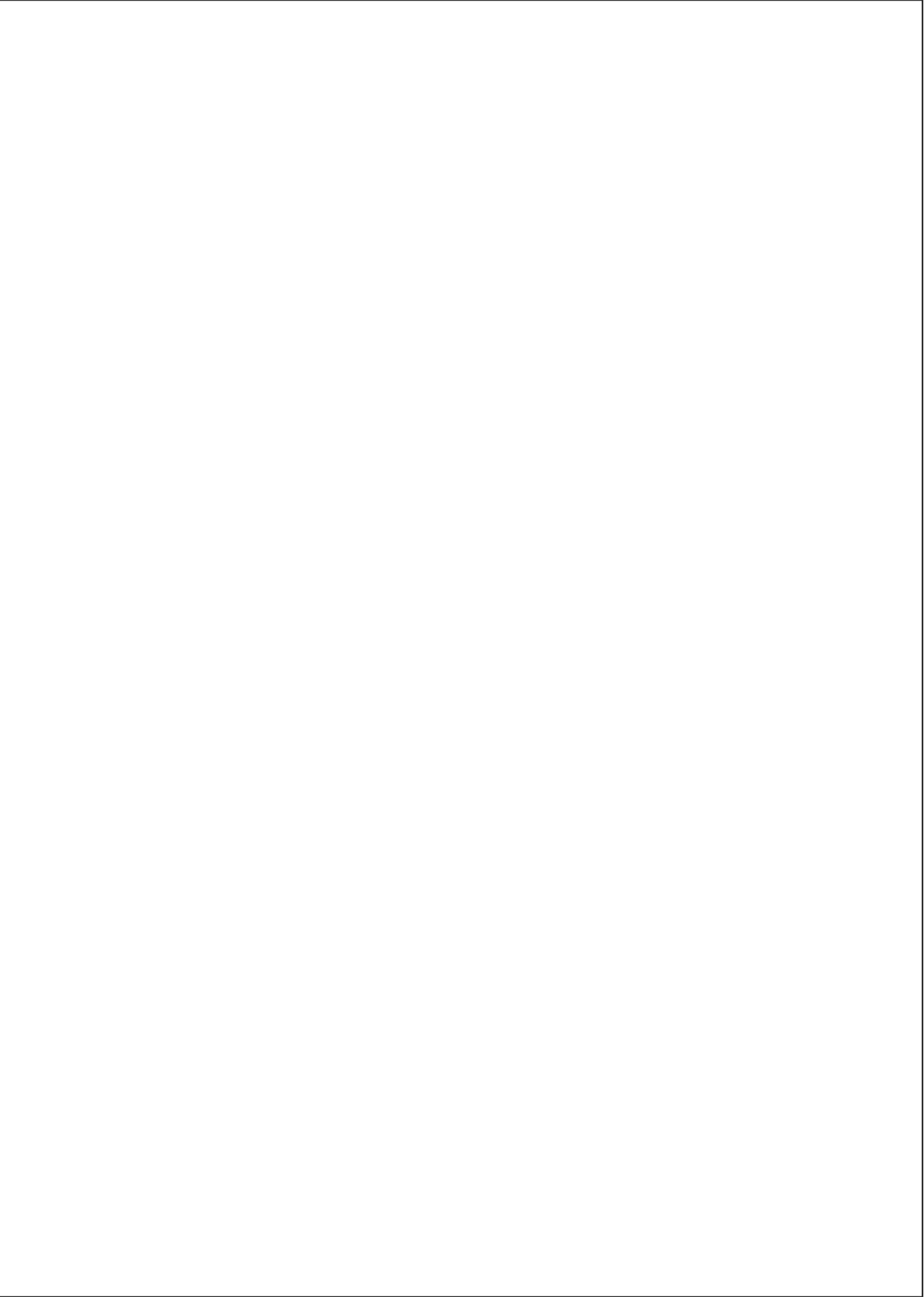


INTERIM REPORT

MASTERPLAN IN ASSOCIATION WITH IAN ROBERTSON DESIGN

TUMBY BAY

SUSTAINABLE FUTURE
STRUCTURE PLAN



TUMBY BAY

SUSTAINABLE FUTURE STRUCTURE PLAN INTERIM REPORT



in association with Ian Robertson Design

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INTRODUCTION



1.0 INTRODUCTION

1.1 Structure Planning Process

MasterPlan SA Pty Ltd, in association with Ian Robertson Design, were engaged to prepare a Structure Plan for the township of Tumby Bay as part of a project which also includes the preparation of a Structure Plan and Master Plan for the smaller coastal settlement of Port Neill.

The methodology for the preparation of the Tumby Bay Sustainable Future Structure Plan (hereafter referred to as the 'Structure Plan'), is generally based on the draft Regional Structure Planning Guidelines prepared by the Department of Planning, Transport and Infrastructure (DPTI).

As espoused in the draft Regional Structure Planning Guidelines the process of Structure Planning is intended to:

- assist in achieving the population, dwelling and employment objectives set out in the relevant volume of the Planning Strategy;
- improve the coordination of infrastructure and service provision;
- foster the design and development of sustainable and liveable urban forms across the regions;
- facilitate the rezoning of land for residential and employment purposes;
- protect productive agricultural land and areas of environmental significance; and
- plan for and manage the impacts of demographic change.

The Structure Plan seeks to achieve these outcomes and provide the basis for decision making by Council.

An initial review of demographic data has been undertaken to understand the current status and historic growth patterns of Tumby Bay township.

This review indicated some integrity issues in the data currently exist that have limited the ability of this document to draw conclusions in respect of demographic trends, particularly in the comparison of time series data between the 2001, 2006 and 2011 Census periods.

Also in the initial stages of the project workshops were convened with Council Executive Staff and Elected Members to facilitate an understanding by the consultant team of their vision for the township and surrounding area.

This culminated in the preparation of an Issues Paper for Elected Members. The Issues Paper presented the initial information gathered specifically for the purpose of confirming the consultant team had correctly interpreted the information provided to it. Based on a second round of workshop sessions with Elected Members, the consultant team developed a draft Structure Plan ready for stakeholder and community consultation.

This consultation was undertaken in late 2012 and early 2013 and a total of 16 community submissions were received in response. The submissions have been considered by Council and, where appropriate, changes have been made to the draft Structure Plan.

From the initial information gathering, it has become apparent that taking a strategic approach to the future management of stormwater in Tumby Bay township will be a critical underpinning to township growth. To this end, Council has identified a further need to prepare a Stormwater Management Plan for the township. Council has committed funding to this process and is currently in the process of procuring a consultant to undertake this work.

The outcomes of the Strategic Stormwater Plan will have implications for the final Structure Plan and for the implementation of its various recommendations.

Where this Structure Plan and the accompanying plans present spatial options for the future of the Tumby Bay township, these are not intended to represent the final, only or even preferred spatial option particularly not at a locality and allotment level. Such suggestions are presented as options for further development, based on the information gathered to date, and to provide a basis for further, more specific studies outlined in the recommendations of this Structure Plan.

The draft Regional Structure Planning Guidelines also set out the key issues for which a Structure Plan should set out strategic direction, including:

- proposed land use and growth patterns;
- location, type and density of activities that take into account the spatial context of the area;
- broad objectives and performance standards for land uses and supporting infrastructure (including open space);
- design guidelines and desired outcomes for an area (including built form, orientation and building height limits);
- new and existing transport networks, cycling and pedestrian linkages (including the identification of areas requiring upgrade and improvement);
- industry growth;
- areas to be set aside for open space, heritage and conservation (including areas of native vegetation); and
- major infrastructure that will be needed to support the proposed growth pattern.

Discussion of each of these issues is embodied in the relevant sections of this Structure Plan report.

As a result of the issues with the demographic data and the importance of the Strategic Stormwater Plan to the structure planning process, it has been determined to adopt this plan on an interim basis, with the intention that a review will be undertaken following the publication of finalise demographic data by the Australian Bureau of Statistics and the complete of the Stormwater Management Plan by Council.

At that time this data will be incorporated, the plan will be updated as required and an inter-agency workshop with State Government representatives will be held. The recommendations of the Structure Plan will be updated and finalised at that time.

1.2 Public Consultation Process

Public consultation was undertaken by Council in accordance with the requirements of its public consultation policy, by releasing this report for review by stakeholders, members of the community and other interested parties.

This consultation was undertaken in late 2012 and early 2013 and a total of 16 community submissions were received.

A copy of the summary of the submissions received, and the responses to those submissions adopted by Council are contained in Appendix A to this report.

Changes have been incorporated in this report in line with the adopted position of Council set out in the Summary of Submissions Table in Appendix A.

1.3 Study Area and Strategic Direction

The study area includes the whole of the existing Tumby Bay township and the surrounding rural and semi-rural areas located on the eastern side of the Lincoln Highway.

Some issues discussed and references to recommended actions and investigations relate to the District Council of Tumby Bay more broadly and extend in their scope beyond the defined boundaries of the Study Area.

A separate Structure Plan has been prepared for the smaller settlement of Port Neill. It is a stand-alone document from this document.

The defined study area is shown in **Figure 1.1**.

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Study Area Plan

Figure 1.1



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BACKGROUND &
REGIONAL CONTEXT

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2.0 BACKGROUND AND REGIONAL CONTEXT

2.1 Tumby Bay

The District Council of Tumby Bay is located on southern Eyre Peninsula and incorporates the districts of Ungarra, Lipson, Port Neill and Tumby Bay.

Tumby Bay is the main service centre for the District with smaller settlements including Port Neill, Ungarra and Lipson. Other community centres include Cockaleechee, Yallunda Flat, Butler, Stokes, Moody, Koppio, Hutchison, Louth and Brooker.

The township of Tumby Bay is an important service centre to the surrounding agricultural community. It provides a broad range of community facilities including a hospital, doctors' surgery, police station, area school, kindergarten and childcare centre and sporting facilities.

The town provides tourist accommodation facilities including a motel, two hotels, self-contained holiday units, flats and cabins, beach-front caravan park and backpacker accommodation.

A broad range of retail services are offered including two local supermarkets, hairdressers, Australia Post shop, gift shops, a bakery and banking facilities.

The township hosts a variety of commercial and industrial uses ranging from earthmoving, engineering and panel beating with a number of more specialised industries.

Like much of the coastline of the Eyre Peninsula, Matthew Flinders first explored Tumby Bay in 1802. Flinders first named the bay and a nearby island after the village of Tumby in Lincolnshire, England. It was not until 1900 that the town of Tumby Bay was first surveyed.

The first Council meeting of the District Council of Tumby Bay was held on the 21st July, 1906.

Settlers began moving into the area from the early 1840s. In Old English language 'tumby' means "fenced village". When the area was first settled in the 1840s, one of the earliest settlers was named Harvey and the area was known as Harvey Bay. Wheat and sheep farming industries developed in the area and still provide the main focus today, together with a fast developing tourist trade. In the early years, Tumby Bay was an important grain and loading port servicing the cereal and sheep farming industries. Today Tumby Bay is a service centre for the surrounding farmers and, like the rest of the area, a popular destination for holiday makers.

In 1900 when the town was proclaimed it was named "Tumby" but the local residents added the word "Bay" to it. In April 1984, at the recommendation of the Geographical Names Board, the name was officially changed to "Tumby Bay".

2.2 Demographic Data

The first release Census data from the 2011 Census of Population and Housing has been now released. This data has some identified shortcomings in its integrity that limit its usefulness at the present time.

Specifically, the first release data did not have the full range of data collected during the Census and did not provide the ability to sort the data down to individual collector districts.

Further, as analysis of the data proceeded, it became apparent that the time series data from 2006 to 2011 did not correlate with other data.

The data indicated that there had been a decline in the population of the Council area in the period from 2006 to 2011, that the total number of dwellings in the Council



area had reduced and that a very large reduction in the number of persons between the ages of 45-54 years had occurred.

This data simply did not correlate with other data, including the detailed data held by Council in respect of dwelling approvals and construction.

It was noted in the draft Structure Plan that a request had been made of the ABS as to why the inconsistencies in data occurred.

At the time the draft Structure Plan was released for public consultation, no further advice had been received in this regard.

Further discussions with the ABS and DPTI staff since this time have provided an understanding that methodological changes in the collection of data have resulted in a significant overstating of population in the 2006 Census data (as it has been adjusted since its first release in 2007).

Across Australia, this intercensal error was an undercount of 294,000 persons. In South Australia, the undercount was 18,100 persons, the majority of whom were located outside of the Adelaide metropolitan area. This represents an undercount of 1.1 percent of the population, however as most of the undercount was in regional areas, it represents a significantly larger undercount of the regional population on a percentage basis.

Thus, it is not the 2011 data which is incorrect, but the data from the proceeding Censuses which has the error.

The ABS is working through this issue, and will be issuing corrected data for the 2006 and 2001 Censuses. This process is significant, and affects regional areas across Australia. It is currently predicted that it will be complete by the end of 2013.

Several submissions received during the public notification noted the weaknesses in the demographic data and its implications for the Structure Plan as a whole.

Demographic data provides a pivotal baseline to the structure planning process and provide the framework on which projections of future population change are made.

For this reason it is proposed to update this document once the final release data from the ABS is available.

For reference purposes, the population of the District Council of Tumby Bay increased from 2,464 persons in 2001 to 2,545 persons in 2006 before declining again to 2,465 persons in 2011.

This is an unusual statistic particularly given there has been no change to the composition or boundaries of the Council area. The most significant changes were a very large reduction in the number of people between the ages of 45-54 years, with a reduction also in persons between the ages of 55-64.

