

MONARTO MASTERPLAN

PREPARED FOR



**MOUNT BARKER
DISTRICT COUNCIL**



NOVEMBER 2016



Jensen
PLANNING
+ DESIGN

DOCUMENT QUALITY CONTROL

Project Name	Monarto Masterplan
Project Number	P6914
Client	Rural City of Murray Bridge
Document	Monarto Enterprise Precinct Masterplan
Author of Document	PJ / MMCK
Version	4
Date of Document Release	18 November 2016
Name of Person/s document was released to	Rural City of Murray Bridge
Method of Release	Digital
Authorised By	MMcK
Authorisation Date	18 November 2016



Jensen Planning + Design
Unit 6/259 Glen Osmond Road
Frewville SA 5063

T / 08 8338 5511
F / 08 8338 6866

www.jensenplanning.com.au

IN ASSOCIATION WITH:

Rural City of Murray Bridge
Tonkin Consulting
Jacobs
JLL

CONTENTS

1. SUMMARY
2. INTRODUCTION
3. STRATEGIC CONTEXT
4. SUMMARY OF INVESTIGATIONS
5. COMMUNITY + STAKEHOLDER ENGAGEMENT
6. DEVELOPMENT PRINCIPLES + LONG TERM VISION
7. IMPLEMENTATION

APPENDICES (Provided as separate PDF Document)

- Native Vegetation and Wildlife Corridors
- Employment Lands
- Core Infrastructure
- Aviation Facility
- Monarto Zoological Park
- Monarto's Character

1. SUMMARY

The Monarto Masterplan has been developed by Jensen Planning + Design for the Rural City of Murray Bridge, in association with the District Council of Mount Barker and RDA Murraylands and Riverland.

The primary purpose of the Masterplan is to provide a long term planning vision for Monarto, a vision which sees Monarto becoming an important employment hub for the region. The vision balances economic growth and new jobs with sound environmental management and the community's aspirations for Monarto.

A series of 'working papers' was produced to inform the direction of the DPA and Masterplan and identify key issues, constraints and opportunities to be addressed. These investigations focussed on the following themes:

- Native Vegetation and Wildlife Corridors
- Future Intermodal Facility
- Employment Lands
- Core Infrastructure
- Aviation Facility
- Monarto Zoological Park
- Monarto's Character.

Industry, government and community stakeholders were involved in the process to develop the Masterplan. In part this engagement was undertaken in tandem with a Development Plan Amendment (DPA) prepared in 2015 that increased and amended the area of employment lands at Monarto South.

OPPORTUNITIES

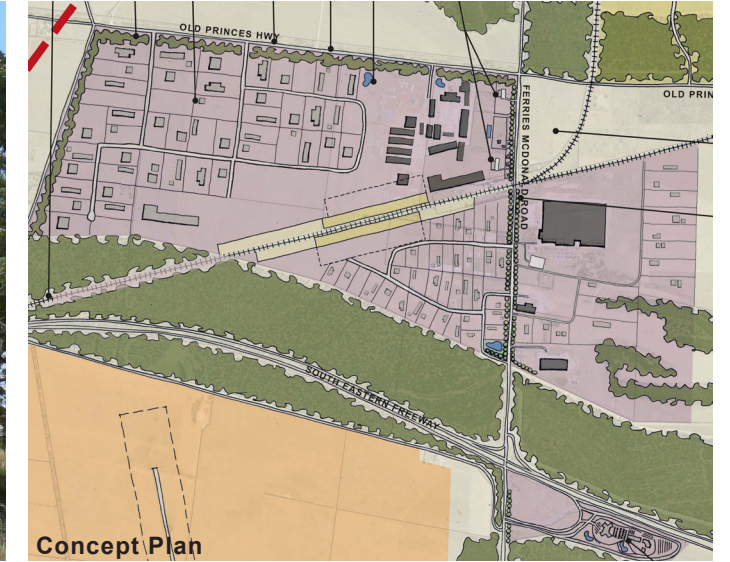
As well as the land use changes introduced by the 2015 DPA, the Masterplan describes a number of development opportunities to be pursued over the long term. Important opportunities include:

- The growth in employment land uses on the western side of Ferries McDonald Road.

- The establishment of a small local activity centre to provide services and amenities to support the employment land, as well as an improved 'heart' for the community.
- A new Road-Rail Intermodal Facility to support the employment land.
- The development of a Freeway Service Centre in association with the DPA.
- The establishment of landscape buffers to maintain the landscape character of the area, and provide appropriate interfaces between land uses.
- The protection and conservation of native vegetation areas and corridors.
- Maintaining and enhancing the Monarto Zoo as a key tourism destination.
- Outlining the location and high level layout of an airfield or airport, should such a facility be needed in the future.
- Reducing the area of the Light Industry Zone east of Ferries McDonald Road to exclude a portion of land used by the State Government for vegetation research.
- DPA buffer areas and biosecurity region as per Concept Plan Map MuBr/3.
- Placemaking and 'gateway' improvements around Ferries McDonald Road to enhance the legibility of the area, and improve the experience and amenity for locals and visitors.

These opportunities have been identified spatially in an illustrative masterplan in Section 6 of this document.

Implementation priorities for the Rural City of Murray Bridge have been suggested to commence the delivery of the long term vision for Monarto South.



Monarto landscapes and Masterplan Concept Plan excerpt

2. INTRODUCTION

BACKGROUND + PURPOSE

A joint economic development initiative between the Rural City of Murray Bridge (RCMB) and the District Council of Mount Barker (DCMB), the Monarto Masterplan recognises the economic potential of Monarto to provide employment to support the future growth of the region. The Masterplan was initiated to further evaluate the potential for, and provide an implementable yet high level framework for:

- an expanded employment base
- a potential road/rail intermodal hub
- a potential future regional airport

As well as examining environmental, infrastructure, local character and other issues relevant to the development of Monarto.

The primary purpose of the Masterplan is to provide a long term planning vision for Monarto. The Masterplan (and its investigations) also provide an evidence base to support the recent Monarto South Development Plan Amendment (that expanded the extent of employment lands in the short/ medium term) as well as protect the potential for a future airport and intermodal terminal.

The Masterplan will become a guiding economic development document for both Councils and other agencies concerned with the expansion of employment lands and economic opportunities for the broader region.

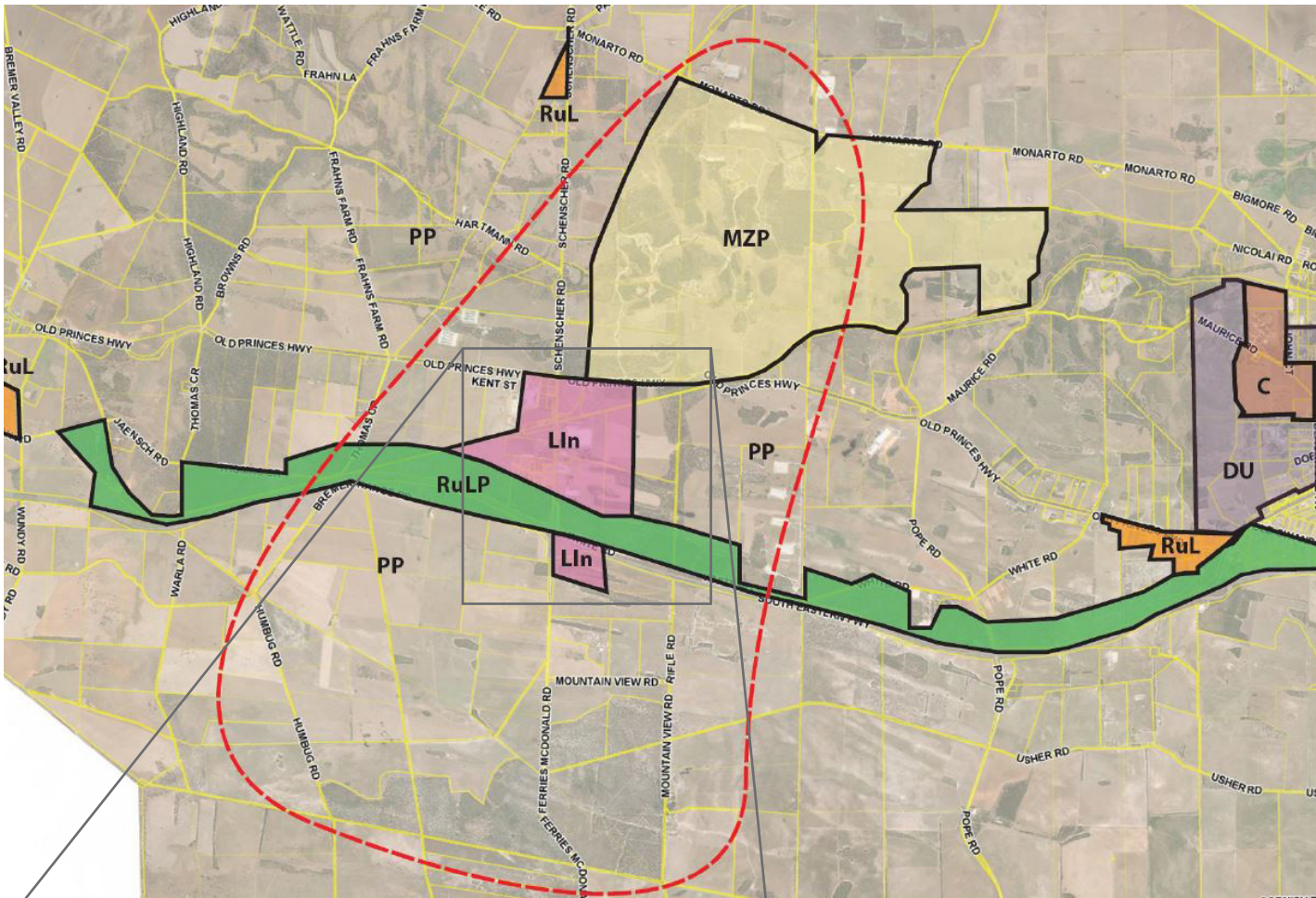
STUDY AREA + CONTEXT

Situated between the emerging urban growth centres of Murray Bridge and Mount Barker and approximately 60 kilometres south-east of central Adelaide, the rural township of Monarto is well positioned on the National Highway, the Adelaide - Melbourne railway corridor, and within commuting distance of metropolitan Adelaide.

A focus of the Masterplan is on providing local employment opportunities for current and future residents of Murray Bridge and Mount Barker to reduce the need for daily commutes to the Metropolitan Adelaide area for work.

Through careful planning and with consideration given to the region's distinctive tourism, cultural and environmental assets, the Monarto Region (South Enterprise Precinct) provides a significant opportunity for economic activity and employment within the region.

The study area for the Masterplan is shown in the figure alongside and includes the area subject to the recent Development Plan Amendment that was granted interim effect on 27th August 2015. The policies were then altered after public consultation and the DPA approved on 11 August 2016.



Monarto South Study Area (above, red line area) + DPA Affected Area (left)



Recent industrial development at Arbon Court



SE Freeway at Monarto South



Big W Distribution Centre, Ferries McDonald Road



Adelaide-Melbourne railway (and passing loop), Vittera grain silos, Monarto South



Ferries McDonald Road, looking south from SE Freeway overpass



Former General Store



Prime Development Sites



Land south of Freeway, suggested for future airfields development



Current signage on approach to township



Ferries McDonald Road showing access into industrial areas through vegetation buffer on the left.



Notice board and signage near Monarto War Memorial Hall



Australian Portable Camps manufacturing site, Monarto South. Viewed from Ferries McDonald Road.

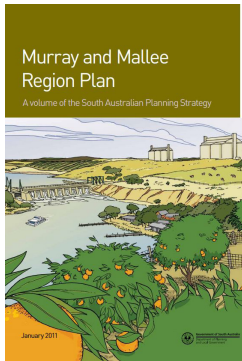


STRATEGIC CONTEXT

3. STRATEGIC CONTEXT

STATE PLANNING CONTEXT

Murray and Mallee Regional Plan



Currently, the Planning Strategy for the area of Monarto and surrounds is the Murray and Mallee Regional Plan (2011). This plan provides direction and advice on land use and development within the area, outlines target population movements for the area, and sets policy for the changes to the population

and climate. The plan was implemented following community groups and government bodies working together in order to develop strategies that will lead to a sustainable future for the Murray and Mallee areas.

The Murray and Mallee Regional Plan recognises that population growth and economic development must be balanced with the overall preservation of the environment. Further to this the plan suggests that the retention of heritage, history and character of areas such as Monarto will attract and also retain a skilled workforce which will ultimately benefit future generations.

In direct reference to the Monarto area, the plan aims to promote industrial growth, and plan for the expansion of industrial land in the area. The plan also discusses the possibility to further develop the existing north-south road freight corridor between the SE Freeway at Monarto, and the Sturt Highway to the north. The development of transport corridors is further encouraged by the plan where aspirations to create an intermodal hub in Monarto are raised. Finally, the plan recommends the encouragement of investment into the Monarto to Tailem Bend commercial corridor.

LOCAL PLANNING CONTEXT

Monarto is regarded as one of South Australia’s most planned precincts, due to the number of planning studies and reports that have focused on the area. This includes Monarto South Intermodal and Land Use Study undertaken in 2008 for the Monarto Common Purpose Group.

Today the most important local planning documentation includes the Murray Bridge Council Development Plan and the Monarto South Development Plan Amendment, 2015-16.

