

Development Plan

Port Lincoln Council

Consolidated – 6 February 2018

Please refer to the Port Lincoln Council page at www.sa.gov.au/developmentplans to see any amendments not consolidated.



Government of South Australia
Department of Planning,
Transport and Infrastructure



Department of Planning, Transport and Infrastructure

Level 5
50 Flinders Street
Adelaide

Postal Address
GPO Box 1815
Adelaide SA 5001

Phone (08) 7109 7007

Email dpti.pddpacoordinator@sa.gov.au
Internet www.saplanningportal.sa.gov.au



City of Port Lincoln

Level 1, Civic Centre
60 Tasman Terrace
Port Lincoln SA 5606

Postal Address
PO Box 1787
Port Lincoln SA 5606

Phone (08) 8621 2300
Fax (08) 8621 2399

Email plcc@plcc.sa.gov.au
Internet www.portlincoln.sa.gov.au

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Introduction Section

Amendment Record Table

The following table is a record of authorised amendments and their consolidation dates for the Port Lincoln Council Development Plan since the inception of the electronic Development Plan on 24 April 1997 for country development plans. Further information on authorised amendments prior to this date may be researched through the relevant Council, the Department of Planning, Transport and Infrastructure or by viewing Gazette records.

Consolidated	Amendment – [Gazetted date]
24 April 1997	Section 29(2) Amendment (<i>Country and Outer Metro EDP</i>) – [24 April 1997]
28 August 1997	Statewide Marine Aquaculture and Offshore Development PAR (<i>Ministerial</i>) – [5 June 1997]
27 August 1998	Lincoln Cove PAR (Interim) – [27 August 1998]
17 June 1999	Lincoln Cove PAR (Authorised) – [17 June 1999]
16 September 1999	Waste Disposal (Landfill) PAR (<i>Ministerial</i>) – [19 August 1999]
Not consolidated	Telecommunications Facilities State-wide Policy Framework PAR (Interim) (<i>Ministerial</i>) – [31 August 2000]
1 February 2001	South Australian Ports (Disposal of Maritime Assets) Act 2000 – [25 January 2001] Living Areas PAR – [1 February 2001]
29 March 2001	Section 29(2)(a) Amendment – [29 March 2001]
6 September 2001	Telecommunications Facilities State-wide Policy Framework PAR (<i>Ministerial</i>) – [30 August 2001]
1 August 2002	Format and Policy Review PAR (Interim) – [1 August 2002]
6 March 2003	Section 29(2)(a) Amendment – [6 March 2003]
31 July 2003	Wind Farms PAR (<i>Ministerial</i>) – [24 July 2003] Format and Policy Review PAR – [31 July 2003]
30 November 2006	Bushfire Management (Part 1) PAR (<i>Ministerial</i>) – [9 November 2006]
25 October 2007	General PAR – [18 October 2007]
7 February 2008	Editorial Correction to Map PtL/21 – [-] Section 29(2)(b) Amendment – [3 January 2008]
5 June 2008	Marine Commercial Zone DPA – [5 June 2008]
21 August 2008	Building Height and Design (City Centre Zone) (Interim) – [21 August 2008]
5 March 2009	Section 29 (2)(b)(ii) Amendment – [26 August 2009]
21 January 2010	Bushfires (Miscellaneous Amendments) DPA (Interim) (<i>Ministerial</i>) – [10 December 2009] Building Height and Design (City Centre) DPA – [21 January 2010]
9 September 2010	Statewide Bulky Goods DPA (<i>Ministerial</i>) – [1 June 2010] Better Development Plan (BDP) and General BDP – [9 September 2010]
16 December 2010	Bushfires (Miscellaneous Amendments) DPA (<i>Ministerial</i>) – [9 December 2010]
10 March 2011	Statewide Bulky Goods DPA (<i>Ministerial</i>) – [13 January 2011]
15 December 2011	Statewide Wind Farms DPA (Interim) (<i>Ministerial</i>) – [19 October 2011]
24 May 2012	Industry, Commercial and Bulky Goods Retailing (Part 1) DPA – [24 May 2012]