The average household size was 2.2 in 2011, down from 2.3 in 2006 and 2.4 in 2001. The number of persons per bedroom remains at 1.1 for all three Census periods.

The dwelling structure data from the 2011 Census is even more confusing, indicating that the number of dwellings in the District Council of Tumby Bay increased from 1,043 in 2001 to 1,099 in 2006 before apparently reducing again to 1,083 in 2011. A reduction in dwelling numbers would suggest dwellings have been demolished and not replaced, but there is no evidence to support this.

The ABS data is completely at odds with Council data indicating strong approval numbers for dwellings in 2007 and 2008, before a slowdown in approvals from 2009 until the present time. Council records indicate 71 dwelling approvals in Tumby Bay township alone in the period 2007-2011, and discussions with Council staff indicate that around 85 percent of these approvals progressed to completion.

The urban centre of Tumby Bay had a population of 1,232 people in 2001. The population increased by 121 people to

1,353 in 2006. This represents a population increase of 8.9 percent over the five year period or approximately 1.8 percent per year. During the same five year period, the Eyre Peninsula region experienced population growth of 0.8 percent and South Australia experienced growth of 3.2 percent. From these growth figures it can be established that Tumby Bay is a high growth area especially within the Eyre Peninsula which experienced only modest growth.

In 2001 Tumby Bay had 375 people 65 years of age and over. In 2006 this figure grew to 446 representing an increase of 18.9 percent. This effectively pushed the median age from 49 to 54 over the same period. This shift in demographic profile suggests that Tumby Bay's growth is predominantly from retirees moving to the coast for a lifestyle change. This phenomenon is often referred to as 'sea change'.

The percentage of Tumby people unemployed dropped from 8.0 percent in 2001 to 3.8 percent in 2006. This may be influenced by the injection of retirees into Tumby Bay who are not working but are not considered to be unemployed. Nevertheless, this low unemployment figure is consistent with the median weekly household income which increased from \$400.00 in 2001 to \$564.00 in 2006.

Tumby Bay's weekly household income of \$546.00 is below the Eyre Peninsula and South Australia with median weekly household incomes of \$785.00 and \$887.00 respectively in 2006. This again correlates with an older population cohort which is more likely to be on a fixed (aged pension) income.

Although outright home ownership in Tumby Bay decreased from 50.8 percent in 2001 to 46.4 percent in 2006 it still remains high in comparison to the Eyre Peninsula at 37.8 percent and South Australia at 34.7 percent which both also experienced a decrease in home ownership over the corresponding period.

It is evident from these statistics that Tumby Bay is a relatively high growth area on Eyre Peninsula with a significant proportion of this growth being fuelled by retirees seeking a lifestyle change. As a result Tumby Bay is experiencing a rapidly ageing population. This trend has implications for Council in the way in which it develops public spaces, the types of services which will be required by the population and the size and configuration of allotments and accommodation that is likely to be required. At the present time, the Development Plan has a limited ability to cater for the changing household requirements as people age.

2.3 Growth Scenarios

Tumby Bay and the wider Eyre Peninsula may be impacted by significant demographic change over coming decades as a sectoral shift in the economy of the Eyre Peninsula occurs. The rapid progress of mineral exploration projects on the Eyre Peninsula suggests that significant pressure for township growth could occur in the short to medium term. Tumby Bay is convenient to a number of mineral exploration locations and to the proposed Port Spencer and Cape Hardy export facilities.

The potential for such a major change in the economic base of the region makes reliance on historical growth trends problematic, as such data cannot account for the rapid change in population that accompanies such change.

On this basis, the Structure Plan will be required to be sufficiently adaptable to and compatible with various growth scenarios and allow Council the flexibility to accelerate or decelerate the release of developable land dependent on growth outcomes.

Adopting a similar approach to that taken in the 30 Year Plan for Metropolitan Adelaide, suitable land supply for 30 years of growth under a 'high growth' scenario should be identified and available to be rezoned as demand requires. The amount of land to be zoned for immediate

development should be determined based on the outcomes of the Structure Plan.

Growth scenarios have been selected based on a low growth scenario of 1 percent per annum where limited additional economic activity occurs, an historic scenario of 1.8 percent based on the growth experienced between 2001 and 2006 which assumes a continued attraction of retirees and some economic growth, a high growth scenario with growth at 3.0 percent per annum and a surge scenario which assumes massive expansion in the resources industry resulting in 6.0 percent per annum growth between 2016 and 2021 before returning to a 3.0 percent high growth level. The surge scenario has been modelled to provide for growth rates which are highly unlikely to eventuate, even in a period of unprecedented economic growth.

The various growth scenarios for Tumby Bay up to 2046 are outlined in the following table:

Year	Low 1.0% pa	Historic 1.8% pa	High 3.0% pa	Surge 3.0% pa + 6.0% 2016- 2021
2001	1232	1232	1232	1232
2006	1353	1353	1353	1353
2011	1422	1479	1568	1568
2016	1495	1617	1818	1871
2021	1571	1768	2108	2433
2026	1651	1933	2444	2821
2031	1735	2113	2833	3270
2036	1824	2311	3284	3791
2041	1917	2526	3807	4395
2046	2014	2762	4414	5095

Table 1: Growth Scenarios

As can be seen, these scenarios, all based on the 2006 Census figures, have a 2046 population figure that varies by 150 percent according to the scenario selected. The implications for the township in terms of land supply, provision of infrastructure, provision of social and community services and the development of employment lands are profound and vary dramatically between these scenarios.

It should be noted that growth rates are unlikely to be linear and will fluctuate throughout the period depending on economic activity, regulatory decisions, available supply and a variety of other factors.

Based on each of these growth scenarios, Tumby Bay's total population growth over the period 2006-2046 is shown in the following table:

Scenario	Total Population Growth
Low	661
Historic	1409
High	3061
Surge	3863

Table 2: Total Population Growth 2006-2046

The implications of these different scenarios of dwelling demand are stark. Further variations will occur based on the impact of demographic change on average household size.

If population growth is driven mainly by retirees, average household size is likely to be smaller. Conversely, if the growth of population is influenced by the creation of employment, the attraction of families with children may result in the formation of larger households which will suppress the overall demand for land.

Examples of the demand for dwellings resulting from the various growth scenarios is shown in Table 3 below based

on average household sizes of 1.8, 2.3 and 2.8 persons per household.

A household size of 2.3 persons is now larger than the indicated average household size from the 2011 Census data. It would therefore seem more likely that the trend of a reduction in household size will continue, and that a reduction in demand for land due to an increasing household size is less likely to eventuate.

Scenario	1.8 Household Size	2.3 Household Size	2.8 Household Size
Low	367	287	236
Historic	783	612	503
High	1701	1330	1093
Surge	2146	1679	1379

Table 3: Dwelling Demand According to Average Household Size

2.4 Land Supply Analysis

The implications for dwelling land supply are significant, even for the low growth scenarios.

Additionally, for any growth scenario there will be implications for social and community services, the provision of land for retail and commercial uses and land for industrial and infrastructure services. The Structure Plan will therefore present spatial options for all of these land uses and facilities, connected to an enhanced public realm.

The highest growth scenario combined with the lowest average household size would result in a requirement for 2146 allotments by 2046. Therefore, if suitable land equivalent to this number of allotments can be identified, the 30 year time line will have been met.

Broad hectare land around the township has been identified for 'green-field' residential development. This land has been selected having regard to:

- proximity to existing built up areas;
- current zoning and/or previous identification for future urban development;
- appropriate elevation;
- lack of environmental constraints;
- ability to be efficiently connected to infrastructure;
- buffering from incompatible land uses or ability to accommodate such buffers; and
- existing land tenure.

These areas, referred to as Land Division Opportunity Areas (LDOAs) are identified on the LDOA plan accompanying this report.

Assumption has been made that LDOA's will be developed at a relatively low density of 10-12 dwellings net per hectare, and average allotment sizes of 600-800 square metres. An expansion of the marina would be at a much lower density of five to six dwellings net per hectare, allowing for the construction of waterways. The golf club development would be even lower again at around three to four dwellings net per hectare.

The identified LDOAs, their land area size and prospective allotment yields, are outlined in Table 4 below:

Number	Name	Area (Hectares)	Assumed Allotment Yield
1	Airfield	172	1720-2064
2	Golf Club	123	369-492
3	Residential West	43	430-516
4	Future West	54	540-648
5	Residential South	33	330-396

6	Marina	31	155-186
7	Island – Zoned	9	90-108
8	Island - Future	103	1030-1236
Total			4664-5646

Table 4 – Land Division Opportunity Areas

The LDOA's are spatially represented in **Figure 2.1**.

The options for each of the LDOA's are discussed in detail in the 'Structure Plan' section of this report.

The Airfield, Golf Club and Marina are considered to be highly speculative, as their availability for development is the least assured.

Even with these three LDOA's removed from consideration the number of allotments identified in the remaining areas is between 2,420 and 2,904 depending on density. This will be more than sufficient to cater for the highest identified growth scenario.

Having regard to the availability of additional allotments in existing developed areas by allowing additional infill development, the number of available allotments in these identified green-fields areas will be greater again.

It is considered reasonable therefore to proceed on the assumption that an adequate area of land that fits general criteria of suitability for residential development is available in close proximity to Tumby Bay.

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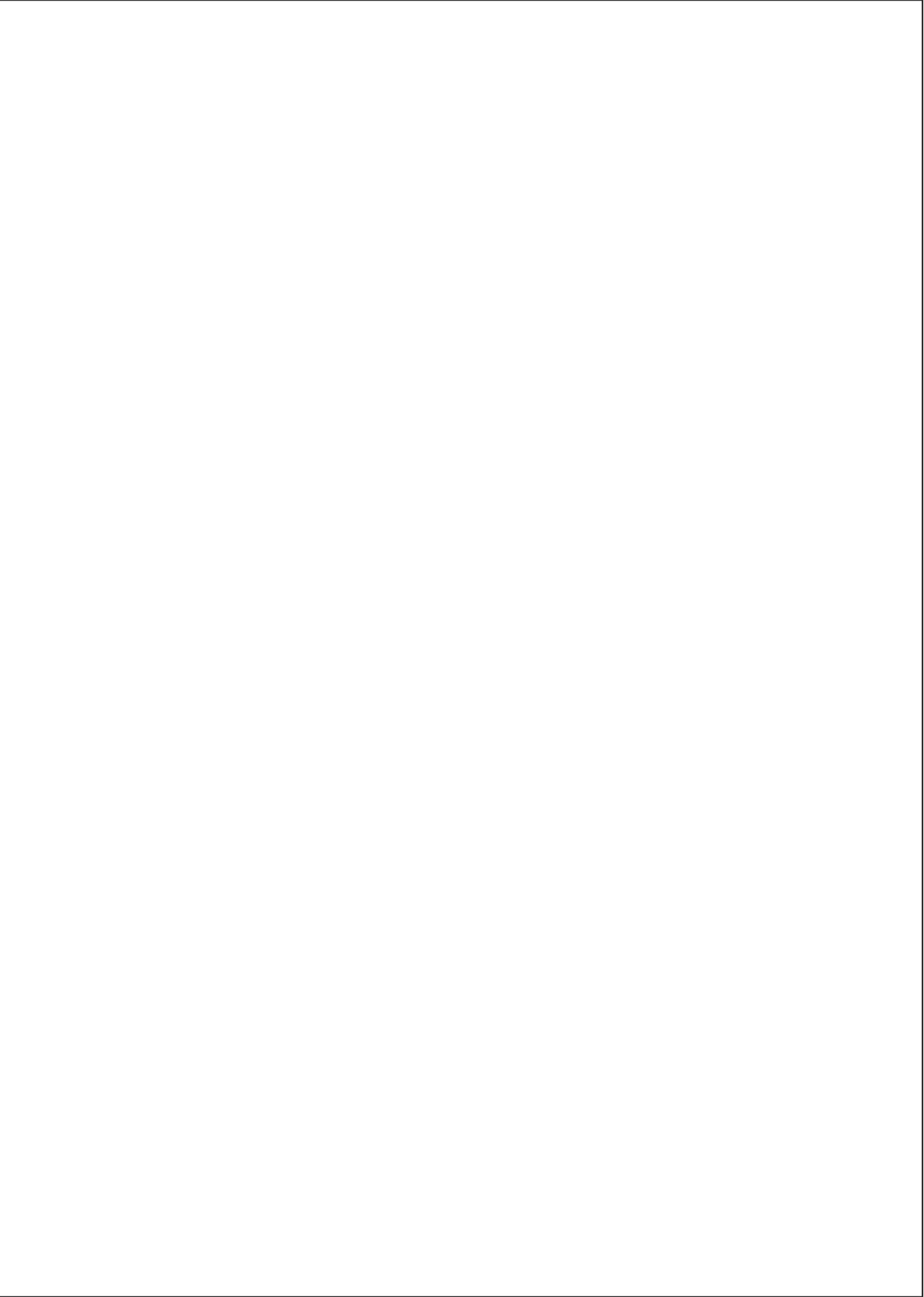
-  Proposed Vegetated Corridors / Areas
-  Land Division Opportunity Area
-  Existing Developed Areas
-  Town Centre
-  Existing Parks & Recreation Areas
-  Key Road Network

1	Airfield	172 ha
2	Golf Club	123 ha
3	Residential West	43 ha
4	Future West	54 ha
5	Residential South	33 ha
6	Marina	31 ha
7	Island - Zoned	9 ha
8	Island - Future	103ha

Land Division Opportunity Areas Plan

Figure 2.1





3VIS

VISION &
DESIGN PRINCIPLES



3.0 VISION AND DESIGN PRINCIPLES

3.1 Tumby Bay Vision

A vision for Tumby Bay township has been prepared based on the feedback from Council staff and elected members. A key intention of the consultation process will be to test the vision with the community and invite feedback to assist in refining the vision for the final report.

