Department for Health and Wellbeing;
- Department for State Development;
- Department for Planning, Transport and Infrastructure;
- Environment Protection Authority;
- Department of Primary Industries and Regions;
- South Australian Tourism Commission;
- Country Fire Service;
- Electranet Pty Ltd;
- Epic Energy;
- SA Power Networks;
- APA Group;
- SA Water;
- Eyre Peninsula Natural Resources Management Board; and
- Regional Development Australia – Whyalla and Eyre Peninsula.
- Member for Flinders - Hon Peter Treloar MP;
- Member for Giles – Hon Eddie Hughes;
- District Council of Cleve;
- District Council of Kimba; and
- City of Whyalla.

Consultation with the public will be undertaken in accordance with the requirements of the Act and Regulations. This will include:

- a notice in the Government Gazette;
- a notice in the Advertiser Newspaper;
- a notice in the Eyre Peninsula Tribune and Whyalla News; and
- the scheduling of a Public Meeting at which any interest person may appear to make representations on the proposed amendment.

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

**Important Note for Agencies:** This DPA includes modules from the State Planning Policy Library.

As the policy library was subject to agency consultation during its development, agencies are requested to comment only on the range and application of the modules selected and not on the actual policy content, except where that policy has been included as a local addition. Agencies are invited to comment on any additional issues (if relevant).

## The final stage

When the council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

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

## Analysis

### 1. Background

In August 2016, MasterPlan completed a practical review of its Development Plan (the scope not extending to being a full review pursuant to Section 30 of the *Development Act 1993*) and to provide advice and recommendations regarding how well the current policy fits the needs and aspirations of the community. The Development Plan Review, has been adopted by Council and this Development Plan Amendment (DPA) seeks to implement a number of the proposed recommendations.

The review considered the goals and approaches outlined in key strategic policies at a state, regional and local level.

Key opportunities included positioning the Cowell township as a tourist destination and preparing for future growth of the resources industry, and in turn, the growth of Cowell. A number of recommendations were made to improve the Development Plan to better respond to these opportunities.

The SOI was agreed to by the Minister for Planning on 22 January 2018, on the proviso that Council excludes all amendments to the Development Plan policies relating to the Port Gibbon and Lucky Bay. The Minister for Planning provided further written advice in support of the SOI and DPA for Port Gibbon on 26 October 2018 and therefore, this has been included in the scope of this DPA. The overall scope of this DPA has been reduced since this SOI was agreed to. The reduced scope is discussed in more detail in section 3.2 of this report.

The DPA will follow pathway B1 (with consultation approval).

This DPA will respond to the opportunities identified within the abovementioned Development Plan Review and intends to achieve the following:

- Expand the Town Centre Zone boundaries to allow for additional growth;
- Rezone part of the Open Space Zone to ensure there is suitable policy to support existing institutional uses, together with accommodating consolidation opportunities identified in the Urban Design Framework and Development Plan Review;
- Expand the Residential Zone to the south of the existing Cowell township and into part of the Open Space Zone;
- Rezone the existing foreshore area in the Coastal Open Space Zone to a Coastal Marina Zone;
- Provide for a new Aquaculture Zone south of Cowell on Port Gibbon Road;
- Rezoning the Cowell Airfield with a view to including an Infrastructure – Airfield Zone on the Lincoln Highway to cover the Airfield; and
- Rezone the existing shack sites in Port Gibbon from Coastal Conservation Zone to Coastal Settlement Zone, introducing a Caravan and Tourist Park Zone and expand the Coastal Settlement Zone.

The following investigations and analysis have occurred in support of the DPA:

- Review of the Town Centre Zone boundaries;
- Review of the zoning in Port Gibbon;
- Review of the zoning of the Cowell Airfield with a view to including an Airfield Zone on the Lincoln Highway to cover the Airfield;
- Desktop infrastructure investigations for Farr Street;
- Biodiversity investigations;
- Hazard investigations;
- Preliminary evaluation of the potential contamination risk where additional residential zoned land is proposed; and
- Review of historical landfill locations and the requirement for adequate buffers to mitigate landfill gas risks.

These are discussed in section 3 of this report.

## 2. The strategic context and policy directions

### 2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

Whilst it is acknowledged that the Strategic Plan is no longer active, it was reviewed as part of the Development Plan Review completed in August 2016. This review is included below.

The DPA supports the following targets of South Australia's former Strategic Plan:

South Australia's Strategic Plan (2011)	
Strategic Plan Objective/Targets	Comment/Response
Target 4 – Tourism Industry – Increase visitor expenditure in South Australia's total tourism industry to \$ 8 billion by 2020	The DPA will facilitate the Cowell foreshore development, providing additional accommodation and tourist facilities, and in turn, seeks to increase visitor expenditure.
Target 35 – Economic growth – Exceed the national economic growth rate through to 2020	The DPA will facilitate additional development within Cowell which will contribute to the State's economic growth rate.
Target 37 – Total exports – Increase the value of South Australia's export income to \$25 billion by 2020	The DPA supports the aquaculture industry and provides additional land, outside of the township for this purpose. Providing this land resource, will enable increased production and in turn, increase export incomes.
Target 40 – Food industry – Grow the contribution made by the South Australian food industry to \$20 billion by 2020	The DPA supports the aquaculture industry and provides additional land, outside of the township for this purpose. Providing this land resource, will enable increased production and in turn, increase the contribution of the food industry.
Target 46 – Regional population levels – Increase regional populations, outside of Greater Adelaide, by 20 000 to 320 000 or more by 2020	The DPA will facilitate the growth of the Cowell township and enable the regional population to grow.
Target 71 – Marine biodiversity – Maintain the health and diversity of South Australia's unique marine environments	The DPA will contain policy that seeks to maintain the health and diversity of the Franklin Harbour Marine Park.

### 2.2 Consistency with the Planning Strategy

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

The following volume of the Planning Strategy is relevant to this DPA:

- Eyre and Western Region Plan (2012)

The DPA supports the policies of the Planning Strategy by:

<b>Policy</b>	<b>How the DPA will support Strategy</b>
<p>1.1 Protect the quality and function of water-dependent ecosystems by preventing adverse impacts of land-use and development, such as the overuse of resources, erosion, impeded surface and subsurface water flows, land degradation and clearing, and pollution.</p>	<p>The DPA will implement policy from the SA Planning Policy Library for Coastal Marinas.</p>
<p>1.7 Avoid adverse impacts of development on the ecological health of coastal, estuarine and marine environments.</p>	<p>The DPA will implement policy from the SA Planning Policy Library for Coastal Marinas, in an area where infrastructure already exists.</p>
<p>1.8 Protect coasts, dunes, estuaries and marine areas of conservation, landscape value and environmental significance by limiting development in these areas. In limited circumstances development may require such a location—such as development of state significance—in which case the social and economic benefits must be demonstrated to outweigh the adverse environmental and amenity impacts.</p>	<p>The proposed Coastal Marina Zone seeks to recognise, and improve upon, existing infrastructure including the existing boat ramp. The DPA will seek to ensure that such development is contained within the existing area and limit development along the balance of the coast line.</p>
<p>1.11 Contain growth and development where possible to identified urban lands</p>	<p>To enable the growth of Cowell, expansion is proposed outside of the existing urban area. However, this area has been selected to enable an efficient extension of infrastructure.</p>
<p>7.1 Provide well-located land, supported by infrastructure, for processing facilities and include waste-disposal facilities and cleaning and storage areas in Port Lincoln, Whyalla, Ceduna (including Denial Bay and Thevenard), Coffin Bay, Cowell, Arno Bay, Haslam, Port Neill, Smoky Bay, Tumby Bay and Streaky Bay.</p>	<p>The DPA will make land available outside of the township that can accommodate larger scale land-based aquaculture facilities in Cowell.</p>
<p>7.2 Protect current and potential aquaculture areas and facilities from encroachment by incompatible and sensitive uses (see Map D2).</p>	<p>The DPA ensures that the existing Aquaculture Zone is not encroached upon and that additional land is provided for the development of future land-based aquaculture.</p>
<p>7.3 Locate commercial boat launching facilities close to townships or in locations that support marine aquaculture licences, and discourage boat launching across the beach.</p>	<p>The DPA will support the existing boat ramp and associated infrastructure and will enable commercial operators to access the Harbour.</p>
<p>7.4 Locate land-based aquaculture development in areas that minimise impacts on the amenity of townships, the natural environment and Aboriginal and non-Aboriginal heritage.</p>	<p>The DPA proposes the land based aquaculture in an area that will minimise impact on the amenity of Cowell. Policy will be included to endeavour to minimise impacts on the natural environment.</p>
<p>8.1 Protect, enhance and promote the assets and activities that attract tourists and that are of value to the community</p>	<p>The DPA will facilitate improvements at the Cowell foreshore that will attract tourists and improve the quality of the access to the Harbour.</p>

<b>Policy</b>	<b>How the DPA will support Strategy</b>
8.4 Locate tourist accommodation in appropriate places such as townships and selected coastal sites.	The DPA will result in tourist accommodation being located within the Cowell township and adjacent the coast.
9.1 Provide, maintain and protect a supply of well-sited and serviced industrial land in Whyalla, Port Lincoln, Ceduna, Tumby Bay, Cowell, Cummins, Cleve and Wudinna.	The DPA will consolidate the commercial and industrial zones to enable more consistent assessment across these Zones.
10.1 Maintain and strengthen the commercial and service roles of the following townships: ... - Kimba, Cleve, Cowell, Tumby Bay, Streaky Bay and Cummins – supporting commercial and services centres - Cowell – centre for cultural, heritage and tourist activities.	The DPA will enable the growth of the Cowell commercial and service centre within the existing township. It will also concentrate tourist activities adjacent the coast and will establish Cowell as a centre for tourist activities.
11.2 Townships should consolidate development and population growth within existing boundaries	Most growth will be accommodated within the existing township with the expanded Residential Zone and Aquaculture Zone situated to enable efficient extensions of infrastructure and limit impact of land based aquaculture on the amenity of the Cowell township.
12.2 Consolidate health, community, education, sport and recreation services and facilities in towns to improve accessibility and support environmental targets.	The DPA will reinforce the location of the existing health services and allow for additional supported accommodation in proximity to these services.
12.3 Manage interfaces between residential, commercial, bulk handling and industrial areas and town centres to avoid potential conflicts.	The DPA manages the interface between the proposed Aquaculture Zone and the township by appropriately separating these areas.
13.1 Ensure there is an ongoing supply of land available for residential development.	The DPA will provide additional supply of residential land.
13.3 Ensure that appropriately serviced towns provide a range of housing types and densities to cater for the region's changing population demographics and to enable people to stay in their communities as their housing needs change.	The DPA will facilitate the opportunity for additional residential allotments adjacent the coast and will facilitate the development of supported accommodation allowing people to age in their community.
13.4 Provide a range of accommodation for older people and people with a disability, and focus high level care accommodation in towns with health services.	The DPA will support the development of appropriate accommodation adjacent health care services within Cowell.

## 2.3 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

### 2.3.1 Council's Strategic Directions Report

Whilst Council has not undertaken a Strategic Directions Report pursuant to Section 30 of the *Development Act 1993* in recent times, the proposed DPA aligns with key goals and objectives presented in Council's Strategic Plan 2017-2021. The provisions of Section 122(2) of the *Local Government Act 1999* identify the direct correlation between the Strategic Plan and the Strategic Directions Report required under Section 30 of the *Development Act 1993*.

This DPA is consistent with the District Council of Franklin Harbour Strategic Plan 2017 – 2021 and helps deliver on the following targets of this plan:

- Maximise the provision of aged care facilities and services (objective 1.02)
- Progress the Foreshore Redevelopment to enhance the towns attractiveness and livability (objective 2.01.01)
- Support the growth of the aquaculture industry (objective 2.03)
- Ensure that Council's Development Plan adequately caters for the future development of the aquaculture industry (objective 2.03.02)
- Support the newly created hatchery and nursery (objective 2.03.02.01)
- Facilitate the development of appropriate housing options for retirees and aged people, development partnerships where possible with potential investors and investigate the feasibility of an upmarket retirement village in strategic location (objective 2.04.01)
- Develop vacant land as an over 55's area in front of Cowell Hospital to function along the guidelines of a lifestyle village (objective 2.04.02)
- Ensure that council has adequate land available to enable the town to grow and attract new residents (objective 2.06.05)

A detailed assessment of the DPA against Council's Strategic Directions Report is contained in Appendices.

### 2.3.2 District Council of Franklin Harbour Development Plan

The policies of this DPA are consistent with the following policies in the General Section of the Development Plan:

- Animal Keeping
- Building near Airfields
- Bulk Handling and Storage Facilities
- Centres and Retail Development
- Coastal Areas
- Community Facilities
- Crime Prevention
- Design and Appearance
- Energy Efficiency
- Hazards
- Heritage Places
- Industrial Development
- Infrastructure
- Interface between Land Uses
- Land Division
- Landscaping, Fences and Walls
- Marinas and Maritime Structures
- Mineral Extraction
- Natural Resources
- Open Space and Recreation
- Orderly and Sustainable Development
- Outdoor Advertisements
- Renewable Energy Facilities

- Residential Development
- Short-Term Workers Accommodation
- Siting and Visibility
- Sloping Land
- Supported Accommodation
- Telecommunications Facilities
- Tourism Development
- Transportation and Access
- Waste
- Waste Management Facilities

### **2.3.3 Infrastructure planning**

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

The proposed amendment will be consistent with current infrastructure planning (both social and physical) identified in Council's strategic directions report, by the Minister or relevant government agency. In particular, the DPA will allow for the growth of the existing hospital and supported accommodation.

The DPA includes investigations into infrastructure requirements that support development of the affected area.

### **2.3.4 Current Ministerial and Council DPAs**

There are no current Ministerial or Council DPAs.

### **2.3.5 Existing Ministerial Policy**

No changes are proposed to existing Ministerial Policy.

## **3. Investigations**

### **3.1 Investigations undertaken prior to the SOI**

The following investigations were undertaken prior to the SOI:

- Development Plan Review
- Cowell Urban Design Framework
- Engineering investigations for Port Gibbon
- Investigations undertaken during the Cowell foreshore development, including:
  - An economic analysis of the Cowell Foreshore Redevelopment prepared by Econsearch
  - Vegetation Assessment undertaken Larry Bebbington
  - Testing for Coastal Acid Sulfate Soils (CASS) undertaken by EnviroLab
- Vegetation Assessment for the expansion of the Residential Zone to the south of the Cowell township

The outcomes relevant to this DPA are discussed below:

#### **3.1.1 Development Plan Review**

As discussed above, a Development Plan Review (DPR) was undertaken by MasterPlan SA Pty Ltd, responding to a number of changes and growth that the Council was experiencing as well as various strategic documents at a state, organisational and local level. A number of recommendations resulted from this review including updates to Development Plan policy and zoning.

The recommendations most relevant to this DPA are discussed under their respective theme headings below:

*Enabling the Cowell Township to accommodate future population growth*

The DPR identified that the Cowell township has areas of undeveloped residential land currently zoned for future development, however that these areas have limited desirability and a number of constraints. It was recommended that additional land be rezoned to the south and south west of the township in areas that are more desirable to future residents.

Revising the minimum allotment size within the township to 300 square metres due to the capacity of Cowell's Community Wastewater Management System and increasing the number of residential typologies to support aging-in-place was also recommended for the Residential Zone.

Simplifying zoning for industrial development within Cowell by consolidating commercial and industrial land uses into one Zone was also recommended, suggesting that development in these areas has not necessarily aligned with the distinction of these Zones.

The existing hospital and school should also be recognised by the Zoning to enable them to grow and adapt over time.

*Defining and supporting the growth of a series of 'nodes' of development within the Council area*

The DPR identified that a strategic approach to the future development of the Council area should involve concentrating development in a small number of nodes and limiting development opportunities outside of these areas. The existing settlements at Port Gibbon was identified as one of the nodes that has future growth potential.

More specifically, the DPR states the following

*'Council has recently released land at Port Gibbon to the market and the sale of this land will exhaust the majority of residential land supply. Potential has been identified for further expansion of the Port Gibbon township. It is proposed that some additional land be rezoned to facilitate additional development in future.'*

Subsequent review by MasterPlan suggested that approximately 27 hectares to the north of Port Gibbon would be most appropriate to accommodate this growth.

*Positioning the Cowell township and Council area as a tourist destination*

The review noted the Council's intent to reinforce the connection of the township to the Harbour and improve experiences and opportunities for tourists visiting the region. It was recommended that Development Plan policy within Cowell and particularly adjacent the Harbour could be altered to better facilitate this intent and support existing infrastructure already developed in this space.

### **3.1.2 Cowell Urban Design Framework**

The Cowell Urban Design Framework (UDF) and Master Plan was prepared by Ian Robertson Design and MasterPlan SA Pty Ltd in 2011. Two rounds of public consultation were undertaken as part of the development of the UDF with participation from 200 members of the Cowell community.

Through the public consultation, the following were identified as key areas for focus:

- Township Arrival
- Main Street
- Foreshore
- Sports Complex
- School
- Parklands
- Connectivity
- Urban Expansion

The three areas that are most relevant to this DPA are the foreshore, parklands and urban expansion. Each are discussed below:

### *Foreshore*

The consultation identified the following in relation to the foreshore area:

*'The foreshore area was one of the most frequently identified areas for improvement in the initial consultation process.*

*It is clear that the community has a strong affinity with the foreshore area and views it as a key public asset for the township.*

*However, there was a strong level of consensus that the foreshore area was underutilised and made up of a number of components that related poorly to each other. Many people expressed concern about how the area appeared to visitors to the town feeling that what should be a 'jewel in the crown' was letting the township down in its current presentation.*

*... When consultation participants were asked to rank projects for priority, upgrades to the foreshore area outranked other locations by a significant margin. When presented to the community meeting in summing up that the foreshore should be identified by priority action by Council, strong consensus was evident.'*

Following the above, the Council have progressed master plans for the development of this foreshore area. Council has also received development approval for the first stage of the foreshore development including earthworks and excavating the marina area.

This DPA seeks to facilitate the desires of the community expressed in the UDF and establish an appropriate zoning and policy area over this land to guide the future foreshore development.