Murray Bridge Council Development Plan, August 2015 and 11 August 2016

The local planning context for the Monarto South Masterplan area is found within the Murray Bridge Council Development Plan. As the land included in the Masterplan spans over a large area, there is not one single Zone, Policy Area or Precinct impacted by this process, but a variety of different Development Plan Areas.

Monarto South Development Plan Amendment, 2015

On behalf of the Rural City of Murray Bridge, Jensen Planning + Design prepared a Development Plan Amendment for the area of Monarto South in 2015, which was granted Interim Effect on 27th August 2015.

Initiated by the proposed expansion of Australian Portable Camps (APC), one of the regions major employers, the Development Plan Amendment (DPA) increased the amount of land zoned for industrial purposes within Monarto and put in place measures to facilitate the development of an intermodal transport

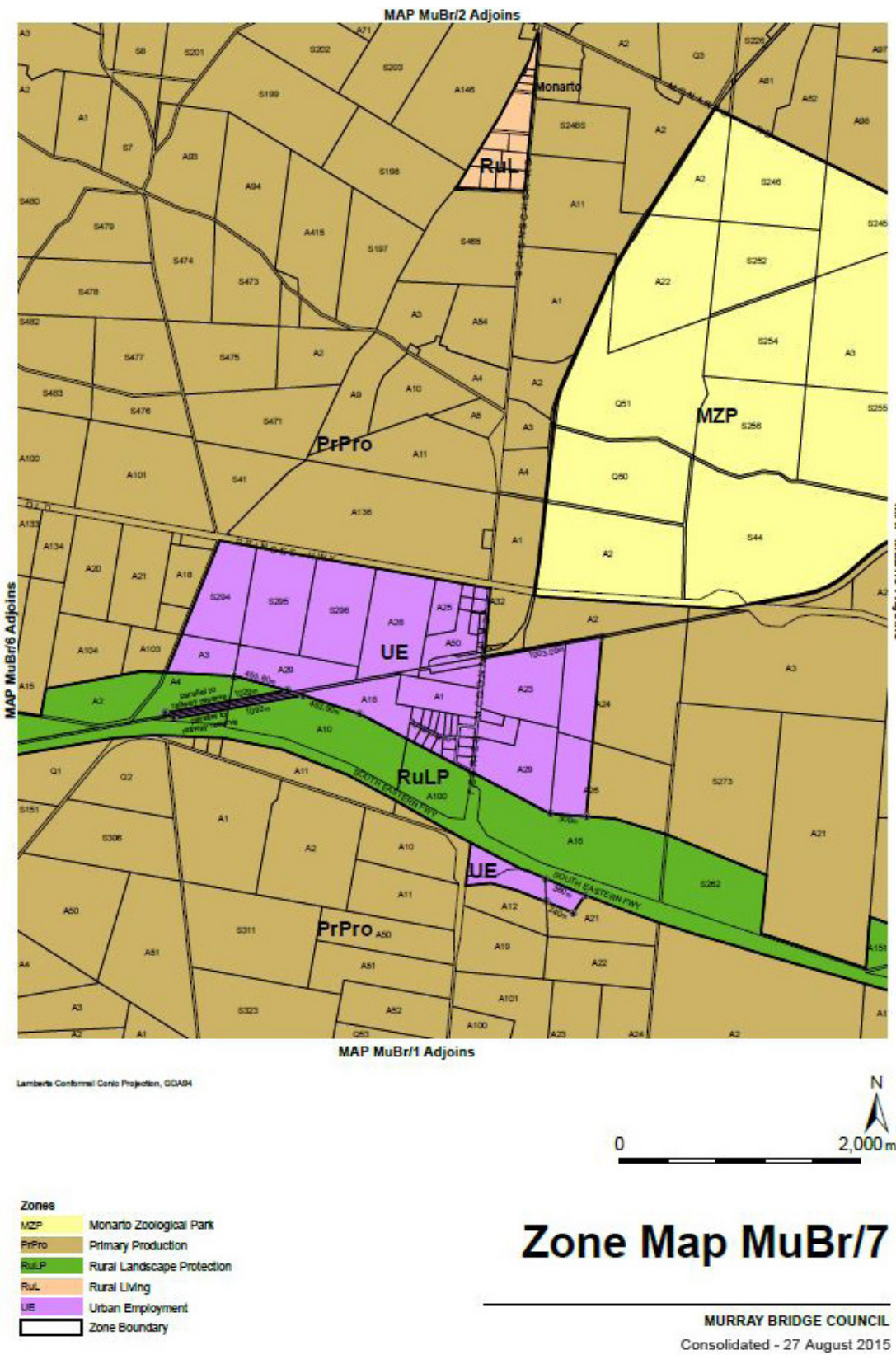


Figure 1: Murray Bridge Council Development Plan Zone Map Prior to DPA

hub amongst other policy changes. The DPA also identified a number of existing economic drivers present within the area including primary production and the Monarto Zoo.

The key policy changes adopted by the interim DPA, 2015 include:

- Changing the existing Light Industry Zone to an Urban Employment Zone, including a new Concept Plan guiding future development, including the opportunity to develop a Freight Rail Intermodal Facility.
- Rezoning land to the west of the former Light Industry Zone from Primary Production to Urban Employment Zone.
- Extending the Urban Employment Zone either side of the Adelaide / Melbourne rail line within the Rural Landscape Protection Zone to enable the construction of an intermodal facility adjacent to the rail line.
- Reducing the area of the Light Industry Zone to exclude a portion of land (located between the rail line, Ferries McDonald Road and Old Princes Highway) used by the State Government for vegetation research, and rezoning that portion to Primary Production Zone.
- Realigning the boundary of the Light Industry Zone (and Precinct 4) to the south of the South Eastern Freeway to align with the indicative proposal for a Freeway Service Centre and include the southern portion largely comprising native vegetation into the Primary Production Zone.

Following the consultation period, policies were amended in response to community feedback in the following ways:

- increase the width of the vegetated buffers and setbacks of buildings along Ferries McDonald Road, Old Princes Highway and Thomas Crescent
- increase in the minimum allotment size in the Urban Employment Zone
- removal of the local activity centre on the corner of Old Princes Highway and Ferries McDonald Road
- introduction of additional policies guiding the establishment of the vegetation buffers.

The DPA was approved by the Minister for Planning on 11 August 2016.

The changes to the zoning at Monarto South are illustrated in Zone Maps MuBr/7.

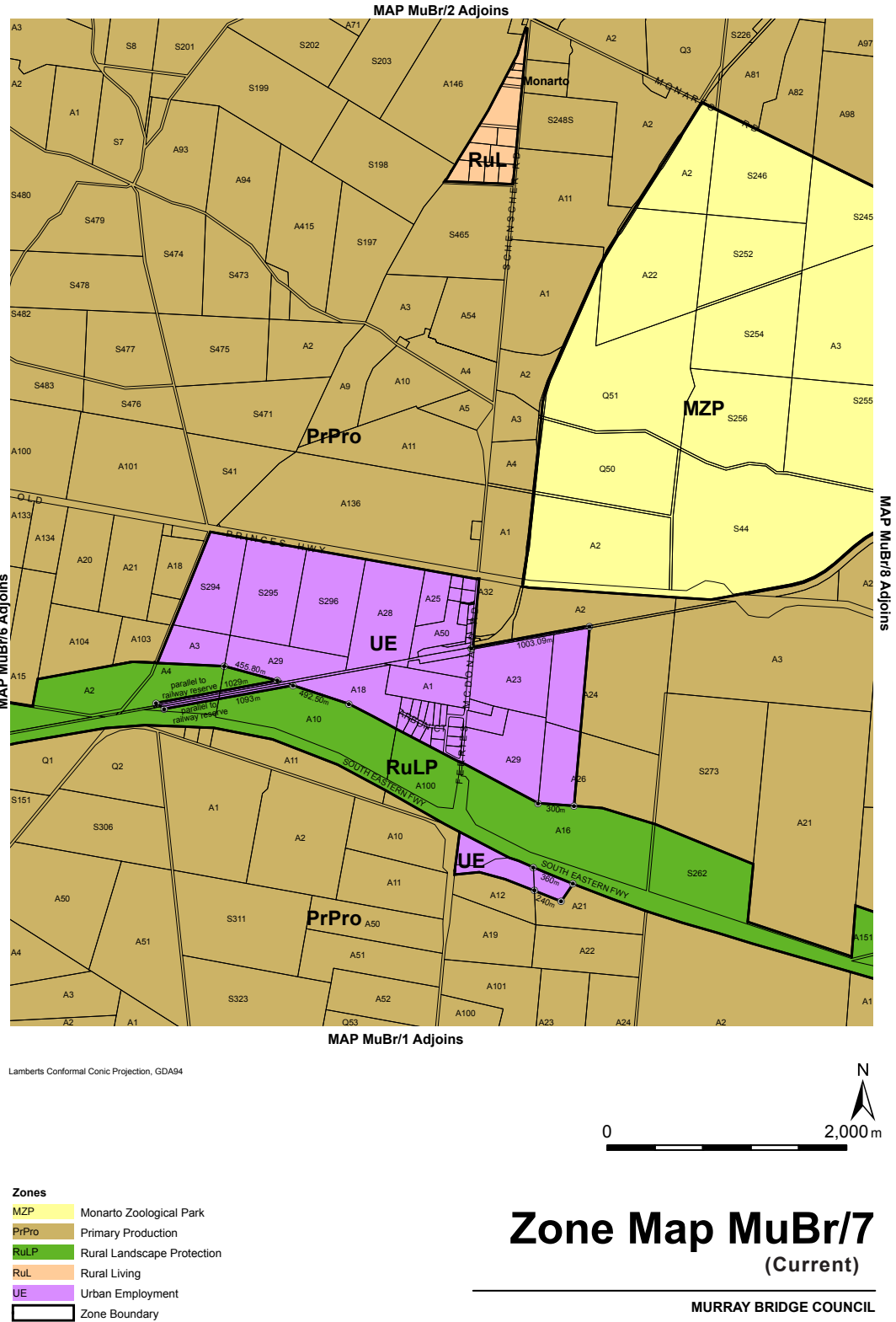


Figure 2: Current Murray Bridge Council Zone Map

Concept Plan

A Concept Plan (refer Figure 3) was developed and included in the 2015-16 DPA, to guide the future development of the rezoned employment lands at Monarto.

Important details expressed in the Concept Plan include:

- Provision for an Intermodal Rail Freight Area either on the north or south side of the railway (or both sides), extending along each/either side of the railway corridor to allow for sidings and 'passing loops'.
- Access to the Intermodal Rail Freight Area via surrounding Urban Employment Zone land. Depending on whether a northern or southern intermodal terminal is developed, the access may originate at either Old Princes Highway (north scenario) or Ferries McDonald Road (south scenario).
- Landscape buffers are proposed along Old Princes Highway (60m), Ferries McDonald Road (20m), and Thomas Crescent to the west (150m).
- Biosecurity buffer (400m) from the existing chicken farms to the north of Old Princes Highway
- Amended on/off ramp and Freeway Service Centre layout, landsape buffer to Ferries McDonald Road and inductive stormwater management locations (Precinct 4 on the Concept Plan).
- Indicative stormwater management locations identified.