“The vision for Tumby Bay is for that of a robust, thriving coastal township providing a high quality but affordable residential environment with a broad mix of accommodation suitable for individuals and families of all ages.”

The township will retain and enhance its unique relationship with the coast through the provision of high quality infrastructure and the retention of public spaces along the length of the urban coastline. Attributes making a positive contribution to existing character will be preserved and enhanced and strategic improvements will be made to resolve identified issues.

Tumby Bay will grow sustainably over time through the provision of adequate amounts of appropriately zoned land, capable of responding to economic development in advance of demand. The District Council of Tumby Bay will leverage its position as the custodian of a significant amount of developable land by working with the private sector to achieve urban design outcomes that meet and even define ‘best practice’.

The township will support a growing economy and a vibrant and expanding business sector focussed on an expanded Town Centre Zone and specifically defined employment lands for industrial and commercial purposes. As the township grows provision can be made for a further node of retail activity in the vicinity of Tumby Marina.

The unique position of the township as a tourist destination will be enhanced through the provision of additional accommodation options together with enhanced attractions.

A logical transport network will facilitate easy access to all areas of the township by various modes of transport, with a particular emphasis on the facilitation of walking and cycling.

The community will be supported by an improved ranged of community, educational, medical and government services.

3.2 Guiding Design Principles

From the broad vision, a series of guiding design principles have been developed to underpin the analysis and recommendations of the Structure Plan.

Economy and Employment

- Spatial development and expansion of the Tumby Bay township to support a robust and growing economy.
- An attractive and vibrant town centre where businesses are encouraged to locate and invest.

Movement and Access

- Develop a clear hierarchy of roads and modified road environments through appropriate treatments to width and landscaping to reflect that hierarchy.
- Develop a consistent, direct and legible north-south access through the township.
- Develop clear east-west road links to the coast.
- Develop a series of continuous trails for pedestrians and cyclists throughout the township,

including a linear trail along the length of the coastline.

- Provide a supportive environment for aged persons and for persons with a disability.

Land Use and Design

- Provide sufficient developable land to cater for anticipated growth over a time period of at least 30 years.
- Ensure that incompatible uses are suitably separated.
- Provide for a wide range of residential developments suitable for persons of different ages, family types and incomes with a particular focus on the facilitation of appropriate accommodation options for older persons.
- Encourage strategic investments by Council and other government agencies to enhance the quality of the urban environment.

Liveability, Community and Sense of Place

- Preserve and enhance key attributes of Tumby Bay that contribute positively to township character such as the attractive foreshore and low to medium density of development.
- Strengthen the connection between the township and the coast.
- Development that is compatible with the existing township patterns and builds upon the distinct sense of place that presently exists in Tumby Bay.
- Provide for a broad range of dwelling types on a range of allotment sizes, particularly close to the Town Centre.

Infrastructure and Community Facilities

- Maximise opportunities for water re-use on open spaces throughout the township.
- Adequately protect existing and future development from flooding during significant rainfall events.
- Consider opportunities for the consolidation and sharing of recreation facilities between community and educational facilities.
- Ensure adequate land supply for future community facilities as the township grows.

4STR

STRUCTURE PLAN



4.0 STRUCTURE PLAN

4.1 Tumby Bay Township

Having regard to the guiding principles, the Structure Plan presents a vision for the development of the township over the next 30 years.

The basic structure of the township is detailed on the Structure Plan – Key Land Uses and Connections plan in **Figure 4.1**.

This plan outlines a hierarchy of key connections and linkages, identifies key areas of open space and details concepts for important road layouts in the identified Land Division Opportunity Areas.

Further detail of key outcomes is shown on the Structure Plan – Key Opportunities and Outcomes plan in **Figure 4.2**.

Detail of the Town Centre including a hierarchy of plantings and key opportunities is shown in the Town Centre Plantings and Key Opportunities Plan in **Figure 4.3**.

A more detailed framework for the Town Centre is shown in the Jetty Square, Town Park and Oval Precinct Plan in **Figure 4.4**.

The proposed zoning changes for the township are shown in the Proposed Zoning Plan in **Figure 4.5**.

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- - - - Buffer - Lincoln Highway (150m)
- - - - Buffer - Bulk Handling (300m)
- - - - Buffer - Dump / Transfer Station (500m)
- - - - Proposed Vegetated Corridors / Areas
- Land Division Opportunity Area
- Existing Developed Areas
- Town Centre
- Existing and Proposed Parks & Recreation Areas

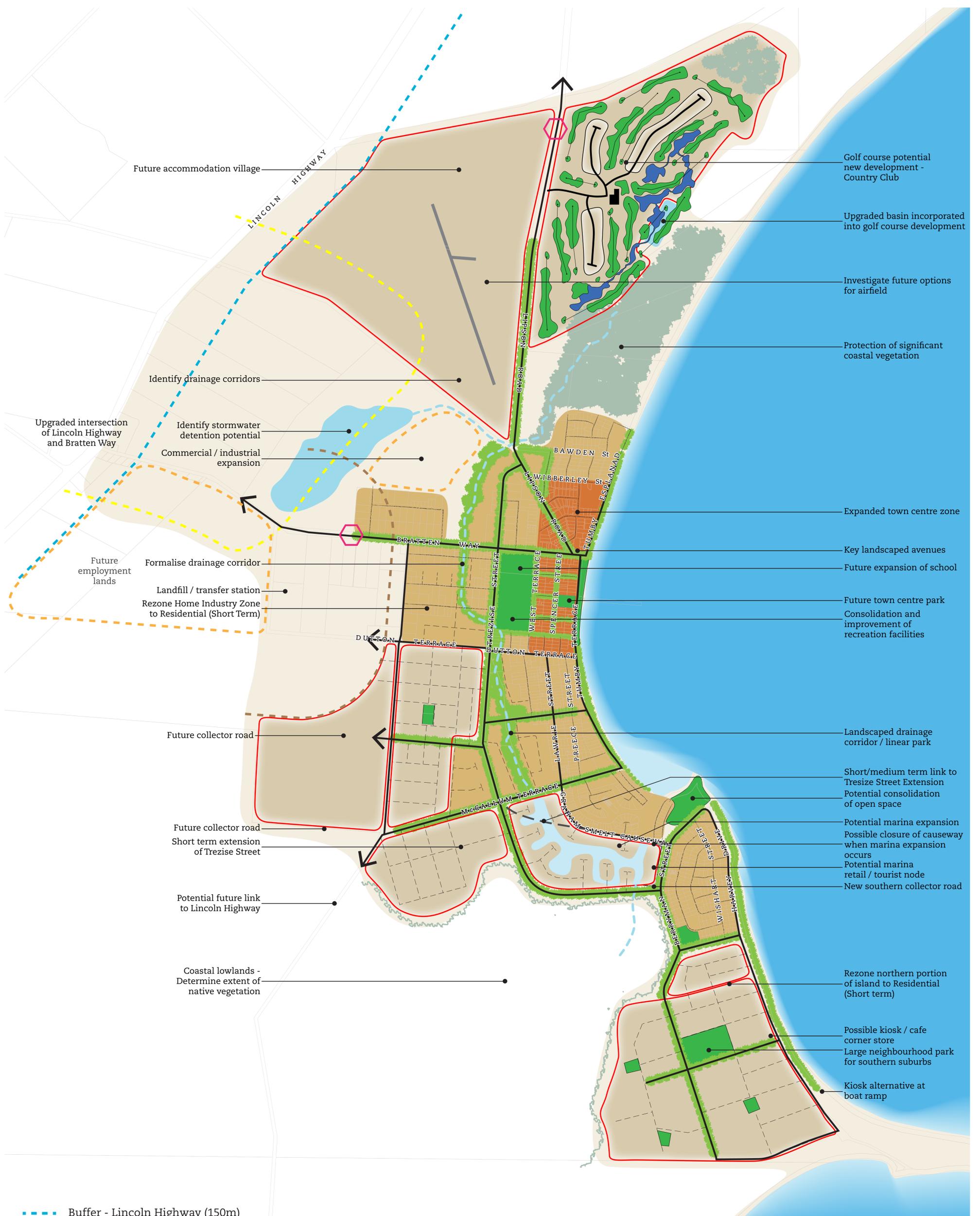
- Key Road Network
- Indicative Road Pattern