### *Parklands*

The consultation identified the following in relation to the parklands:

*'The southern parklands were viewed by many as an 'ugly' area that contributed little to the amenity of the township.*

*This area of parklands contains a number of 'goat tracks' where people walk through them, however, due to a lack of formalisation, the number of tracks has increased over time, contributing to a loss of vegetation and further reducing the amenity.*

*The potential for consolidation of the southern parklands through reducing their overall size, allowing some land to be redeveloped and increasing the level of maintenance was put to the community meetings.*

*This proposal was met with a generally high level of support in both the initial and second consultation processes.'*

This DPA responds to the above by proposing to reduce the size of the open space, enabling the development of the land and recognising the existing hospital.

### *Urban Expansion*

The consultation identified the following in relation to urban expansion:

*'The issue of township growth was discussed in respect of the implications for infrastructure.*

*Whilst there was not total agreement, a general level of support appeared to exist for Council's desire that residential growth occur principally in a southerly direction.*

*Participants felt that there needed to be better coordination between the areas identified for growth and the provision of public infrastructure to ensure that new areas were provided with services and infrastructure at the time they were developed.'*

The opportunities for infill within Cowell were also identified.

This DPA responds to the key issue of infrastructure within section 3.3.4 of this document.

The above analysis is reflected in the DPA by facilitating the improvements in the foreshore area, seeking to reduce the areas of the Open Space Zone and concentrating growth to the south of the Cowell township.

### 3.1.3 Engineering Investigations for Port Gibbon

The following investigations have been undertaken by Council in support of rezoning the eight allotments seaward of Ocean Boulevard:

- 1) Identification of potential measures to mitigate coastal erosion; and
- 2) Identification of storm water management measures that will complement any erosion control measures.

The recommended storm water management measures were implemented by Council in February 2019.

In addition to the above, a Land Management Agreement (LMA) exists over the eight (8) allotments seaward of Ocean Boulevard which guides development and replacement of existing structures. This LMA is between the land owner and Minister for Planning enforces the following:

- That new development (including replacement of existing structures) be setback 10 to 15 metres from their boundary adjacent the coast;
- Requires maintenance of waste water management systems; and
- Prevents the removal of existing native vegetation.

Such is considered to complement the measures already implemented by Council.

The above analysis confirms that measures exist to mitigate the impact of coastal erosion for the eight (8) allotments seaward of Ocean Boulevard to support the existing development on the land. The proposed Coastal Settlement Zone contains policies that keep land subject to erosion free of development

### 3.1.4 Cowell Foreshore Development Investigations

The Council have undertaken investigations to inform their decision to pursue further development of the Cowell foreshore area. These are in addition to the Cowell Urban Design Framework which identified the community's desire to have significant improvements in this space.

These investigations include:

- An economic analysis of the Cowell Foreshore Redevelopment prepared by Econsearch
- Vegetation Assessment undertaken Larry Bebbington
- Testing for Coastal Acid Sulfate Soils (CASS) undertaken by EnviroLab

Following the above, the Council have received a development approval to undertake stage one of the foreshore development including the excavation of the area between the rock groyne on the northern side of the Cowell boat ramp and the land abutment of the Cowell jetty. A second development application has been lodged and is under assessment to extend Second Street and improve the safety for commercial vehicle access to the foreshore area and boat ramp. The final vision for the Cowell Foreshore Development anticipates improved harbor facilities including accommodation, shop/restaurant opportunities and a marina area.

A summary of the above investigations is included below:

#### *Economic Analysis by Econ Search*

The Economic Analysis anticipated an \$18.7 investment over 3 years to implement the Cowell Foreshore Masterplan. A Cost Benefit Analysis was undertaken and found that this investment had a net benefit to the community of \$9.8 million over 25 years and for each dollar invested \$1.10 will be returned over the first 25 years. In addition to these financial benefits, the redevelopment was anticipated to return \$640,000 of non-market benefits per year including the value of activities relating to the boat ramp, park, wharf, barbeques and the walking and bicycle trail.

The construction phase of the development was anticipated to generate 31 full time equivalent (FTE) jobs and once operational, it is expected to generate 78 on-going FTE across the Regional Development Australia Whyalla and Eyre Peninsula region.

*Vegetation Assessment undertaken Larry Bebbington*

A Vegetation Assessment was undertaken to inform Stage Two of the foreshore development comprising the extension of Second Street into the Foreshore Area.

The assessment confirmed the following:

- The area has a long history of disturbances going back to the 1880's and continuing through to the 1990's as part of upgrades to the existing harbor;
- The overall proposed clearance area was reduced from 3.8 hectares to 2.2 hectares as part of the review process to avoid higher value ecotones;
- Active searches for flora and fauna species of State or National significance returned zero results for the 2.2 ha site under application during survey; and
- The following report recommends that the proposed clearance of Temperate Coastal Saltmarsh will not have a significant impact against an EPBC Act listed community, as the footprint of the clearance envelope is now confined to a historically disturbed area containing infill sediment and with weed infestations bordering on 50% of the area under application.

*Testing for Coastal Acid Sulfate Soils (CASS) undertaken by EnviroLab*

Testing was undertaken by EnviroLab in the vicinity of the foreshore development. A total of four holes were drilled as representative of the area. All four were found to be alkaline with an average pH of 8.9 dispelling any possibilities of sulphidic soils.

The above investigations support the creation of a Coastal Marina Zone and have informed the location of the proposed boundaries.

### **3.1.5 Vegetation Assessment for the Extension of Residential Zone**

A Vegetation Assessment was undertaken by Larry Bebbington to inform the clearance application for an extension of the Residential Zone to the south of Cowell.

The assessment concluded that:

- The vegetation is dominated by Chenopod Shrublands
- Allotment 107 has a long history of disturbances including rabbit grazing but vegetation has regenerated well in recent years and is classified as substantially intact
- Active searches for flora and fauna of State or National significance returned zero results for the 7.2 ha site under application
- The habitat value of the vegetation within the 7ha footprint is considered Moderate

The clearance application (2017/3045/922) was approved subject to the land being rezoned for residential purposes and the rehabilitation of adjacent areas of native vegetation.

The above investigation supports the extension of the Residential Zone south of Farr Street.

### **3.2 Investigations undertaken to inform this DPA**

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken to inform this DPA:

- Review of the Town Centre Zone boundaries;
- Review of the zoning in Port Gibbon;
- Review of the zoning of the Cowell Airfield with a view to including an Infrastructure – Airfield Zone on the Lincoln Highway to cover the Airfield;
- Desktop infrastructure investigations for Farr Street;
- Biodiversity investigations where areas proposed to be rezoned currently support vegetation or provide habitat;
- Hazards investigations for areas to be rezoned;
- Preliminary evaluation of the potential contamination risk where additional residential zoned land is proposed;
- Review of historical landfill locations and the requirement for adequate buffers to mitigate landfill gas risks.

At the request of the EPA, the Council has undertaken further investigations into:

- Potential risks to water quality associated with the Cowell Foreshore Concept; and
- Investigate the capacity of the Cowell community waste water management system.

In addition to the above, Council have also undertaken a review of the existing Commercial and Industry Zones to consider their consolidation.

However, the scope of the DPA has been revised since the Statement of Intent was approved which in turn has reduced the scope of some of the investigations. Please note the following changes to the scope of the DPA:

- No zoning or policy changes are proposed relating to Lucky Bay;
- The existing Rural Living Zone in Cowell will not be rezoned to Residential;
- The existing Aquaculture Zone in Cowell will not be rezoned to Residential;
- Employment uses in the north-west of the township currently located in the Industrial Zone, Commercial Zone and Infrastructure Zone will not be consolidated into a single Industrial Zone; and
- Existing general module policies will not be reviewed.

In addition, the introduction of the Planning and Design Code is nearing completion and is set to replace all Development Plans within South Australia. As part of this exercise, opportunity for local variations will be minimised and policies will be consolidated across like Zones within the State. With this in mind, investigations that sought to refine and establish policies specific to Franklin Harbour have also been revised as such is likely to be replaced by more general policy within the Planning and Design Code. These investigations are as follows:

<b>Investigation</b>	<b>Alternate Approach</b>
Engineering and biodiversity investigations to select water access point for the proposed Aquaculture Zone	<p>A water access point will be established on public land separately to this DPA and will require investigations as well as negotiation with relevant State departments before such can occur.</p> <p>The water access point is also an objective of the District Council of Franklin Harbour (objective 2.06.03.02).</p> <p>In the interim, water access will remain available via the boat ramp in central Cowell. A development application has been lodged for a new road to improve vehicle access in this location.</p>

Investigation	Alternate Approach
Benchmarking of policy for the proposed Coastal Marina Zone for the Cowell foreshore will be undertaken against best practice policies	The policy within the Coastal Marina Zone in both the SA Planning Policy Library and the District Council of Kingston have been reviewed with amendments recommended to the General Module that align with the Cape Jaffa Zoning.
Investigations for appropriate policy to manage the relationship between the Development Plan policy for the Franklin Harbour Marine Park and other policy outcomes sought under other legislation relating to the Marine Park	For the reasons mentioned above, no specific policy relating to the Marine Park will be inserted in the proposed Coastal Marina Zone. The Franklin Harbour Marine Park Management Plan (FHMPMP) 2012 positions the Cowell foreshore within the Habitat Protection Zone and a Special Purpose Area (SPA) for harbour activities. Activities undertaken by a port operator (Council) to improve the harbour are permitted within the SPA (pursuant to section 6.2.2 of the FHMPMP). Such is consistent with the intent of the Coastal Marina Zone within the SA Planning Policy Library.

The remaining investigations are as follows:

### **3.2.1 Review of Town Centre boundaries**

The Cowell Urban Design Framework identified that the existing open space to the south of the Town Centre Zone was underutilised and undertaking some development in this location was supported by the community. In addition to this, the Cowell District Hospital and Franklin Harbour Village (aged care facility) currently exist within the Open Space Zone. These existing institutions would more appropriately be situated within a Town Centre Zone.

Accordingly, a review of the existing boundaries and existing built form and land uses has been undertaken to determine if an expansion of the existing Town Centre Zone to the hospital is appropriate.

#### *Existing Town Centre Zone boundaries*

The existing Town Centre Zone boundaries are shown in Figure 5 on the following page:

The Town Centre Zone currently includes the allotments along the Main Street and is bound by First Street to the south and Second Street to the north (i.e. one 'block' each side of the Main Street). The Zone abuts the Residential Zone to the north, west and south and the Caravan and Tourist Park Zone and Coastal Open Space Zone to the east. The foreshore is within the Coastal Conservation Zone to the east of the Coastal Open Space Zone.

To the south of the Town Centre and Residential Zone is the Open Space Zone.

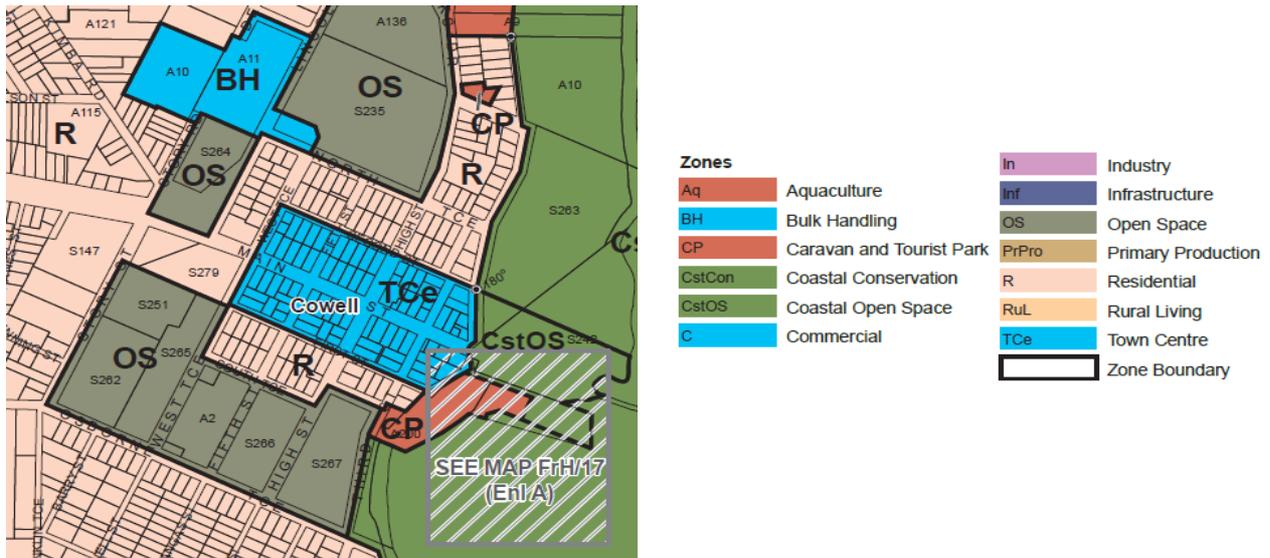


Figure 5: Town Centre Zone boundaries shown in Zone Map FrH/15 within the District Council of Franklin Harbour Development Plan

*Existing Built Form and Land Uses*

The Town Centre Zone currently comprises a number of businesses (shops, cafés, hotel, office’s and places of worship). These are primarily concentrated along the Main Street with the allotments on the edge of the Zone utilised for a mix of retail/commercial uses and residential uses.

Within the Residential Zone directly to the south of the Town Centre, the character is mixed and features both dwellings and non-residential land uses. For example, a number of uses exist in the Residential Zone to the south of the Town Centre which would be more suited to a commercial or Town Centre Zone, such as the following:

- Police Station at 15 Third Street;
- Cowell Paint and Panel at 5 First Street (presents to the existing Open Space); and
- Place of Worship at 17 First Street.

In addition to the above, the built form in the Residential Zone is also mixed. For example, in addition to single storey, detached dwellings, there are number of existing buildings (potentially vacant) which have a form more suitable to a commercial or community use rather than a residential use; such as the ‘warehouse’ style building at 2 South Terrace, and an ‘institution/community hall’ style building at 23 First Street.

Within the Open Space Zone to the south of the Residential Zone are the Cowell District Hospital and an aged care facility. The balance of the Open Space Zone to the east of the hospital does not contain any street furniture or play spaces ordinarily expected within areas of public open space. Currently, these two parcels of open space (Lot 266 South Terrace and Lot 267 High Street) feature some scattered vegetation and informal pathways where vegetation has been eroded overtime by people walking through this space. Higher quality open space exists to the west of the hospital, to the north of the Town Centre and adjacent the foreshore. Play spaces and sports facilities are incorporated into all other areas of public open space. Should the Open Space Zone to the south of the Town Centre be rezoned, more than 15 hectares of usable public open space would remain available in addition to nearby beaches.

Based on the above, it is clear that both the Open Space Zone and Residential Zone contain development that is not entirely consistent with the intent of the Zone and further development of such uses and buildings would be somewhat inhibited by current zoning. In addition, it is considered appropriate that the hospital and aged care facility be within the Town Centre Zone and that such be extended through the current Residential Zone to:

- Support the continuation of the existing non-residential land uses in this area; and
- Allow for additional non-residential uses that support the hospital to be developed in close proximity to the hospital.

Further to the above, residential uses currently co-exist with non-residential land uses within the Town Centre Zone and examples of high quality open space exist in other areas of Cowell.

Therefore, due to the existing built form and land uses existing to the south of the Cowell Town Centre Zone, it is considered appropriate to extend the existing Town Centre Zone to the south and up to Osborne Terrace, including the site of the hospital and part of the underutilised open space.

It is recommended to include part of the underutilised open space within the Zone to enable for the expansion of the hospital and services as well as enable the development of supported accommodation in proximity to the hospital.

The above analysis has been reflected in the DPA by:

- revising the Town Centre Zone boundaries;
- updating the envisaged land uses and Procedural Matters to facilitate the development of supported accommodation; and
- updating the Desired Character to refer to the existing hospital and support existing dwellings, albeit not the development of new dwellings.

### **3.2.2 Review of zoning in Port Gibbon**

During the General and Coastal Development Plan Amendment (consolidated on 23 April 2015), the Coastal Protection Board expressed concerns regarding coastal erosion and the impact this erosion could have on existing dwellings adjacent the coast. Following this, the eight (8) existing dwellings to the south of Ocean Boulevard were excluded from the Coastal Settlement Zone and instead are located within the Coastal Conservation Zone.

The Coastal Conservation Zone includes specific policy relating to these sites and Zone PDC 21 states:

*'New development or redevelopment of coastal shacks located at Lucky Bay and that area of Port Gibbon coast wards of Ocean Boulevard is inappropriate.'*

Such creates uncertainty for the land owners who may wish to undertake improvements to the development on their land and limits the likelihood for investment on these allotments. This is despite a Land Management Agreement (LMA) being in place that guides development and replacement of existing structures on these 8 allotments. This LMA is between the land owner and Minister for Planning enforces the following:

- That new development (including replacement of existing structures) be setback 10 to 15 metres from their boundary adjacent the coast;
- Requires maintenance of waste water management systems; and
- Prevents the removal of existing native vegetation.

In order to provide some certainty for people wanting to undertake improvements on the land and to recognise the existing residential land use of these allotments, Council and land owners wish for the land to be situated within the Coastal Settlement Zone, which will enable such improvements to occur within the requirements of the LMA whilst balancing the sensitivities of development within a coastal environment. This rezoning is supported by the investigations Council have undertaken (discussed in section 3.1 above).

To facilitate this intent, it is recommended that Zone Principle of Development Control 21 and the Desired Character be updated to reflect the intent to support appropriate development on these sites. In addition, it is recommended that the 50 metre setback from roads within the Coastal Settlement Zone prescribed in Table FrH/1 be removed given the depth of most allotments in these Zones does not exceed 50 metres and shorter setbacks are evident in the locality.

Further to the above, the Development Plan Review discussed in section 3.1.1, stated the following:

*'Council has recently released land at Port Gibbon to the market and the sale of this land will exhaust the majority of residential land supply. Potential has been identified for further expansion of the Port Gibbon township. It is proposed that some additional land be rezoned to facilitate additional development in future.'*

Based on this review, Council also wish to expand the Coastal Settlement Zone in order to accommodate future growth resulting from improved tourist facilities and the growth of the Aquaculture industry in Cowell. To avoid a 'linear' township configuration, the zone has been expanded to the north and into the existing Primary Production Zone. Accordingly, this has been incorporated into the DPA.