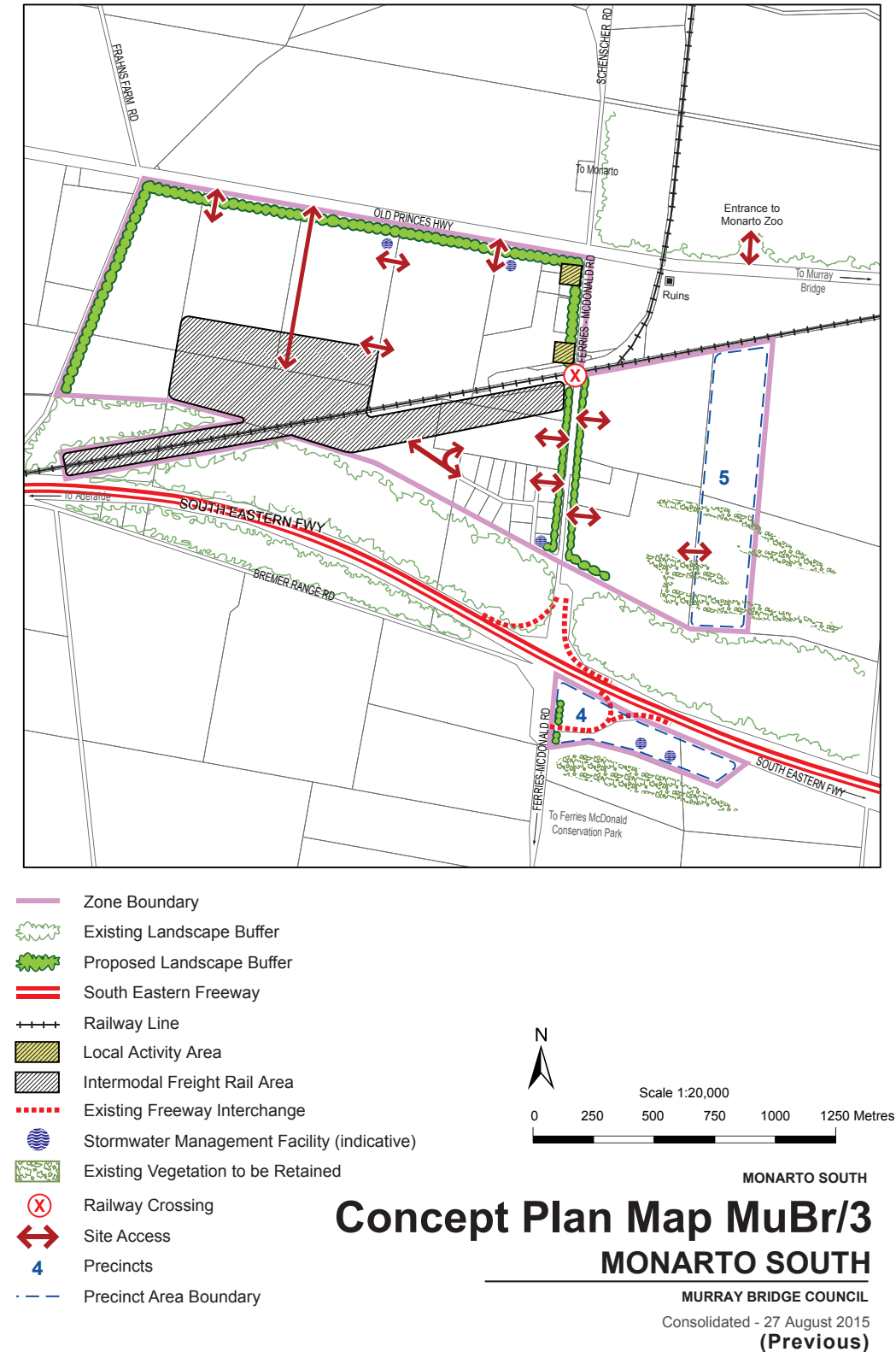
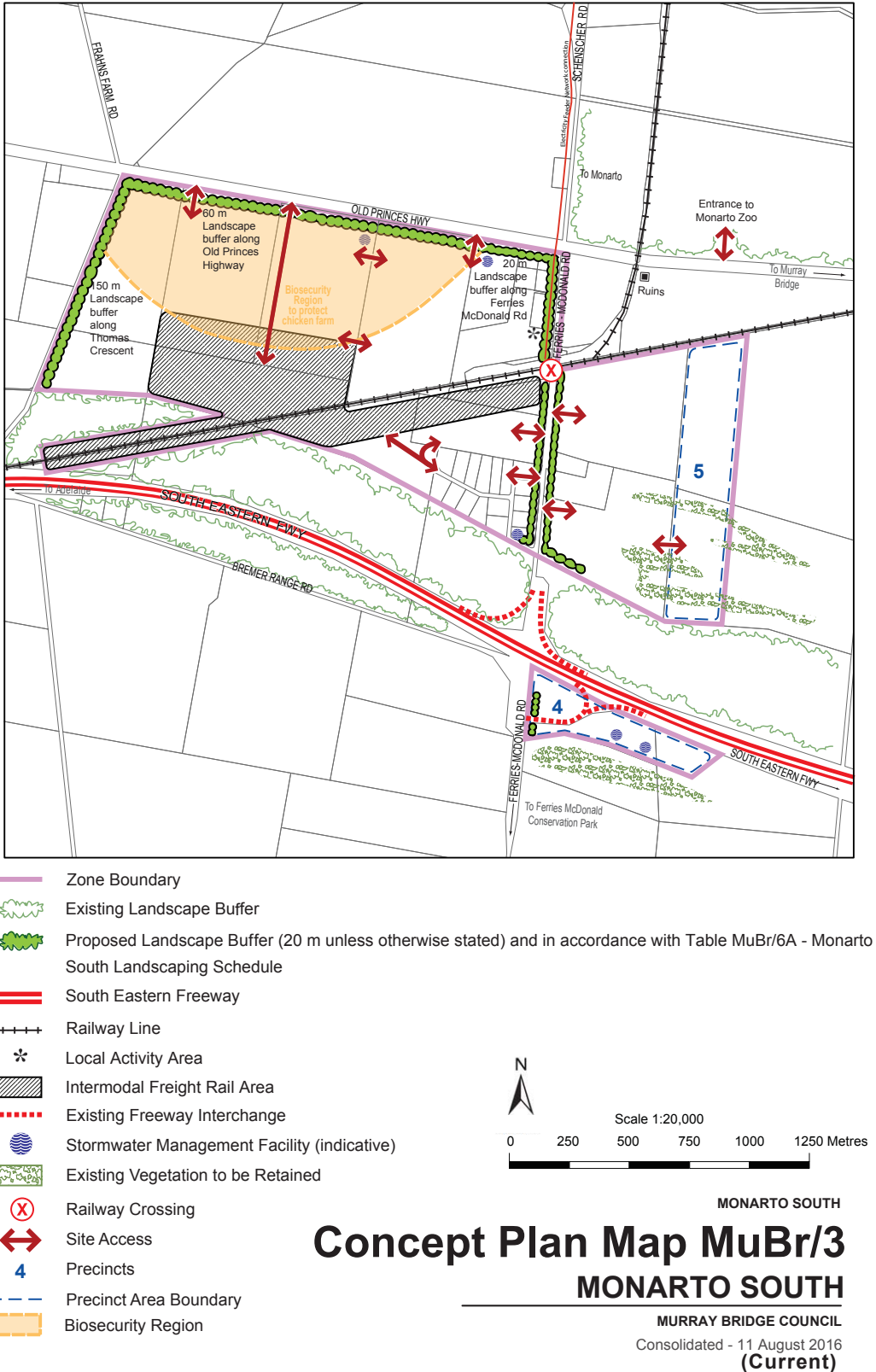


Figure 3: Concept Plan Map, Murray Bridge Development Plan 2015 & 2016



SUMMARY OF INVESTIGATIONS

4. SUMMARY OF INVESTIGATIONS

The first step to inform the Masterplan was the development of a series of 'working papers' produced by the consultant team and by the Rural City of Murray Bridge. These papers identified key issues and opportunities for the future of Monarto. The papers were also used to inform the preparation of the Monarto Development Plan Amendment 2015.

A summary of investigations follows.

Working Paper - Native Vegetation and Wildlife Corridors (Rural City of Murray Bridge)

Prepared by RCMB, working paper 'Native Vegetation and Wildlife Corridors' aims to:

- Identify and map significant existing vegetation including remnant vegetation
- Identify and map existing and potential future habitat and biodiversity corridors
- Identify and map land currently subject to heritage agreements
- Identify and map potential habitat corridors proposed by the Eastern Hills and Murray Plains Catchment Group
- Provide policy direction to facilitate employment generating development consistent with protecting and enhancing the conservation values of the Monarto area.

The study has revealed that opportunities exist to improve the long term management of vegetation and wildlife corridors to further enhance and provide greater protection to Monarto's natural heritage. Careful planning needs to occur where areas of vegetation interface with other land uses such as residential, industrial, agricultural and the Monarto Zoo.

Based on extensive field reporting and desktop analysis of the study area, the report makes the following recommendations:

- Connect and protect clusters of native vegetation wherever possible.
- Planted vegetation within conservation parks or significant habitat corridors warrant protection from development.
- A re-vegetation strategy and detailed landscaping plans should support development proposals that are likely to impact on biodiversity corridors within the study area.
- Identify sites where re-vegetation should occur.
- Identify sites where buffers should be located to protect existing assets and visual amenity.
- Revegetation strategies should form part of a comprehensive revegetation plan to enable the achievement of native vegetation and wildlife preservation goals for the region.

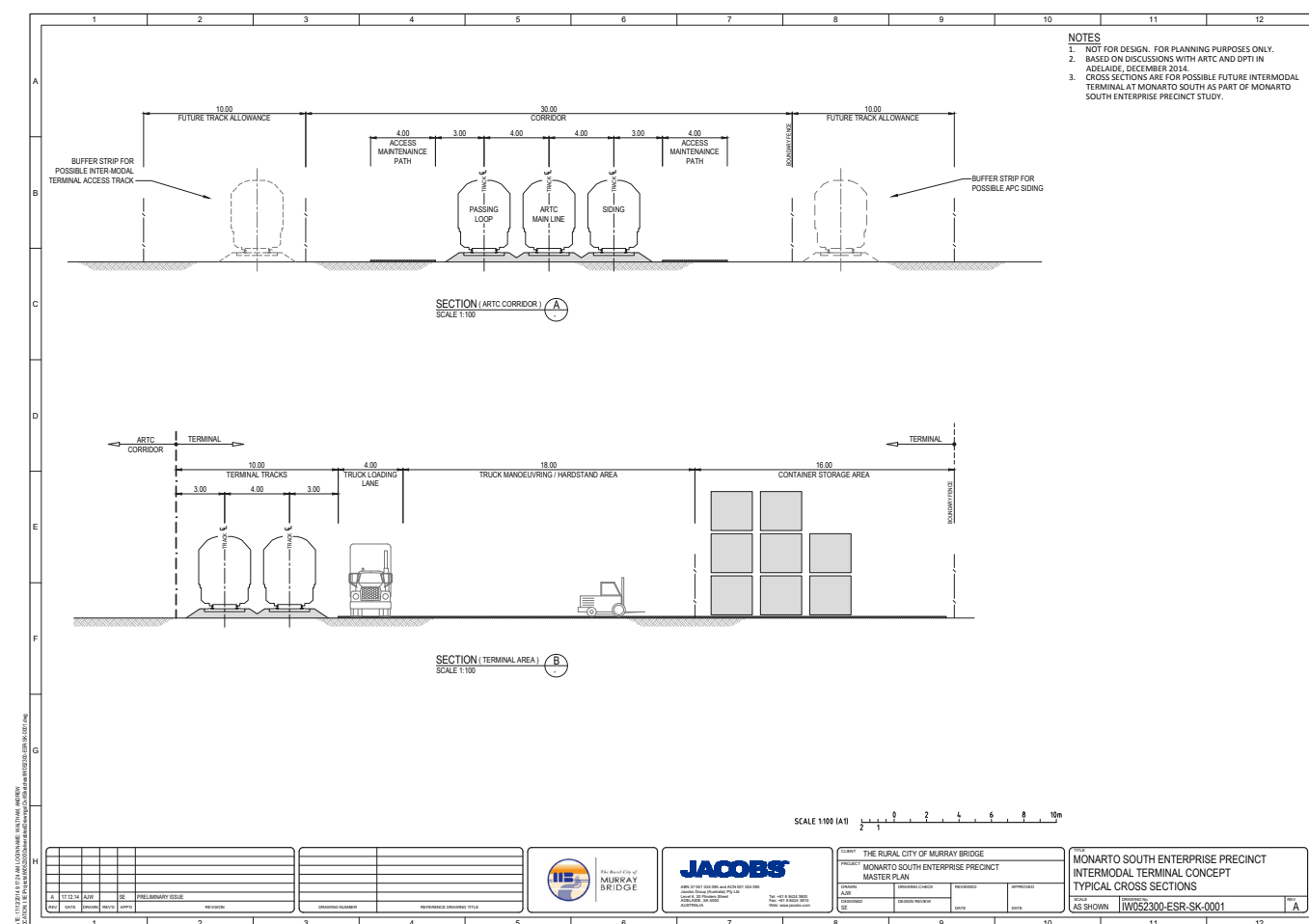
The study provides mapping of the following:

- Recommended areas for vegetation retention
- Current land uses within the study area
- Condition of existing vegetation
- Potential threats to existing and potential future biodiversity corridors (grazing, development, encroachment etc.)
- Vegetation communities and protection prioritisation

A complete copy of 'Native Vegetation and Wildlife Corridors' is provided in the appendix of this document.



Figure 4: Major areas of vegetation - native and plantations - within the Study Area (RCMB)



Working Paper - Future Intermodal Facility (Jacobs)

Jacobs undertook investigations into the technical viability and requirements of the mooted road/rail intermodal terminal at Monarto.

The investigations began with cross-sectional studies to show how rail access, container storage and road access/loading could be configured at Monarto South. Particular attention was drawn to how additional rail access sidings and 'passing loops' could be accommodated into the existing - or a widened - railway corridor at Monarto South.

Layout design options for the terminal were also considered, access and integration with surrounding development was assessed conceptually, and the scale of the terminal was reviewed with reference to other smaller regional intermodal terminals in South Australia and New South Wales.

The Jacobs' investigations were somewhat overtaken by planning and development work being done concurrently (in late 2014 - early 2015) by the landowners and developers of the land around the proposed intermodal site. The landowners/developers also entered into negotiations with potential intermodal terminal operators. To our knowledge these negotiations remain incomplete, and a more detailed design for the intermodal terminal has not been undertaken.

However enough work was completed by the landowner/developer team, and by Jacobs, to inform a planning approach that was incorporated into the DPA's zoning and concept plans, and policy statement as follows:

"Development within the area identified for a Freight Rail Intermodal Facility...will provide for the efficient use of the land for

intermodal rail freight terminal facilities including marshalling yards, railway workshops and locomotive maintenance activities, covered loading and unloading areas, and warehousing for the storage and handling of shipping containers and goods, along with road based freight logistics, industry, warehousing and distribution.

The intermodal terminal will include administrative offices accessed separately from the transit area to minimise the interface between visitor and office traffic with heavy vehicles. The potential for overnight accommodation, including food preparation facilities to cater for train crews between shifts, is also envisaged.

This area will service movement of freight from throughout the State and interstate and will allow operations on a 24 hour, 7 day per week basis.