Structure Plan - Key Uses & Connections

Figure 4.1





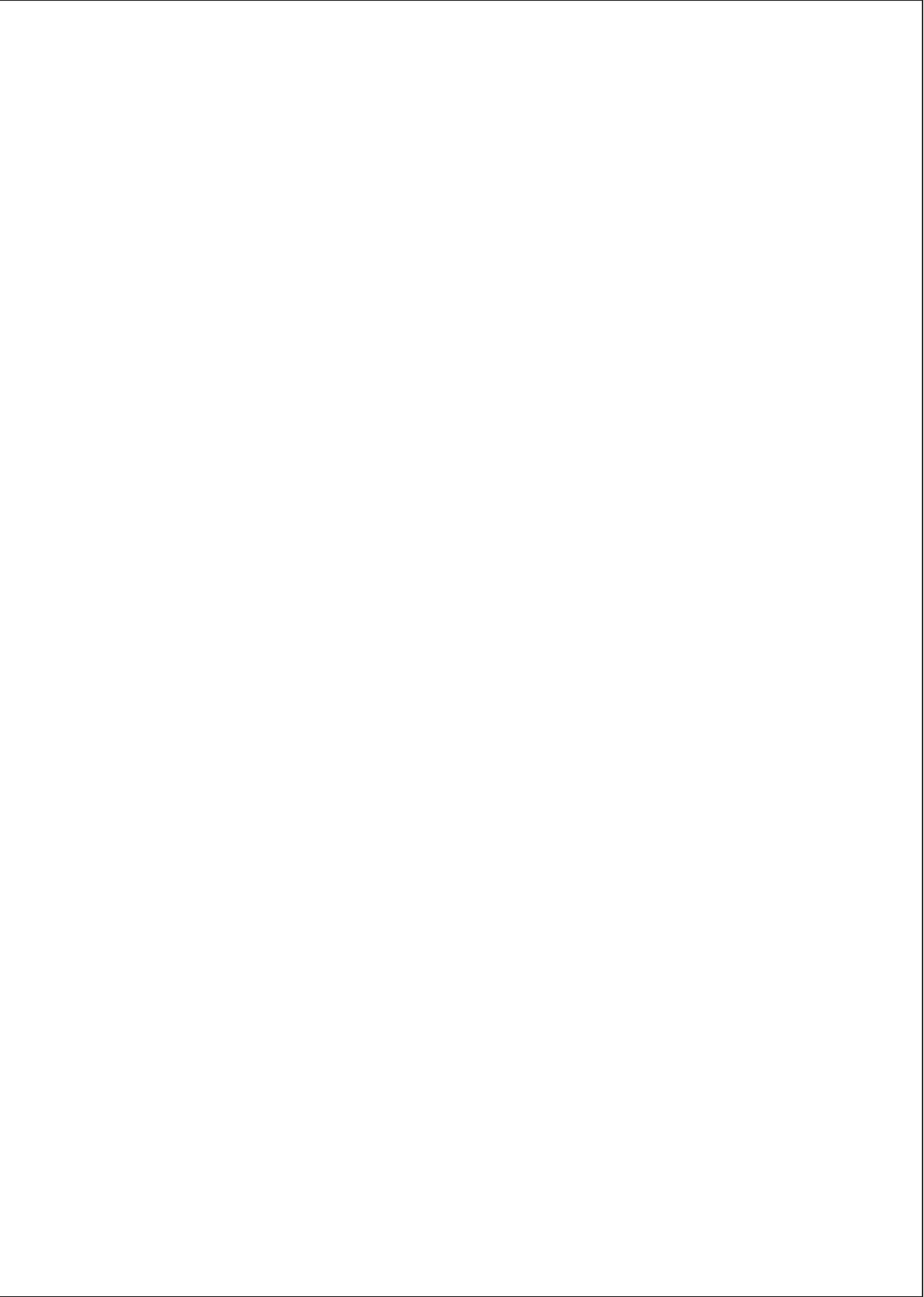


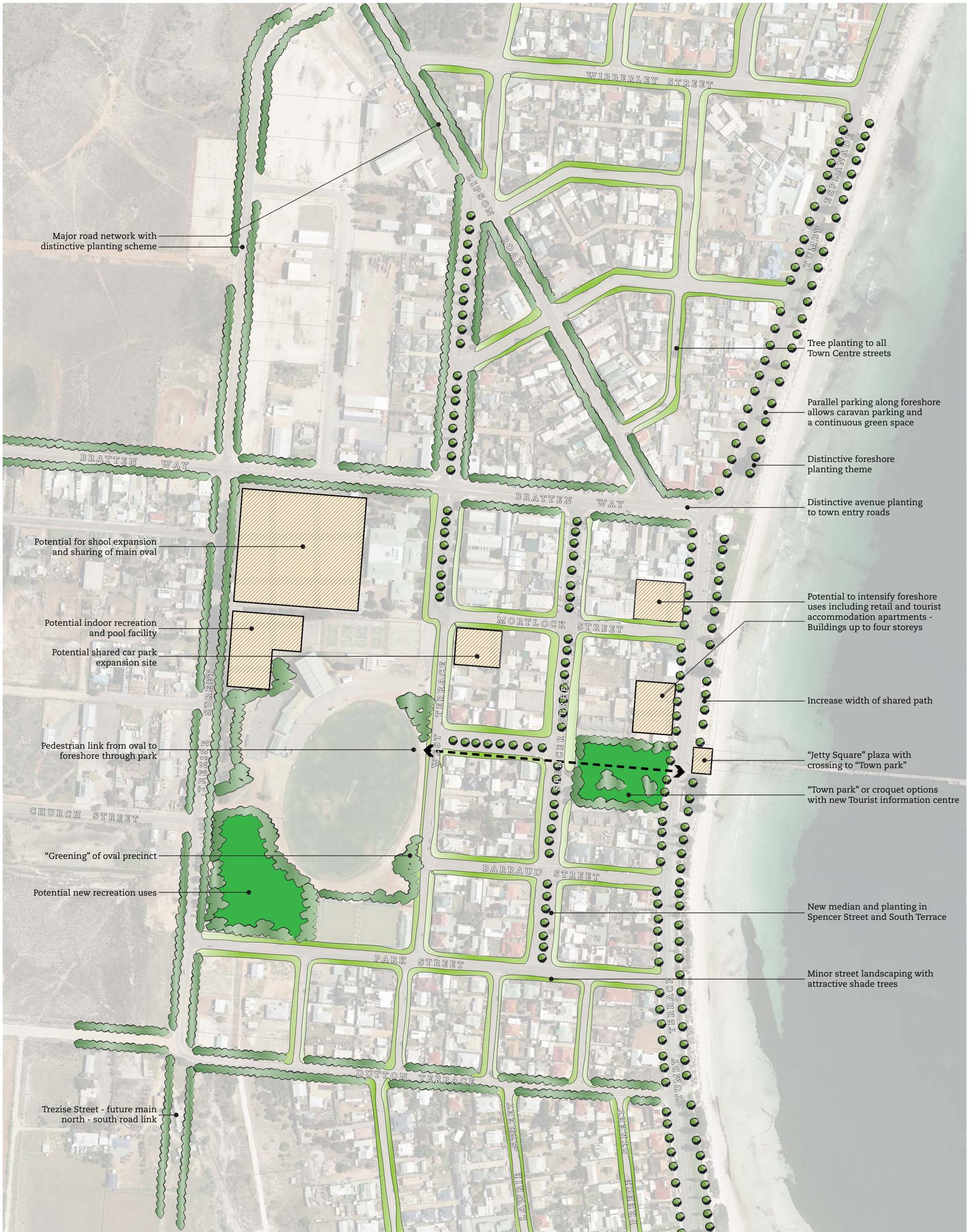
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- - - Buffer - Dump / Transfer Station (500m)
- - - Proposed Vegetated Corridors / Areas
- Land Division Opportunity Area
- Existing Developed Areas
- Town Centre
- Existing and Proposed Parks & Recreation Areas
- Expanded Town Centre Zone
- Potential Township Entrance Statement Locations
- Key Road Network
- Indicative Road Pattern



Structure Plan - Opportunities & Outcomes

Figure 4.2





-  Key Avenue plantings
-  Esplanade and Median plantings
-  Minor Street landscaping

Town Centre Plantings & Key Opportunities

Figure 4.3





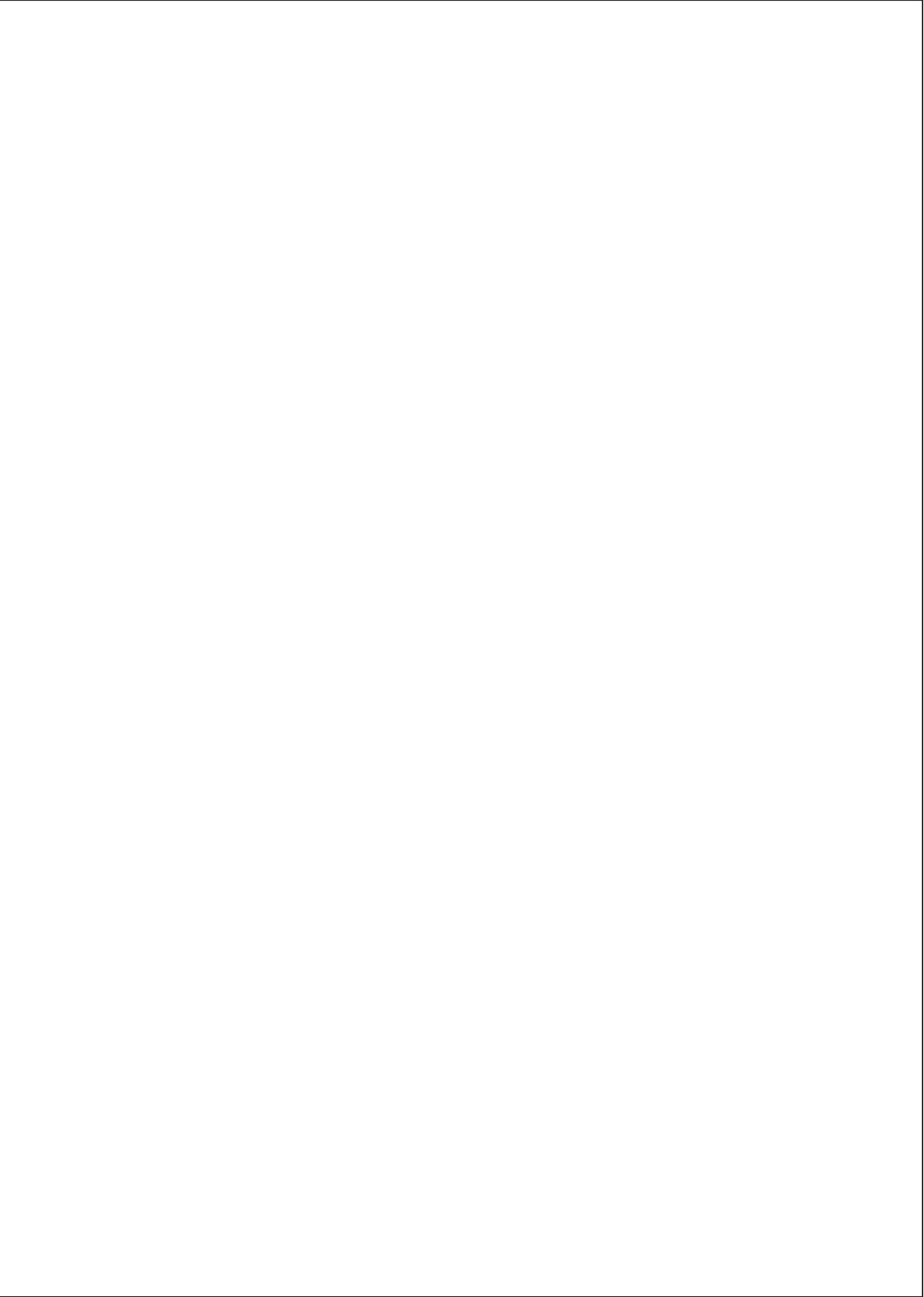


Jetty Square, Town Park & Oval Precinct Concept Plan

Figure 4.4



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—	Zone Boundary	DU	Deferred Urban
AF	Airfield	In	Industry
BH	Bulk Handling	PriPro	Primary Production
C	Commercial	R	Residential
Con	Conservation	Rec	Recreation
CstCon	Coastal Conservation	RecCst	Recreation Coastal
CstOS	Coastal Open Space	RuL	Rural Living
CTP	Caravan & Tourist Park	TCe	Town Centre

Residential Precincts	1	Island Precinct
	2	Marina Precinct
	3	Southern Precinct
	4	Western Precinct
	5	Northern Precinct

Proposed Zoning Plan

Figure 4.5



0 500m



4.2 Town Centre

The town centre will continue to be the commercial heart of Tumby Bay township and will contain the majority of retail, office and commercial facilities for the town and the surrounding district. It will also be the basis for the majority of community, medical and educational services.

The town centre will also to contain a significant mix of residential development, more so at the fringes of the Town Centre Zone, and which will provide for a transition from areas which are predominantly non-residential to areas which are predominantly residential.

The town centre will be a key focus of Council investment in public spaces and the improvement of streetscapes (the public realm).

This will include upgrades to recreational facilities and linkages between those facilities and the coast.

The definition of the Town Centre Zone has not changed for a considerable length of time.

In order to properly plan for the future development of the town centre, it is recommended that a consolidation of zoning take place, and the Town Centre Zone be significantly expanded.

The expanded Town Centre Zone will take in the school, recreation areas, part of the existing Commercial Zone and additional areas currently located in the Residential Zone to the north and south of the town centre. To the north the Town Centre Zone will encompass the hospital and to the south it will extend to Dutton Terrace.

An enlarged Town Centre Zone will allow for a greater mix of compatible land uses than hitherto allowed, including more dense development within the current town centre and a steady expansion outwards of non-residential uses as demand presents.



By significantly enlarging the Town Centre Zone now, Council will be able to support a range of new uses without having to undertake a series of incremental expansions through numerous Development Plan Amendments.

Specific areas along the esplanade have been identified where buildings of up to four storeys in height may be appropriate. Such opportunities for these important sites will require careful design and regard to existing buildings, particularly those having heritage value.

The town centre currently has a large amount of on-street car parking. For most of the year there is more than enough on-street parking to satisfy demand.



Almost inevitably, streetscape and other town centre upgrades may result in the loss of some on-street car parking spaces. This is unlikely to have a significant impact, other than at peak times during summer, however it is recommended that Council explore opportunities for consolidated public off-street car parking, achieved through the creation of a car parking fund under the *Development Act 1993*.

A car parking fund allows Councils to facilitate development especially in the town centre where a proposal cannot or should not provide the required amount of on-site car parking, or where it would be undesirable for valuable commercial land to be developed with car parking spaces. In lieu of the provision of car parking spaces, the developer would be required at the development application stage to pay money into a Council fund at a rate determined by the Council.



The car parking fund would then allow Council to aggregate land where it is most needed for the provision of shared parking facilities.

4.3 Transport Networks and Linkages

The current size of Tumby Bay means that generally the transport network functions efficiently. Further growth will create a need for a more considered approach to transport networks, and the township will benefit from planning for infrastructure in advance of its requirement.

The town is well served by existing connections to the Lincoln Highway. Lipson Road and Bratten Road will remain the primary connections to the township for the foreseeable future. Whilst an entrance statement has been constructed at the northern junction of Lipson Road and the Lincoln Highway, consideration should be given to a similar structure at the junction of Bratten Road and the Lincoln Highway.

Council should also continue to advocate to the State Government to improve the geometry of the intersection of Bratten Road and the Lincoln Highway. Additionally, as the population increases, or if the accommodation village mooted for the airfield proceeds, an upgrade to the junction of Lipson Road and the Lincoln Highway should be prioritised.

At some point in the ultimate development of the township, there may be justification for a third, southern connection to the Lincoln Highway. This would be a long term option, and consideration of its location is not required at this time. As further development occurs in areas south of the township, Council should continue to monitor the situation with a view to identifying a preferred location for a third township connection.

A key upgrade to the transport network for the township will be the southern extension of Tresize Street, which will, in the long term, form the primary north-south connection through the township. The Tresize Street connector has two key advantages in terms of vehicle movements. Firstly, it will avoid the indirect route through residential areas south of the town centre required to access to the marina and development on the Island.

Secondly, in conjunction with the focus of employment lands west of Tresize Street proposed, it will serve to minimise heavy vehicle movements into the town centre and residential areas.

It is proposed that new land divisions and public roads will retain a strong grid pattern to road networks, in keeping with the historical layout of the township and reinforcing the strong connection of the township to the coast. All areas of the township will be located within several hundred metres of collector roads providing for good vehicle access either to the town centre or Lincoln Highway, even after significant growth of the township.

Consideration of transport modes other than motor vehicles is also important. The development of a network of routes for pedestrians and cyclists will be key to creating a high quality urban environment for the local community and visitors to Tumby Bay. The stormwater drainage that currently runs through the township in a north-south direction presents an opportunity to also develop a landscaped corridor with the potential for a shared pedestrian and cycle path if sufficient corridor width can be secured.

Important in the creation of such networks is the continuity and consistency of access routes and their connection to key destinations. As an example, the path along the coast currently varies significantly in its quality, frequently changing surface materials and at times ending abruptly and disappearing completely. This limits legibility and usability, particularly for visitors to the township unfamiliar with the town's layout and features.

It is recommended that Council allocate high priority to a concept design for the southern extension of Tresize Street and the design of a comprehensive network of pedestrian and cyclist routes that are legible and interconnected to popular sites and features. Once the design of the network is undertaken, implementation can occur in a staged manner, as demand and finances dictate.

4.4 Streetscape Improvements

Significant and relatively rapid improvements could be made to the 'feel' and overall appearance of the township through streetscape improvements, particularly focussed on the town centre. Currently, the very wide streets and road pavements reduce streetscape amenity and legibility for pedestrians and drivers alike also encouraging higher vehicle speeds. A lack of shade trees along both sides of these roads also adds to the discomfort of pedestrians and motorists during the warmer summer months.

Some streetscape upgrade works have previously been undertaken at the northern end of Spencer Street and these have improved amenity in this part of the town. Further works are required to 'tie in' these works to a consistent theme which can be progressively implemented throughout the town centre and more broadly throughout the township as funds become available.

It is proposed that within the town centre a focus will be on the provision of landscaped medians in Spencer Street and South Terrace and in all streets there will be significant additional street tree plantings on both sides of the road.