Coastal Settlement Zone PDC 17 states:

- 17 *Land should not be divided unless the division is for the purpose of any of the following:*
- a) *creating an allotment to accommodate an existing dwelling*
  - b) *creating a public road or a public reserve*
  - c) *a minor adjustment of allotment boundaries to remove an anomaly in the current boundaries with respect to the location of existing buildings or structures.*

Such would not be accommodating of this type of expansion of the Coastal Settlement Zone and may be why some larger allotments remain within the western area of the Coastal Settlement Zone (i.e. generally over 2 hectares). On the contrary, the Procedural Matters of the Coastal Settlement Zone identify the following forms of land division should be assessed on their merits (i.e. are exceptions to non-complying development);

- a) *accommodate an existing dwelling*
- b) *create a road reserve or public reserve*
- c) *adjust allotment boundaries where no new allotments are created partly or wholly in the zone*
- d) *create allotments of 850 square metres or more that have a frontage of at least 15 metres in Port Gibbon.*

Therefore, it is recommended that PDC 17 be updated to be consistent with the exceptions for land division within the Procedural Matters (i.e. add 'd' of the exceptions to PDC 17). There are sufficient policies within the General Section to ensure that the necessary infrastructure upgrades and installation would occur as part of any further medium scale land division.

In addition to the above, Council have purchased land within the existing Coastal Settlement Zone in order to relocate and improve the existing caravan park within Port Gibbon. Whilst no development approval exists for this land use to date, some landscaping works have commenced and Council wish to secure the long term use of this land for a Caravan and Tourist Park for Port Gibbon by rezoning it to a Caravan and Tourist Park Zone. It is worth noting that whilst this land use is an 'on-merit' form of development within the current Coastal Settlement Zone, the policies within the Caravan and Tourist Park Zone will provide better guidance for the relocation/development of this facility within Port Gibbon.

The above analysis has been reflected in the DPA by updating the Coastal Settlement Zone policy and Table FrH/1 in line with the above recommendations.

### **3.3.3 Review of zoning of the Cowell Airfield**

The Cowell Airport or Airfield is currently situated within a Primary Production Zone. Figure 6 below shows the extent of the Cowell Airfield.

As a result, development of the airfield and ancillary uses are not envisaged or supported by the Zone. In addition, some uses that may be expected within proximity of an airfield, such as a warehouse, are non-complying uses within the Zone. Accordingly, the Primary Production Zone is not considered to be the most appropriate Zone to apply to the land. It is recommended that the Airport be rezoned to an Airfield Zone, consistent with the SA Planning Policy Library (Volume 6).

In addition to the above, Council wish to support the opportunity for residential development affiliated with the airport to be accommodated to support the ongoing operations of the airport, similar to the Airport Zone within Goolwa Airport. Accordingly, a review of the policy within the Airport Zone of the Alexandrina Council has been undertaken. However, further investigation into the relevant Australian standards, the level of sound exposure to dwellings and appropriate design and placing in response to this sound exposure has not been assessed. Therefore, it is recommended that further investigations occur and should this be feasible, this opportunity should be acted upon under the future Planning and Design Code.

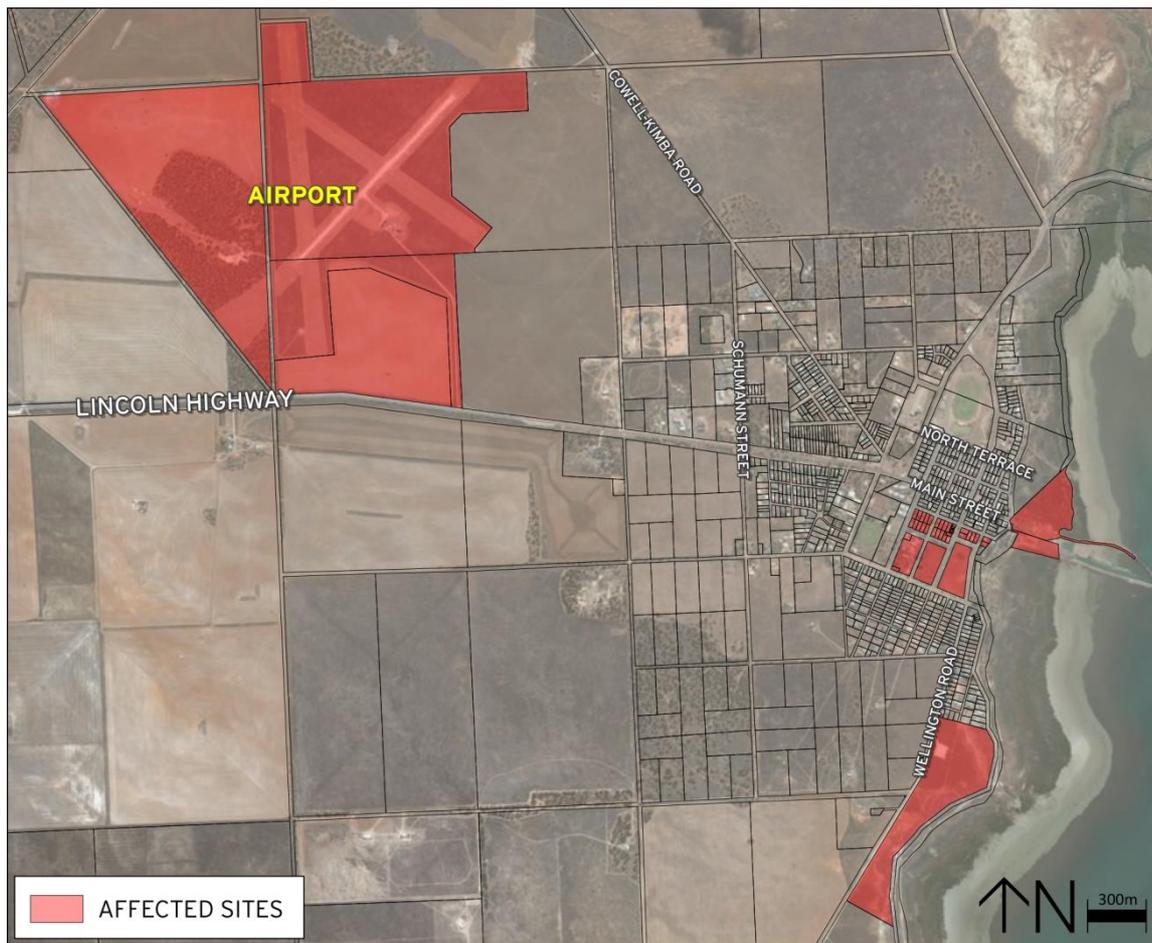


Figure 6: Location of Cowell Airfield and Township

The above analysis has been reflected in the DPA by the inclusion of an Airfield Zone over the existing Cowell Airport.

### 3.3.4 Desktop Infrastructure Investigations for Farr Street

Desktop investigations have been undertaken to determine the ability of existing infrastructure to accommodate further residential development at Farr Street. Based on the size of allotments in the locality, the area of land proposed to be rezoned, a yield of 60 dwellings was assumed for these investigations.

Infrastructure was considered under each of the respective headings below:

#### *Water Supply*

The existing SA Water network has sufficient capacity to support a further 60 allotments for residential use. The following upgrade works have been identified by SA Water for the purposes of servicing the new development:

- Undertake the following works to the distribution main:
  - Construct 1,920 m of DN150 main to replace both existing mains and link up mains along Wellington Rd – as shown in A – B in Figure 7
  - Construct 580 m of DN100 main to supply the new lots – as shown in B – C in Figure 7
- Install the following meters:
  - Potential to supply 5 existing lots on Wellington Rd with the new main
  - Existing 20 mm remote meter on Lot 107 to supply Council RV park could be moved further southwards and converted to a direct connection (not restricted)
  - Relocate the Existing 20 mm remote meter restricted to 25 LPM supplying the oyster hatchery to B as shown in Figure 7

There is also scope to upgrade the fire service to the hospital at the time of construction of the new main.

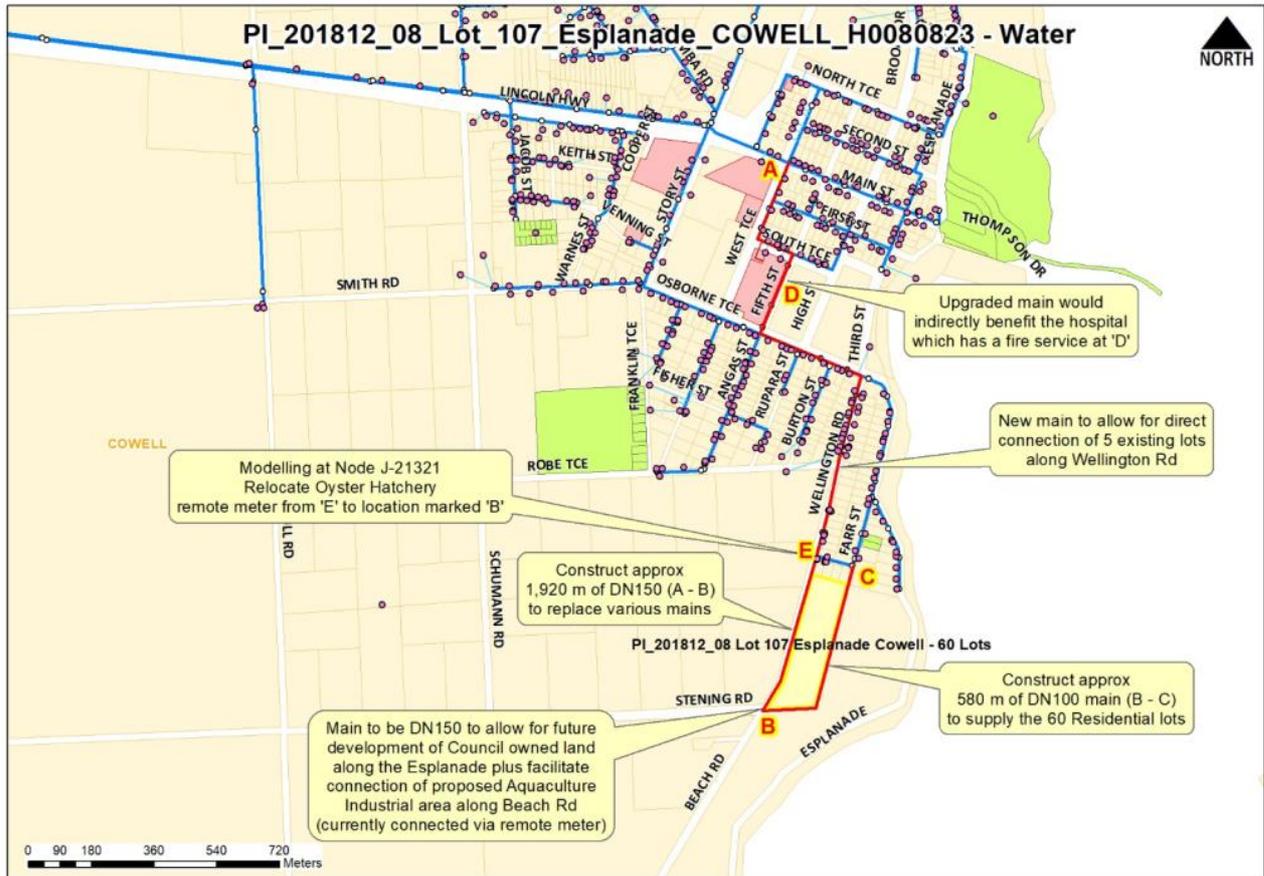


Figure 7– SA Water Network Upgrade Requirements

*Electricity*

SA Power Networks have confirmed that the existing supply along Wellington Road and Farr Street will need to be extended:

- Extend high voltage supply along Wellington Road to supply transformer station(s) and then reticulate low voltage supply to each allotment or have low voltage supply available for someone to make application to connect onto it when they purchase a block of land. The number of transformers required will depend on the URD design.
- Extend high voltage supply along Farr Street to supply transformer station(s) and then reticulate low voltage supply to each allotment or have low voltage supply available for someone to make application to connected onto it when they purchase a block of land. The number of transformers required will depend on the URD design.

*Telecommunications*

The National Broadband Network is available within Cowell and both Optus and Telstra provide telecommunication services in Cowell with two towers located within the town centre.

*Stormwater*

No stormwater infrastructure exists in Cowell and therefore, there will be no extension to the existing infrastructure. As a result, allotments will need to be of a size that accommodates storage and reuse onsite. Council’s Development Plan currently requires a minimum of 13,000 litres be retained and reused onsite. This requirement will remain in the Development Plan.

A Stormwater Management Plan has been proposed for Cowell. However, it is unlikely that such will be constructed prior to the future development of this land.

#### *Waste water*

The Cowell Community Wastewater Management System (CWMS) and treatment plans have a capacity of 267kL per day and is currently receiving 66kL per day. Based on an assessment from Gayler Professional Engineering Pty Ltd, the capacity of the existing 150mm diameter uPVC gravity drain would be approximately 450 residential connections. This is considered sufficient to accommodate a further 60 allotments as well as the future development of the other land proposed to be rezoned to the Residential Zone.

#### *Gas*

There are no gas services within Cowell currently and such will not be required by the future development of Farr Street, Cowell.

The General Section provisions within the Development Plan are considered sufficient to ensure that the above infrastructure outcomes can be achieved.

### **3.3.5 Biodiversity Investigations**

The following areas affected by this DPA contain areas of native vegetation:

- Cowell Foreshore Area;
- Extension of the Residential Zone to the south of Cowell;
- The proposed Aquaculture Zone to the south of Cowell; and
- The expansion of the proposed Coastal Settlement Zone in Port Gibbon.

The following biodiversity investigations have been completed:

- Vegetation Assessment to inform Foreshore Development prepared by Larry Bebbington;
- Vegetation Assessment for the expansion of the Residential Zone to the south of the Cowell township prepared by Larry Bebbington; and, a
- Vegetation Assessment to inform the vegetation clearance application for the approved oyster hatchery south of Cowell.

As discussed in section 3.1.5 of this report, the clearance approval has already been obtained from the Native Vegetation Council for the expansion of the Residential Zone to the south of Cowell. This approval is valid until 2022 (NVC reference 2017/3045/922). Similarly,

In relation to the proposed Aquaculture Zone, the land is currently situated within the Primary Production Zone. It features some remnant vegetation (Chenpod and Samphire Shrubland) and has been used for grazing purposes, usually for sheep. Accordingly, areas of the vegetation have become degraded over time.

As part of the development application to establish the existing oyster hatchery, a vegetation assessment was prepared by Larry Bebbington for Lot 9 Beach Road, Cowell and approval was issued to clear a total of 5 hectares. The vegetation assessment confirmed:

- The vegetation on Lot 9 is dominated by Chenopod Shrublands consisting of *Maireana sedifolia* and *Atriplex paludosa ssp cordata* over a degraded understorey of Dense Wards Weed and Onion Grass.
- Lot 9 has a long history of sheep and rabbit grazing which has impacted on the understorey diversity and regeneration of seedlings.
- Active searches for flora and fauna of State or National significance returned zero results for the 5 ha site under application. Scattered *Myoporum platycarpum* (False Sandalwood) Low Open Woodland which is classified as a Regionally Threatened community is present across Lot 9 but trees are in poor condition and seedling regeneration is poor due to constant grazing.
- A Significant Environmental Benefit (SEB) offset was payable and would be made available by the Native Vegetation Council through grants to restore, revegetate and protect native vegetation.

No further assessment of the balance of the land (Lot 10) has been undertaken.

Policies exist within the General Section – Natural Resources that outline circumstances where clearance should not occur and the matters that should be considered before a development approval is issued. These

policies are considered sufficient to guide the assessment of future proposals within the Aquaculture Zone, and guided the assessment of the existing oyster hatchery.

No changes to the Development Plan were recommended as a result of the above analysis.

### **3.3.6 Hazards Investigations**

The Development Plan does not contain Bushfire Protection Area mapping and the areas proposed for rezoning are not identified as within a High, Medium or General Bushfire Protection Area within the Development Plan.

The hazards identified within Cowell and Port Gibbon are as follows:

- Flooding within and adjacent existing watercourses;
- Coastal Acid Sulfate Soils along the coast and within the Harbour; and
- Coastal Erosion adjacent Port Gibbon.

Engineering investigations supporting the rezoning of the existing shack sites in Port Gibbon address the issue of coastal erosion and are considered in sections 3.1.3 and 3.3.3 of this document.

It is worth noting that the General Section – Hazards within Council’s Development Plan is currently out of date and it is recommended that this be updated to align with the current version of the SA Planning Policy Library (version 6).

The remaining investigations are discussed below:

#### *Flooding*

Some areas are identified within Cowell as being flood affected, particularly the existing low lying coastal area adjacent the foreshore. The areas are not identified as being in a high flood hazard risk area and it is anticipated that the General Section – Hazards module will sufficiently address any assessment requirements in relation to flooding.

#### *Coastal Acid Sulfate Soils*

The Overlay Maps – Development Constraints within the Development Plan identify areas that are potentially subject to Coastal Acid Sulfate Soils (CASS). The following areas affected by this DPA are also identified within an area subject to CASS:

- Area adjacent the proposed Aquaculture Zone; and
- The Cowell foreshore development.

Environmental impact generally occurs when CASS are disturbed which generally occurs as part of development which often involves drainage, dewatering, excavation or filling. The Coastal Protection Board have released a set of guidelines which should be followed in areas where CASS are likely to occur. These are considered to be reinforced by the current General Section – Hazards.

Site history and contamination are considered in the following sections of this DPA.

The DPA will update the General Section – Hazards to be consistent with the current SA Planning Policy Library Volume 6.