It is envisaged that the primary heavy vehicle access point to the intermodal terminal will be via Old Princes Highway. However, a secondary heavy vehicle access point to the terminal on the southern side of the rail corridor may be provided via Ferries McDonald Road".

Working Paper - Employment Lands (JLL)

Prepared by Jones Lang Lasalle (JLL), the purpose of the report is to provide an assessment of the expected demand for employment lands at Monarto having regard to the key drivers of demand, known developments in the pipeline and state and regional strategies with regard to employment land and regional economic development.

The report identifies three major land uses within the Urban Employment Zone being the Australian Portable Camps (APC), Big W and Inghams Hatchery. These three businesses currently occupy a total of 123 hectares. APC and Big W are the regions biggest employers with 180 and 350 staff respectively.

The total employment within the Monarto Urban Employment Zone is in excess of 500 employees with a relatively large portion of these being part-time or seasonal.

For the purposes of state-wide strategic planning, the Rural City of Murray Bridge (RCMB) and District Council of Mount Barker (DCMB) form part of the Adelaide Hills and Murray Bridge regions within the Greater Adelaide region. The 30 Year Plan for Greater Adelaide targets an additional 13,000 dwellings, 29,000 residents and 13,000 jobs in the 30 year time-frame for Adelaide Hills and Murray Bridge.

Most of this population growth is expected to be in Mount Barker and Murray Bridge townships. RCMB and DCMB have identified an economic corridor comprising three main employment nodes at Mount Barker, Monarto South and Murray Bridge (see Figure 6). This corridor responds directly to the employment targets outlined in the 30 Year Plan for Greater Adelaide - 13,000 additional jobs within 30 years. The proposed distribution of additional jobs within the corridor is as follows:

- 5,300 jobs in Murray Bridge;
 - 4,200 jobs in Mount Barker;
 - 3,700 jobs in Monarto;
- (DPTI, 2009)

Representing a total of 13,200 additional jobs within the three regions.

A key strategy of the Mount Barker Economic Development Strategy is to develop an advanced

manufacturing precinct in the Mount Barker-Monarto Murray Bridge corridor with a focus on one or a combination of food value adding, defence and mining industries. APC provides an anchor tenant for such a precinct.

In estimating the potential land required to meet employment targets, the report is based on workforce targets outlined in the DC Mount Barker Economic Development Strategy 2014-2019, which targets an additional 3,700

employees at Monarto South.

Such a large workforce will require a significant appropriately zoned area. As such, the following conclusions from the study are drawn;

- Up to 30 hectares of land may be required for an intermodal terminal hub at Monarto South;
- Up to 200 hectares of industrial land would provide sufficient land to meet long-term

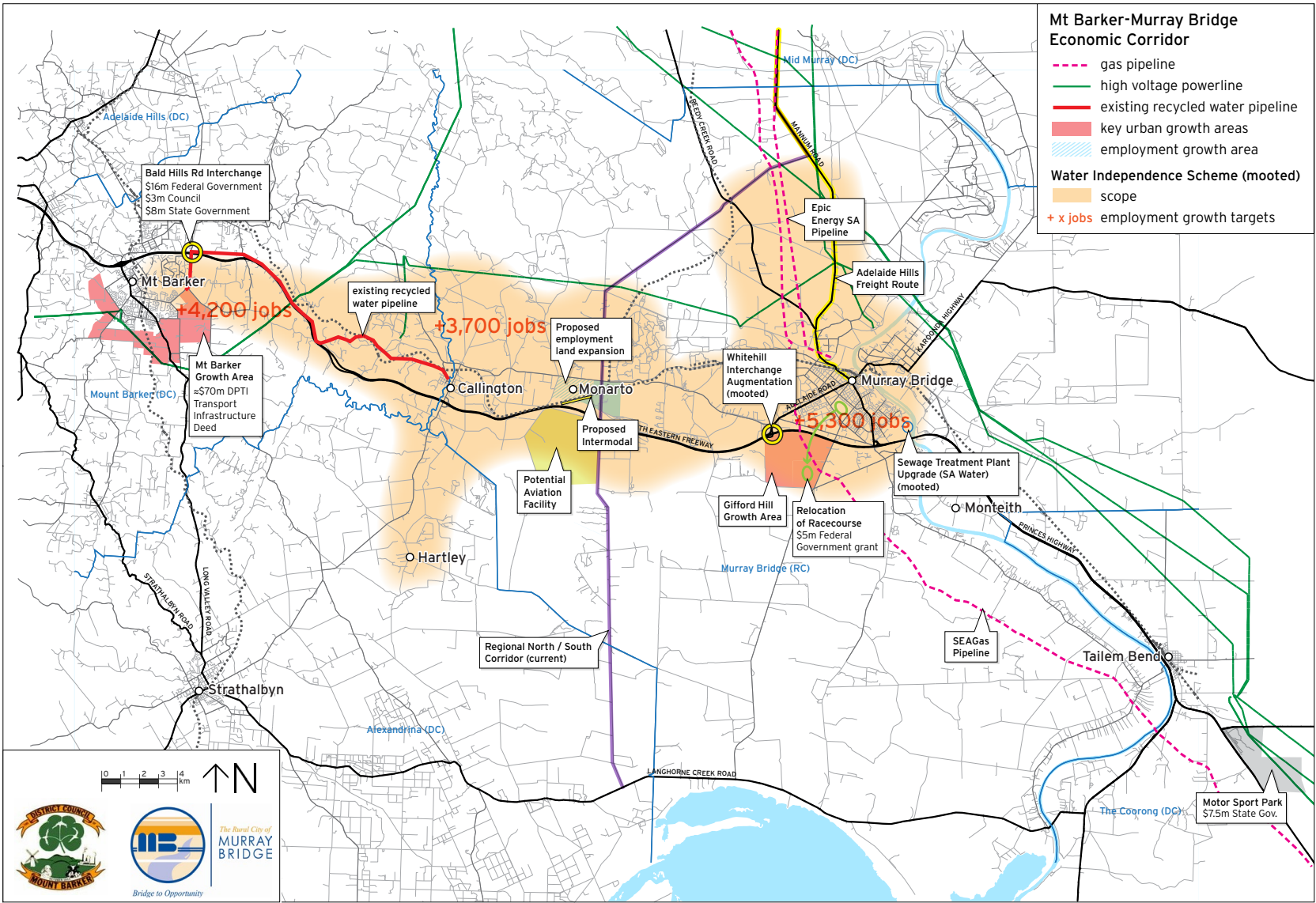
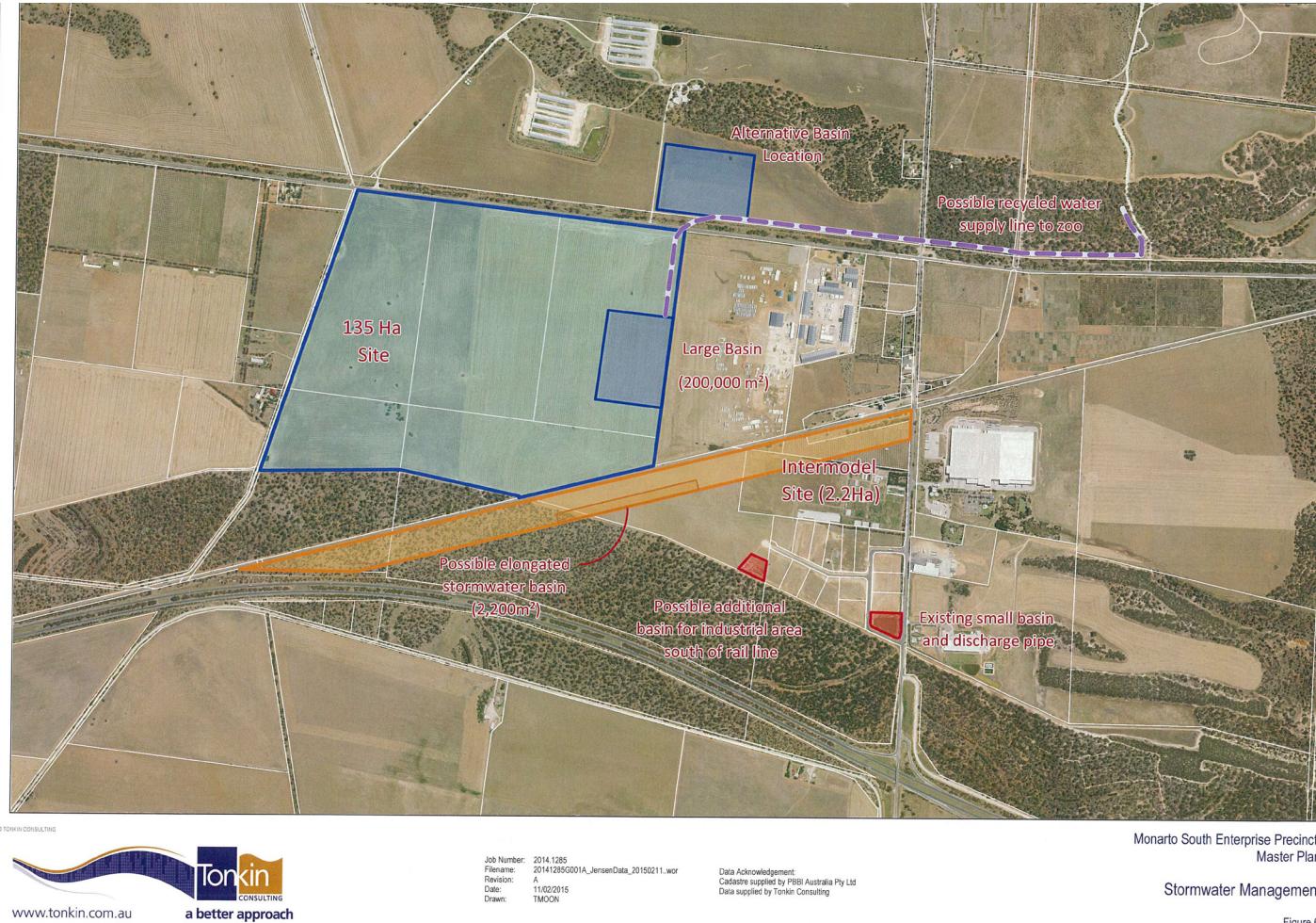


Figure 6: Murray Bridge-Monarto-Mount Barker economic corridor and regional development projects



Working Paper - Core Infrastructure (Tonkin Consulting)

Prepared by Tonkin Consulting, 'Core Infrastructure' identifies the likely infrastructure requirements needed to support an expansion of employment lands within the study area at Monarto South. Focusing mainly on utilities infrastructure including power, water, gas and telecommunications, the report also provides a high level commentary on proposed access points from boundary roads, the location of storm water detention and discharge points from the site and impacts on runoff/water quality as part of a holistic view of infrastructure.

The report reviews existing infrastructure proposals impacting the study area including a review of the 2008 *Monarto South Intermodal and Land Use Study*.

Through consultation with infrastructure service providers the nature and extent of infrastructure upgrades required to facilitate the envisioned future development at Monarto South have been examined. Through this process, trigger points for the provision of this infrastructure were also identified.

The paper concludes that whilst some of the Monarto South Enterprise Precinct proposed development (such as the intermodal terminal and Freeway Service Area) may be able to proceed without major service upgrades, the significant expansion of industrial activities will not be able to proceed without substantial expenditure on upgrades to existing infrastructure. In particular, upgrades to potable water and power supply are likely to be required to support major development.

The following recommendations are made;

- An identification of future water supply demands and likely time frames is required for further analysis.

- Formal advice to be sought from SA Water advising how much capacity currently remains for future development at Monarto South based on estimated water supply demand before major upgrade works are required.
- Investigate waste water treatment options at Monarto South.
- Investigate opportunities to harvest stormwater at Monarto South.
- A detailed analysis of the existing waste water line from Mount Barker and delivery flow rates to Monarto is required.
- An indication of likely demand for natural gas is required to determine the viability of a gas mains extension to Monarto South.
- An identification of future electricity demands and likely time frames required for further analysis.
- A detailed stormwater analysis and Stormwater Management Plan (SMP) should be prepared once likely pattern of development is known. The stormwater management plan should be done on a regional basis as opposed to individual, site specific solutions and should explore options for Water Sensitive Urban Design.
- In conjunction with the SMP, the possibility of transferring excess stormwater runoff to the Monarto Zoo offers an opportunity that warrants exploration.
- Consideration needs to be given to the location of access points to new industrial properties and new internal access roads.
- A reduction in the speed limit of major roads from 80 Km/h to 60 Km/h (in consultation with DPTI).

A complete copy of 'Core Infrastructure' is provided in the appendix of this document.

Figure 7: Conceptual stormwater management strategy (Tonkin)

- economic development objectives at Monarto South (an additional 3,700 employees; employment yield of circa 20 employees per hectare);
 - Given the long-term nature of future industrial demand at Monarto, there should be a natural and staged progression of industrial activity to the west of the existing APC manufacturing facility;
 - the land to the west of the existing APC site is considered best placed to accommodate future growth as it is contiguous with the existing area and will maintain a buffer to the Monarto Zoo.
 - Existing and future uses of this expanded 'employment zone' would be potential users of a future intermodal.
- A complete copy of 'Employment Lands' is provided in the appendix of this document.

Working Paper - Aviation Facility (Jacobs)

Prepared by Jacobs, 'Aviation Facility' presents a high level review of the potential for an airfield or airport at Monarto. The report builds upon a 1975 study assessing a potential aviation facility in the region with the preferred location at that time being Monarto South.