These public realm improvements will have the effect of transforming the street environment into more attractive, intimate and connected environments. They will also provide shade in summer and will have a softening effect on the built form (particularly where that built form does not make a positive character contribution). Tumby Bay has the structure and attributes to become a most attractive seaside town through the 'greening' of its streets and parks.

Such streetscape works would also include the upgrade of key footpaths, provision of consistent or themed street furniture and the creation of 'threshold treatments' and a hierarchy of planting schemes to delineate and reinforce the town centre entrances.

The streetscape concept concentrates on Spencer Street and South Terrace, and the creation of a strong landscaped link and visual connection between the recreation facilities and the jetty. This would complete the visual grid of the town centre, and join the two most significant public open spaces in the township.

The impact of these streetscape improvements is illustrated in the following photomontages which depict 'before and after' illustrations of key sites and areas within the township.



South Terrace with median and kerbside planting.



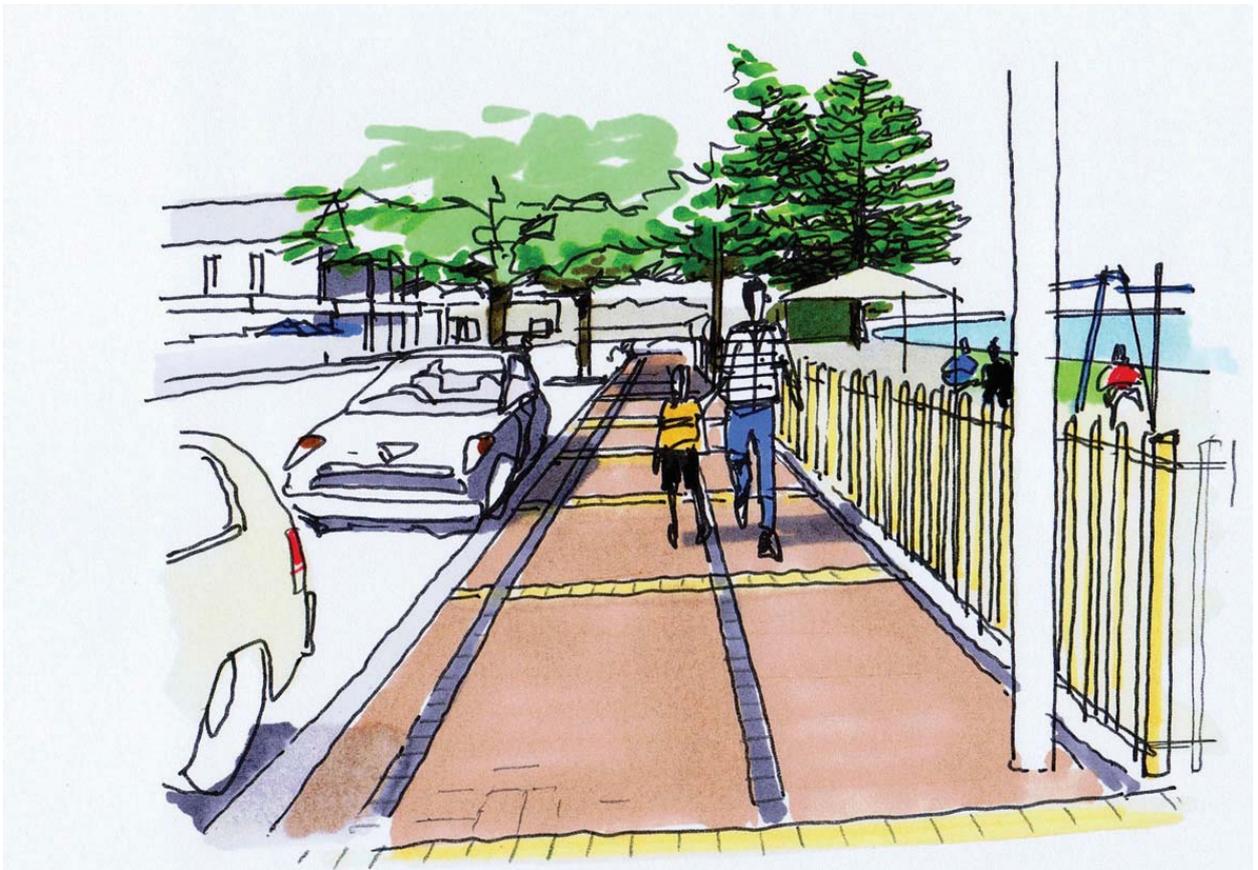


West Terrace adjacent the oval with kerbside planting and fencing upgrade.





Tumby Terrace with footpath widening and parallel parking.





Tumby Terrace with a typical example of street tree planting where footpaths are narrow.





Spencer Street with median and kerbside planting.



The broad framework provided in this Structure Plan is intended to be built upon by the development of a more detailed Master Plan for the open spaces within the township.

It is recommended that Council seek funding through the Places for People program to undertake the Development of a Master Plan and Detailed Design for the most needed works as a key priority.

4.5 Open Space

Tumby Bay is endowed with a significant amount of open space. Budgetary limitations mean it will be necessary to prioritise those areas to be developed as key activity nodes and those supporting active recreation.

Other spaces will need to be developed in a manner allowing them to be robust, attractive spaces for active and passive use without placing a significant maintenance burden on Council.

Key areas identified for upgrades include:

- the foreshore in the vicinity of the jetty;
- sport and recreation grounds;
- the proposed Town Centre Park; and
- land at the northern end of Berryman Street and Harvey Drive on the Island.

The development of more detailed concepts for these key areas should be included in the brief for the Master Plan referred to in the previous section.

The provision of open space in new residential areas should be on the basis of areas identified in the Structure Plan. Council should retain a willingness to work with developers to accept smaller, well developed spaces for local 'pocket parks' and to partner with developers, including the provision of funding when the large



neighbourhood park identified in the future areas of the Island is to be developed.

Council should, as outlined in the following sections, also review locations where there is an over provision of open space, particularly where that open space is undeveloped.

The disposal of surplus open space that is underutilised or surplus to requirements will provide opportunities to fund meaningful open space upgrades in key locations or where there is an identified demand.

4.6 Golf Course

Tumby Bay Golf Course is rated one star by *iseekgolf.com*. The only other golf courses on Eyre Peninsula that rate higher than this are at Port Lincoln (3 stars) and Whyalla (3.5 stars). Port Lincoln is more than 50 kilometres to the south and Whyalla is approximately 200 kilometres to the north.



Given the paucity of quality golf courses on Eyre Peninsula and their remoteness from Tumby Bay, there is a significant long term opportunity to redevelop Tumby Bay Golf Course into a 3 or more star modern facility, inclusive of irrigated greens and fairways. The upgrade required would be funded by residential and tourist accommodation development provided and integrated with the redesigned golf course layout.



The vision is for a high quality 'country club' type environment with associated landscaping, water and built form, and safe and convenient connections into the town for pedestrians and cyclists.

A golf course country club would assist in positioning Tumby Bay as a significant destination, drawing people into the region and from other parts of the district into Tumby Bay to utilise this upgraded recreational facility.

Such a development would be contingent on the availability of water, however, advice of Council staff

indicates that in the medium to long term, the availability of captured stormwater and treated waste water could be used to irrigate the golf course to an acceptable standard.

Such a development would be contingent on private sector participation and would also require a Development Plan Amendment to rezone the area which is currently located with the Rural Living Zone.

It is recommended that in the Stormwater Management Study Council undertakes calculations of water demand for such a facility, together with consideration of the winter storage requirements for water. This would provide critical input as to the feasibility of such a proposal.

Assuming this data indicates the proposal is feasible, Council should undertake some preliminary financial modelling to further confirm its feasibility.

Actual rezoning of the land, however, should only commence when a specific proposal for associated residential and/or tourist accommodation is brought forward.

4.7 Airfield

A proposal has been put to Council for the construction of a workforce accommodation village on the north-eastern side of Tumby Bay Airfield. The proposal will be assessed as a major development against current planning policy and it is outside of the ambit of this Structure Plan to make recommendations as to the suitability or otherwise of the site for this purpose.

The Tumby Bay Airfield currently features one unrated, bitumen sealed runway of 1,097 metres in length, oriented 15/33. It has an instrument approach to Runway 15, but only emergency runway lighting, limiting its ability to be used at night or in poor weather.

Tumby Bay Airfield currently attracts minimal usage largely confined to aeromedical flights, occasional charter,

private and recreational flights and seasonal agricultural activities.

The airfield is located only 32 kilometres from the Port Lincoln Airport, with travel time by motor car from the centre of Tumby Bay township to Port Lincoln Airport being in the order of 25 minutes. The proximity of the Tumby Bay Airfield to the instrument approach initial and holding points for the Port Lincoln Airport is noted in advice to pilots using Port Lincoln Airport.

The proximity of the airfield to the township is not currently causing any land use conflicts; however, the potential for conflict exists should the intensity and hours of operation of the airfield increase significantly. This would particularly be the case if a flight training facility was established and circuit training was to occur.

It is noted that the proposal for an accommodation village at the airfield does not include regular use of the airfield for fly-in fly-out (FIFO) operations. It is understood this is due to the inability of the airfield to accommodate larger aircraft with a greater passenger capacity and the proximity of Port Lincoln airfield which can accommodate larger aircraft.

Council's Development Plan currently envisages additional aviation related uses at the airfield, including some potential for an 'airpark' type development where people would be permitted to construct residential development including a hangar for the storage of their private aircraft. This type of development has no significant precedent in South Australia.

The location of the airfield has been identified as an area that would have significant potential for the long term growth of Tumby Bay township, if not for the existence of the airfield.

Having regard to the current intensity of use of the airfield, its strategic advantage and benefit to the town particularly for aeromedical evacuations, and the

availability of other land to accommodate residential growth for the foreseeable future needs of the town, it is not considered necessary to determine the long term future of the airfield at this time.

Council should monitor the usage of the airfield over the next three to five years, and at that point determine if a more detailed review of the future of the airfield is required.

Such a review could consider a range of options for the future of the airfield including:

- retention/expansion of the facility in its present location;
- relocation of the airfield to another location further from the township but still in reasonable proximity (e.g. less than 10 minutes' drive); and
- closure of the airfield and shifting operations to Port Lincoln.

It is recommend that Council review policy for the zone covering the airfield in the next possible DPA to ensure that policy precludes inappropriate expansion of airfield facilities until such time as Council is in a better position to make long term decisions on the future of the airfield.

This strategic review could commence when this Structure Plan is reviewed in approximately five to seven years, by which time more data is expected to be available to Council.

4.6 Employment Lands

The majority of employment in Tumby Bay is located in either the town centre or in the various industrial and commercial precincts. Most businesses appear to serve the local community living in and around the township.

Currently industry and commercial development is concentrated on areas of land on the northern side of Bratten Road.

Additional development has occurred in these areas over the past five years in the form of service trade premises, light industrial workshops, a new waste water treatment plant and a relocation of the Council depot currently under construction. Uses in these areas should be supported and protected from encroachment by inappropriate uses.

Historically commercial and industrial uses have been located in the Town Centre, along much of the length of Bratten Road and in the Home Industry Zone to the south of Bratten Road, which is discussed specifically in the following section. The establishment of new uses with adverse amenity potential outside of specifically zoned areas is no longer considered appropriate. The importance of updating the Development Plan to prevent such inappropriate development cannot be understated.

Areas currently zoned for industrial and commercial purposes occupy reasonable areas of land for industrial expansion which should cater for future development for the next five to ten years.

Ultimately, these zoned areas are likely to be constrained in terms of their accessibility (particularly by heavy vehicles) and proximity to areas of low-lying land which may be required for stormwater management and environmental management purposes.

An area of land to the south of Bratten Road adjacent the Lincoln Highway has been identified as having potential for longer term industrial and commercial development.

The identified land is relatively flat, reasonably separated from current and proposed residential development and has ready access to water, electricity and communications infrastructure. It also has excellent access to both the Lincoln Highway and to the existing township.

This land is unlikely to be required in the short term, unless a single large industrial land use seeks to establish itself in Tumby Bay.

It is recommended that this land be protected from inappropriate development by rezoning it to Deferred Urban at the earliest possible opportunity.

Future rezoning to support industrial and commercial uses would occur either when the supply of industrial land to the north of Bratten Road is almost exhausted or when a user with a specific proposal appropriate to the identified area approaches Council.

4.7 Home Industry Zone

The Home Industry Zone is located to the west of the Town Centre, south of Bratten Road.

Home Industry Zones have the intention of allowing for the development of small scale industrial and commercial uses on the same allotment as a dwelling. The intent is that the occupiers of dwellings will generally have a direct connection with the industrial use on their own allotment and should, therefore, be less sensitive to the lower level of amenity expected in such a zone.

The Home Industry Zone in Tumby Bay has not developed in this envisaged manner. There are a small number of non-residential uses, however, these are generally 'stand-alone' operations that are larger than the scale envisaged in a Home Industry Zone. More recent developments have been largely for exclusively residential sub-divisions and detached dwellings, without associated non-residential activities.

There is nothing in the current Development Plan which prevents development for exclusively residential purposes and having regard to the proximity of the zone to the town centre and the availability of other industrial land, residential development most likely represents the highest and best use of the land. Nevertheless the construction of

new housing in this zone has the potential for conflict with existing home industries in close proximity.

Consideration has been given to the options for the future of the Home Industry Zone including:

- retention of Home Industry Zoning in its current (or similar) form;
- conversion to Residential, retaining current allotment sizes; and
- conversion to Residential, with a reduction in allotment sizes.

Retention of the current zoning is not considered appropriate. Recent development in the Home Industry Zone has not been in the form envisaged by the policy and it appears unlikely that sufficient demand for the small scale industrial uses envisaged by the policy actually exists. Without resolution of the zoning, it is likely that further development over time will lead to increased land use conflict.