### **3.3.7 Preliminary evaluation of the potential contamination risk**

A preliminary planning evaluation has occurred to identify possible potentially contaminating activities (PCAs identified within Schedule 3 of the *Environment Protection Regulations 2009*) on land proposed for a residential use. This assessment included a review of aerial imagery (from 1972), environmental orders and licensing and other data available on the previous uses of the land, including the Council’s Community Land Register (2016).

The following land is proposed to be rezoned for a residential or more sensitive land use and was assessed as part of this review:

- Cowell foreshore (including Section 242 and 263 Esplanade, Cowell)
- Farr Street (Lot 106 Esplanade, Cowell)
- Open Space land to be rezoned to Residential (Lot 267 High Street and Lot 1 Lincoln Highway, Cowell)
- Expansion of Coastal Settlement Zone in Port Gibbon (Lot 16 Beach Road, Port Gibbon)

In addition to the above, Lot 266 West Terrace, Cowell has also been included in this review as the Town Centre Zone envisages supported accommodation and such may be accommodated on this currently vacant allotment.

Council advised that they do not have any historic or property records for the above allotments that referred to the use or activities that are occurring or occurred on the land.

The review identified the following:

- Lot 1 Lincoln Highway, Cowell is identified on the site contamination index and may have been subject to site contamination associated with the nearby service station
- Wetlands and bodies of water are identified as a PCA and exist on Section 263 and 242 Esplanade, Cowell.
- The oxidation of iron sulphide in potential acid sulphate soil material (sulphidic material) resulting in the formation of actual acid sulphate soil material is identified as a PCA. Section 263 and part of Section 242 are identified as areas that may contain acid sulfate soils.

Based on the above analysis, it is recommended that further investigation occur as part of future development applications in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure*. It is considered appropriate that this occur at a development application stage to capture any additional activities that may occur between the time of the DPA and a proposed development. Accordingly, it is common practice for this information to be requested as part of a development application to create allotments for residential purposes.

General Section – Hazards contains policy relating to site contamination and will enable such to be considered as part of a future development application for residential development or land division on the land. In addition, it is also common to reference site contamination within the desired character statement of a Zone. In this instance, the desired character statements will be replaced by the Planning and Design Code and therefore this has not been recommended as part of this Development Plan Amendment.

Based on the above analysis, no policy has been included in this DPA relating to site contamination.

### **3.3.8 Review of historical landfill locations**

The existing landfill location in Cowell is 128 Melrose Road, Cowell. This land is more than 800 metres from any land proposed to be rezoned for residential purposes (including residential land included with the airport). Given no additional residential land is proposed within 500 metres of this waste depot, no further investigations have been undertaken.

Based on the above analysis, no policy has been included in this DPA relating to historical landfill locations.

### **3.3.9 Potential risks to water quality associated with the Cowell Foreshore Concept**

All marinas and vessel services facilities have the potential to impact water quality. The Environment Protection Authority's Code of Practice for Vessel and Facility Maintenance identifies that these risks are often presented by toxic paint chips, paint residues and other solid and liquid wastes containing heavy metals, nutrients, acid, oil, hydrocarbons and invasive pest species.

The risk of these pollutants impacting the water quality can be managed by establishing an Environmental Management System for parties using or managing the facility to adhere to. Such has not been prepared at

this stage as the marina is still subject to detailed design. However, as part of the future development application, it will be necessary to demonstrate that the management of water quality within the marina will be in accordance with the *Environment Protection (Water Quality) Policy 2015* will be required. This development application will also be subject to the referral and assessment of the Environment Protection Authority.

The DPA will update the General Section – Marinas and Maritime Structures to the current version of the SA Planning Policy Library and will also adopt the Coastal Marina Zone from the same document. This policy reinforces that the future marina should be developed in accordance with the *Environment Protection (Water Quality) Policy 2015* and the relevant Australian Standards.

The General Section – Marinas and Maritime Structures and Coastal Marina Zone will be sourced from the current version of the SA Planning Policy Library in line with the above.

### **3.3.10 Investigate the capacity of the Cowell community waste water management system**

The Cowell Community Wastewater Management System (CWMS) and treatment plans have a capacity of 267kL per day and is currently receiving 66kL per day. Based on an assessment from Gayler Professional Engineering Pty Ltd, the capacity of the existing 150mm diameter uPVC gravity drain would be approximately 450 residential connections. This is considered sufficient the proposed expansion to the Residential Zone.

The General Section – Land Divisions is considered to have appropriate policies to ensure such infrastructure is constructed as part of the future development of the land.

No changes are required to the Development Plan to achieve the above.

### **3.3.11 Review of Commercial, Industry and Infrastructure Zone**

The Statement of Intent suggested that the Commercial and Industry Zones would be consolidated to allow like uses across both Zones. However, after further investigation, the two Zones have been developed in a distinct manner. More specifically, it was clear that more sensitive and low impact uses exist within the Commercial Zone, including dwellings and tourist accommodation, and higher impact, industrial uses exist within the Industry Zone.

As a result, it is preferable to retain the existing zoning to ensure that existing development is not disadvantaged by the consolidation of the Zones. Vacant land exists within each Zone and there is not considered to be a pressing need to increase land within either the Commercial or Industrial Zone.

As a result of the analysis detailed above, the existing Commercial and Industry Zones are no longer proposed to be consolidated.

## **4. Recommended Policy Changes**

Following is a list of the recommended policy changes based on the investigations of this DPA.

The DPA proposed the following policy changes to the District Council of Franklin Harbour Development Plan based on the investigations of this DPA:

### **General Section**

- Replace the Marine and Maritime Structures module with the version from the current SA Planning Policy Library
- Replace the Hazards module with the version from the current SA Planning Policy Library

## Zone

- Amend policy within the Town Centre Zone to encourage the development of supported accommodation and to include the existing hospital
- Amend policy within the Coastal Conservation Zone and Coastal Settlement Zone to reflect the rezoning of the eight allotments seaward of Ocean Boulevard
- Delete the Coastal Open Space Zone and replace with the Coastal Marina Zone
- Insert Airfield Zone

## Tables

- Update Table FrH/1 to remove the setback for the Coastal Settlement Zone

## Mapping

- Update the following Maps to reflect the following changes to Zone boundaries:
  - Zone Map FrH/1 to show Airfield Zone and Aquaculture Zone
  - Zone Map FrH/9 to reflect revised Zone Maps FrH/15 and FrH/17
  - Policy Area Map FrH/9 to reflect the updated Zone boundaries
  - All FrH/11 Maps to reflect the updated Cadastral boundaries
  - Zone Map FrH/11 to include the proposed Aquaculture Zone
  - Zone Map FrH/13 to introduce the Caravan and Tourist Park Zone and revised Coastal Settlement Zone boundaries
  - Location Map FrH/15 to remove rezoned Local Reserves
  - Zone Map FrH/15 to:
    - Expand the Town Centre Zone boundaries
    - Expand the Residential Zone over Lot 267 High Street, Cowell and over part of Lot 106 Esplanade, Cowell
    - Delete the Coastal Open Space and introduce the Coastal Marina Zone
    - Revise size of Enlargement Map FrH/17
  - Policy Area Map FrH/15 to reflect the revised Zone boundaries and revise the size of Enlargement Map FrH/17
  - Zone and Policy Area Maps FrH/17 to show enlarged area, delete Open Space Zone and introduce the Coastal Marina Zone
- Introduce a new Map Set
- Update the Map Reference Table to reflect the above changes

A comprehensive summary, including a summary of the conclusions drawn from the investigations, is contained in the **Appendices**.

## 5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

The area affected by the proposed to be rezoned to Residential is currently outside of the Determined Area for the purposes of Schedule 4 – Complying Development, Clause 2B – New Dwellings of the Residential Code.

It is proposed to extend the designation over proposed Residential Zone, excluding an area of approximately 45 metres wide adjacent Beach Road (due to the interface with the Primary Production Zone).

## 6. Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

### **6.1 Accords with the Planning Strategy**

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

### **6.2 Accords with the Statement of Intent**

The DPA has been prepared in accordance with the Statement of Intent agreed to on 22 January 2018 and subsequent written correspondence dated 26 October 2018. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3 of this document.

### **6.3 Accords with other parts of the Development Plan**

The policies proposed in this DPA are consistent with the format, content and structure of the District Council of Franklin Harbour Development Plan.

The proposed policies are based on the South Australian Planning Policy Library modules and other Zones within the District Council of Franklin Harbour Development Plan.

### **6.4 Complements the policies in the Development Plans for adjoining areas**

The affected area of the DPA comprises land well within the boundaries of the District Council of Franklin Harbour and has no boundary with an adjoining Council.

Accordingly, the policies proposed in this DPA will not affect and will complement the policies of Development Plans for adjoining areas.

### **6.5 Accords with relevant infrastructure planning**

This DPA complements current infrastructure planning for the Council area, as discussed in section 2.3.3 of this document.

### **6.6 Satisfies the requirements prescribed by the Regulations**

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

## **References/Bibliography**

- District Council of Franklin Harbour, MasterPlan Pty Ltd, Ian Robertson Design, 2011, Cowell Urban Design Framework and Master Plan
- Econsearch Pty Ltd, 2017, Economic Analysis of Cowell Foreshore Redevelopment
- Larry Bebbington, 2016, Vegetation Assessment for Lot 9 Beach Road, Cowell
- Larry Bebbington, 2017a, Vegetation Assessment for Second Street Extension and Foreshore Access Upgrade, Cowell
- Larry Bebbington, 2017b, Vegetation Assessment for Farr Street extension and proposed sub-division
- MasterPlan Pty Ltd, 2016, Development Plan Review

## **Schedule 4a Certificate**

### **CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER**

#### **DEVELOPMENT REGULATIONS 2008**

#### **SCHEDULE 4A**

*Development Act 1993 – Section 25 (10) – Certificate - Public Consultation*

#### **CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION**

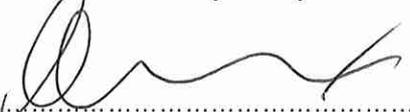
I, Chris Smith, as Chief Executive Officer of District Council of Franklin Harbour, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the District Council of Franklin Harbour and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

Michael Osborn

DATED this 24 day of May 2019



Chris Smith  
Chief Executive Officer

## **Appendices**

### **Appendix A - Assessment of Council's Strategic Directions Report**

## Appendix A - Assessment of Council's Strategic Plan 2017-2021

### District Council of Franklin Harbour Strategic Plan 2017-2021

Goal/Policy/Target	DPA Response
<b><i>Community Wellbeing – Maximise the benefit to the community from improved community services</i></b>	
1.02 Maximise the provision of aged care facilities and services	The DPA seeks to create an area, in proximity to the existing hospital that is anticipated for the development of supported accommodation.
<b><i>Economic Wellbeing – To foster a diverse and growing economic base that results in an increase in employment and population</i></b>	
2.01 Maximise the potential of the tourism industry	The DPA will facilitate the foreshore development, including tourist accommodation and facilities, which is referred to as Council's 'number one priority' within the Strategic Plan.
2.01.01 Progress the Foreshore Redevelopment as Council's number one priority, to enhance the towns attractiveness and liveability	
2.03 Support the growth of the aquaculture industry	The DPA will support the approved oyster hatcher and will identify land available for the future development of land-based aquaculture on this land. This directly responds to objective 2.03.02 within the Strategic Plan.
2.03.02 Ensure that Council's Development Plan adequately caters for the future development of the aquaculture industry	
2.04 Expand our aged care / retirement industry	The DPA will make land available for the development of supported and aged care accommodation within proximity to the existing hospital. The existing hospital will also be recognised within the DPA to enable suitable expansion and development as the needs for the community and adjacent accommodation increase.
2.04.01 Facilitate the development of appropriate housing options for retirees and aged people, development partnerships where possible with potential investors and investigate the feasibility of an upmarket retirement village in strategic location	
2.04.02 Develop vacant land as an over 55's area in front of Cowell Hospital to function along the guidelines of a lifestyle village	
2.06 Provide appropriate infrastructure for economic development	The DPA will extend the Cowell township to the south, providing additional residential land in proximity to the coast. This has the potential to attract new residents seeking a coastal outlook.
2.06.05 Ensure that council has adequate land available to enable the town to grow and attract new residents	
2.07 Development of seaside area in a sustainable manner	This DPA identifies the appropriate location for a high quality boat marina and seeks to establish policies that support the development of this area in an appropriate and sustainable manner.
2.07.01 Ensure suitable policies for the development of identified areas are incorporated into the Development Plan	

Goal/Policy/Target	DPA Response
2.07.02 Support the establishment of a high quality boat marina at a suitable location	
<b><i>Natural and Built Environment – Maintain our high quality living environment</i></b>	
3.08 Increase the number and standard of parks and gardens in our area	This DPA will reduce the amount of parks and gardens to the south of the Town Centre and township. Such will reduce the maintenance costs of these areas that were identified as underutilised in the Cowell Urban Design Framework. This DPA will also facilitate the improvement of the foreshore park and facilities.
3.08.02 Investigate methods for reducing the maintenance coasts of parks and gardens	

# Development Plan Amendment

By the Council

## Franklin Harbour Council

### General Development Plan Amendment

The Amendment

*For Consultation*



## Amendment Instructions Table

**Name of Local Government Area:**

District Council of Franklin Harbour

**Name of Development Plan**

Franklin Harbour Council Development Plan

**Name of DPA:**

General Development Plan Amendment

*The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on **11 February 2016**.*

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

Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.  If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
	<ul style="list-style-type: none"> <li>• Amend</li> <li>• Replace</li> <li>• Delete</li> <li>• Insert</li> </ul>			

**COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)**

Amendments required (Yes/No): **Yes**

**Hazards Section**

1.	Replace	Replace whole Hazards Section with updated Hazards Section (in line with the South Australian Planning Policy Library Version 6) (Attachment A)	N	N
----	---------	---	---	---

**Marina and Maritime Structures Section**

2.	Replace	Replace whole Marina and Maritime Structures Section with updated Marina and Maritime Structures Section (in line with the South Australian Planning Policy Library Version 6) (Attachment B)	N	N
----	---------	---	---	---

**ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)**

Amendments required (Yes/No): **Yes**

**Airfield Zone**

3.	Insert	Before Aquaculture Zone insert Airfield Zone (Attachment C)		
----	--------	---	--	--

**Coastal Conservation Zone**

4.	Amend	Delete existing PDC 21 and replace with: 'New development or redevelopment of coastal shacks located at Lucky Bay is inappropriate'	N	N
----	-------	---	---	---

**Coastal Marina Zone**

5.	Insert	Insert Coastal Marina Zone (Attachment D)		
----	--------	---	--	--

**Coastal Open Space Zone**

6.	Delete	Delete Coastal Open Space Zone	N	N
----	--------	--------------------------------	---	---

**Coastal Settlement Zone**

**General Development Plan Amendment  
District Council of Franklin Harbour  
Amendment Instructions Table**

7.	Amend	Desired Character – amend to remove paragraph three of the of the Desired Character which states:  <i>'Additional investigation and protection from coastal hazards, including erosion and inundation, will need to be undertaken before further development occurs.'</i>	N	N
8.	Delete	Remove PDC 8	Y	N
9.	Delete	Remove PDC 16	Y	N
10.	Replace	Replace PDC 17 with the following:  17. Land should not be divided unless the division is for the purpose of any of the following:  (a) creating an allotment to accommodate an existing dwelling (b) creating a public road or a public reserve (c) a minor adjustment of allotment boundaries to remove an anomaly in the current boundaries with respect to the location of existing buildings or structures (d) create allotments of 850 square metres or more that have a frontage of at least 15 metres in Port Gibbon	N	N
<b>Town Centre Zone</b>				
10.	Replace	Replace whole Town Centre Zone with the Attachment E		
<b>TABLES</b>				
Amendments required (Yes/No): <b>Yes</b>				
<b>Table FrH/1</b>				
11.	Amend	Delete 'Coastal Settlement Zone' row from Table	N	N
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>				
Amendments required (Yes/No): <b>Yes</b>				
<b>Map Reference Table</b>				
12.	Replace	Delete Map Reference table and replace with Attachment F	N	N
<b>Map(s)</b>				
13.	Replace	Replace Council Index Map with the content of Attachment G	N	N
14.	Replace	Replace Zone Map FrH/1 with content of Attachment H	N	N
15.	Replace	Replace Zone Map FrH/9 and Policy Area Map FrH/9 with content of Attachment I	N	N
16.	Replace	Replace all FrH/11 Maps with the content of Attachment J	N	N
17.	Replace	Replace Zone Map FrH/13 with the content of Attachment K	N	N
18.	Replace	Replace Location Map FrH/15 with the content of Attachment L	N	N
19.	Replace	Replace Zone Map FrH/15 with the content of Attachment M	N	N
20.	Replace	Replace Policy Area Map FrH/15 with content of Attachment N	N	N
21.	Replace	Replace Zone Map FrH/17 with content of Attachment O	N	N
22.	Replace	Replace Policy Area Map FrH/17 with content of Attachment P	N	N
23.	Insert	After Policy Area Map FrH/17, insert the contents of Attachment Q	N	N

## Attachment A

### Hazards

#### OBJECTIVES

- 1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- 2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.
- 4 Development located and designed to minimise the risks to safety and property from flooding.
- 5 Development located to minimise the threat and impact of bushfires on life and property.
- 6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.
- 7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulphate soils.
- 8 Protection of human health and the environment wherever site contamination has been identified or is suspected to have occurred.
- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- 10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

#### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.
- 3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

#### Flooding

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
  - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
  - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.

- 6 Development, including earthworks associated with development, should not do any of the following:
- (a) impede the flow of floodwaters through the land or other surrounding land
  - (b) increase the potential hazard risk to public safety of persons during a flood event
  - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
  - (d) cause any adverse effect on the floodway function
  - (e) increase the risk of flooding of other land
  - (f) obstruct a watercourse.