Port Lincoln Council
Introduction Section
Amendment Record Table

Consolidated	Amendment – [Gazetted date]
10 January 2013	Editorial correction to Map Reference Tables Termination of the Statewide Wind Farms DPA (<i>Ministerial</i>) and its removal from the Port Lincoln Council Development Plan – [18 October 2012] Statewide Wind Farms DPA (<i>Ministerial</i>) – [18 October 2012] Section 29(2)(c) Amendment – [29 November 2012]
4 July 2013	Car Parking DPA – 4 July 2013
24 October 2013	Industry, Commercial and Bulky Goods Retailing (Part 2) DPA – [24 October 2013]
28 August 2014	Part of Deferred Urban Zone DPA – [7 August 2014] Section 29(2)(b)(ii) Amendment – [28 August 2014]
4 October 2017	Residential DPA – [4 October 2017]
7 November 2017	Editorial correction to Residential Zone Desired Character Statement
16 January 2018	Editorial correction to Residential Zone Desired Character Statement
6 February 2018	Lincoln Cove Expansion DPA – [6 February 2018]

Consolidated: The date of which an authorised amendment to a Development Plan was consolidated (incorporated into the published Development Plan) pursuant to section 31 of the *Development Act 1993*.

Gazetted: The date of which an authorised amendment was authorised through the publication of a notice in the Government Gazette pursuant to Part 3 of the *Development Act 1993*.

Introduction to the Development Plan

Welcome to the Development Plan for the City of Port Lincoln.

This introduction has been prepared by the Department of Planning, Transport and Infrastructure as a guide to assist you in understanding this Development Plan.

For full details about your rights and responsibilities, you are advised to refer to the *Development Act 1993* and the associated *Development Regulations 2008* and/or consult your council.

A number of guides and additional information regarding South Australia's Planning and Development Assessment System are available via the website www.saplanningportal.sa.gov.au or by contacting the Department of Planning, Transport and Infrastructure at Level 5, 50 Flinders Street, Adelaide, SA 5000.

Overview of the Planning System

South Australia has an integrated planning and development system, with three distinct but interrelated parts, these being:

- Legislation
- The Planning Strategy
- Development Plans.

The **legislative framework** establishing the planning and development system and setting out its statutory procedures is provided by the *Development Act 1993* and its associated *Development Regulations 2008*. The Development Act is the core legislation enacted by the South Australian Parliament to establish the planning and development system framework and many of the processes required to be followed within that framework (including processes for assessing development applications). The Regulations provide more details about the framework and are updated from time to time by the Governor (on the advice of the Minister for Planning).

The State Government's broad vision for sustainable land use and the built development of the state is outlined in the **Planning Strategy**. The relevant volume of the Planning Strategy for this Development Plan is the Eyre and Western Region Plan.

The Planning Strategy, which covers a full range of social, economic and environmental issues, informs and guides policies both across Government and in local area Development Plans. The Planning Strategy is required under section 22 of the Development Act and is updated by the State Government every few years. Local councils also prepare strategic plans which guide the same matters but at a local level. These strategic plans are not, however, development assessment tools: that is the role of Development Plans.

Development Plans are the key on-the-ground development assessment documents in South Australia. They contain the rules that set out what can be done on any piece of land across the state, and the detailed criteria against which development applications will be assessed. Development Plans cover distinct and separate geographic areas of the state. There is a separate Development Plan for each one of the 68 local council areas, plus a handful of other Development Plans covering areas not situated within local government boundaries. Development Plans outline what sort of developments and land use are and are not envisaged for particular zones (eg residential, commercial, industrial), and various objectives, principles and policies further controlling and affecting the design and other aspects of proposed developments.

What is Development?

'Development' is defined in Section 4 of the *Development Act 1993* as:

- a change in the use of land or buildings
- the creation of new allotments through land division (including Strata and Community Title division)
- building work (including construction, demolition, alteration and associated excavation/fill)
- cutting, damaging or felling of significant trees
- specific work in relation to State and Local heritage places
- prescribed mining operations
- other acts or activities in relation to land as declared by the *Development Regulations*.

No development can be undertaken without an appropriate **Development Approval** being obtained from the relevant authority after an application and assessment process.

How does the Development Plan relate to other legislation?

The Development Plan is a self-contained policy document prepared under and given statutory recognition pursuant to *the Development Act 1993*.

It is generally independent of other legislation but is one of many mechanisms that control or manage the way that land and buildings are used.

The Development Act and Regulations contain a number of provisions to ensure that development applications are referred to other government agencies when appropriate.

What doesn't a Development Plan do?

Development Plans are applicable only when new development is being designed or assessed. They do not affect existing development (see above for a description of what constitutes 'development').

Once a Development Approval is issued, the details contained within the application and any conditions attached to that approval are binding.