It should be noted that while conversion of the Home Industry Zone to a Residential Zone would have the effect of preventing any new inappropriate non-residential uses, existing use rights for the existing industrial and commercial uses would remain. They would be entitled to continue operating on their sites for as long as they wished.

Any such change of zoning should contain a specific reference to existing use rights of affected properties in either the Desired Character Statement or policy provisions to reference the historical context of the area and reinforce the existing uses rights for non-residential uses. Over time, it is likely that increases in land values will non-residential uses to relocate to designated industrial areas and the development of their sites for residential purposes.

Currently the minimum allotment size in the Home Industry Zone is 1,500 metres with a minimum frontage of 30 metres.

This reflects a desire in the Development Plan for an allotment to have an area of approximately 700 square metres dedicated to the detached dwelling and 700-800 square metres dedicated to the industrial use.

A conversion to a residential zone which retains current allotment sizes would therefore set a minimum allotment size in the order of 700 square metres, as the requirement to set aside land for industrial uses would be removed.

Considering the proximity of the Home Industry Zone to the town centre, it is considered to be an ideal location for the development of infill residential development on smaller allotments. Having regard to the existing pattern of development, significant amounts of re-subdivision (including through hammerhead allotments) could be achieved, allowing residential allotments down to around 300-400 square metres in size.

The result of this, in character terms, would be a more irregular and eclectic pattern of allotments than in other areas of the township, however, such a character would define the historical context of the area and increase the overall choice of residential options available in the Tumby Bay township.

A stormwater drainage channel runs through the Home Industry Zone, and areas of the zone have required considerable filling as they have been developed. The Stormwater Management Plan which Council is to prepare is expected to focus on these issues and develop a set of requirements for the area which when implemented will adequately protect property and allow for staged implementation.

It is recommended that the Home Industry Zone be rezoned to a Residential Zone with a specific Policy Area/Precinct. Policy should allow for a mix of allotment

sizes and dwelling types with allotments as small as 350 square metres being permissible. Hammerhead allotments should also be permissible, subject to appropriate frontages and landscaping requirements. Existing use rights for those remaining industrial uses should be clearly recognised in the Development Plan.

Once the rezoning is complete, Council should give consideration to incentives it may be able to offer the existing industrial uses to relocate over time to specific industrial areas.

4.8 Western Residential Areas

To the south and west of the area in the Home Industry Zone is a mix of areas developed for rural residential uses and areas remaining in primary production.

The areas developed as rural residential have been retained in relatively large allotments and have a limited number of owners, making up-zoning for residential purposes in future a realistic proposition.

Areas to the south of the Home Industry Zone have previously been zoned as Deferred Urban, which has prevented their further division. Areas immediately to the east of this land have been subdivided for residential purposes and are in the process of being developed.

The areas to the west of the Home Industry Zone are largely constrained by the presence of the dump and waste transfer station. Whilst the life of the landfill facility is limited, even after being closed, a significant buffer (advised by the Environment Protection Authority) as being a minimum of 500 metres, will be required to mitigate the risk of landfill gas. This buffer has been shown on the Structure Plan mapping.

The Structure Plan mapping identifies a preliminary road layout for the areas to the south of the Home Industry Zone, together with potential locations for key open spaces. This mapping has been designed in a form that

can be converted to Development Plan concept mapping when a Development Plan Amendment is undertaken.

These areas, which are located in close proximity to the existing township, have good elevation and are located immediately to the west of the proposed extension of Tresize Street. They are considered to present the best and most immediate opportunity to be rezoned Residential.

These areas can support a variety of dwelling types on a variety of allotment sizes. Scope should be provided for group dwellings and residential flat buildings, particularly where they provide accommodation suitable for older persons, however average allotment sizes in these areas would be envisaged to be in the order of 500-700 square metres.

The western residential area should develop generally from north to south and from east to west, however given the slightly fragmented ownership there will need to be a degree of flexibility to the timing of sub-division on individual allotments.

The areas further to the west are unlikely to be required for expansion in the next 10 years, and are used purely for primary production purposes at this time. It is recommended that consideration be given to rezoning these areas to Deferred Urban within the next three to five years in order to prevent inappropriate development occurring. It is recognised however that such a rezoning may require further detailed investigations of the buffer required from the dump and waste transfer station. If this is the case, the rezoning of these areas to Deferred Urban should not be undertaken in the first Development Plan Amendment subsequent to the completion of this Structure Plan.

It is recommended therefore that Council proceed to rezone the areas to the west of the Tresize Street extension to Residential Zone immediately and consider the appropriate zoning of areas further to the west when

this Structure Plan is reviewed in approximately five to seven years.

4.9 Southern Residential Areas

The area of land located to the south of McCallum Street has potential to accommodate future residential development. These holdings are a mixture of Council-owned and privately held land, the majority of which is still zoned and used for primary production purposes.

The area owned by Council has been identified as having short term potential to provide additional residential land in the event that demand rapidly accelerates as a result of growth in the resources sector. This area of land appears to have relatively few constraints and lends itself to residential development. It is well located adjacent the proposed extension of Tresize Street.

Given the specific potential use identified by Council, and the fact that this land is owned by Council, it presents as a suitable candidate for immediate rezoning for residential purposes. Council's ownership of the land means that if the intended usage of the land does not materialise, inappropriate or premature development is much less probable.

For this reason it is recommended that this area be rezoned to Residential Zone in the first Development Plan Amendment undertaken by Council subsequent to this Structure Plan being adopted.

Areas further to the west and south are unlikely to be required for expansion in the next 10 years, and are used purely for primary production purposes at this time. It is recommended that consideration be given to rezoning these areas to Deferred Urban within the next five to seven years in order to prevent inappropriate development occurring.

It is recommended that Council consider the appropriate zoning of these areas further to the south and west when

this Structure Plan is reviewed in approximately five years' time.

4.10 Tumby Marina

Further expansion of the Tumby Marina to the south and west has been identified from the time the marina development was initially proposed. At this time, further expansion of the marina is considered a long term option. Having regard to current market conditions, it is considered that further expansion of the marina is highly unlikely to occur in the next decade.

Notwithstanding this, the Structure Plan presents a concept for the ultimate development of the marina, which details the manner and extent of its expansion and which fits into the overall development of the township and its transport network.

Specifically, this concept shows a further extension of the waterways to the south and west, with the development being bounded to the south and west by a further extension of Tresize Street to the south, providing a new primary transport link to the Island, linking to Berryman Street and Pearson Street further to the south.

The concept shows that should such a development occur, Graham Smelt Causeway would be closed to allow for the waterway to extend further to the south. The other option would be for this access corridor to remain a causeway, and the new areas of the marina would be developed as a 'locked lake' with no access for vessels to the sea. This approach may limit the attractiveness and marketability of the water front allotments.

The closure of Graham Smelt Causeway and the extension of Tresize Street would have a minimal impact on journey times from the Island to the centre of the town. It is likely that the time taken to access the Lincoln Highway would actually reduce. The question would be as to whether the ultimate development of the Island (which could

be around 1,000 allotments in total) could be catered for by a single road connection.

Having regard to the low likelihood of the marina expansion progressing in the next decade, this issue does not need to be resolved at this time.

A shorter term option to realise an enhanced transport network may be a connection of the proposed Tresize Street southern extension to connect with the existing Graham Smelt Causeway. This could better define the primary road connection to the centre of the township and the Lincoln Highway and enhance amenity in existing southern residential areas by reducing traffic volumes 'rat running' in these areas.

The expansion of the marina may also face significant environmental challenges and some preliminary investigations by Council in respect of the existing vegetation may be beneficial in quantifying whether these environmental challenges could be overcome.

Having regard to the ownership of the land and these environmental challenges, it is recommended that no policy changes to facilitate the expansion of marina should occur at this time. Policy changes should only occur when there is clear market demand, and most probably driven by a specific proponent. Given the scale and complexity of such a project, such policy changes should occur by a developer funded Council Development Plan Amendment, a Ministerial Development Plan Amendment or a major development process pursuant to Section 46 of the *Development Act 1993*, followed by a Development Plan Amendment.

4.11 Existing 'Island' Residential Development

Existing development on the Island has a different form and character to the remainder of the Tumby Bay township. The philosophy of the subdivision design has resulted in curvilinear streets and avoidance of four way intersections. The area lacks roadways perpendicular to the coast, unlike the remainder of Tumby Bay township, and streets behind the esplanade rapidly lose their sense of connection to the coast.

Other than the coastal reserve, existing open space is also poorly located and poorly provisioned. There is an opportunity to consolidate the open space to the north on the coast. Additional potential for residential development currently exists in this area. Other open space within the Island should be consolidated and where surplus open space is identified, this may provide a funding source for the improvement of retained open space areas.

Within the coastal reserve, there should be a prioritising of key open space 'nodes' for development. These should be turned into active open spaces with consolidated infrastructure and facilities. The remainder of the coastal reserve should remain as passive spaces to limit maintenance demands on Council. The exact form of development will depend on the ability to source water for irrigation, and whether such water is confined in being available to the northern areas, or can be extended to the entire coastal reserve.

Having regard to the existing form of residential development on the island, opportunities for infill are seen as being relatively limited.

Re-subdivision of typical sized allotments should not be permitted so as to preserve the established scale of low density dwellings and outbuildings on large allotments surrounded by generously landscaped gardens.

4.12 New 'Island' Residential Development

There is a requirement to clearly guide future development in the area to the south of existing development on the Island. A concept has been developed showing key road locations and open space locations. The concept is envisaged to be converted into a concept plan mapping as the land is rezoned to allow for residential development to occur.

Key to the concept is a return to a strong grid road network, with key road connections perpendicular to the coast. Key north-south and east-west movement corridors are identified as is the location of a primary open space in the centre of the area and three smaller 'pocket' parks located around the development. Continuation of a reserve along the coast, retaining the current form of the primary dune, will also occur.

As this land is in the ownership of Council, there is a unique opportunity for Council to enforce clear guidance on future developments when land parcels are sold to the development industry.

Considering the form of residential development, it is considered appropriate, particularly having regard to the area being on the southern fringe of the ultimate development of the township, that low density residential development consisting predominantly of detached dwellings on medium to large sized, generously landscaped allotments, predominates. Some opportunities for additional density could be provided surrounding the primary open space and in several identified 'nodes' along the coast.

It is envisaged that allotment sizes will generally be similar to those existing on the Island and will allow for generous frontages, providing people with the opportunity to access outbuildings at the rear of their allotments.

Rezoning of the land is envisaged to occur in three to four stages of roughly equivalent size. The first portion of the

land should be rezoned in the first Development Plan Amendment that Council undertakes following the adoption of this structure plan, however Council would only release this land to the market when sufficient demand was identified.

5 RECO

RECOMMENDED
ACTIONS &
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5.0 RECOMMENDED ACTIONS AND INVESTIGATIONS

Having regard to the Structure Plan looking forward over a time period in the order of 30 years, it is intended that Council will work to implement the recommendations in a staged manner as resources permit. Works ‘on-ground’ will generally be the result of more detailed investigation and design processes, however the Structure Plan will be used as an overarching, guiding document.

The issues with the demographic data and the need for outcomes of the Stormwater Management Plan suggest that a minor update of this plan will be required in early 2014. It was determined by Council that rather than hold off on releasing the plan until mid-2014, it would be better to release it in an interim form, and review the document in light of the missing data being available.

Notwithstanding the 30 year horizon for implementation of the Structure Plan, it is intended that the document be reviewed after around five to seven years. Logically, such a review would occur after data from the 2016 Census was available.

The review would consider the steps towards implementation taken in the intervening period, demographic changes and policy changes and would result in the Plan being updated accordingly.

It should also be recognised that a Structure Plan is by its nature a broad, overarching plan. The recommendations are not intended to be taken as detailed spatial representations of what will occur, but rather as guiding principles relating the vision and intended outcomes to spatial processes to give effect to those outcomes.

The recommendations in the following table reflect the interim nature of this plan, are have been developed to allow Council to move forward with its strategic processing in the next 12 months and them to integrate the recommendations of the final Structure Plan into the

recommended studies once complete. There is no barrier to commencing the studies recommended below in the next 12 months, however some of them, particularly the Tumby Bay Development Plan Amendment, will have hold points to wait for the final Structure Plan to be released.

Project	Description	Project Type	Indicative Timing	Indicative Costs
Interim Tumby Bay Structure Plan Finalisation	Finalise interim Tumby Bay Structure Plan following completion of Stormwater Management Study and availability of updated demographic data	Strategic Planning	2014	\$10,000
Town Centre and Open Space Master Plan	Develop a detailed Master Plan and detailed design for the development of the town centre and key open spaces throughout the township.	Master plan and Detailed Design	2014	\$50,000 Partnering funding should be sought through the Places for People program in 2014.
Open Space Audit	Undertake an audit of all land in the ownership of Council to inform other studies of the extent of land holdings and rank individual parcels based their utility and value to the community.	Strategic Planning	Immediate	\$5,000
Stormwater Management Study	Prepare a detailed plan for the future management of stormwater throughout Tumby Bay township.	Engineering Concept Design	Underway	\$100,000 Council secured partnering funding from State and Federal Government

Tumby Bay Development Plan Amendment	Undertake a Development Plan Amendment to Rezone Tumby Bay township according to the recommendations of this report.	Statutory Processes	2013-2014	\$40,000
Out of Township Strategic Review	Prepare a detailed plan for development outside of Townships including Rural Living and Primary Production areas.	Strategic Planning	2014-2015	\$30,000

These studies will build upon the Structure Plan and will provide more detailed information to support its implementation.