## **Bushfire**

- 7 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
- (a) vegetation cover comprising trees and/or shrubs
  - (b) poor access
  - (c) rugged terrain
  - (d) inability to provide an adequate building protection zone
  - (e) inability to provide an adequate supply of water for fire fighting purposes.
- 8 Buildings and structures should be designed and configured to reduce the impact of bushfire through designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 9 Habitable buildings should have a dedicated water supply comprising a minimum of 5000 litres available at all times for fire fighting which is located adjacent to the building or in another convenient location on the allotment accessible to fire fighting vehicles.
- 10 Extensions to existing buildings, outbuildings and other ancillary structures should be sited and constructed using materials to minimise the threat of fire spread to habitable buildings in the event of bushfire.
- 11 Buildings and structures should be designed and configured to reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 12 Land division should be designed to:
- (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel
  - (b) minimise the extent of damage to buildings and other property during a bushfire
  - (c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire
  - (d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 13 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to facilitate safe and effective operational use for fire fighting, other emergency vehicles and residents.

- 14 Olive orchards should be located and developed in a manner that minimises their potential to fuel bushfires.

### **Salinity**

- 15 Development should not increase the potential for, or result in an increase in, soil and water salinity.
- 16 Preservation, maintenance and restoration of locally indigenous plant species should be encouraged in areas affected by dry land salinity.
- 17 Irrigated horticulture and pasture should not increase groundwater induced salinity.

### **Acid Sulfate Soils**

- 18 Development and activities, including excavation and filling of land, that may lead to the disturbance of potential or actual acid sulfate soils (including land identified on the *Overlay Maps –Development Constraints*) should be avoided unless such disturbances are managed in a way that effectively avoids the potential for harm or damage to any of the following:
- (a) the marine and estuarine environment
  - (b) natural water bodies and wetlands
  - (c) agricultural or aquaculture activities
  - (d) buildings, structures and infrastructure
  - (e) public health.
- 19 Development, including primary production, aquaculture activities and infrastructure, should not proceed unless it can be demonstrated that the risk of releasing acid water resulting from the disturbance of acid sulfate soils is minimal.

### **Site Contamination**

- 20 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

### **Containment of Chemical and Hazardous Materials**

- 21 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.
- 22 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:
- (a) discharge of polluted water from the site
  - (b) contamination of land
  - (c) airborne migration of pollutants
  - (d) potential interface impacts with sensitive land uses.

### **Landslip**

- 23 Land identified as being at risk from landslip as shown on the *Overlay Maps - Development Constraints* should not be developed.
- 24 Development, including associated cut and fill activities, should not lead to an increased danger from land surface instability or to the potential of landslip occurring on the site or on surrounding land.

- 25 Development on steep slopes should promote the retention and replanting of vegetation as a means of stabilising and reducing the possibility of surface movement or disturbance.
- 26 Development in areas susceptible to landslip should:
- (a) incorporate split level designs to minimise cutting into the slope
  - (b) ensure that cut and fill and heights of faces are minimised
  - (c) ensure cut and fill is supported with engineered retaining walls or are battered to appropriate grades
  - (d) control any erosion that will increase the gradient of the slope and decrease stability
  - (e) ensure the siting and operation of an effluent drainage field does not contribute to landslip
  - (f) provide drainage measures to ensure surface stability is not compromised
  - (g) ensure natural drainage lines are not obstructed.

## Attachment B

### Marinas and Maritime Structures

#### OBJECTIVE

- 1 The provision, in appropriate locations, of marinas, pontoons, jetties, piers, wharves and boat moorings that cater for vessels and:
  - (a) maintain public access to the waterfront
  - (b) do not compromise public safety
  - (c) preserve the structural integrity of the marine infrastructure
  - (d) minimise adverse impacts on the natural environment.

#### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Marina development should include one or more of the following:
  - (a) wet and dry berthing of boats
  - (b) launching and retrieval of recreational boats and associated trailer and car parking areas
  - (c) access ramps, landings, storage and other structures associated with a marina
  - (d) clubrooms for maritime organisations.
- 2 The design of marinas, berths, channels, fairways, gangways and floating structures should comply with:
  - (a) *Australian Standard AS 3962: Guidelines for Design of Marinas*
  - (b) *Australian Standard AS 4997: Guidelines for the Design of Maritime Structures.*
- 3 Development should not obstruct or impair:
  - (a) navigation and access channels
  - (b) maintenance activities of marine infrastructure including revetment walls
  - (c) the operation of wharves.
- 4 Safe public access should be provided or maintained to:
  - (a) the waterfront
  - (b) known diving areas
  - (c) jetties, wharves and associated activities.
- 5 Marinas should be designed to:
  - (a) facilitate water circulation and exchange
  - (b) maximise the penetration of sunlight into the water.

# Attachment C

## Airfield Zone

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

### OBJECTIVES

- 1 A zone primarily accommodating aircraft operations, passenger terminals, airport and aviation-related light industrial, service industrial, warehouse and storage purposes
- 2 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone seeks to ensure that the Cowell Airport serves over the long term as a key transport hub for the Council area and seeks to protect the airport from the encroachment of incompatible activities.

The zone provides guidance for the further development of aviation-related industrial and commercial uses.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - air passenger or air freight terminal
  - aircraft related facility
  - airport
  - fuel depot
  - light industry ancillary to and in association with aviation activities
  - recreation area
  - service industry ancillary to and in association with aviation activities
  - shop within the terminal building
  - warehouse ancillary to and in association with aviation activities.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development that would be adversely affected by noise and other hazards caused by airport activities should not be undertaken in the zone.
- 4 Development should not impede the use of the zone for aviation purposes.

#### Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Commercial and light industrial development located on the airport site should:
  - (a) facilitate the more efficient operation of the airport
  - (b) be sited in defined clusters
  - (c) not adversely affect the amenity of surrounding land uses.

**Land Division**

- 7 Land should not be divided except for the realignment of allotment boundaries, where this assists in the more efficient operation and use of the airport.
- 8 There should be no increase in the total number of allotments in the zone.

**PROCEDURAL MATTERS**

**Complying Development**

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

**Non-complying Development**

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

Form of Development	Exceptions
Community centre	
Consulting room	
Dwelling	Except where ancillary to and in association with aviation activities
Educational establishment	Except where ancillary to and in association with aviation activities.
Hospital	
Horticulture	
Hotel	
Intensive animal keeping	
Land division	Except where no additional allotments are created wholly or partly within the zone.
Motel	
Nursing home	
Place of worship	
Pre-school	
Residential flat building	
Shop	Except where located within the terminal building.
Tourist accommodation	
Waste reception, storage, treatment or disposal	

**Public Notification**

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

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

**Category 1****Category 2**

Air Passenger or Air Freight Terminal

---

Aircraft Related Facility (including Aircraft Hangers)

---

Airport

---

Fuel Depot

---

Light Industry

---

Recreation Area

---

Service Industry

---

Shop

---

Warehouse

---

## Attachment D

### Coastal Marina Zone

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

#### OBJECTIVES

- 1 A zone that provides for a marina and maritime development with complementary tourist, recreational, retail and community facilities.
- 2 Development that contributes to the desired character of the zone.

#### DESIRED CHARACTER

Cowell is the primary centre for the Council area that features significant commercial activities, including tourism and aquaculture vital to the economic wellbeing of the community. The Zone provides an opportunity for the further development of these activities in an integrated coastal township, supported by a safe harbour and marina facilities essential to the growth of these activities. In particular, the Zone envisages the development of appropriate community and tourist facilities with supporting shops and tourist accommodation that improve the enjoyment of Franklin Harbour for residents and visitors.

Development within this Zone should be designed in a manner that does not have an adverse impact on the National Wetlands of Important (or Ramsar wetlands) and should demonstrate how it has been designed to manage this impact.

#### PRINCIPLES OF DEVELOPMENT CONTROL

##### Land Use

- 1 The following forms of development are envisaged in the zone:
  - boat berth, jetty, pier and pontoons
  - boat construction, maintenance, repair or sale
  - boat servicing facility (including fuel supply, power, water, effluent pump, toilets and showers)
  - coastal protection work
  - community facilities
  - clubroom in association with a marina
  - loading and unloading facility
  - marina
  - maritime structures
  - parking for vehicles and boats
  - restaurant
  - shop or group of shops
  - storage
  - tourist accommodation
  - tourist development
  - wastewater collection, storage and transfer facility.
- 2 Development listed as non-complying is generally inappropriate.

##### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Development including associated roads and parking areas should be protected from sea level rise by ensuring all of the following apply:

- (a) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres
- (b) there is an allowance to accommodate land subsidence until the year 2100 at the site
- (c) site levels are in accordance with those outlined in following table:

Location of development	Minimum site level (metres Australian Height Datum)	Minimum floor level (metres Australian Height Datum)
On land	3.0	3.25

- 5 Over water development should be limited to boat berthing, boat servicing facilities, walkways and channel markers.
- 6 Marina berths, channels, fairways, gangways and floating structures should comply with Australian Standards (AS 3962) Guidelines for Design of Marinas.
- 7 Untreated stormwater should not be discharged into the waterway.

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of Development	Exceptions
Consulting room	
Dwelling	
Office	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is 250 square metres or less.
Special industry	

### Public Notification

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

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

**Category 1**

**Category 2**

Restaurant

Shop or group of shops

Tourist Accommodation

# Attachment E

## Town Centre Zone

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

### OBJECTIVES

- 1 A centre accommodating a wide range of retail, office, administrative, community, cultural and entertainment facilities to serve residents of the town and the surrounding rural community.
- 2 Conservation and upgrading of buildings of historic character.
- 3 Rationalisation of vehicular access, car parking and major pedestrian movement paths to provide a safer, more efficient and more attractive environment.
- 4 Retention and upgrading of landscaped road verges and the streetscape of Main and High Streets.
- 5 Protection of the heritage streetscape character of Main Street.
- 6 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone will be further developed to fulfil its role as the administrative and service centre for the Council area.

Development within the zone will provide a range of retail, administrative, cultural, entertainment, community, business, educational and recreational facilities, as well as visitor and tourist accommodation appropriate to the needs of the township and catchment it serves.

Development will contribute to the establishment of a vibrant, active, integrated and connected Town Centre. A continuous edge of buildings of a similar height will be created that addresses and encloses streets through minimal street and side boundary setbacks. Buildings with frontage to the street will incorporate non-residential activities, entrances and windows at street level and incorporate verandas and awnings to maximise pedestrian amenity.

Further development and expansion of the existing hospital is also supported with the future development of supported accommodation adjacent the hospital anticipated.

Public access to the coast will be further developed, formalising public paths and open space areas adjacent to the foreshore.

A number of residential dwellings also exist within the Zone. However, the development of additional dwellings should be limited to supported accommodation or a dwelling that is ancillary to and on the same allotment as a non-residential land use.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - bulky goods outlet
  - café
  - consulting room
  - cultural centre

- entertainment facility
  - fitness studio
  - hospital
  - hotel
  - meeting room
  - motor repair station
  - nursing home
  - office
  - petrol filling station
  - restaurant
  - service trade premises
  - shop
  - supported accommodation
  - tourist facility.
- 2 Development listed as non-complying is generally inappropriate.
- 3 A dwelling should be established only where it is associated with and ancillary to an existing, or part of a proposed use envisaged for the zone or is for the purposes of supported accommodation.

### Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be designed to create active street frontages which encourage public activity and interest to passing pedestrians and contribute to the liveliness, vitality and security of public areas.
- 6 Development should:
- (a) allow existing historic buildings to remain the dominant visual elements in the locality
  - (b) incorporate verandas and sheltered pedestrian environments to promote pedestrian movements and outdoor dining opportunities
  - (c) provide a continuation of building alignments and facades on front allotment boundaries
  - (d) complement the height and scale of existing buildings and be no greater than three storeys in height.
- 7 Dwellings should be connected to a rainwater tank with a minimum capacity of 13 000 litres for household use (excluding any water storage required for fire fighting purposes).

## PROCEDURAL MATTERS

### Complying Development

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

### Non-complying Development

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

Form of development	Exceptions
Builder's yard	
Dairy	
Dwelling	Except a dwelling that meets (a) or (b) below: (a) it is supported accommodation

(b) it is ancillary to and in association with a non-residential development and located on the same allotment.

---

Farming

---

Fuel depot

---

General industry

---

Horse keeping

---

Horticulture

---

Industry

Except for service industry

---

Intensive animal keeping

---

Major public service depot

---

Road transport terminal

---

Special industry

---

Stock sales yard

---

Stock slaughter works

---

Timber Yard

---

Waste reception, storage, treatment or disposal

---

Wrecking yard

---

**Public Notification**

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

## Attachment F

### Map Reference Tables

#### Index Maps

##### Map Reference

[Council Index Map](#)

#### Zone Maps

Zone Name	Map Numbers
Airfield Zone	FrH/18
Aquaculture Zone	FrH/11, FrH/15, FrH/19
Bulk Handling Zone	FrH/15
Caravan and Tourist Park Zone	FrH/13, FrH/15, FrH/17
Coastal Conservation Zone	FrH/1, FrH/2, FrH/3, FrH/4, FrH/5, FrH/6, FrH/7, FrH/8, FrH/9, FrH/10, FrH/11, FrH/12, FrH/13, FrH/14, FrH/15, FrH/16, FrH/17
Coastal Marina Zone	FrH/15, FrH/17
Coastal Settlement Zone	FrH/12, FrH/16
Commercial Zone	FrH/15, FrH/19
Industry Zone	FrH/8, FrH/15, FrH/16
Infrastructure Zone	FrH/15
Open Space Zone	FrH/15, FrH/19
Primary Production Zone	FrH/1, FrH/2, FrH/3, FrH/4, FrH/5, FrH/6, FrH/7, FrH/8, FrH/9, FrH/11, FrH/12, FrH/13, FrH/14, FrH/15, FrH/18
Residential Zone	FrH/15, FrH/17, FrH/19
Rural Living Zone	FrH/15
Town Centre Zone	FrH/15, FrH/17

#### Policy Area Maps

Policy Area Name	Map Numbers
Township Fringe Policy Area 1	FrH/1
Coastal Waters Policy Area 2	FrH/8, FrH/9, FrH/10, FrH/11, FrH/15, FrH/17
Coastal Caravan Park Policy Area 3	FrH/9, FrH/15, FrH/17
Infrastructure Policy Area 4	FrH/8, FrH/16

## Precinct Maps

Precinct Name	Map Numbers
Cowell Cemetery Precinct 1	FrH/15
Lucky Bay Coastal	FrH/16

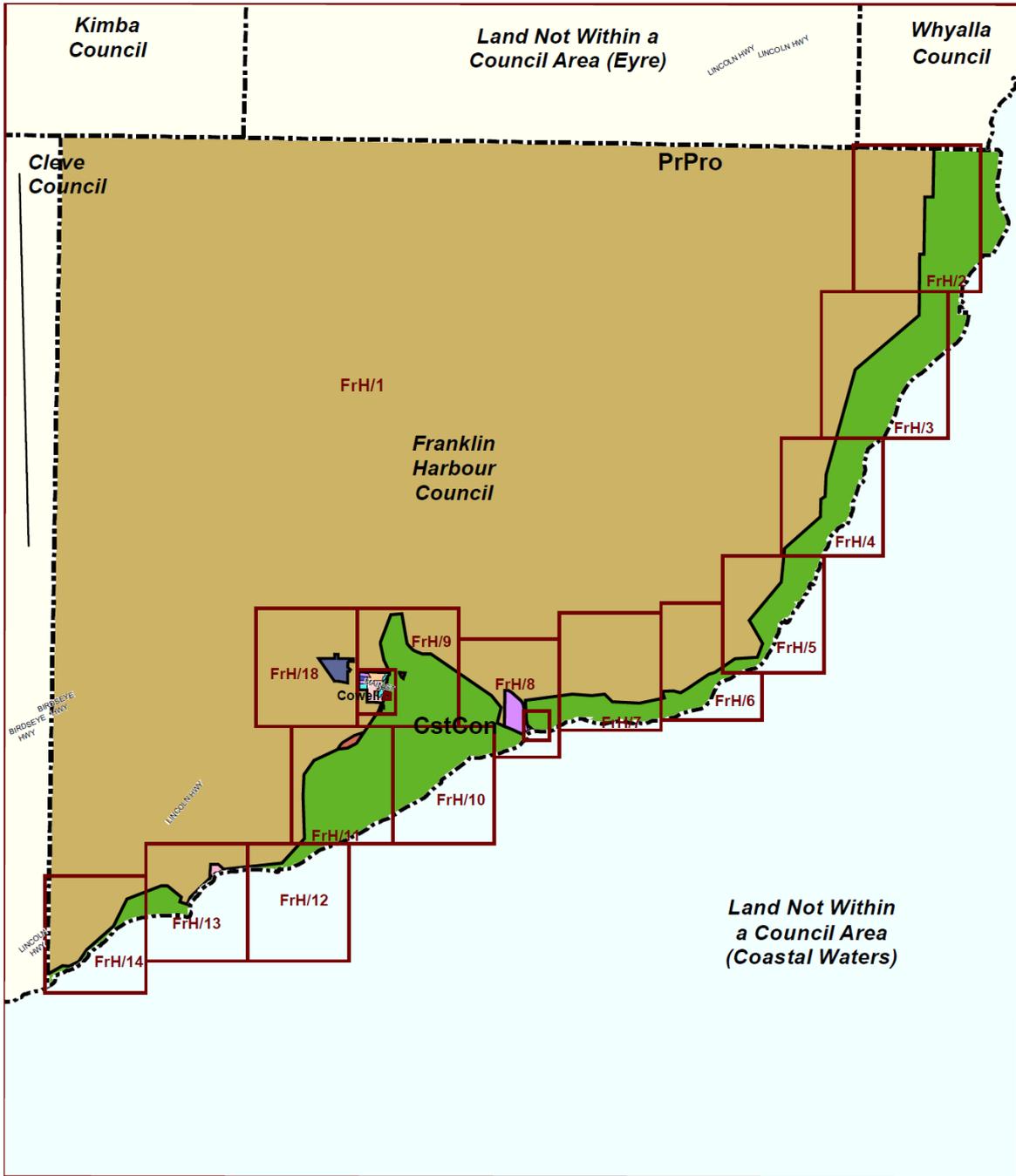
## Overlay Maps

Issue	Map Numbers
Location	FrH/1, FrH/2, FrH/3, FrH/4, FrH/5, FrH/6, FrH/7, FrH/8, FrH/9, FrH/10, FrH/11, FrH/12, FrH/13, FrH/14, FrH/15, FrH/16
Transport	FrH/1, FrH/9, FrH/13, FrH/14, FrH/15
Development Constraints	FrH/1, FrH/3, FrH/4, FrH/5, FrH/6, FrH/7, FrH/8, FrH/9, FrH/10, FrH/11, FrH/12, FrH/15, FrH/16
Heritage	FrH/15
Natural Resources	FrH/1, FrH/8, FrH/9, FrH/10, FrH/11, FrH/12, FrH/15, FrH/16

## Concept Plan Maps

Concept Plan Title	Map Numbers
Shellfish and other Aquaculture	Concept Plan Map FrH/1
Lucky Bay	Concept Plan Map FrH/2

**Attachment G**



See enlargement map for accurate representation.