Development Plan policies guide the point in time assessment of a development application but do not generally seek to control the on-going management of land, which is the role of other legislation (eg the *Environment Protection Act 1993*, *Natural Resources Management Act 2004*, *Liquor Licensing Act, 1997*).

When do you use the Development Plan?

The Development Plan should be used during a development application process. This may include:

- when undertaking or proposing to undertake 'development' (eg building a house or factory or converting an office into a shop)
- when assessing or determining a development proposal (eg by council staff, a Council or Regional Development Assessment Panel or the Development Assessment Commission)
- when you believe you could be affected by a proposed development and you are given an opportunity to comment on it as part of the assessment process.

How to read the Development Plan

Development Plans are comprised of several sections as described below.

All sections and **all** relevant provisions within each section of the Development Plan must be considered in relation to a development proposal or application.

Development Plans use three text font colours:

- (a) Black text is used to identify all standard policy that forms the basis of all council Development Plans.

- (b) Green text is used to identify additional council-specific policy or variables that have been included in the Development Plan to reflect local circumstances.
- (c) Blue text illustrates hyperlinks to maps, overlays and tables in the Development Plan. These hyperlinks are operational only when viewing electronic versions of the Development Plan.

Development Plan Structure Overview

Advisory Section	Function
Table of Contents	Navigational aid to reference sections within the Development Plan by name and page number.
Amendment Record Table	Tabled information recording previously-authorized Development Plan amendments and their consolidation dates.
Introduction Overview of the Planning System What is Development? How does the Development Plan relate to other legislation? What doesn't a Development Plan do? When do you use the Development Plan? How to read the Development Plan?	A general overview of the context, purpose and way a Development Plan is set out (this section is advisory only and not used for development assessment purposes).
Strategic Setting State Strategic Setting <i>(30-Year Plan for Greater Adelaide/Regional Planning Strategy)</i> Council Strategic Setting <i>(Council Strategy)</i>	To be developed, but intended to reflect the relevant Planning Strategy (as it relates to the council area) and council's own local strategic investigations.
Council Preface Map	Map of the entire Development Plan boundary and its spatial relationship to other Development Plans' boundaries.
Assessment Section	Function
General Provisions Objectives Principles of Development Control	These policies apply across the whole council area and relate to a range of social, environmental, and economic development issues such as: <ul style="list-style-type: none"> ▪ site and design criteria ▪ access and vehicle parking requirements ▪ heritage and conservation measures ▪ environmental issues ▪ hazards ▪ infrastructure requirements ▪ land use specific requirements. <p>They establish the development standards that apply to all forms of development and provide a yardstick against which the suitability of development proposals is measured.</p>

Assessment Section	Function
Zone Provisions	<p>These policies give greater certainty and direction about where certain forms of developments should be located. Maps are referenced within zones that show where land uses are suitable to be located.</p> <p>Generally, envisaged forms of development within a zone are identified and encouraged through carefully worded policies.</p>
Desired Character Statements	<p>These express a vision about how the zone should look and feel in the future. They may describe the valued elements of the neighbourhood or area to be retained and/or what level and nature of change is desired.</p>
Objectives	<p>These are the specific planning policies that determine what land uses are encouraged or discouraged in the zone. They often contain detailed provisions to further guide the scale and design of development.</p>
Principles of Development Control	<p>These also provide lists of complying and non-complying development and any public notification provisions that vary from those in the Development Regulations.</p>
Policy Area	<p>Policy areas apply to a portion of a zone and contain additional objectives, desired character statements and principles of development control for that portion.</p>
Precincts	<p>Precincts are used to express policies for a small sub-area of a zone or a policy area.</p> <p>Precincts are used if additional site-specific principles of development control are needed to reflect particular circumstances associated with those sub-areas. They do not contain additional objectives or desired character statements.</p>
Procedural Matters	<p>All zones have a procedural matters section that identifies and lists complying, non-complying and public notification categories for various forms of development.</p> <p>Policy areas and/or precincts, which are a sub-set of the zone, share this procedural matters section. Their respective lists can be modified to accommodate policy area and precinct variations.</p>
Tables	<p>These tables provide detailed data for the assessment of certain elements of development, for example, numeric values for setbacks from road boundaries and car parking rates for certain types of development.</p> <p>Conditions for complying development are grouped into their respective tables.</p>
Mapping	<p>Structure Plan maps will commonly show the general arrangement and broad distribution of land uses; key spatial elements; and movement patterns throughout the council area and major urban areas.</p>
Structure Plan Maps	
Council Index Maps	<p>This is the first point of reference when determining the appropriate map(s) applying to a specific property.</p> <p>An enlargement index map may be included where needed, eg for large townships.</p>