The Stormwater Management Study will provide Council with a key understanding of the extent of infrastructure required to protect both existing and proposed development areas from flooding.

The Town Centre and Open Space Master Plan will convert the concepts detailed in this report to detailed design plans for key areas, allowing Council to accurately cost upgrades and then seek funding to undertake capital works projects to implement them. The Master Plan can also incorporate the development of design guidelines for development, a signage strategy and a vegetation plan to guide planting both on public open space and private allotments.

The Tumby Bay Development Plan Amendment will build upon the Better Development Plan Conversion currently being finalised and will rezone land within the township as recommended by this report. In order to prevent the inappropriate rezoning of land, this Development Plan Amendment should be prepared as soon as possible.

The out of Township Strategic Review is a study that Council may wish to consider to address submissions made by persons outside of the Study Area who wish for review of policy to allow for more rural living type development or for revised policy for primary production areas.

A A P

APPENDICES

Consultation Summary

Tumby Bay

Sustainable Future Structure Plan



in association with Ian Robertson Design



Tumby Bay Sustainable Future Structure Plan – Consultation Summary

Consultation Process

Public consultation was undertaken on the Draft Structure Plan from December 2012 to February 2013.

A Community Information Session was held in Tumby Bay at the start of the consultation timeframe and was attended by approximately 30 members of the community.

Members of the community were invited to obtain copies of the document either in printed or electronic form from Council or in electronic form via download from Councils website.

Submissions were invited in writing or by email.

Council staff received a number of telephone and counter enquiries, some of which were referred to the consultant team for further discussions.

Submissions Received

A total of 15 submissions were received during the consultation period.

A further late submission was received and has been included in the consultation summary.

Review and Response to Submissions

Following the end of the consultation period, each consultation was reviewed and summarised. Some submissions address a single issue, whilst others dealt with multiple issues. Where multiple issues were addressed each has been dealt with separately.

The summary is provided in tabular form following this report.

After summarising each issue, a proposed response has been prepared by the consultant team.

These responses either note the issue, agree or disagree with the comment or identify that it is not relevant or outside the scope of the Structure Plan. Comments are included as appropriate.

Where necessary, a recommendation is made for changes required to the draft Structure Plan.

In general terms, the majority of the submissions were favourably disposed to the draft Structure Plan.

Many of the submissions go to issues that are either outside of the study area, or are at a level of detail beyond which the Structure Plan is able to deal. In many of these cases, further investigations will be undertaken during future studies which are recommended by the Structure Plan.

Several submissions express strong opposition to the disposal of public open space. It should be noted that the Structure Plan does recommend a review of open space with a view to rationalising open space, including the disposal of land identified as surplus. The Structure Plan does not seek to

identify specific surplus areas for disposal. A much more detailed, finer grained study would be required, and further consultation would be required at that time. Additionally, if any land to be disposed is community land, it requires the ultimate consent of the responsible Minister for the community land designation to be revoked.

The responses to the submissions and the recommended changes to the draft Structure Plan are presented to Council for endorsement.

Next Steps

The recommended approach, given the number of submissions, is to write to each person who made a submission, and provide them with a copy of the section of the table forming the response that addresses their submissions. Wider communication to the community via the Community Newsletter is also recommended.

In summary, the consultation processes has not elicited that there are any fundamental problems with the draft Structure Plan.

The consultation summary will form a chapter of the final Structure Plan, and the following table will form an Appendix.

Tumby Bay Structure Plan Submission Summary

No.	Name	Summary	Recommended Response
1	E. Fuller	<ol style="list-style-type: none"> 1. Structure Plan only addresses the Township of Tumby Bay. 2. Consider including Lot 54 Lipson Road for Rural Residential. 	<ol style="list-style-type: none"> 1. Scope of Structure Plan was specifically limited to township issues. 2. Merit exists to undertaking a study into Rural Residential development throughout the Council area, including the allotment identified in the submission. Such a study should look at demand for Rural Residential development and the potential for additional land to be set aside for Rural Residential development in future.
2	Brian March	<ol style="list-style-type: none"> 1. The outcomes of decisions based upon environmental issues and demographic factors will be critical and should not be underestimated. 2. Scope of study is too restrictive. 3. Study omits potential impact of mining within the district: 4. Depleted water supplies 5. Electricity demand 6. Increase in heavy vehicle movements 7. Red iron ore dust 8. Address economic climate in report 	<ol style="list-style-type: none"> 1. Noted, it is proposed that study will be reviewed and updated when final 2011 Census data is available. 2. Disagree, Scope of the study was determined in conjunction with DPTI. 3. Disagree, study provides for township growth exceeding that likely even from a significant increase in mining activity. 4. Noted, needs to be addressed on a region wide basis by State Government. 5. Noted, needs to be addressed on a regional wide basis by State Government. 6. Noted, Structure Plan addresses vehicle movements within the Tumby Bay township and connections to the Lincoln Highway. Vehicle movements beyond the study area are outside of the scope of the study. 7. Noted, air quality impacts of mining proposals will be addressed via an assessment of individual proposals. 8. Disagree, the Structure Plan has to cater for growth under a range of economic conditions, and specifically refers to this.

No.	Name	Summary	Recommended Response
		<p>9. An accurate and comprehensive list of service should be included to give an accurate view of what the Town offers.</p> <p>10. Use up-to-date demographic data from 2011 and 2012 not census data from 2001 and 2006.</p> <p>11. Tumby Bay may have been a growth area from 2001 to 2006 but questionable if this is still the case.</p> <p>12. Report does not identify factors that mitigate growth:</p> <p>13. World economic downturns</p> <p>14. Falling commodity prices</p> <p>15. Rising infrastructure costs</p> <p>16. Existing infrastructure deficiencies (waster, power, road, rail, deep sea port)</p> <p>17. Report should focus on a couple of realistic scenarios namely, no significant industrial development and a major development model.</p> <p>18. Report does not deal with the potential reality of 1,000+ additional workers in the district within the next few years.</p> <p>19. Stage 2 of marina has environmental constraints – existing mangrove forest and fish nursery – connected to the Second Creek estuary.</p> <p>20. Area north of airstrip bounded by Mine Hill Road is located on a flood plain that has flooded a number of times</p> <p>21. Development around golf course, especially in vicinity of STED evaporation pond, clearly has environmental constraints.</p> <p>22. The report overlooks the potentially negative impact of the recently declared marine parks and aquaculture zones in the area.</p>	<p>9. Noted, amend Structure Plan to provide a more comprehensive list.</p> <p>10. See Point 1.</p> <p>11. See Point 1.</p> <p>12. Point unclear.</p> <p>13. Point Unclear.</p> <p>14. Point Unclear.</p> <p>15. Point Unclear.</p> <p>16. Needs to be addresses on a region wide basis by State Government.</p> <p>17. Disagree, the Structure Plan caters for a broad range of growth scenarios, from minimal growth to a growth rate higher than that which is realistically probable.</p> <p>18. Disagree, the report notes an accommodation village may be constructed in the short term, with a shift from this form of accommodation to dwellings over time as additional residential areas are developed by the private sector.</p> <p>19. Agree, these issues are identified in the Structure Plan, further investigation is the responsibility of a future proponent.</p> <p>20. Noted, this issue will be examined in further detail by the Stormwater Study.</p> <p>21. Agree, these issues are identified in the Structure Plan, further investigation is the responsibility of a future proponent.</p> <p>22. Disagree, these issues are of limited relevance to the Structure Plan, which focusses on a purely terrestrial study areas.</p>

No.	Name	Summary	Recommended Response
		<p>23. Report makes no recommendations for large number of gophers within the town.</p> <p>24. Where is the evidence to support the additional educational requirements?</p> <p>25. No evidence is tendered with respect of the number of doctors, nurses, allied health worker, beds required to service the increased working population.</p> <p>26. Can hospital provide critical care in the event of an industrial accident?</p> <p>27. Same with CFS, SES, Ambulance, Police etc none of which appear to be developed in the report.</p> <p>28. What is the plan for additional aged care facilities?</p> <p>29. What are the additional government services as these are not identified.</p> <p>30. What are the additional power, water and STED requirements? What are the costs?</p> <p>31. Re: water re-use in open spaces through the town – how is this to be achieved given the distance, terrain, cost/benefits. Where are the recommendations in the plan to undertake a full economic study of such a proposal?</p> <p>32. Demographic data section does not mention the future expansion of the school.</p> <p>33. What is the opinion of the Department of Education and Children services?</p> <p>34. What are the proposed timelines for such school growth?</p>	<p>23. Disagree, reports clearly identifies accessibility as an issue to be explored in detail in future Master Plan processes.</p> <p>24. Additional educational requirements will emanate from population growth.</p> <p>25. The Structure Plan is primarily concerned with the provision of land supply to cater for projected demand, and does not consider this level of detail.</p> <p>26. This issue is a question for the State Government, however, as currently occurs, serious injury or illness typically results in evacuation to medical facilities in Adelaide.</p> <p>27. See Submission 1.</p> <p>28. The Structure Plan is primarily concerned with the provision of land supply to cater for projected demand, and does not consider this level of detail.</p> <p>29. As above.</p> <p>30. The quantification of costs for such infrastructure upgrades are beyond the scope of this study.</p> <p>31. The question of prioritisation of open space into key nodes and other areas would be undertaken in a more detailed study of open space. Amend Structure Plan to clarify this recommendation.</p> <p>32. Noted, demographic section of the Structure Plan to be reviewed and updated once final 2011 Census data is available.</p> <p>33. The Structure Plan recommends future engagement with the State Government on this issue.</p> <p>34. Timelines for growth of educational facilities will depend on demand.</p>

No.	Name	Summary	Recommended Response
		<p>35. What impact would the proposed growth have on existing facilities?</p> <p>36. The plan must reflect in a recommendation the assumption that the school, education department and council would enter into a joint use agreement for the main oval.</p> <p>37. What is the impact on neighbouring schools? A full review of educational requirements would need to be undertaken and incorporated in the final report.</p> <p>38. The police station, adjacent residence and senior citizens building all identified as potential to intensify foreshore uses. Where are the alternate sites? And cost of relocation? Cost/benefit studies to support such moves?</p> <p>39. Proposed parking opposite Council chambers would require the purchase of additional land. Where is the funding?</p> <p>40. Proposal to reinstate a foreshore car park adjacent to the Ritz café is a retrograde step. Prefer grassed foreshore area.</p> <p>41. Relocation of croquet rink has merit but at what cost? Where is the funding?</p> <p>42. Introduction of car parking fund – why should developers be given such benefits when it's a requirement under the Development Act to provide off street parking.</p> <p>43. Bratten Way entrance upgrade is needed and the suggested signage is good.</p> <p>44. As suggested, the geometry of the corner needs attention.</p> <p>45. Lipson Rd/Lincoln Hwy needs to be realigned at right angles.</p> <p>46. Challenge that Tresize Street become major north-south corridor as its adjacent school. Tharuna Road would be an alternative.</p>	<p>35. Noted, specific issues are beyond the scope of this study.</p> <p>36. Disagree, the Structure Plan currently notes that this is an aspiration assumption subject to more detailed analysis and negotiation between the Council and the State Government before any agreement is made.</p> <p>37. Disagree, specific impact on schools beyond Tumby Bay is outside the scope of this study.</p> <p>38. Noted, specific proposals for individual sites are beyond the scope of this study.</p> <p>39. Noted, specific proposals for the purchase of land for additional parking are beyond the scope of this study.</p> <p>40. Agree, but this was not a specific proposal of the Plan.</p> <p>41. Noted, future of the croquet facilities would be considered in detail in a Master Plan for the town centre and foreshore.</p> <p>42. Disagree, the Development Act sets up the framework for car parking funds as a legitimate car parking solution.</p> <p>43. Noted.</p> <p>44. Noted.</p> <p>45. Agree, timing of upgrade will be dependent on demand and State Government funding.</p> <p>46. Disagree, Tresize Street is a sufficient distance to the west to be appropriate.</p>

No.	Name	Summary	Recommended Response
		<p>47. The suggested streetscape improvements have merit.</p> <p>48. More detail required to engage community.</p> <p>49. The upgrading of footpaths is critical.</p> <p>50. What is the estimated costs of moving forward with improvements?</p> <p>51. Open space requirements must be incorporated in any development approval and met by developer not rate payers.</p> <p>52. Re: golf course development – the report is short on data supporting the long term availability of water.</p> <p>53. What engineering studies have been carried out to test the suitability of the soil for residential development?</p> <p>54. What flood studies have been undertaken?</p> <p>55. The coastal strip is a major habitat, what impacts?</p> <p>56. Impact from adjacent mining accommodation camp?</p> <p>57. What would happen to the rifle range?</p> <p>58. Has a formal application been lodged with Council re: the accommodation village? What is the nature of the relationship between Council and Centrex on this issue?</p> <p>59. Request details regarding the application – see list on page 11 of response.</p>	<p>47. Noted.</p> <p>48. Noted, further detail will come from a future Master Plan project.</p> <p>49. Agree.</p> <p>50. Noted, estimated costs are not ascertainable at this time.</p> <p>51. Agree in part, developers must provide open space as part of subdivision development, or payment in lieu thereof.</p> <p>52. Noted, detailed investigation of issues would be the responsibility of a future proponent.</p> <p>53. Noted, this is a responsibility of developers, however no data from previous land divisions indicates that unmanageable geotechnical conditions exist.</p> <p>54. Noted, Council is about to embark on a detailed stormwater study which will consider flooding issues.</p> <p>55. Noted, biodiversity issues will be considered in the assessment of individual proposals, however, the coastal environment adjacent the whole township including the golf course has been heavily modified by historic human activity.</p> <p>56. Noted, will be considered as part of the assessment of a specific proposal, but there is no indication that such uses are incompatible.</p> <p>57. Noted, the future of the rifle range would be determined in the presence of any specific proposal.</p> <p>58. Not relevant to Structure Plan.</p> <p>59. Not Relevant to Structure Plan.</p>