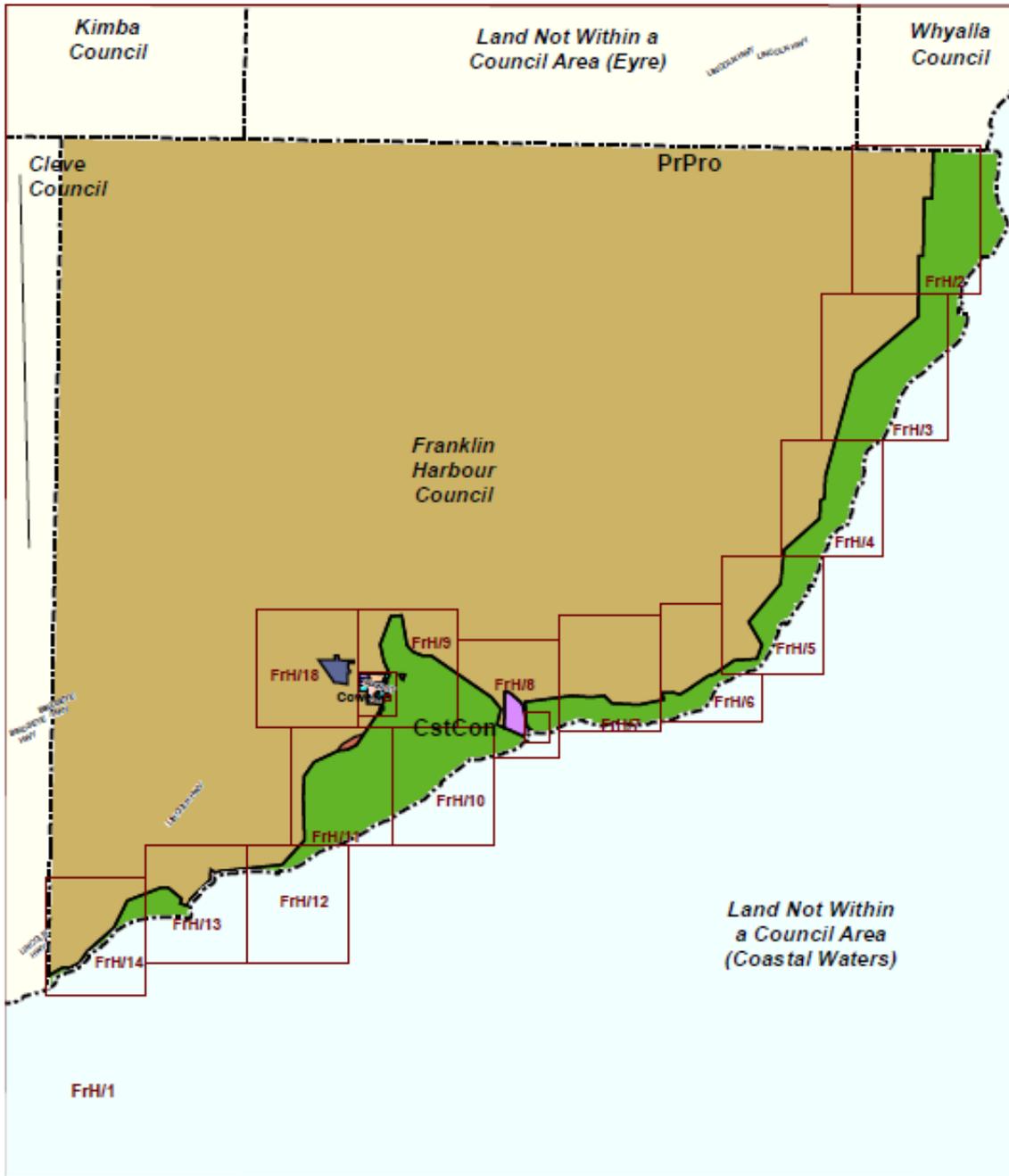


- Zones**
- CstCon Coastal Conservation
  - PrPro Primary Production
  - Zone Boundary
  - Development Plan Boundary

**Council Index Map**

FRANKLIN HARBOUR COUNCIL

# Attachment H



See enlargement map for accurate representation.

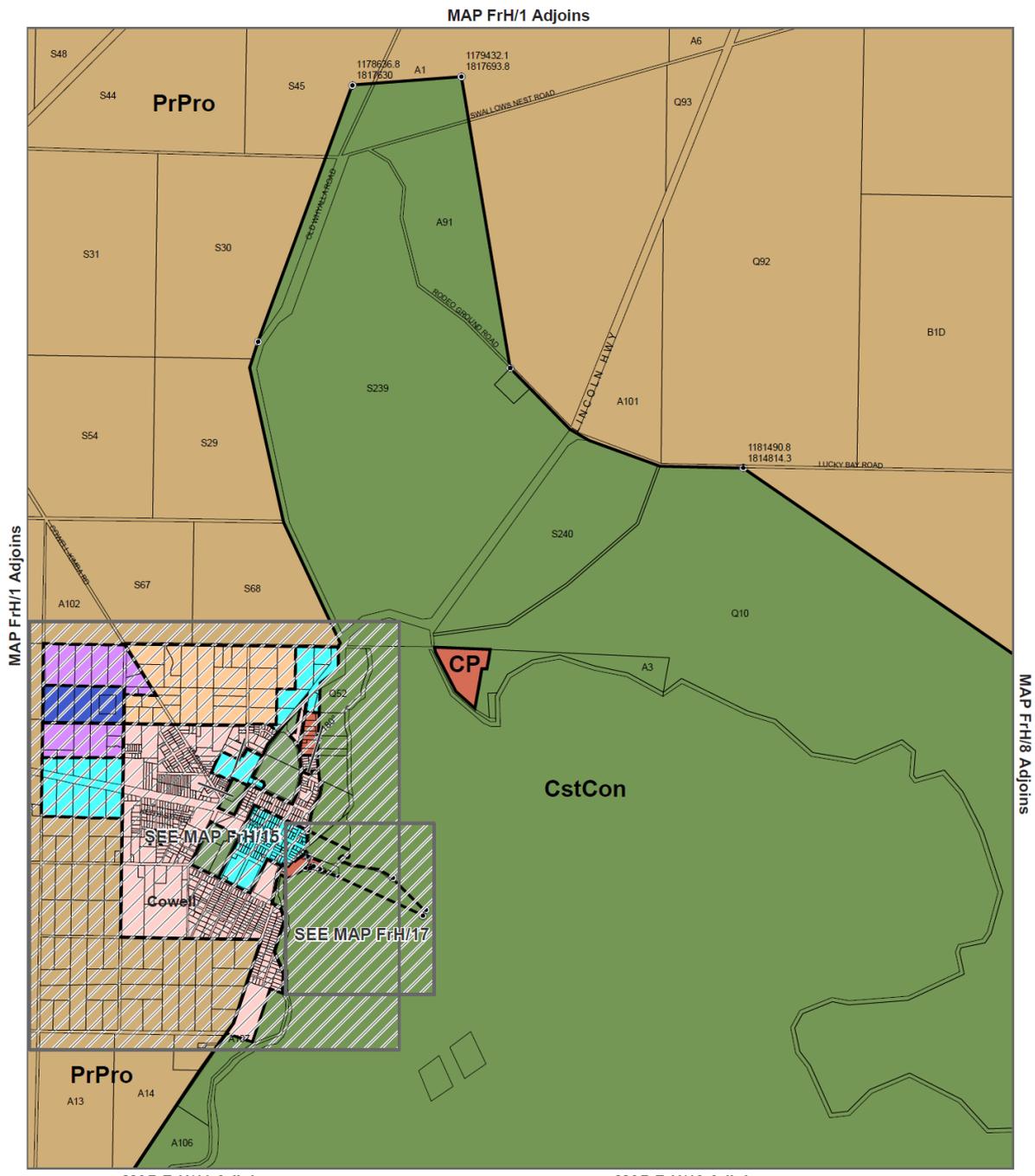


- Zones**
- CstCon Coastal Conservation
  - PrPro Primary Production
  - Zone Boundary
  - Development Plan Boundary

## Zone Map FrH/1

FRANKLIN HARBOUR COUNCIL

**Attachment I**



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

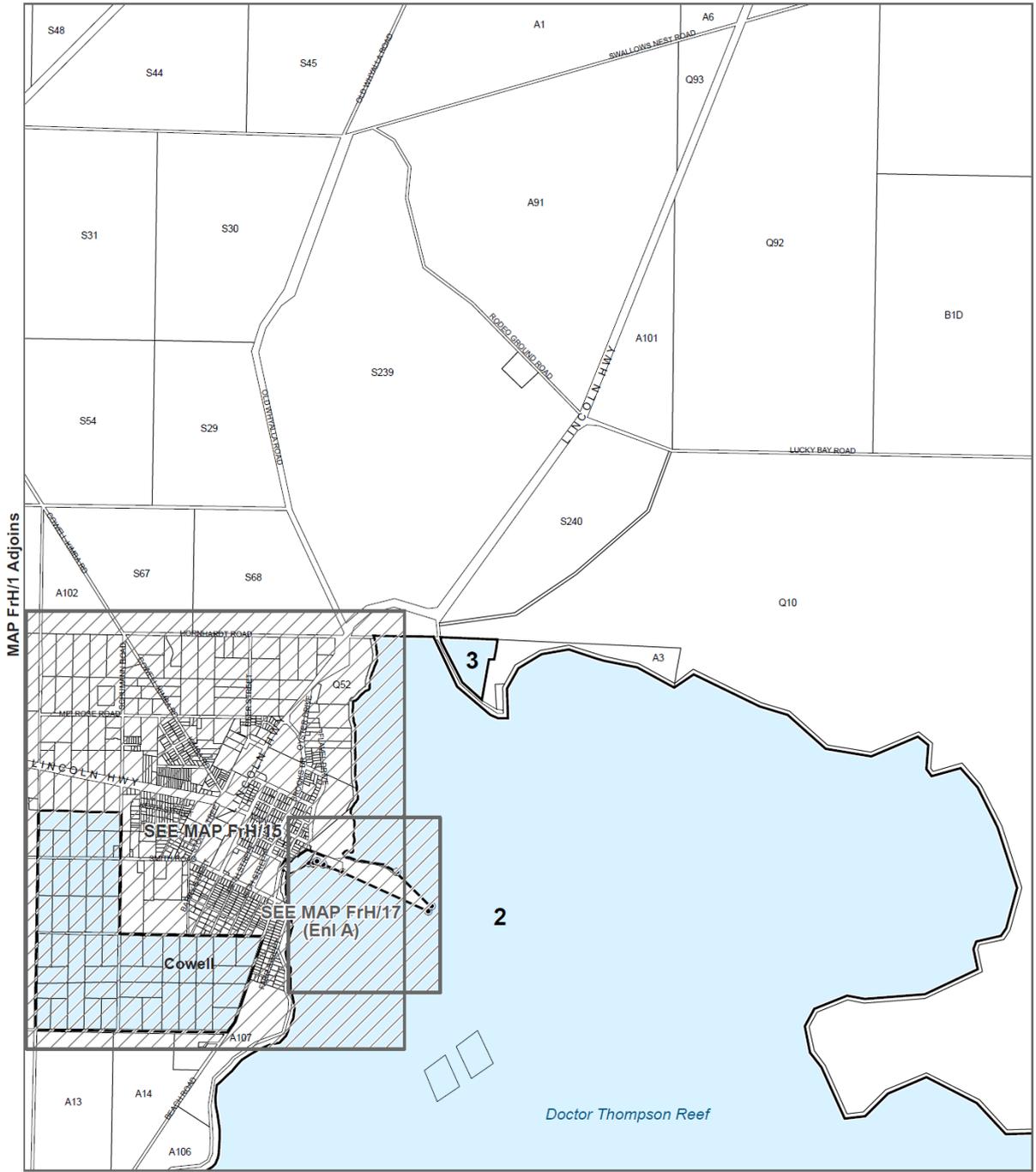


- Zones**
- CP Caravan and Tourist Park
  - CstCon Coastal Conservation
  - PrPro Primary Production
  - Zone Boundary