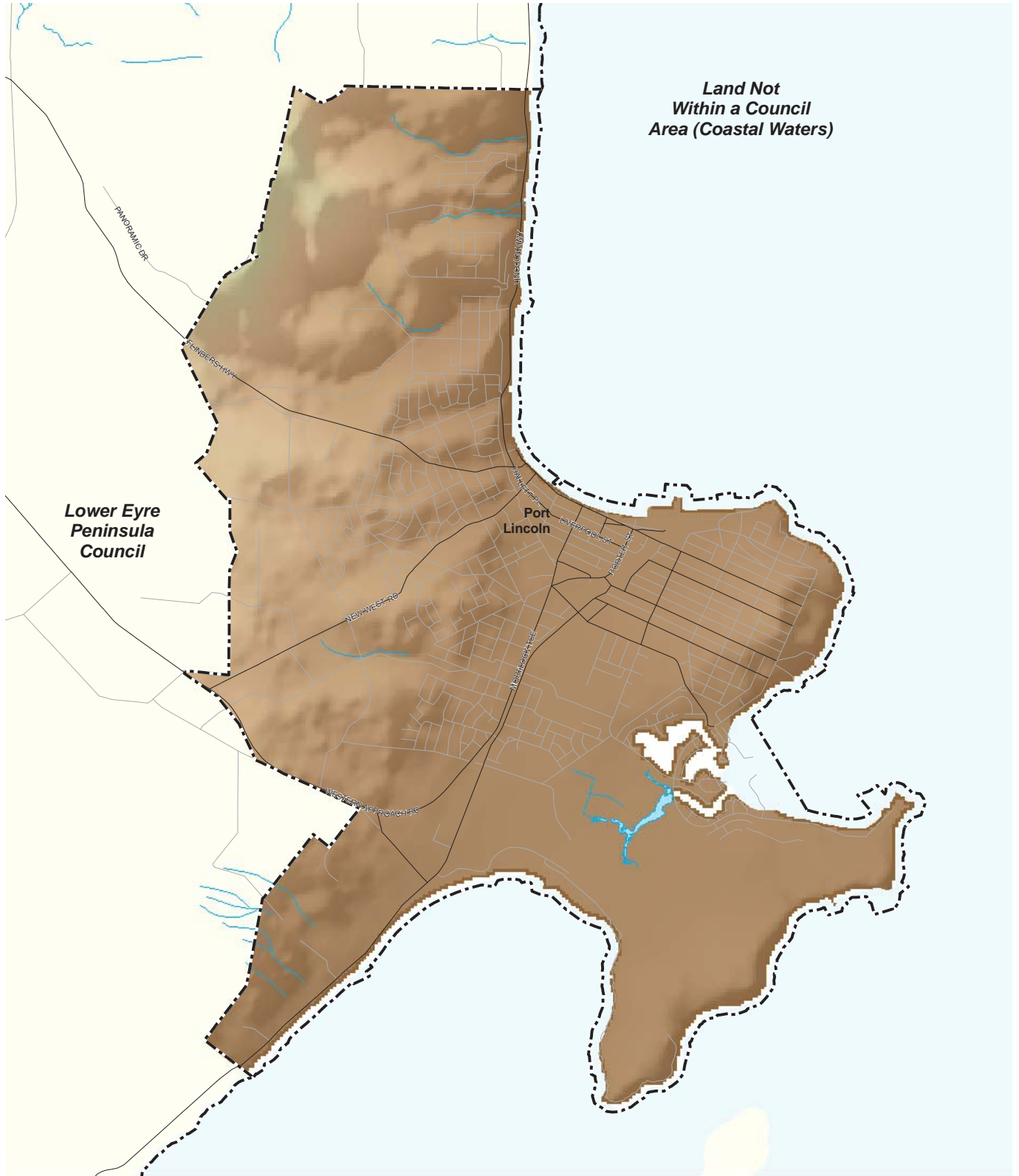
Assessment Section	Function
Extent Map Series Location Maps	<p>Individual overlay and spatial-based maps (based on the Council Index Maps) originate from a single Location Map and 'drill down' through relevant extent maps affecting that location.</p> <p><i>Note: the entire council area will always be represented as the first map in the extent map series and will commence as Map 1.</i></p>
Overlay Maps	<p>Used to show issue areas or features that run across a number of zones, and are spatially defined to a cadastre, for example:</p> <ul style="list-style-type: none"> ▪ Transport ▪ Development Constraints ▪ Heritage ▪ Natural Resources. <p><i>Note: issues that are not spatially defined to a cadastre can appear in this section; however they will be presented as illustrative maps only.</i></p>
Zone Maps	Used to determine which zone applies to which land.
Policy Area Maps	Used to depict the presence and location of any applicable policy area.
Precinct Maps	Used to depict the presence and location of any applicable precincts.
Bushfire Maps Bushfire Protection Area - BPA Maps - Bushfire Risk	Bushfire Protection Area - BPA Maps are used to determine the potential bushfire risk (high, medium or general), associated with an allotment located within an area prone to bushfires.
Concept Plan Maps	<p>Concept Plans are used to depict graphically key features and conceptual layouts of how specific areas should be developed.</p> <p>Concept Plans appear at the end of the extent map series as a separate section. Concept Plans are consecutively numbered, commencing with number 1.</p>