The purpose of the report is to:

- Identify the size of the potential aviation facility and the extent of land required
- Identify the major runway orientation
- Provide a high level site plan
- Identify the nature and extent of any land use restrictions required to safeguard the options for establishing, expanding and operating a possible future aviation facility of a reasonable size
- Recommend development plan policy directions to ensure the options are protected for the future development of an aviation facility.

Consideration has been given with particular regard to environmental impacts, noise impacts, air quality, flora and fauna (including possible negative impacts on animals at Monarto Zoo), impact on sites of cultural and heritage significance and visual impact of an aviation facility.

The orientation of the main and (possible) secondary runways has been determined based on wind rose records for nearby Murray Bridge and Tailem Bend with the primary runway orientated with approximately north-south.

In conclusion, the following recommendations are made;

- Limit the type of development within the proposed aviation facility area, such that it would not preclude the future development.
- Any future development applications within the obstacle limitation zone should be

assessed against the CASA Manual of Standards Part 139 for a type 4C airfield.

- Undertake an environmental impact assessment (including noise, flora/fauna and air quality) of the proposed site (in particular the bird strike risk associated with the adjacent vegetated areas and conservation parks).
- Conduct further consultation with the local community and key stakeholders (Monarto Zoo in particular).
- Conduct a traffic assessment to determine access requirements for the airfield.
- To be economically viable in the long term, an airfield will need to be sized such that it can support medium sized freighter aircraft.

Importantly, the working paper comments that

"In order to adequately identify the need for and nature of the proposed facility a business case would be required to be developed to determine the likelihood that the facility will be built, type and size of aircraft to be supported, approximate timing and exact location/size".

Such a business case was not the purpose of the working paper or this Masterplan,

A complete copy of 'Aviation Facility' is provided in the appendix of this document.



Figure 8: High level site plan for aviation facility at Monarto South (Jacobs)

Monarto Zoo - Opportunities

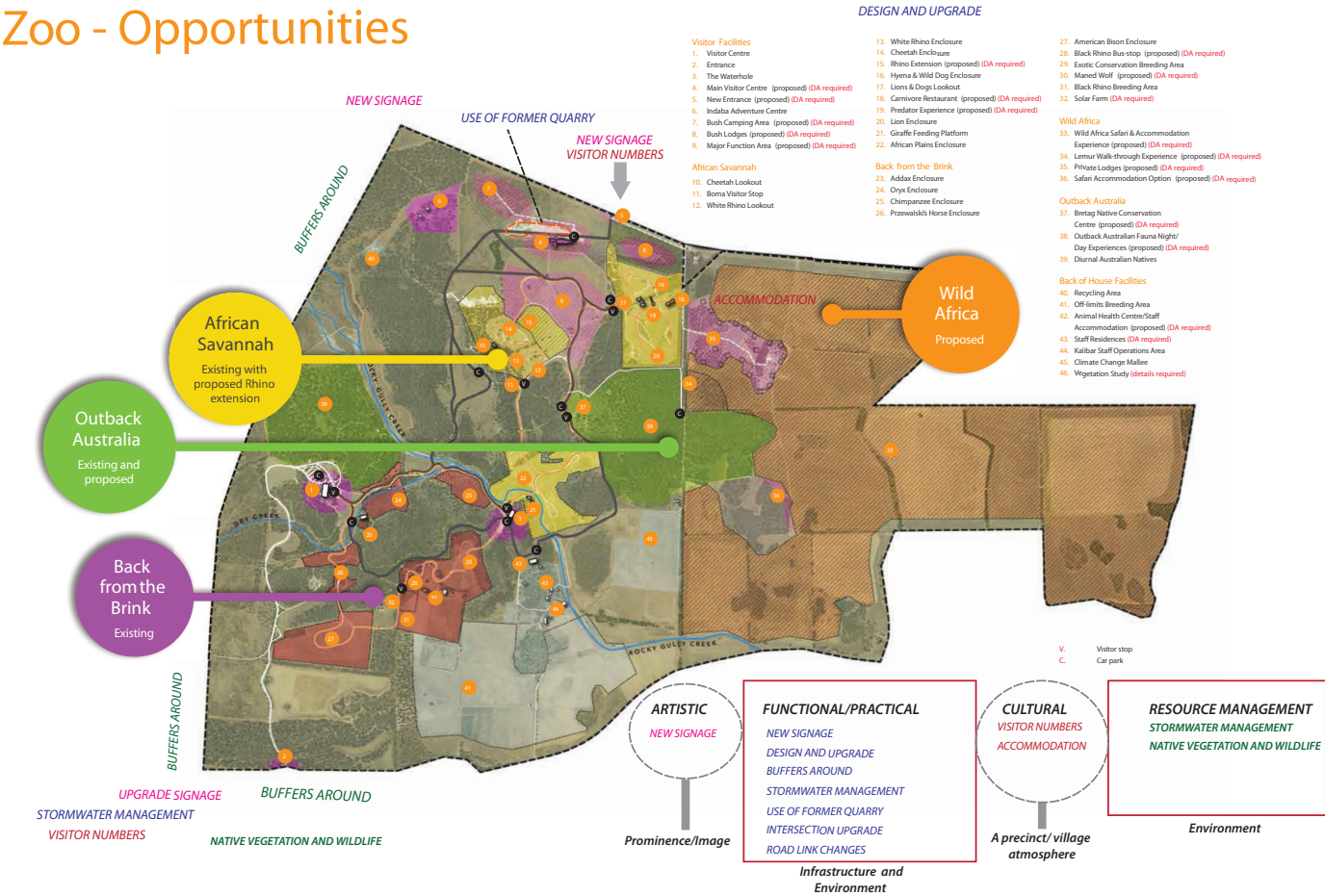


Figure 9: Opportunities relating to the Monarto Zoo Masterplan (Rural City of Murray Bridge)

Working Paper - Monarto Zoological Park (Rural City of Murray Bridge)

The Monarto Zoological Park is a 1000 hectare park operated by the Royal Zoological Society of South Australia Inc. It is a sister zoo to the Adelaide Zoological Gardens. In June 1983, the land and its control was passed to the Royal Zoological Society. The Department of Environment and Planning had control of this land prior to that time. The park opened to visitors in 1983.

Prepared by the Rural City of Murray Bridge (RCMB) ‘Monarto Zoological Park’ aims to establish a framework to enable effective engagement between Monarto Zoo and future development proposals for Monarto South.

The report recognises Monarto Zoo as a valuable recreational, conservation and educational facility that draws visitors from around the world. Monarto Zoo continues to be a place that exhibits high quality animal welfare, protection and research. As such, it is crucial that future development at Monarto South is carried out in such a way that is sensitive to the preservation and protection of this valuable environmental and tourism asset.

The paper states that RCMB is committed to the protection and enhancement of the narrative story that unfolds to visitors as they experience and spend time at the Monarto Zoo. The Monarto Zoo has a prominent place in the hearts of South Australians and will continue to be a place of significance for family, community and group activities.

The following recommendation are made:

- Employ a collaborative approach between zoo staff, Council and all other stakeholders during the preparation of the Monarto South Precinct Master Plan.

- Protect and enhance existing tree planting trials near Monarto Zoo’s front entrance.
- Consider impacts of the proposed alternative entrance in the Zoos SA Master Plan 2015-35 on local traffic movements.
- Provide buffers between 500m and 1000m separating the zoo from proposed developments which are likely to have a negative impact on the zoo.
- Ensure protection of wildlife through green corridors and planned walking tracks and ensure the Monarto woodlands eventually connects with Rocky Gully native vegetation.
- Maintain and enhance existing areas connected vegetation.
- Prohibit further expansion incompatible land uses within close proximity to Monarto Zoo (e.g. motorsport facility Motor Sport area/facility).
- Encourage the establishment of visitor accommodation that is sensitive to the needs of zoo animals, staff and visitors.
- Ensure any future airport is sited and designed such that it is sensitive to the needs of zoo animals, staff and visitors.
- Carefully consider what the implications of increased traffic volumes in the region due to the expansion of employment lands.
- Explore opportunities to use stormwater runoff from future developments to irrigate zoo vegetation.

A complete copy of 'Monarto Zoological Park' is provided in the appendix of this document.

**Working Paper - Monarto's Character
(Rural City of Murray Bridge)**

The *Monarto's Character* Working Paper study aims to:

- identify and describe the existing character of the study area
- identify and describe the desired future character of the study area, based on investigations and future directions recommended as a result of previous working papers and prior decision making
- identify landscape and streetscape improvements to achieve the envisioned future character on Monarto
- recommend Development Plan policy directions to ensure that future development is supportive of the desired future character.

Monarto has a predominately semi-rural character with activity in the region dominated by light industry, agriculture and semi-rural residential living. The existing character is considered worthy of preserving and it is important that future development is sympathetic in this respect and consistent with the desired character of Monarto.

As discussed under the 'Native vegetation and wildlife corridors' Working Paper, Monarto South contains significant areas of remnant and planted vegetation that provide habitat and the means of movement for birds and animals local to the area which needs to be considered as the region

develops further.

Recommendations are made with respect to the character of Monarto South, including:

- Employ design elements to strengthen Monarto's semi-rural character. In particular introduce landscape and streetscape improvements to areas adjoining Ferries McDonald Road, Old Princes Highway, Schenscher Road and Monarto Road.
- Future development to incorporate appropriately sited and sized buffers to preserve the existing character of Monarto.
- High quality public realm improvements including upgrades to street signage, footpath and kerb improvements.
- Amend Development Plan zones, policies and concept plans to support an environmentally-focussed development strategy for Monarto South and the wider region.

A complete copy of 'Monarto's Character' is provided in the appendix of this document.

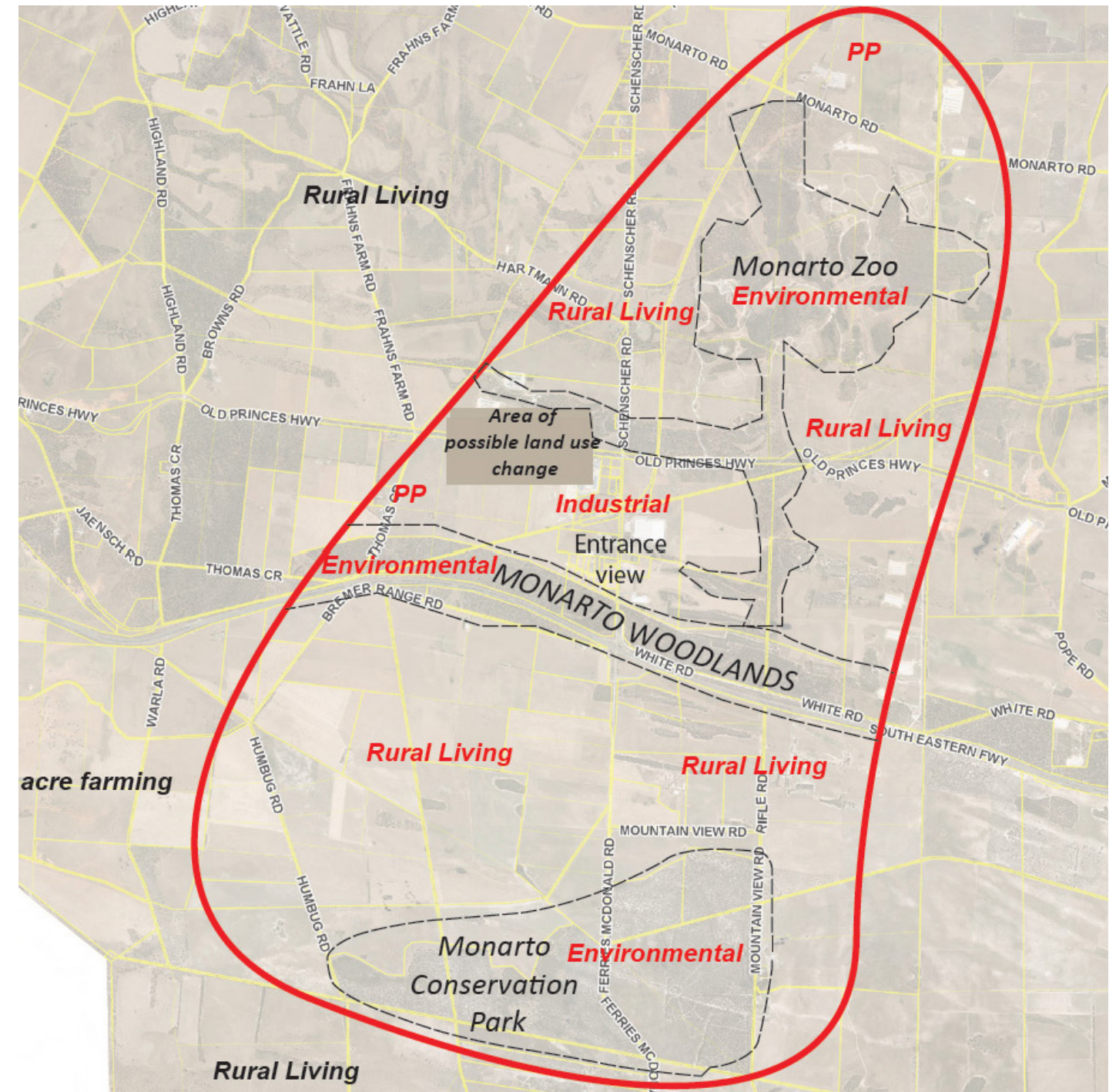


Figure 10: Broad scale landscape character assessment (Rural City of Murray Bridge)

COMMUNITY + STAKEHOLDER ENGAGEMENT

5. COMMUNITY + STAKEHOLDER ENGAGEMENT

The development of Monarto South has been debated over many years and through several overlapping planning processes. This Masterplan has been informed through direct engagement with stakeholders and the local community, as well as from submissions and feedback from related projects (e.g. Monarto South Development Plan Amendment 2015), and previous engagement undertaken in projects including:

- 2011 Regional Placemaking Report (which led to specific recommendations relating to ongoing engagement with the community)
- 2013 DEWNR consultation in relation to the creation of nearby conservation parks on Crown land.
- 2008 Monarto South Intermodal and Land Use Study

A summary of community and stakeholder engagement is outlined below.