**Zone Map FrH/9**

FRANKLIN HARBOUR COUNCIL

MAP FrH/1 Adjoins



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

- Policy Area**
- 2 Coastal Waters
  - 3 Coastal Caravan Park Policy Area 3



# Policy Area Map FrH/9

 Policy Area Boundary

FRANKLIN HARBOUR COUNCIL

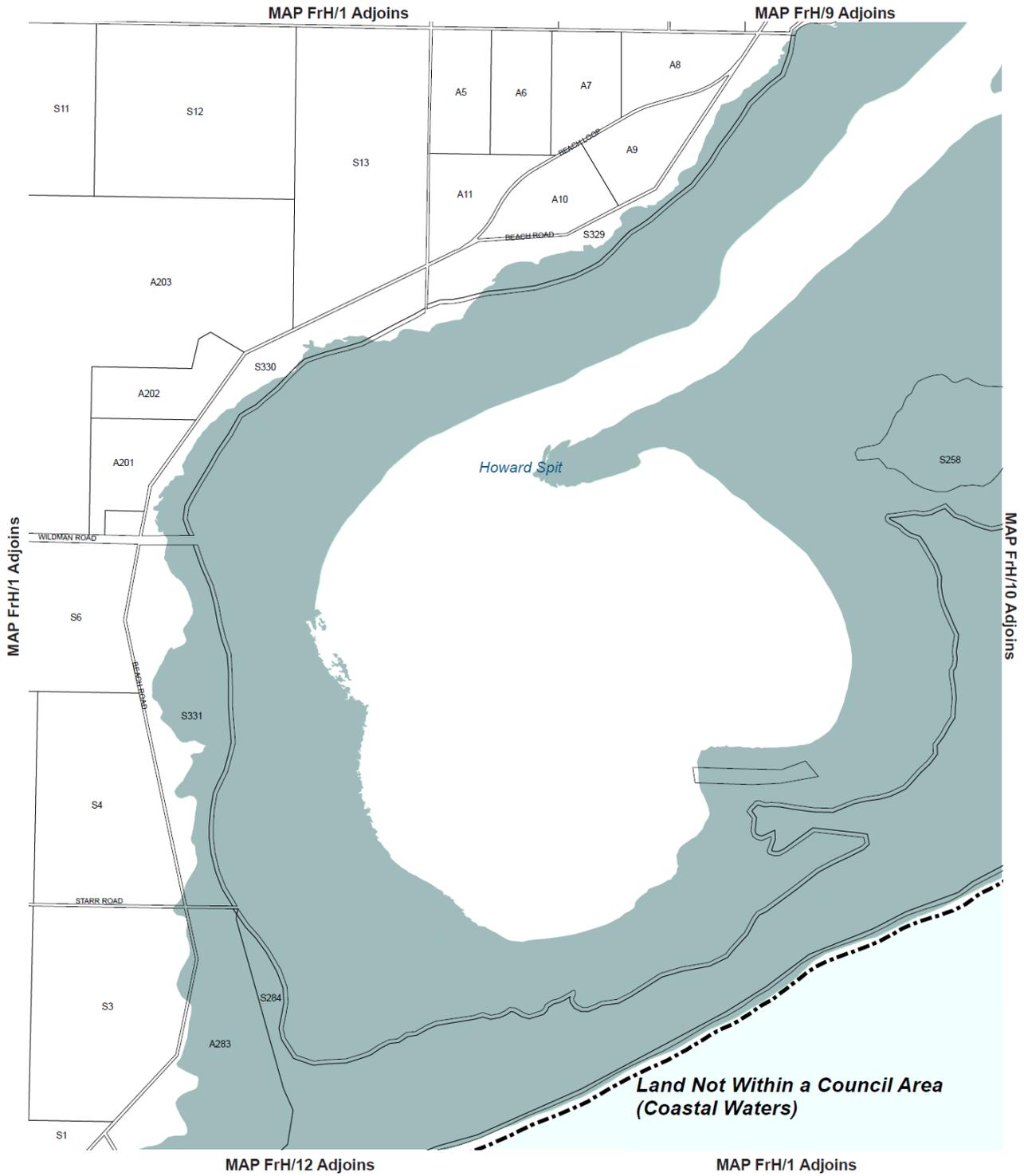
# Attachment J



- Local Reserves
- Conservation Park
- Development Plan Boundary

## Location Map FrH/11

FRANKLIN HARBOUR COUNCIL

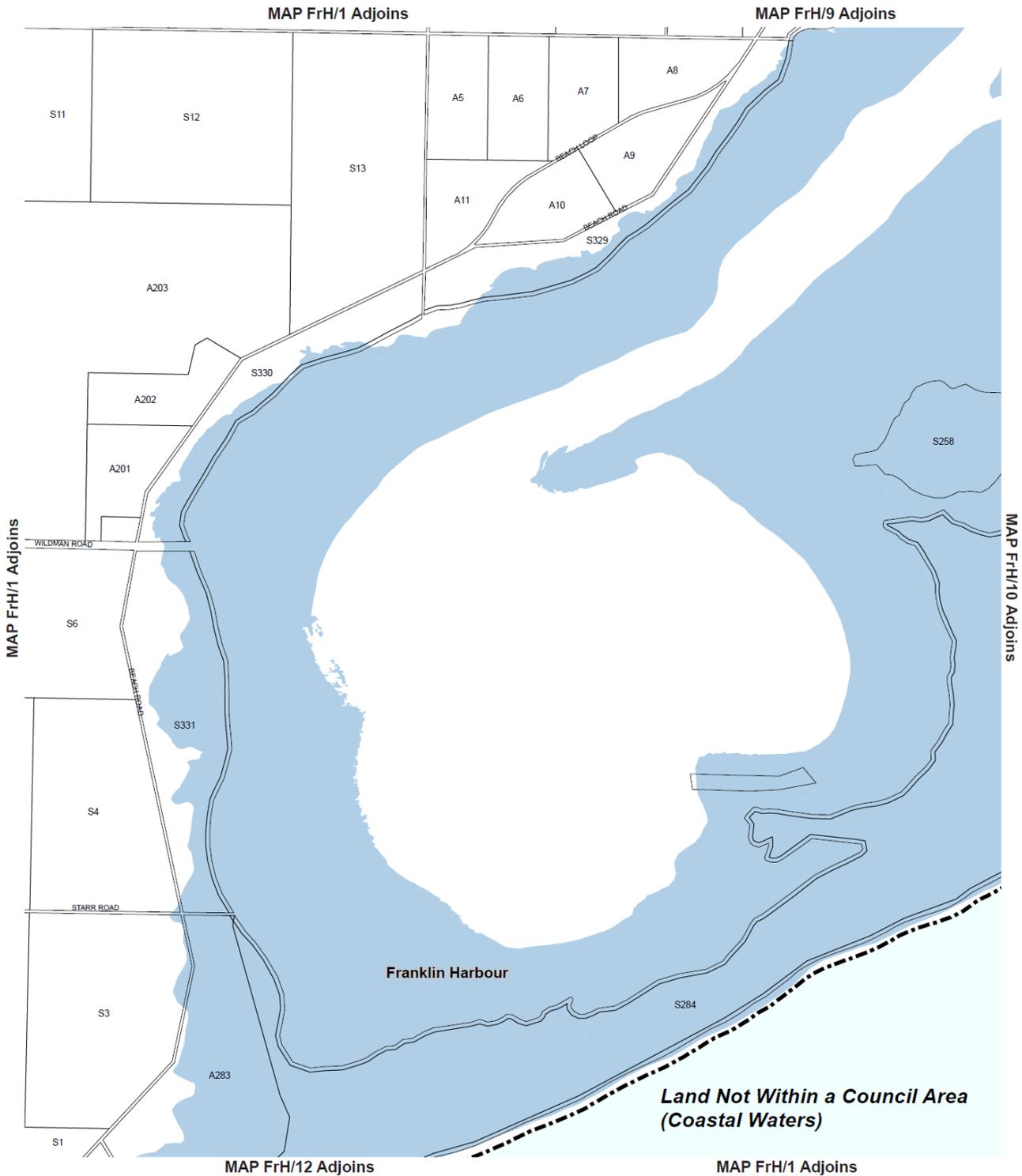


- Coastal Acid Sulfate Soils
- Development Plan Boundary

# Overlay Map FrH/11

## DEVELOPMENT CONSTRAINTS

FRANKLIN HARBOUR COUNCIL



*Land Not Within a Council Area  
(Coastal Waters)*

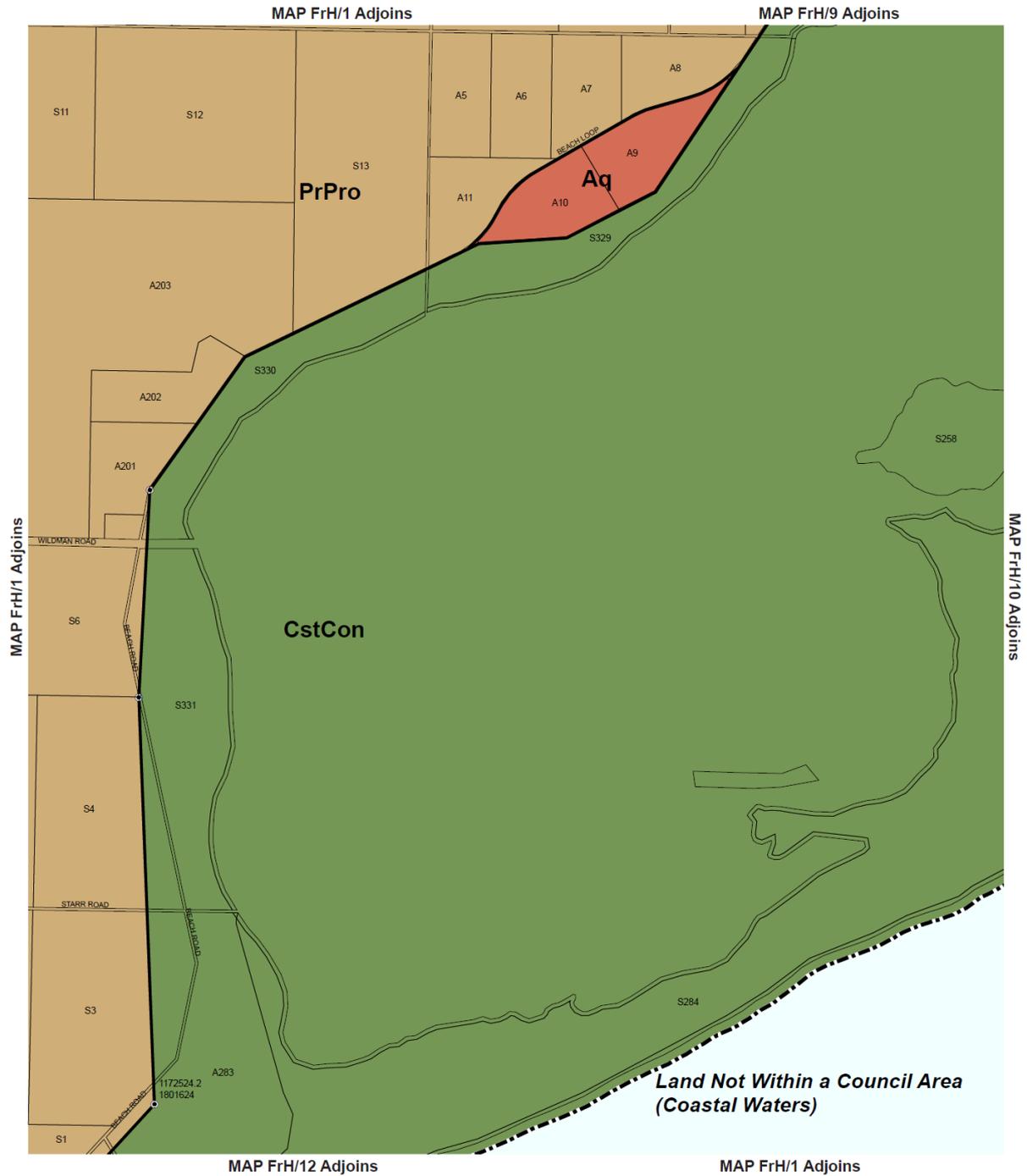


# Overlay Map FrH/11

## NATURAL RESOURCES

FRANKLIN HARBOUR COUNCIL

- Wetlands of National Importance
- Development Plan Boundary



Lamberts Conformal Conic Projection, GDA94

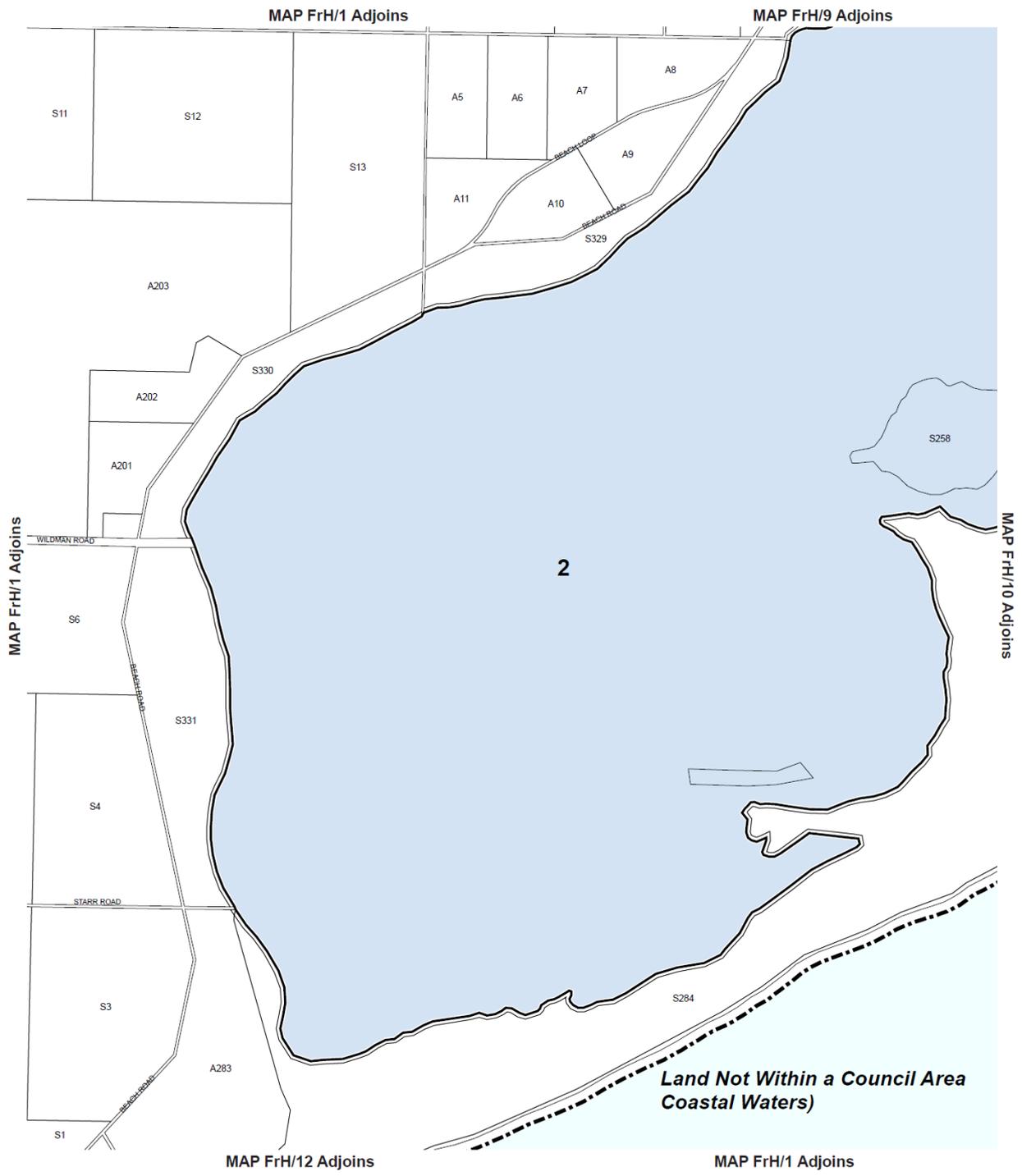


**Zones**

- Aq Aquaculture
- CstCon Coastal Conservation
- PrPro Primary Production
- Zone Boundary
- Development Plan Boundary

# Zone Map FrH/11

FRANKLIN HARBOUR COUNCIL



Lamberts Conformal Conic Projection, GDA94  
**Policy Area**  
**2 Coastal Waters**

*Land Not Within a Council Area Coastal Waters)*

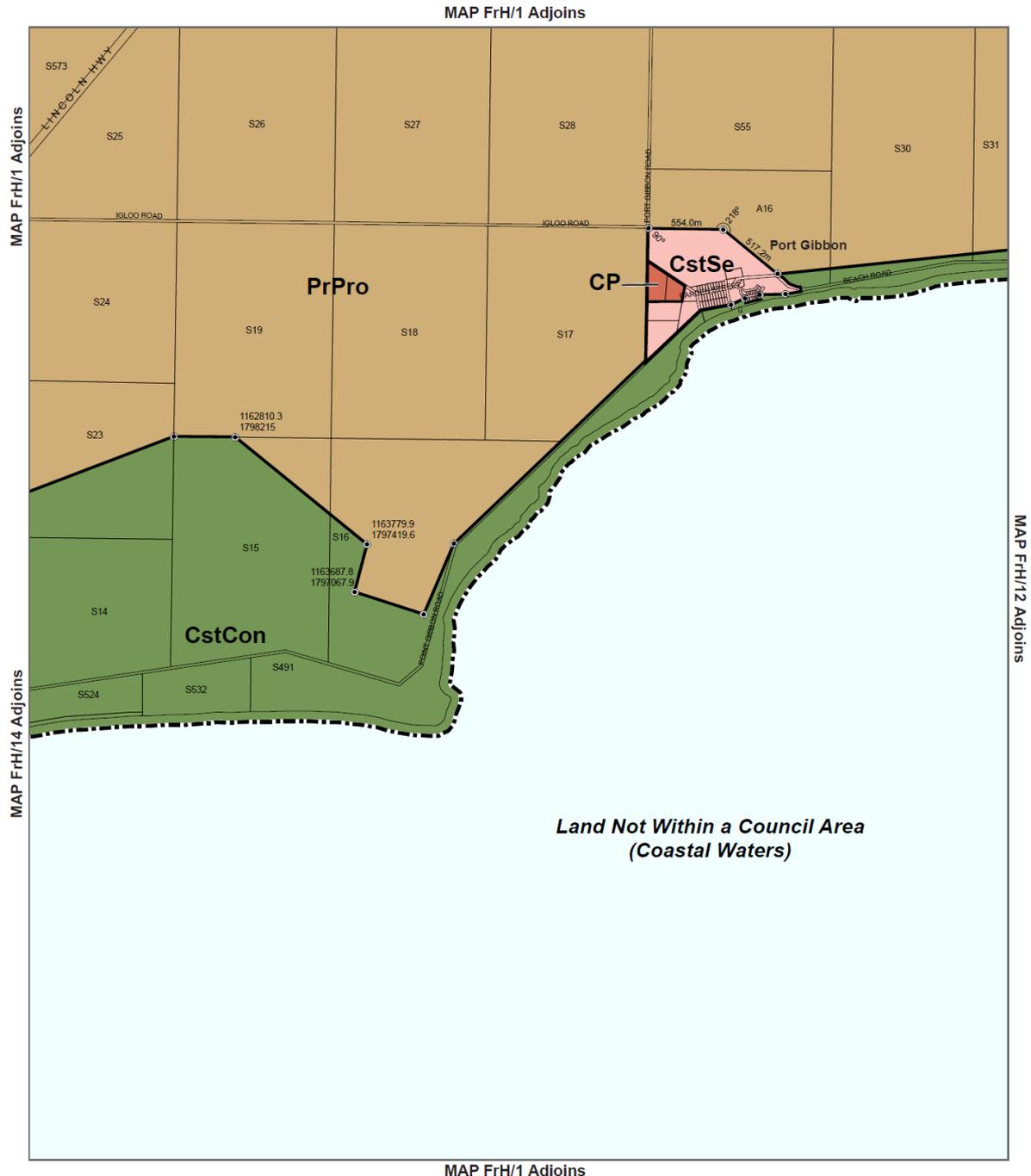


# Policy Area Map FrH/11

- Policy Area Boundary
- Development Plan Boundary

FRANKLIN HARBOUR COUNCIL

# Attachment K



Lamberts Conformal Conic Projection, GDA94



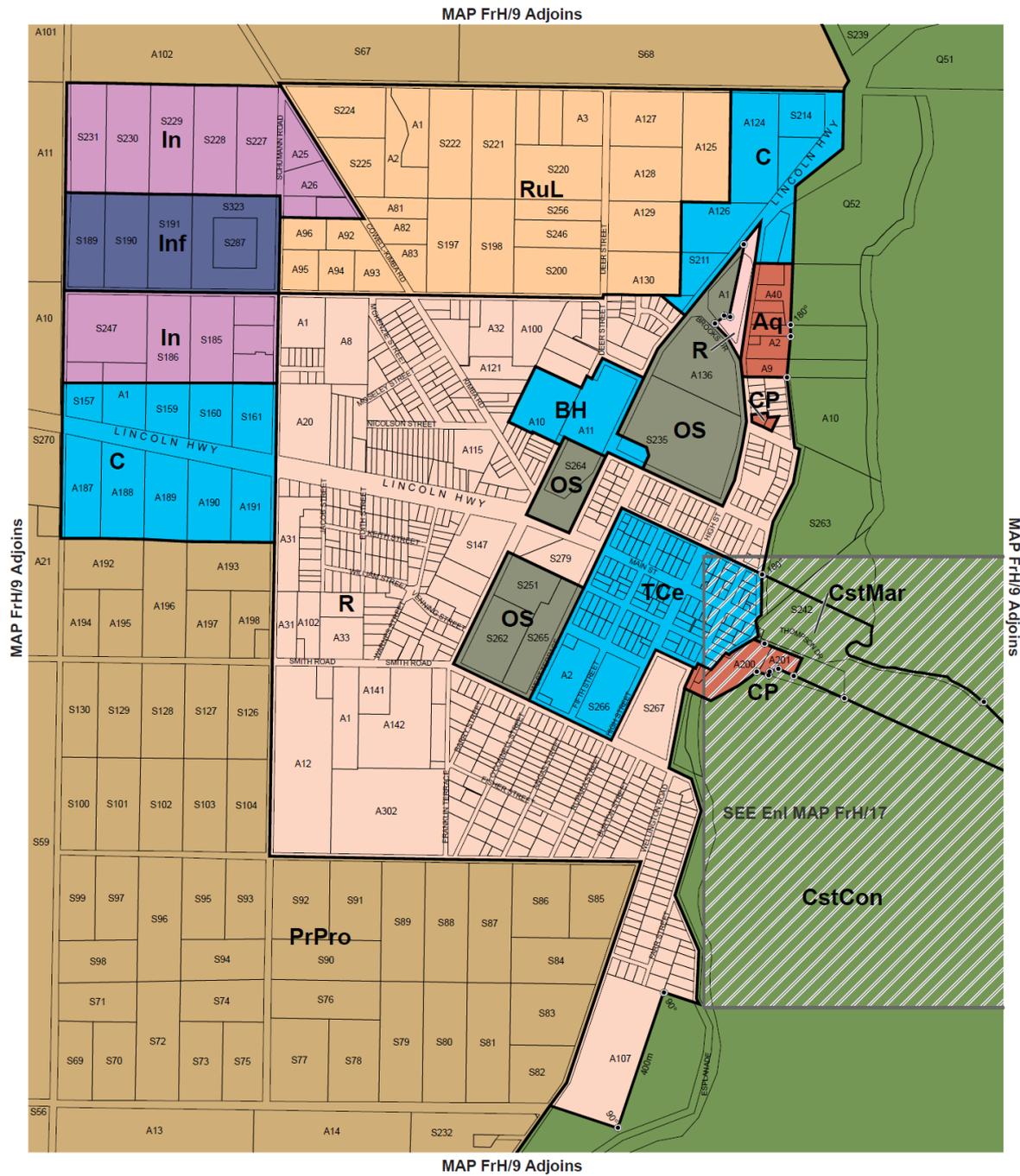
- Zones**
- CstCon Coastal Conservation
  - CstSe Coastal Settlement
  - CP Caravan and Tourist Park
  - PrPro Primary Production
  - Zone Boundary
  - Development Plan Boundary