Further info

Contact the City of Port Lincoln.

Visit the Department of Planning, Transport and Infrastructure website: www.saplanningportal.sa.gov.au.

Discuss your matter with your planning consultant.

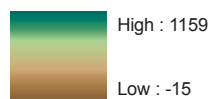


Lower Eyre Peninsula Council

Port Lincoln

Land Not Within a Council Area (Coastal Waters)

To identify the precise location of the Development Plan boundary refer to Council Index Map then select the relevant map number.



Council Preface Map

General Section

Advertisements

OBJECTIVES

- 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Advertising and/or advertising hoardings should have regard to the design guidelines contained in [Table PtL/1 - Advertisements Standards and Guidelines](#).
- 2 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
 - (a) consistent with the predominant character of the urban or rural landscape
 - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
 - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.
- 3 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
 - (a) clutter
 - (b) disorder
 - (c) untidiness of buildings and their surrounds.
- 4 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.
- 5 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 6 Advertisements and/or advertising hoardings should:
 - (a) be completely contained within the boundaries of the subject allotment
 - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
 - (c) not obscure views to vistas or objects of high amenity value.
- 7 Advertisements and/or advertising hoardings should not be erected on:
 - (a) a public footpath or veranda post
 - (b) a road, median strip or traffic island

- (c) a vehicle adapted and exhibited primarily as an advertisement
 - (d) residential land, unless erected to fulfil a statutory requirement or as a complying type of advertisement or advertising hoarding associated with the residential use of the land.
- 8 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building, unless the advertisement or advertising hoarding is appropriately designed to form an integrated and complementary extension of the existing building.
- 9 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
- (a) have a clearance over a footway to allow for safe and convenient pedestrian access
 - (b) where erected on the side of a veranda, not exceed the width of the veranda or project from the veranda
 - (c) where erected on the front of a veranda, not exceed the length of the veranda or project from the veranda
 - (d) where projecting from a wall, have the edge of the advertisement or advertising hoarding abutting the surface of the wall.
- 10 Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 11 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.
- 12 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.
- 13 Outside of townships and country settlements advertisements other than traffic signs, tourist signs or advertisements on an existing tourist information bay display board, should not be erected in road reserves.

Safety

- 14 Advertisements and/or advertising hoardings should not create a hazard by:
- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road
 - (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals
 - (c) distracting drivers from the primary driving task at a location where the demands on driver concentration are high
 - (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).

Free Standing Advertisements

- 15 Free standing advertisements and/or advertising hoardings should be:
- (a) limited to only one primary advertisement per site or complex

- (b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.
- 16 Free standing advertisements and/or advertising hoardings for multiple-business tenancy complexes should:
- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement
 - (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.
- 17 Portable, easel or A-frame advertisements should be displayed only where:
- (a) no other appropriate opportunity exists for an adequate co-ordinated and permanently erected advertisement and/or advertising hoarding
 - (b) they do not obstruct or compromise the safety of pedestrians or vehicle movement
 - (c) there is no unnecessary duplication or proliferation of advertising information
 - (d) there is no damage to, or removal of, any landscaping on the site.
- 18 Portable, easel or A-frame advertisements associated with a development should be displayed only during the hours the development is open for trading.