ENGAGEMENT STRATEGY

An engagement strategy was developed at the commencement of the project. The purpose of the Engagement Strategy was to build a framework for engaging with the community, as well as allowing Council and the project team to:

- inform the community about the masterplan project;
- understand public issues and concerns; and
- receive feedback about the options for future development contained in the masterplan.

MONARTO PROJECTS GROUP

The Monarto Projects Group was formed with initial members being the Rural City of Murray Bridge, Alexandrina Council, Regional Development Australia Murraylands and Riverland, Regional Development Australia Adelaide Hills, Fleurieu and Kangaroo Island, and the Department of State Development. This group

was an initiator of the Monarto South Enterprise Precinct Masterplan and an early workshop was held with the group to provide advice to the project team and advise of issues of interest and concern.

STATE GOVERNMENT WORKSHOP

A workshop was held in December 2014 with State Government Agency representatives to introduce the project and its purpose, and provide an overview of the project programme.

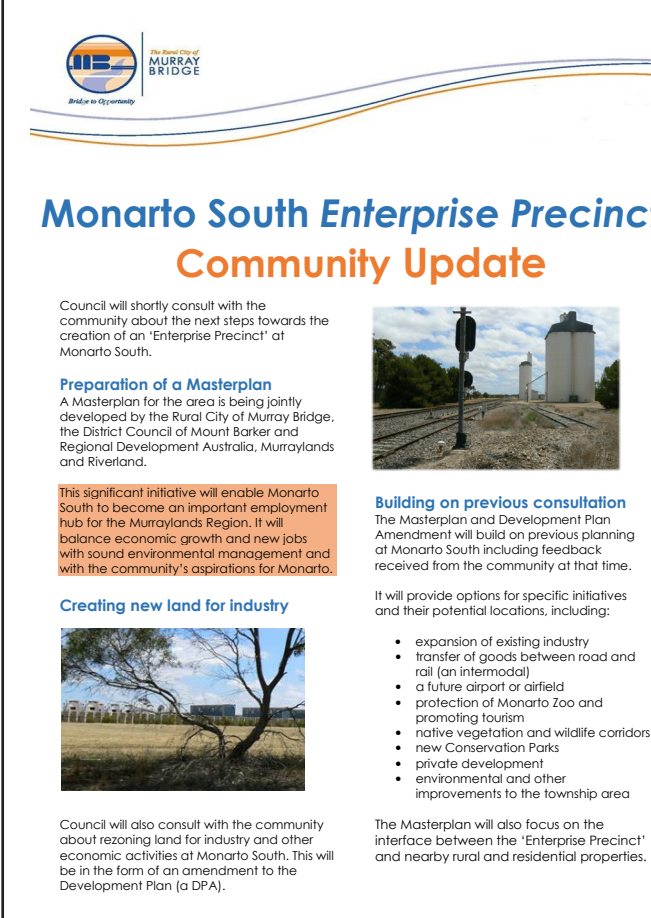
Attendees included representatives of the Department of Planning, Transport and Infrastructure, SA Water, Department of Premier and Cabinet, Primary Industries and Regions SA, Department of Environment, Water and Natural Resources, Department of State Development, and the Environmental Protection Authority.

COMMUNITY UPDATE AND FACT SHEET

A Fact Sheet was distributed to the local community in the early stages of the project in order to inform them about the project, describe its objectives, and invite nominations for the new Community and Industry Reference Group.

COMMUNITY AND INDUSTRY REFERENCE GROUP

The Monarto South Community and Industry Reference Group was established in mid 2015 to provide comment to RCMB on the Monarto South DPA, the Masterplan and any future strategic and implementation work. This group comprises representatives from industry, community members and community leaders. The Reference Group has met on a number of occasions and has provided feedback directly relevant to the preparation of the Masterplan.



Monarto South Enterprise Precinct Community Update

Council will shortly consult with the community about the next steps towards the creation of an 'Enterprise Precinct' at Monarto South.

Preparation of a Masterplan
A Masterplan for the area is being jointly developed by the Rural City of Murray Bridge, the District Council of Mount Barker and Regional Development Australia, Murraylands and Riverland.

This significant initiative will enable Monarto South to become an important employment hub for the Murraylands Region. It will balance economic growth and new jobs with sound environmental management and with the community's aspirations for Monarto.

Building on previous consultation
The Masterplan and Development Plan Amendment will build on previous planning at Monarto South including feedback received from the community at that time.

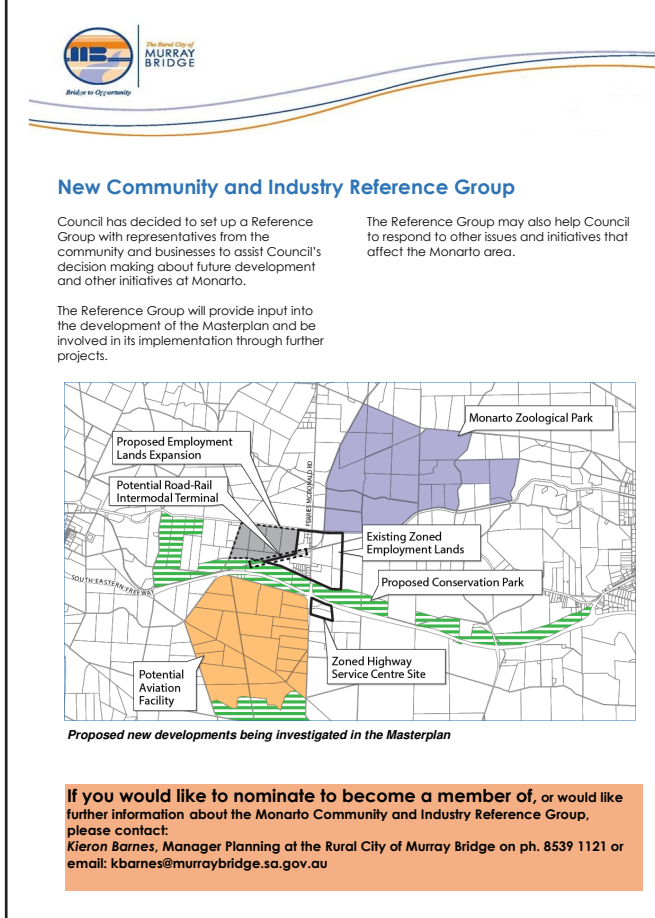
It will provide options for specific initiatives and their potential locations, including:

- expansion of existing industry
- transfer of goods between road and rail (an intermodal)
- a future airport or airfield
- protection of Monarto Zoo and promoting tourism
- native vegetation and wildlife corridors
- new Conservation Parks
- private development
- environmental and other improvements to the township area

The Masterplan will also focus on the interface between the 'Enterprise Precinct' and nearby rural and residential properties.

Council will also consult with the community about rezoning land for industry and other economic activities at Monarto South. This will be in the form of an amendment to the Development Plan (a DPA).

Community Update prepared and distributed during the Masterplan investigations phase



New Community and Industry Reference Group

Council has decided to set up a Reference Group with representatives from the community and businesses to assist Council's decision making about future development and other initiatives of Monarto.

The Reference Group may also help Council to respond to other issues and initiatives that affect the Monarto area.

The Reference Group will provide input into the development of the Masterplan and be involved in its implementation through further projects.

Proposed new developments being investigated in the Masterplan

- Proposed Employment Lands Expansion
- Potential Road-Rail Intermodal Terminal
- Existing Zoned Employment Lands
- Proposed Conservation Park
- Zoned Highway Service Centre Site
- Potential Aviation Facility
- Monarto Zoological Park

If you would like to nominate to become a member of, or would like further information about the Monarto Community and Industry Reference Group, please contact:
Kieron Barnes, Manager Planning at the Rural City of Murray Bridge on ph. 8539 1121 or email: kbarnes@murraybridge.sa.gov.au

INFORMATION SESSION

Residents, landowners and community groups were invited to an Information Session, which was held in September 2015. The Information Session was held the time when the Monarto South DPA was undergoing formal consultation, and had the dual purpose of eliciting feedback on the DPA and the broader masterplanning process.

FEEDBACK ARISING AS PART OF THE MONARTO SOUTH DPA

Public consultation was undertaken for the Monarto South DPA from 27th August 2015 to 22nd October 2015. 25 written representations were received, from a mixture of individuals and organisations (including the Monarto South Community and Industry Reference Group). Several issues of relevance to the masterplan emerged during the consultation, including:

- impacts upon native vegetation/ biodiversity
- loss of primary production land
- the width of landscaped buffer zones around industry areas – particularly adjacent to Thomas Crescent

- proposed minimum allotment sizes for industry land
- impacts from industry – traffic management and safety, noise, light, odour etc.
- viability of the new industry land and intermodal terminal.
- the location and viability of two local activity centres proposed for Monarto South
- social and environmental concerns generally
- the process and handling of the DPA including the Interim Operation of the DPA.

RCMB has prepared a summary and response to the 25 representation received, available on their website, and suggested a number of amendments to the DPA (e.g. widening landscaped buffers around industry zoned land). These amendments have been considered and incorporated where possible into this Masterplan.

Additional positive suggestions from the community relating to the design for landscape buffer areas, the upgrade of visitor information signage, and other signage and placemaking/ public realm improvements are also supported by the Masterplan.



Monarto South Information Session, Monarto War Memorial Hall, November 2015

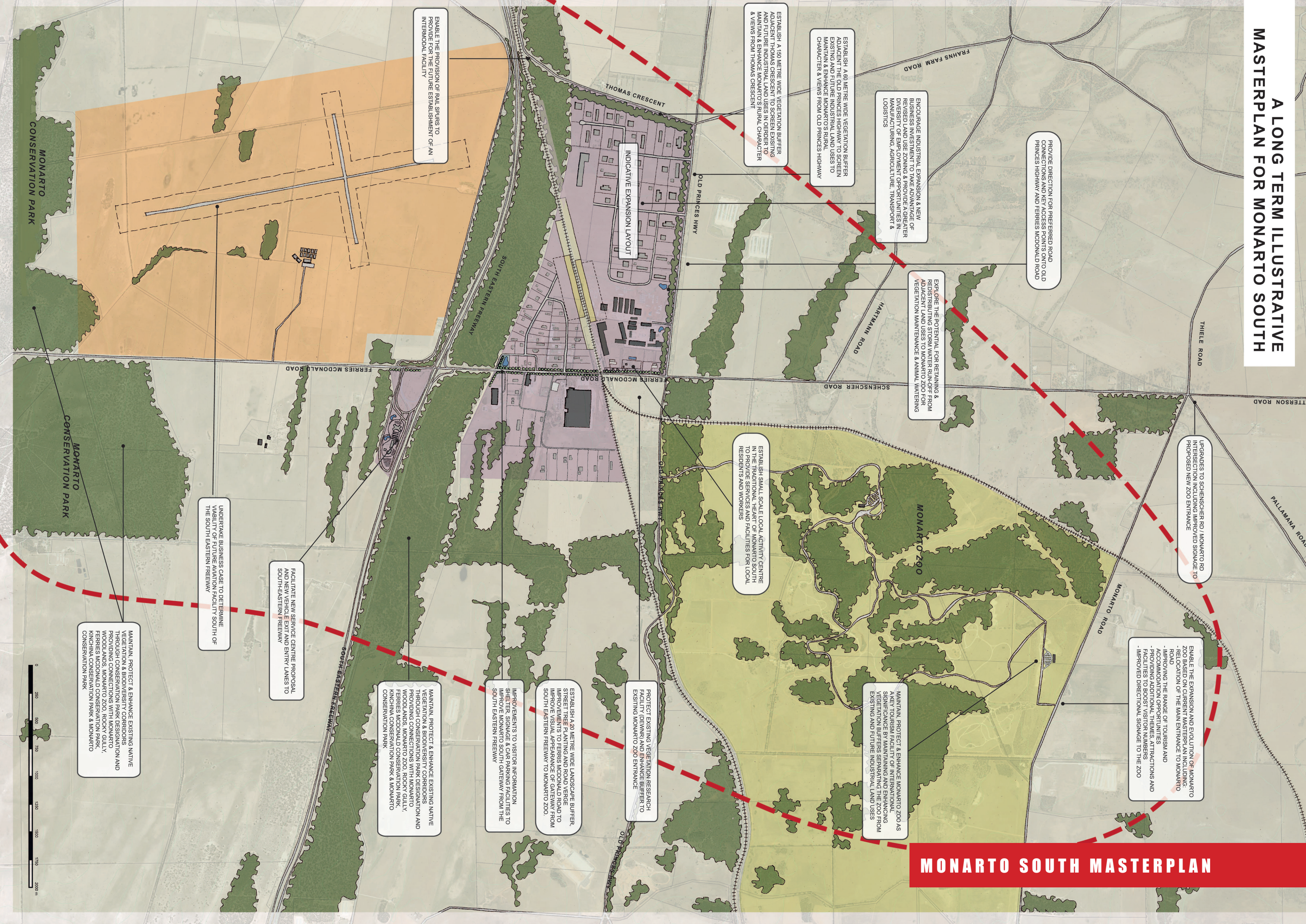
DEVELOPMENT PRINCIPLES + LONG TERM VISION

This chapter offers a long term vision for Monarto South. It unpacks some of the many opportunities that have been identified within the study area, under four development principles:

- A. Protection and enhancement of native vegetation and wildlife corridors*
- B. Planning for long-term economic development*
- C. Managing impacts of development*
- D. Improving local amenity through placemaking and streetscape improvements.*

'A Long Term Illustrative Masterplan for Monarto South' on the following page provides a visual representation of these opportunities.