## Zone Map FrH/13

FRANKLIN HARBOUR COUNCIL



# Attachment M



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



Zones			
	Aq Aquaculture		In Industry
	BH Bulk Handling		Inf Infrastructure
	CP Caravan and Tourist Park		OS Open Space
	CstCon Coastal Conservation		PrPro Primary Production
	CstMar Coastal Marina		R Residential
	CstOS Coastal Open Space		RuL Rural Living
	C Commercial		TCe Town Centre
	Zone Boundary		

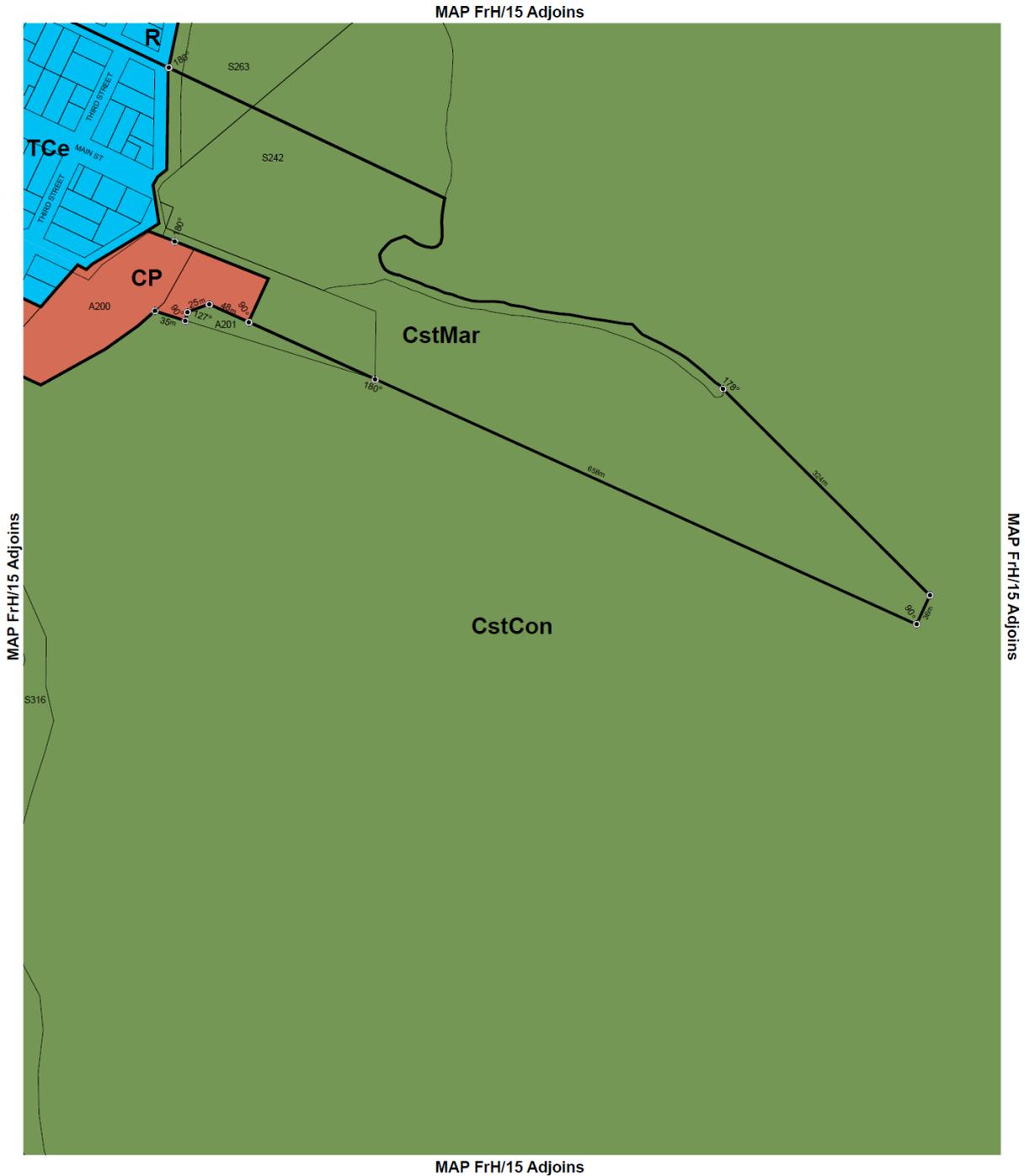
## COWELL

# Zone Map FrH/15

FRANKLIN HARBOUR COUNCIL



# Attachment O



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

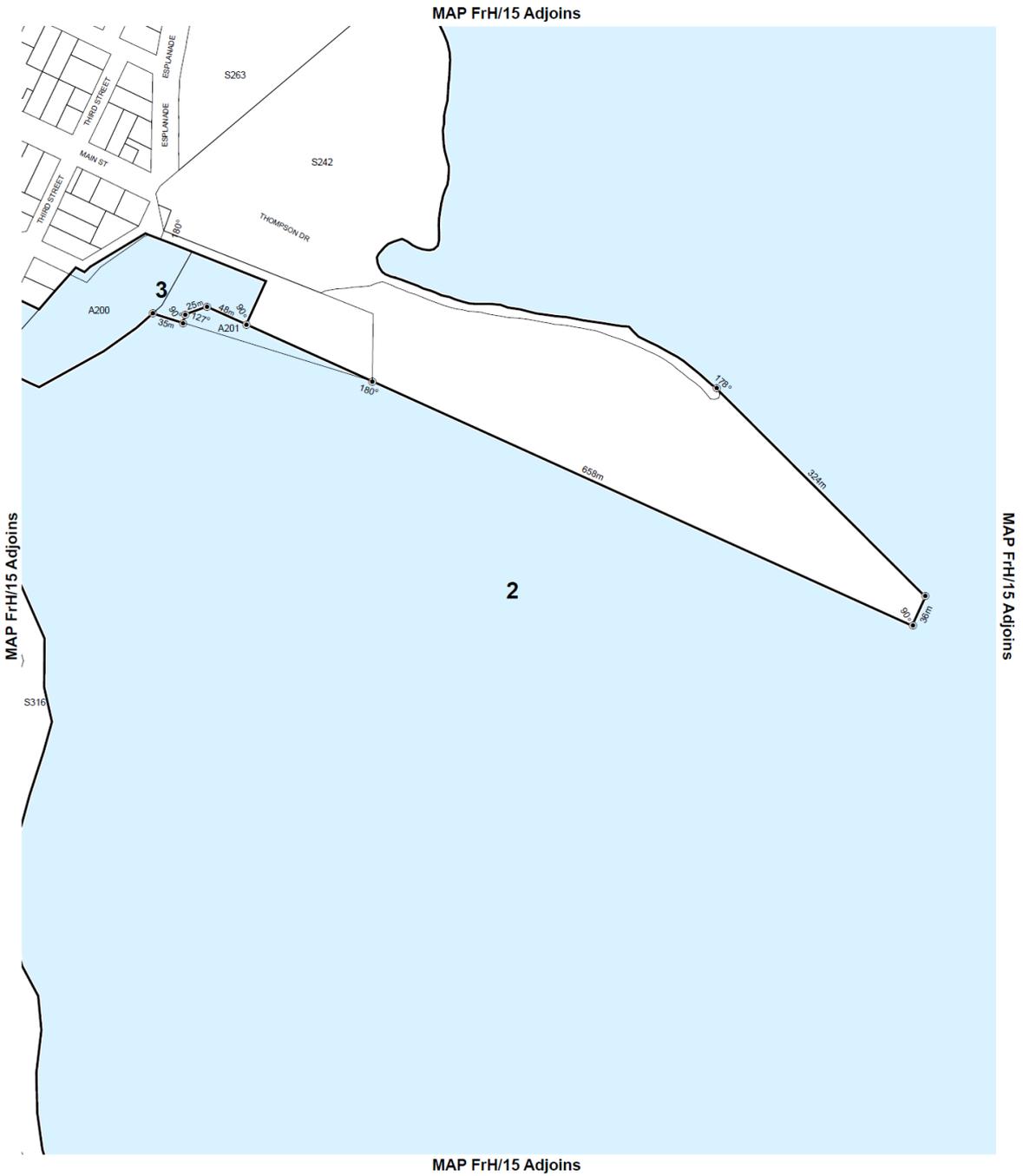


- Zones**
- CP Caravan and Tourist Park
  - CstCon Coastal Conservation
  - CstMar Coastal Marina
  - CstOS Coastal Open Space
  - R Residential
  - TCe Town Centre
  - Zone Boundary

## Zone Map FrH/17 ENLARGEMENT

FRANKLIN HARBOUR COUNCIL

# Attachment P



Lamberts Conformal Conic Projection, GDA94  
**Policy Area**  
 2 Coastal Waters  
 3 Coastal Caravan Park Policy Area 3

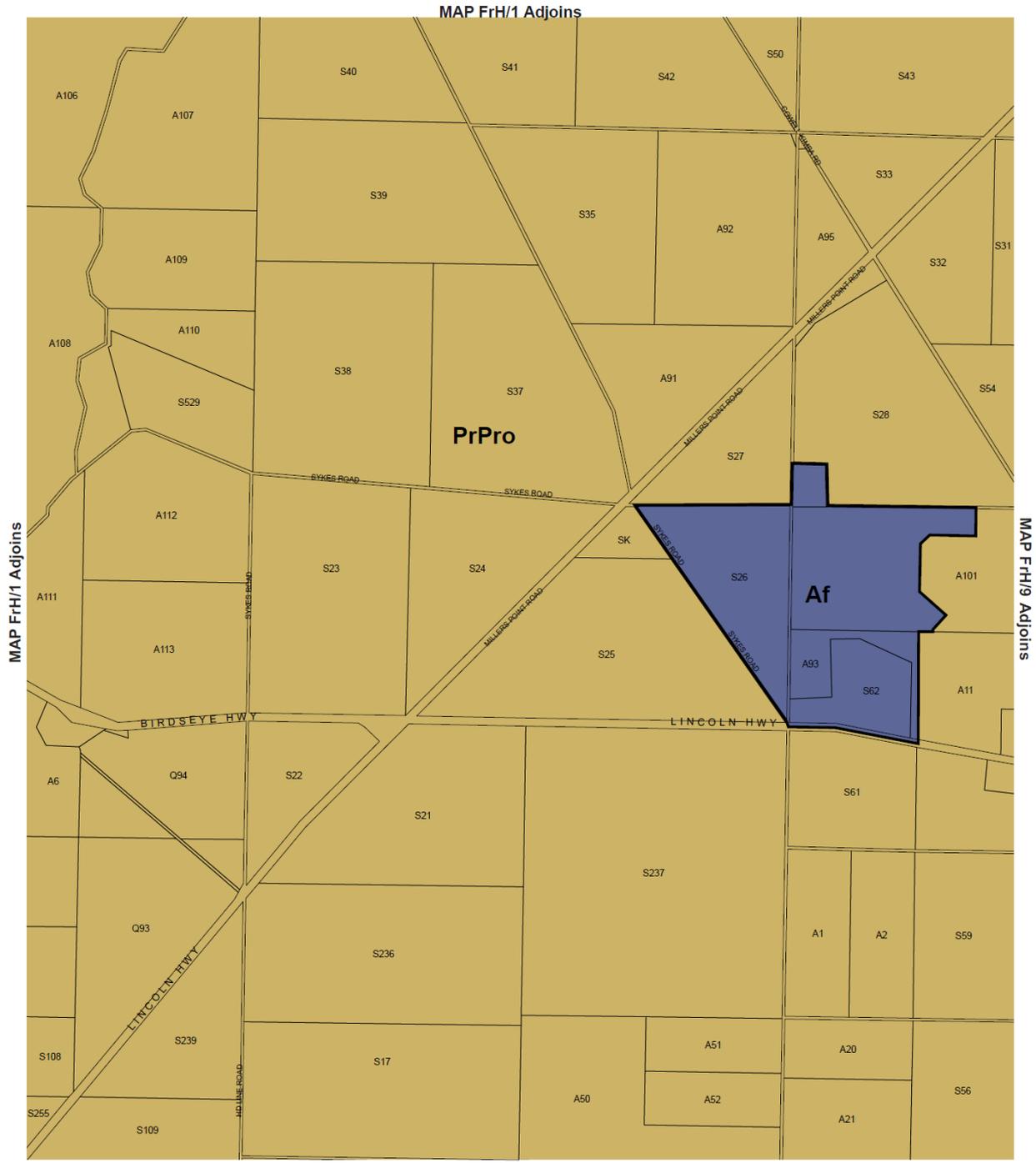


## Policy Area Map FrH/17 ENLARGEMENT

 Policy Area Boundary

FRANKLIN HARBOUR COUNCIL

# Attachment Q

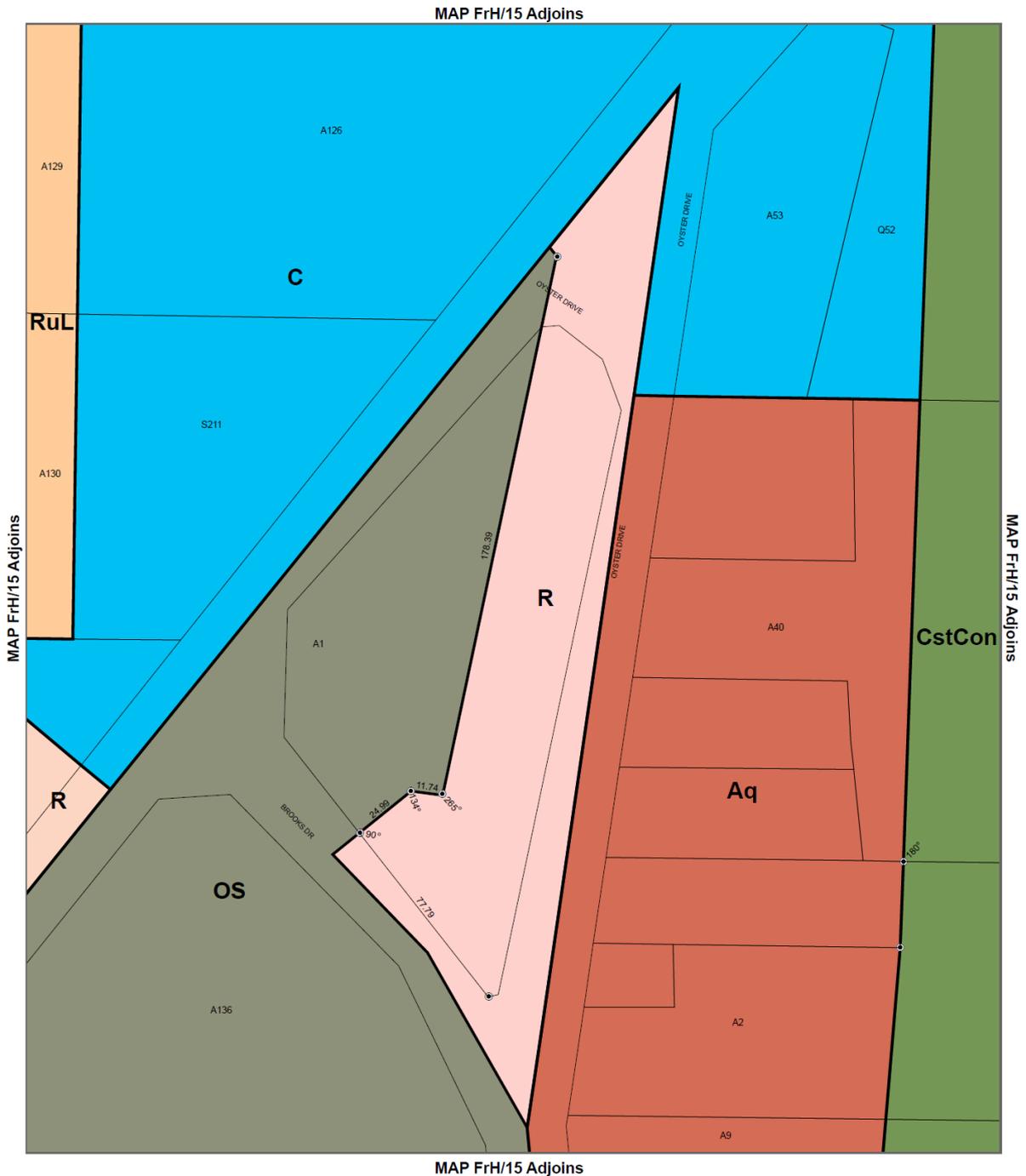


Lamberts Conformal Conic Projection, GDA94

- Zones**
- PrPro Primary Production
  - Af Airfield
  - Zone Boundary
  - Development Plan Boundary

## Zone Map FrH/18

FRANKLIN HARBOUR COUNCIL



See enlargement map for accurate representation.

Lamberts Conformal Conic Projection, GDA94



Zones	
Aq	Aquaculture
CstCon	Coastal Conservation
C	Commercial
OS	Open Space
R	Residential
RuL	Rural Living
	Zone Boundary

COWELL

# Zone Map FrH/19 ENLARGEMENT

FRANKLIN HARBOUR COUNCIL