Flags, Bunting and Streamers

- 19 Advertisements and/or advertising hoardings incorporating any flags, bunting, streamers, or suspended objects should:
- (a) be placed or arranged to complement and accord with the scale of the associated development
 - (b) other than flags, not be positioned higher than the building they are attached or related to
 - (c) not be displayed in residential areas.

Advertising along Arterial Roads

- 20 Advertising and/or advertising hoardings should not be placed along arterial roads that have a speed limit of 80 km/h or more.

Animal Keeping

OBJECTIVES

- 1 Animals not kept at a density beyond the carrying capacity of the land or water.
- 2 Animal keeping development sited and designed to avoid adverse effects on surrounding development.
- 3 Intensive animal keeping protected from encroachment by incompatible development.
- 4 Ecological sustainable development of the aquaculture industry.
- 5 Marine aquaculture development in marine waters that ensures fair and equitable sharing of marine and coastal resources and minimises conflict with water-based and land-based uses.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Animal keeping and associated activities should not create adverse impacts on the environment or the amenity of the locality.
- 2 Storage facilities for manure, used litter and other wastes should be designed and sited:
 - (a) to be vermin proof
 - (b) with an impervious base
 - (c) to ensure that all clean rainfall runoff is excluded from the storage area
 - (d) outside the 1-in-100 year average return interval flood event area.

Horse Keeping

- 3 Stables, horse shelters or associated yards should be sited:
 - (a) at least 50 metres from a watercourse
 - (b) on land with a slope no greater than 1-in-10 metres.
- 4 A concrete drainage apron should be provided along the front of stables directing water from wash-down areas onto a suitably vegetated area that can absorb all the water, or into a constructed drainage pit.
- 5 Stables, horse shelters or associated yards should be sited at least 30 metres from any dwelling on the site and from the nearest allotment boundary to avoid adverse impacts from dust, erosion and odour.
- 6 All areas accessible to horses should be separated from septic tank drainage areas.

Dairies

- 7 Dairies and associated wastewater lagoons and liquid/solid waste storage and disposal areas should be located at a distance from nearby dwellings, public roads and outside the 1-in-100 year average return interval flood event area of any watercourse to avoid adverse impacts or nuisance by noise, smell or pollution on nearby sensitive receptors such as dwellings.

- 8 Dairies should include a lagoon for the storage or treatment of milking shed effluent which should be located:
- (a) at least 20 metres from a public road
 - (b) at least 200 metres from any dwelling not located on the land
 - (c) outside any 1-in-100 year average return interval flood event area of any watercourse.

Intensive Animal Keeping

- 9 Intensive animal keeping operations and their associated components, including holding yards, temporary feeding areas, movement lanes and similar, should not be located on land within any of the following areas:
- (a) 800 metres of a public water supply reservoir
 - (b) the 1-in-100 year average return interval flood event area of any watercourse
 - (c) 200 metres of a major watercourse (third order or higher stream)
 - (d) 100 metres of any other watercourse, bore or well used for domestic or stock water supplies
 - (e) 2000 metres of a defined and zoned township, settlement or urban area (except for land based aquaculture)
 - (f) 500 metres of a dwelling (except for a dwelling directly associated with the intensive animal keeping facility).
- 10 Intensive animal keeping operations in uncovered situations should incorporate:
- (a) a controlled drainage system which:
 - (i) diverts runoff from external areas, and
 - (ii) directs surface runoff into an effluent management system that has sufficient capacity to hold run off from the controlled drainage area
 - (b) pen floors which:
 - (i) ensure that effluent does not infiltrate and contaminate groundwater or soil, and
 - (ii) are graded to a consistent uniform slope of between 2 per cent and 6 per cent
 - (c) effluent drainage into an effluent lagoon(s) that has sufficient capacity to hold runoff from the controlled drainage area.
- 11 Intensive animal keeping facilities and associated wastewater lagoons and liquid/solid waste disposal areas should be sited, designed, constructed and managed and sited to avoid adverse odour impacts on nearby sensitive land uses.

Kennels

- 12 The floor of kennels should be constructed of concrete or similar impervious material and be designed to allow for adequate drainage when kennels are cleaned.
- 13 Kennels and exercise yards should be designed and sited to minimise noise nuisance to neighbours through:
- (a) orienting their openings away from sensitive land uses such as dwellings

(b) siting them as far as practicable from allotment boundaries.