A LONG TERM ILLUSTRATIVE
MASTERPLAN FOR MONARTO SOUTH



PROVIDE DIRECTION FOR PREFERRED ROAD CONNECTIONS AND KEY ACCESS POINTS ONTO OLD PRINCES HIGHWAY AND FERRIES MCDONALD ROAD

ENCOURAGE INDUSTRIAL EXPANSION & NEW BUSINESS INVESTMENT TO TAKE ADVANTAGE OF REVISED LAND USE ZONING & PROVIDE A GREATER DIVERSITY OF EMPLOYMENT OPPORTUNITIES IN MONARTO SOUTH INCLUDING AGRICULTURE, TRANSPORT & LOGISTICS

EXPLORE THE POTENTIAL FOR RETAINING & REDISTRIBUTING STORM WATER RUN-OFF FROM ADJACENT LAND USES TO MONARTO ZOO FOR VEGETATION MAINTENANCE & ANIMAL WATERING

ESTABLISH A 60 METRE WIDE VEGETATION BUFFER ADJACENT THE OLD PRINCES HIGHWAY TO SCREEN EXISTING AND FUTURE INDUSTRIAL LAND USES TO MAINTAIN & ENHANCE MONARTO'S RURAL CHARACTER & VIEWS FROM OLD PRINCES HIGHWAY

INDICATIVE EXPANSION LAYOUT

ENABLE THE PROVISION OF RAIL SPURS TO PROVIDE FOR THE FUTURE ESTABLISHMENT OF AN INTERMODAL FACILITY

UPGRADES TO SCHEMSCHER RD / MONARTO RD INTERSECTION INCLUDING IMPROVED SIGNAGE TO PROPOSED NEW ZOO ENTRANCE

ENABLE THE EXPANSION AND EVOLUTION OF MONARTO ZOO BASED ON CURRENT MASTERPLAN INCLUDING:
- RELOCATION OF THE MAIN ENTRANCE TO MONARTO ROAD
- IMPROVING THE RANGE OF TOURISM AND MONARTO ZOO OFFERED ENTERTAINMENT ATTRactions AND FACILITIES TO BOOST VISITOR NUMBERS
- IMPROVED DIRECTIONAL SIGNAGE TO THE ZOO

MAINTAIN PROTECT & ENHANCE MONARTO ZOO AS A KEY TOURISM ASSET OF INTERNATIONAL SIGNIFICANCE BY MAINTAINING AND ENHANCING VEGETATION BUFFERS SEPARATING THE ZOO FROM EXISTING AND FUTURE INDUSTRIAL LAND USES

ESTABLISH SMALL SCALE LOCAL ACTIVITY CENTRE IN THE TRADITIONAL 'HEART' OF MONARTO SOUTH TO PROVIDE SERVICES AND FACILITIES FOR LOCAL RESIDENTS AND WORKERS

PROTECT EXISTING VEGETATION RESEARCH FACILITY (DEWNR) AND ENHANCE BUFFER TO EXISTING MONARTO ZOO ENTRANCE

ESTABLISH A 20 METRE WIDE LANDSCAPE BUFFER, STREET TREE PLANTING AND ROAD VERGE IMPROVEMENTS TO FERRIES MCDONALD ROAD TO IMPROVE VISUAL APPEARANCE OF GATEWAY FROM SOUTH EASTERN FREEWAY TO MONARTO ZOO.

IMPROVEMENTS TO VISITOR INFORMATION SHELTER, SIGNAGE & CAR PARKING FACILITIES TO IMPROVE MONARTO SOUTH GATEWAY FROM THE SOUTH EASTERN FREEWAY

MAINTAIN, PROTECT & ENHANCE EXISTING NATIVE VEGETATION & BIODIVERSITY CORRIDORS THROUGH CONSERVATION PARK DESIGNATION AND PROVIDING CONNECTIONS WITH MONARTO WOODLANDS, MONARTO ZOO, ROCKY GULLY, FERRIES MCDONALD CONSERVATION PARK, KINCHINA CONSERVATION PARK & MONARTO CONSERVATION PARK

FACILITATE NEW SERVICE CENTRE PROPOSAL AND NEW VEHICLE EXIT AND ENTRY LANES TO SOUTH-EASTERN FREEWAY

UNDERTAKE BUSINESS CASE TO DETERMINE VIABILITY OF FUTURE AVIATION FACILITY SOUTH OF THE SOUTH EASTERN FREEWAY

MAINTAIN, PROTECT & ENHANCE EXISTING NATIVE VEGETATION & BIODIVERSITY CORRIDORS THROUGH CONSERVATION PARK DESIGNATION AND PROVIDING CONNECTIONS WITH MONARTO WOODLANDS, MONARTO ZOO, ROCKY GULLY, FERRIES MCDONALD CONSERVATION PARK, KINCHINA CONSERVATION PARK & MONARTO CONSERVATION PARK

6. DEVELOPMENT PRINCIPLES + LONG TERM VISION

A. PROTECTION AND ENHANCEMENT OF NATIVE VEGETATION AND WILDLIFE CORRIDORS

As the Native Vegetation Working Paper explains, the Monarto South Enterprise Precinct and district contain valuable areas of native and planted vegetation. Much of this vegetation is in public ownership, and new conservation parks are being established to further protect and enhance this vegetation.

The development of this plan provides an opportunity to further connect areas through new and enhanced landscape buffers, roadside vegetation, and strategic revegetation as part of new development.

OPPORTUNITY - DEVELOP BIODIVERSITY CORRIDORS

There are opportunities to develop strong biodiversity corridors by maintaining, protecting and enhancing areas rich in native vegetation. There are opportunities to connect these areas with the Monarto Conservation Park and Ferries McDonald Conservation Park to the south, Monarto Woodlands (a 400m strip of native vegetation on the northern edge of the South Eastern Freeway that acts as a buffer to Monarto South), extensive native vegetation within Monarto Zoo, and Rocky Gully to the east.

OPPORTUNITY - ESTABLISH CONSERVATION PARK DESIGNATIONS FOR NATIVE VEGETATION

There is an opportunity to maintain and protect the existing native vegetation, including vegetation corridors, through additional Conservation Park designations over time as part of a broader regional Conservation Park network.

OPPORTUNITY - DEVELOP REVEGETATION STRATEGIES FOR NEW DEVELOPMENT

Where there is a possibility that development may affect existing vegetation or wildlife corridors, a revegetation strategy and detailed landscaping plans should be provided to Council for approval to enhance native vegetation and wildlife corridors, and offset losses.

Revegetation strategies and landscaping plans should form a part of a comprehensive revegetation plan for the region. Planning for long term economic development



Vegetation at Monarto South, found typically on roadsides, major plantations alongside the SE Freeway, and on properties.

B. PLANNING FOR LONG-TERM ECONOMIC DEVELOPMENT

at Monarto South will involve partnerships between Council, stakeholders, landowners and developers. The major opportunities assessed under this Masterplan are outlined below. These projects may capitalise on the recent land use rezoning, and the vision for Monarto South as a significant employment area, but - as the working papers make clear - will rely on appropriate market conditions, infrastructure and community and stakeholder support to underpin their viability.

OPPORTUNITY - INDUSTRIAL EXPANSION AND INVESTMENT

The expansion of existing industrial development south of Old Princes Highway, as well as new business development is provided for, taking advantage of the revised land use zoning.

This expansion and investment will allow for a greater diversity of employment opportunities, particularly in the industries of manufacturing, agriculture, transport, and logistics.

OPPORTUNITY - INTERMODAL FACILITY

A future road-rail intermodal facility is envisaged for Monarto South. An associated area is proposed on either side of the railway line to accommodate the main line, passing loop, siding, truck loading and manoeuvring areas, etc. and other facilities, required for the operation of the intermodal facility. This required a south-westerly extension into the adjacent Monarto Woodlands plantation (former Rural Landscape Protection Zone) to accommodate the likely required facilities.

OPPORTUNITY - FREEWAY SERVICE CENTRE

DEVELOPMENT

A significant new Freeway Service Centre development has been earmarked for the southeast corner of the Monarto South interchange for some time. The service centre is intended to incorporate fuel for cars and heavy vehicles, retail and fast food, public amenities and associated parking and access. The DPA amended the size, shape and access/ramp arrangements, increasing the site frontage to the Freeway. This expanded footprint will accommodate expected future traffic and parking demand of the facility.

OPPORTUNITY - MONARTO ZOO

As discussed previously in the *Investigations* section of this document, a number of enhancements and upgrades are proposed for Monarto Zoo to enhance this facility as a key tourism attraction of international significance. These upgrades include:

- Relocating the main entry to the zoo from its current location on the Old Princes Highway to a new location on Monarto Road which forms the northern boundary of the zoo
- Developing a variety of accommodation opportunities
- Providing additional themes, attractions and facilities to increase visitor numbers
- Improved directional signage to the zoo

The proposed new entry to the zoo is via Schenscher Road, the extension of Ferries McDonald Road beyond the Old Princes Highway. There are opportunities along Schenscher Road (and Ferries McDonald Road) to provide interesting and creative directional signage incorporating artworks that showcase some of the

Zoo's resident animals. This would help to provide a sense of anticipation and excitement for young visitors as they approach this unique and special place. Prior to establishing the new entrance to the zoo on Monarto Road, it is important that the current entry to the zoo on the Old Princes Highway maintains a high level of amenity.

It is recommended that a detailed study be conducted to determine the viability of retaining stormwater run-off from existing and potential future land use activities in the region for use at Monarto Zoo to water vegetation and resident animals.

Recognising the significant cultural, educational and tourism qualities of Monarto Zoo, careful consideration needs to be given to any proposed development and land use in the region that could have the potential to cause a negative impact on zoo animals, staff and visitors, with particular regard to those activities likely to generate excessive noise, air pollutants and odours.

Furthermore, any future development adjacent Monarto Zoo needs to be compatible with the zoo's desire to develop tourist accommodation.

OPPORTUNITY - AVIATION FACILITY

A future aviation facility is considered best located on cleared land south of the South Eastern Freeway, north of Monarto Conservation Park and east of Ferries McDonald Road with the main runway running north - south. This locality is considered sufficiently distant from Monarto Zoo and other sensitive land use areas to avoid substantial nuisance due to noise.

Given the considerable capital, operational and maintenance costs involved with the establishment of an aviation facility, a rigorous business case would need to be developed to determine the viability of such a facility in the region.

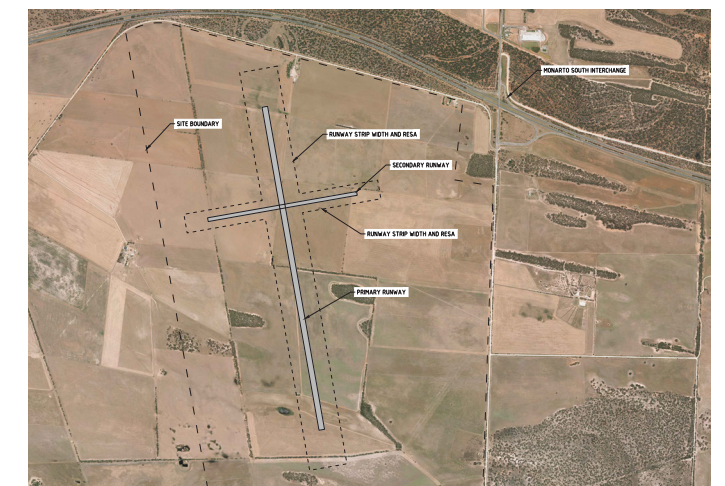
OPPORTUNITY - UPGRADES TO MONARTO

SPORTING COMPLEX

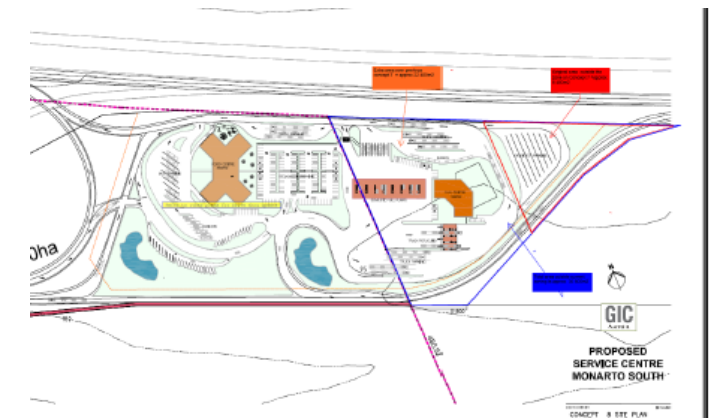
The Monarto Sporting Complex is situated approximately 1.5 kilometres north of the intersection of the Old Princes Highway and McDonald Ferries Road / Schenscher Road on the eastern side of Schenscher Road.