No.	Name	Summary	Recommended Response
		<p>60. Are the planning/building provisions the same as those which Council currently applies to its rate payers.</p> <p>61. Any suggestion that the airstrip should be abandoned in favour of residential development is clearly a retrograde step.</p> <p>62. If it were to move, what is the new location and what is the cost? Who pays?</p> <p>63. Any review of the airport should focus upon how to better the service for passengers and or medical evacuees, not closure.</p> <p>64. Re: Home Industry to Residential – will rezoning prevent the sale and hence disadvantage the current owners?</p> <p>65. Ensure the eastern coastline adjacent the Island is not developed.</p>	<p>60. Not Relevant to Structure Plan.</p> <p>61. Noted, the Structure Plan indicates that no decision needs to be made in respect of the airfield at this time.</p> <p>62. As Above.</p> <p>63. Any study of the future of the airport must consider all options.</p> <p>64. Noted, Rezoning will not affect existing use rights and may result in uplift in land value.</p> <p>65. Noted, significant clearance of currently vegetated areas is unlikely to be either permitted or desirable. Access from future residential areas to the coast should be via defined access points.</p>
3	Monica Dodd	<p>1. Council priority should be to address the black hole that exists currently in the services to the aged in Tumby Bay in regard to lack of licenced beds.</p> <p>2. Land needs to be set aside for the specific purpose of building a facility for the needs of low care, high care and respite services located near or adjacent existing services.</p> <p>3. Possibility of ageing population leaving the area due to lack of facilities.</p>	<p>1. Facilitating the provision of suitable accommodation for older persons, including supported accommodation is a key outcome of Council.</p> <p>2. The Development Plan Amendment recommended by the Structure Plan will allow for a wider range of residential development than envisaged by the current Development Plan which will support smaller dwellings and supported residential accommodation in close proximity to the town centre.</p> <p>3. The final Structure Plan should be amended to better articulate the desire to facilitate a broad range of accommodation to allow aging in place and reduce the risk of people having to leave the township to access appropriate supported accommodation.</p>

No.	Name	Summary	Recommended Response
4	Mark Davis	<ol style="list-style-type: none"> 1. Part owner of Section 250 Bratten Way currently zoned Rural Living. 2. Would council consider rezoning to Residential as it is close to town centre and employment land? 3. Located closer than some of the proposed residential rezoning. 	<ol style="list-style-type: none"> 1. Land identified on the Proposed Zoning Plan and remaining as Rural Living 2. Key issue is proximity to the landfill site and the minimum buffer required by the EPA. Buffer is required to mitigate risk of landfill gas migration and is unlikely to be relaxed in near future. 3. Proximity of land to town centre is noted, by buffer around landfill effectively precludes development at this time.
5	K Millard	<ol style="list-style-type: none"> 1. Owner of 20 Bratten Way, currently zoned as Home Industry. 2. Agree with proposal for area to be rezoned to Residential. 	<ol style="list-style-type: none"> 1. Home Industry Zone identified as suitable for early rezoning to Residential, with policy area to manage transitional issues associated with existing non-residential uses. 2. Noted.
6	Kym Mason	<ol style="list-style-type: none"> 1. Nothing in the plan to suggest that the Lions Park could not continue in its current location, in fact it could add considerably to the Town Park and become an integral part of the Jetty Square. 2. Our club wishes to maintain our presence in the current location. 3. We see the maintenance of the Lions Memorial Wall and the continual improvements to the BBQ and Shelter as both possible and necessary. 4. Lions Park needs an upgrade. 5. We have plans and funding for a higher, larger shelter and paved area but need some certainty about our access to the current location. 	<ol style="list-style-type: none"> 1. Agreed, the Structure Plan does not suggest that the Lions Park should be relocated or removed and a role clearly still exists for Service Clubs to partner with Council to provide high quality public spaces. 2. Agreed. 3. Agreed, upgrades of infrastructure to improve facilities and ingrate them with surrounding areas have the potential to further improve the quality of the space. 4. Agreed, the potential to source grant funding from State Government may allow for a larger scope of works for any upgrade. 5. Such facilities would enhance the space, and Council should work with the Lions Club during the Development of a MasterPlan for the foreshore area to ensure agreement on a plan for the park going forward.

No.	Name	Summary	Recommended Response
		<p>6. Some fencing is necessary to protect children from traffic.</p>	<p>6. Agreed, however by replacing timber fencing with a more visually permeable material the amenity of the area could be further improved.</p>
7	Karen Baines	<p>1. Figure 2.1 legend edits 2. Support upgrade of Bratten Way and Lincoln Hwy intersection 3. Upgrade to Lipson Road and Lincoln Hwy needed – sightlines 4. Support future link from Lincoln Highway to southern end of Tumby 5. Future school expansion needs kindergarten within it. 6. Need a child care centre. 7. Potential indoor recreation and pool facility – support for swimming pool. 8. Shared parking and expansion site – what about parking near IGA? Some parking further south along Spencer Street and footpath upgrade? 9. Support Tresize St extension especially pedestrian and cycling (gopher) routes. 10. Support streetscape upgrades – need more shade, but how costly will this be? 11. Golf course upgrade good for tourism but low priority given that current sport clubs are struggling to survive as it is. 12. Regarding the airfield: agrees that council should monitor</p>	<p>1. Noted, to be amended in final Structure Plan. 2. Noted. 3. Agreed, Structure Plan to be amended to clarify that population growth will trigger a need for an upgrade to this intersection. 4. Noted. 5. Agreed, amend Structure Plan to recommend that Council work closely with School and State Government to ensure sufficient land is available for a B-12 educational facility on a consolidated site. 6. As above. 7. Noted. 8. Specific details of car parking to be addressed during development of a Master Plan for the town centre. 9. Noted. 10. Such upgrades would be prioritised and would be envisaged to occur over the 20-30 year horizon. 11. Noted, prioritisation of the Golf Course development is clearly articulated in the Structure Plan, no change required.</p>

No.	Name	Summary	Recommended Response
		<p>developments in respect to the positioning of the current air strip, which may become an unsuitable location.</p> <p>13. Agree with the 3 recommended priorities.</p>	<p>12. Noted.</p> <p>13. Noted, recommendations will be provided in greater detail in the final Structure Plan.</p>
8	David & Yvette Dupree	<p>1. Object to Council's proposal to revert open space adjoining our property at 42 Lakin Crescent and also land between Lakin Crescent and Harvey drive adjacent to the Motel to housing.</p> <p>2. When developing this area planning approval was granted subject to these areas being community land.</p> <p>3. Purchased our property from Council fully aware that parklands adjoined this allotment.</p>	<p>1. Noted, the Structure Plan does not seek to identify specific parcels of open space for disposal, but to identify that, in general terms, Council has a greater area of open space than it has the financial capacity to develop and maintain. Accordingly, it recommends that a comprehensive review of open space occur. Such a review, and the ultimate disposal of any open space, if Council chooses such an outcome, would be subject to further public notification, and where land is currently Community Land, approval of the relevant Minister.</p> <p>2. Provision of open space is a component of all residential land division applications. Council has the ability to choose between actual provision of open space, and payment in lieu of that provision.</p> <p>3. Noted.</p>
9	John Lockyer	<p>1. Concerned relation to displayed lack of services in regard to the increasing aged population.</p> <p>2. Limited licenced bed numbers</p>	<p>1. Facilitating the provision of suitable accommodation for older persons, including supported accommodation is a key outcome of Council.</p> <p>2. The Development Plan Amendment recommended by the Structure Plan will allow for a wider range of residential development than envisaged by the current Development Plan which will support smaller dwellings and supported residential accommodation in close proximity to the town centre.</p>

No.	Name	Summary	Recommended Response
		<p>3. Concerned with the lack of integrated residential aged care services.</p>	<p>3. The final Structure Plan should be amended to better articulate the desire to facilitate a broad range of accommodation to allow aging in place and reduce the risk of people having to leave the township to access appropriate supported accommodation.</p>
10	Annie Lane	<p>1. Absence of a risk management approach to the infrastructure, current and proposed, in regard to projected sea-level rise.</p> <p>2. Availability of potable water for potential increased residential development?</p> <p>3. There are a number of opportunities highlighted in the report that Council could work collaboratively with Natural Resources EP to ensure a sustainable future for the township including:</p> <ul style="list-style-type: none"> - Stormwater management - Water re-use - Vegetation management - Protection and maintenance of coastal areas - Proposed drainage corridor/linear park 	<p>1. Further discussions to be held with Coast Protection Board in respect of this issue, which will be addressed in greater detail in both the Stormwater Management Plan shortly to be undertaken and the Development Plan Amendments recommended by the Structure Plan.</p> <p>2. This issue is well documented on the Eyre Peninsula and needs to be addresses on a region-wide basis by the State Government.</p> <p>3. Agreed, Council should seek to continue its collaborative relationship with Natural Resources EP.</p>
11	Craig Zanotti	<p>1. Seek the inclusion of Lot 54 Lincoln Hwy into the study area for future development potential – refer town planning report</p>	<p>1. This is the same parcel of land referred to in Submission 1. Land to be considered within the scope of a future Rural Living Study. Having regard to the directions of the Structure Plan, it is not considered that the land exhibits suitability for Residential development.</p>

No.	Name	Summary	Recommended Response
12	Terry & Shirley Power	<ol style="list-style-type: none"> 1. Oppose development of park between 40 and 42 Lakin Crescent 2. Park main reason for initial purchase of property 	<ol style="list-style-type: none"> 1. Noted, the Structure Plan does not seek to identify specific parcels of open space for disposal, but to identify that, in general terms, Council has a greater area of open space than it has the financial capacity to develop and maintain. Accordingly, it recommends that a comprehensive review of open space occur. Such a review, and the ultimate disposal of any open space, if Council chooses such an outcome, would be subject to further public notification, and where land is currently Community Land, approval of the relevant Minister. 2. Noted.
13	Jenny & Russell Tyrrell	<ol style="list-style-type: none"> 1. Oppose introduction of parallel parking 2. Tree offering shade is supported as long as parking remains on an angle 3. Angle parking offers a greater number of parks 4. Fully support rezoning from Home Industry to Residential 	<ol style="list-style-type: none"> 1. Noted, detail of parking to be considered as part of a Master Plan for the foreshore and town centre. 2. Noted. 3. Agreed, however a balance needs to be struck between the number of car parking spaces provided, the environment provided for pedestrians and the amenity outcomes generally, the provision of the maximum number of car parking spaces is not the only consideration. 4. Noted

No.	Name	Summary	Recommended Response
14	Nicole Kornzinski	<ol style="list-style-type: none"> 1. Oppose development of park between 40 and 42 Lakin Crescent 2. Park main reason for initial purchase of property 	<ol style="list-style-type: none"> 1. Noted, the Structure Plan does not seek to identify specific parcels of open space for disposal, but to identify that, in general terms, Council has a greater area of open space than it has the financial capacity to develop and maintain. Accordingly, it recommends that a comprehensive review of open space occur. Such a review, and the ultimate disposal of any open space, if Council chooses such an outcome, would be subject to further public notification, and where land is currently Community Land, approval of the relevant Minister. 2. Noted.
15*	Ronda and David Smith	<ol style="list-style-type: none"> 1. Concerned at proposed rezoning of Home Industry Zone to Residential 2. Concerns at need to relocate existing non-residential use in Home Industry Zone 3. Increase in land value will not cover cost of relocation 4. Incentives would need to be significant to cover cost of relocation 5. Impact of rezoning will be to limit current operations 6. Don't believe proposal is workable and disappointed with consultation process 7. In respect of business area primarily on North Terrace and Lipson Road, is one of the busiest areas in Tumby Bay and the 	<ol style="list-style-type: none"> 1. Noted, any rezoning of the Home Industry Zone would preserve existing use rights for existing non-residential uses. Further it is proposed that new policy specifically refer to ensuring that development was compatible with existing non-residential uses. Significant amounts of residential development currently exist in the Home Industry Zone with no significant history of conflict. 2. Noted, relocation would only occur when a business chose to do so, existing use rights endure as long as a business continues operating, and an existing use cannot be forced to relocate. 3. Noted, however it is not possible at this time to quantify what the change in land value would be. 4. Noted, any incentives would need to be determined once the scope of rezoning is known via a DPA process. 5. Disagree, see Point 1. 6. Disagree, see Point 1. 7. Agree, expand explanatory text in final Structure Plan on this issue.

No.	Name	Summary	Recommended Response
		<p>Structure Plan does not go to sufficient detail</p> <p>8. Significance of intersection has been overlooked</p> <p>9. Bratten Way and Lipson Road intersection is the busiest in Tumby Bay and should have been considered for upgrading</p> <p>10. There are already two cafes and to suggest another can be supported is of concern</p> <p>11. Proposal has some great features but we need to enhance what we already have rather than create something new.</p>	<p>8. Disagree, the draft Structure Plan sets out that Tresize Street upgrade works will establish this as the primary north-south axis of the township, reducing traffic volumes through this intersection.</p> <p>9. As for Point 8</p> <p>10. Noted, however this is a commercial issue, any operator is free to set up another facility.</p> <p>11. Noted.</p>

* denotes late submission includes