Currently used by the community as a football and cricket oval, opportunities exist to provide a greater diversity of community activities for this area through consultation between the Community Reference Group and Council.

The future growth of Monarto South must be done in a way that avoids or minimises negative impact on Monarto South's community, and the region's environment.



Aviation facility Concept Design



Freeway Service Station Indicative Concept Plan (Monarto South DPA 2015)

C. MANAGING IMPACTS OF DEVELOPMENTS

OPPORTUNITY - SEPARATE INDUSTRIAL LAND FROM MONARTO ZOO

The rezoning of land on the eastern side of Ferries McDonald Road and south of Old Princes Highway from the Light Industry Zone to the Primary Production Zone will allow for the protection of the existing Department of Environment, Water and Natural Resources vegetation research facility, whilst also allowing for an additional physical and visual buffer between the employment lands and the Monarto Zoo to the north.

OPPORTUNITY - LANDSCAPE BUFFERS TO INDUSTRIAL DEVELOPMENT

Consistent with Concept Plan Map MuBr/3 in the Murray Bridge Council Development Plan, the southern side of the Old Princes Highway would benefit by establishing a 60m wide landscaped buffer zone to provide visual screening and acoustic attenuation from existing and potential future industrial activities in the Urban Employment Zone. Similarly, a 150m wide vegetation buffer zone is proposed to the eastern side of Thomas Crescent and a 20m vegetation buffer zone to either side of Ferries McDonald Road between the northern extent of Monarto Woodlands and the railway line.

In addition to screening industrial and agricultural land use activities, these vegetation buffers will provide additional habitat for local bird and animal species and improve opportunities to connect existing biodiversity corridors in the area.

Careful design and management arrangements will have to be developed for all landscape buffers to ensure their proper function and amenity is achieved and maintained.

OPPORTUNITY - TRAFFIC MANAGEMENT + SAFETY IMPROVEMENTS

Over time, and as development occurs, it will likely be necessary to consider a range of traffic management and safety improvements to cater for any increase in traffic movements. These might include:

- speed reductions on major roads from 80km/h to 60km/h
- intersection improvements, including Old Princes Highway/Ferries McDonald Road
- rail crossing improvements
- rationalisation of access into and out of industrial areas
- the establishment of footpaths, trails, pedestrian refuge crossings, and improved car parking.



Traffic management and safety improvements, such as at intersections and railway crossings, will be an issue requiring monitoring over time as employment and industry growth at Monarto South eventuates.

D. IMPROVING LOCAL AMENITY THROUGH PLACEMAKING + STREETSCAPE IMPROVEMENTS

A number of placemaking and streetscape improvements have been identified to support and improving the amenity and sense of place for residents, workers and visitors to Monarto South. These include improved sense of arrival to the area through the development of 'gateways', streetscape improvements to major roads, the inclusion of cycle and walking paths or trails, and the strengthening of the 'heart' of Monarto South. The various improvements to the Monarto Zoo (outlined previously) will also serve to enhance the general amenity of the area - including the relocation of the entrance to Monarto Road and associated upgrades.

OPPORTUNITY - IMPROVED 'GATEWAY' OPPORTUNITIES FROM THE SOUTH EASTERN FREEWAY

The South Eastern Freeway provides the major access route to Monarto South and its main tourist attraction - Monarto Zoo - from Mount Barker to the west and Murray Bridge to the east,

and is also the major vehicular traffic route from Adelaide to Melbourne.

There are opportunities to enhance the sense of arrival at this important 'gateway' entrance to Monarto with improvements to signage as vehicles approach the turn-off from both directions. This might be achieved by introducing some creative signage/art works showcasing some of the Monarto Zoo animals alerting visitors they are approaching a zoological park of international significance.

The Monarto South gateway would also be improved by upgrading the existing visitor information bay situated approximately 200m north of the South Eastern Freeway / Ferries McDonald Road intersection. Improvements could include upgrades to the existing shelter and car parking facilities, new information boards showcasing the unique heritage and recent history of the Monarto South area, and providing a landscaped picnic area with waterless

composting toilet facilities incorporating solar power and rainwater collection.

OPPORTUNITY - STREETSCAPE IMPROVEMENTS ADJACENT FERRIES McDONALD ROAD

Extending northwards for approximately 400m from the South Eastern Freeway / Ferries McDonald Road intersection, Monarto Woodlands is an extensive native vegetation buffer zone and biodiversity corridor that lines both side of Ferries McDonald Road.

Beyond this buffer exists a variety of agricultural and light industrial land uses extending north to the railway line that would benefit by introducing the recommended 20m vegetation buffer zone to screen existing and future intensive land use activities beyond. In addition to providing a visual buffer, this would help to maintain, enhance and protect the rural and semi-natural character of the area as well as improving the streetscape environment and amenity for current and future residents, workers and visitors.

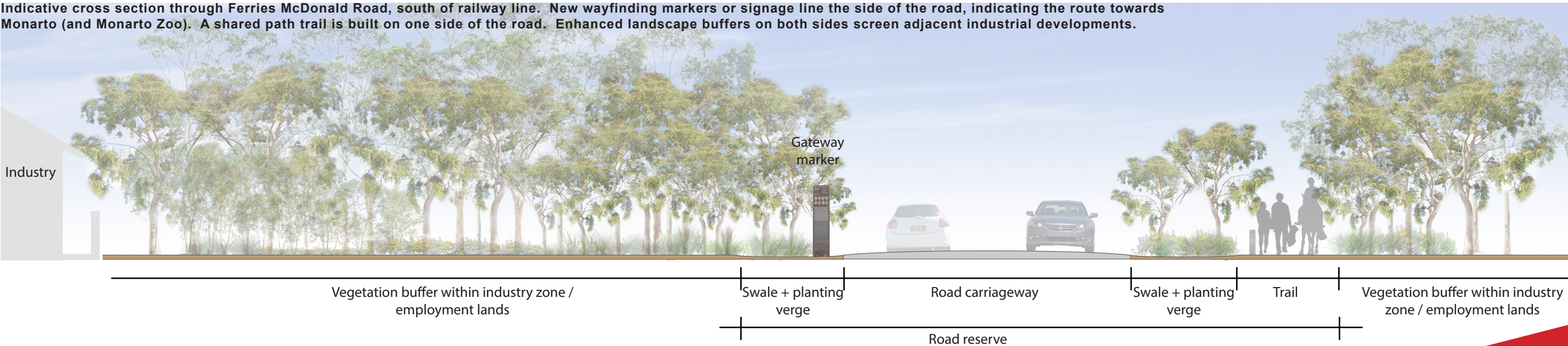
North of the railway line, a shared footpath or trail on the western side of Ferries McDonald

Road would improve access and amenity for residents and provide links to existing walking and cycling trails in the area. This section of Ferries McDonald Road would also benefit from additional landscaping to compliment the existing trees and shrubs that provide some screening to the industrial activities adjacent.



Precedent examples of shared footpaths and horse trails, including feature art work, shelters and signage

Indicative cross section through Ferries McDonald Road, south of railway line. New wayfinding markers or signage line the side of the road, indicating the route towards Monarto (and Monarto Zoo). A shared path trail is built on one side of the road. Enhanced landscape buffers on both sides screen adjacent industrial developments.





Precedent examples of gateway markers, zoo signage and directional signage. As demonstrated through these examples, feature elements could include materials such as corten steel to reflect the industrial nature of the Monarto South Enterprise Precinct, contrasting with soft landscaping reflecting the semi-rural location.

Opportunities also exist along the eastern side of Ferries McDonald Road to provide a shared use footpath or trail to improve pedestrian, cyclist and horse riding movement through the area. The general amenity of this area could be improved by establishing a landscaping plan that incorporates tree planting, public seating, interpretive signage and public art.

OPPORTUNITY - IMPROVED AMENITY TO THE TRADITIONAL "HEART" OF MONARTO SOUTH

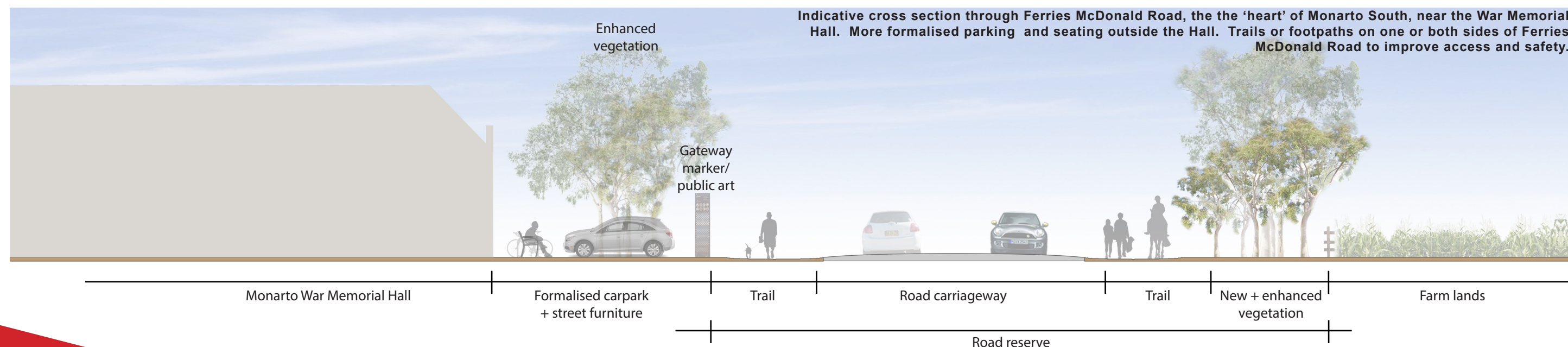
The traditional "heart" of Monarto South is positioned approximately 1.5km north of the South Eastern Freeway / Ferries McDonald Road intersection extending north for approximately 250m. Existing is a small cluster of buildings along the western side of Ferries McDonald Road presenting a variety of uses including:

- The former general store (currently vacant)
- General Post Office (letterboxes only)
- Monarto War Memorial Hall (in active use for meetings and community events)
- Monarto Country Fire Brigade (in active use)
- Collection of residential dwellings.

A disused tennis court facility and clubroom occupies the G.J Hartmann Reserve on the eastern side of Ferries McDonald Road.

Opportunities exist to re-establish the general store as the "heart" of the township providing local residents, workers and visitors with somewhere to purchase food and other basics. The general store (in an existing or new building) would provide for both local residents and, importantly, for the growing number of local workers in the area. It would also complement the proposed Freeway Service Centre to be located on the southern side of the South Eastern Highway near the intersection with Ferries McDonald Road.

There are also opportunities to convert the disused tennis court and clubroom facilities to accommodate a more diverse range of community activities. Appropriate future uses for the site would be determined through consultation between the Community Reference Group and Council.



Indicative cross section through Ferries McDonald Road, the the 'heart' of Monarto South, near the War Memorial Hall. More formalised parking and seating outside the Hall. Trails or footpaths on one or both sides of Ferries McDonald Road to improve access and safety.

IMPLEMENTATION

7. IMPLEMENTATION

The Monarto South Enterprise Precinct Masterplan describes many development opportunities as part of a 'bigger vision' for Monarto South, to be implemented over the long term.

It is not expected that all projects will be started or delivered at once, and there may be periods when little change occurs. There are several significant landowners and stakeholders all managing their own business priorities and issues. This means that many if not most of the developments and changes identified in the Masterplan are not in the direct control of the Rural City of Murray Bridge. Council can however play a role in facilitating and supporting these initiatives into implementation.

There is also scope to further amend and improve Development Plan policies over time in response to identified needs, or to improve policy guidance from the existing suite of policies.

ROLE FOR COUNCIL

Rather than creating an arbitrary or ambitious implementation schedule of projects that cannot be directly managed by RCMB, we suggest a smaller number of priority roles and initiatives to be pursued over the next two to three years.

These priorities are selected in order to make a meaningful effect on the realisation of the long term vision for Monarto South, in a way that benefits the economic, social and environmental interests of the Masterplan.

- 1. Promote the vision for Monarto South with industry, government and community stakeholders.***
- 2. Work with landowners and developers - including Monarto Zoo – to support and facilitate their own individual development projects in line with the aims of the Masterplan (and recent Development Plan Amendment).***
- 3. Continue to work with the Community and Industry Reference Group, and the wider community, to guide strategic planning and to partner on the implementation of placemaking, environmental and other initiatives.***
- 4. Initiate and undertake the identified placemaking and streetscape improvement projects at Ferries McDonald Road, Monarto South 'heart', and gateway improvements (as described on page 28 and 29).***
- 5. Work with landowners, developers and infrastructure providers to resolve any challenges relating to service and infrastructure provision.***
- 6. Work with landowners, developers and the community to enhance the local vegetation corridor network, through additional and enhanced landscape buffers as part of development, and by enhancements to vegetation on private and publicly owned land.***
- 7. Review the implementation of the Masterplan on an annual basis, and over time review whether a need exists for further Development Plan Amendments or additional planning and infrastructure projects.***

If successfully achieved, these priorities will help stimulate development and employment expansion at Monarto South - as well bringing on environmental and community improvements - contributing to the long-term economic development ambitions for the area.