14 Kennels should occur only where there is a permanently occupied dwelling on the land.

Land Based Aquaculture

15 Land-based aquaculture and associated components should not be located on land within 500 metres of a defined and zoned township, settlement or urban area.

16 Land-based aquaculture ponds should be sited and designed to:

(a) prevent surface flows from entering the ponds in a 1-in-100 year average return interval flood event

(b) prevent pond leakage that would pollute groundwater

(c) prevent any overflow that would enable the species being farmed to enter any watercourse or drainage line

(d) minimise the need for intake and discharge pipes to traverse sensitive environments.

17 Buildings associated with land-based aquaculture should provide enclosed storage areas to accommodate all equipment associated with aquaculture operations in a manner which is integrated with the use of the land.

18 Development should ensure that pipe inlet and outlets associated with land-based aquaculture are located to minimise the risk of disease transmission.

Marine Based Aquaculture

19 Marine aquaculture and other offshore development should be ecologically sustainable and be located, designed, constructed and managed to:

(a) minimise adverse impacts on marine habitats and ecosystems, and public access to beaches, public watercourses or the foreshore

(b) take into account the requirements of traditional indigenous and commercial fishing grounds

(c) ensure satisfactory removal and disposal of litter, disused material, shells, debris, detritus, faecal matter and dead animals from the development

(d) prevent the build up of waste (except where waste can be removed).

20 In marine waters, marine aquaculture (other than inter tidal aquaculture) and other offshore development should be located a minimum of 100 metres seaward of the high-water mark.

21 Marine aquaculture development should not significantly obstruct or adversely affect any of the following:

(a) areas of high public use

(b) areas established for recreational activities

(c) areas of outstanding visual, environmental, commercial or tourism value

(d) sites, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports.

22 Marine aquaculture should be sited, designed, constructed and managed to minimise interference and obstruction to the natural processes of the coastal and marine environment.

- 23 Marine aquaculture should be developed in areas where an adequate water current exists to disperse sediments and be sited a sufficient height above the sea floor to:
 - (a) prevent the fouling of waters, publicly owned wetlands or the nearby coastline
 - (b) minimise seabed damage.
- 24 Racks, floats and other farm structures associated with marine aquaculture or other offshore development should where practicable be visually unobtrusive from the shoreline.
- 25 Marine aquaculture development should:
 - (a) use feed hoppers that are painted in subdued colours and suspended as low as possible above the water
 - (b) position structures to protrude the minimum distance practicable above water
 - (c) avoid the use of shelters and structures above cages and platforms.
- 26 Marine aquaculture should be developed to maintain existing rights of way within or adjacent to a site.
- 27 Marine aquaculture access, launching and maintenance facilities should:
 - (a) where possible, use existing and established roads, tracks, ramps and paths to or from the sea
 - (b) be developed cooperatively and co-located.
- 28 Marine aquaculture and other offshore development should be located at least:
 - (a) 550 metres from a proclaimed shipwreck
 - (b) 1000 metres seaward from the boundary of any reserve under the *National Parks and Wildlife Act 1972*, unless a lesser distance is agreed with the Minister responsible for that *Act*.
- 29 Marine aquaculture development should be located so as not to obstruct nor interfere with navigation channels, access channels, frequently used natural launching sites, safe anchorage areas, known diving areas, commercial shipping lanes or activities associated with existing jetties and wharves.
- 30 Marine aquaculture development should contribute to navigational safety by being:
 - (a) suitably marked for navigational purposes
 - (b) sited to allow an adequate distance between farms for safe navigation
 - (c) located at least 250 metres from a commercial shipping lane
 - (d) comprised of structures that are secured and/or weighted to prevent drifting
 - (e) able to be rehabilitated when no longer operational.

Building near Airfields

OBJECTIVES

- 1 Development that ensures the long-term operational, safety and commercial aviation requirements of airfields (airports, airstrips and helicopter landing sites) continue to be met.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The height and location of buildings and structures should not adversely affect the long-term operational, safety and commercial aviation requirements of airfields.
- 2 Development in the vicinity of airfields should not create a risk to public safety, in particular through any of the following:
 - (a) lighting glare
 - (b) smoke
 - (c) air turbulence
 - (d) storage of flammable liquids
 - (e) attraction of birds
 - (f) materials that affect aircraft navigational aids.
- 3 Lighting within 6 kilometres of an airport should be designed so that it does not pose a hazard to aircraft operations.
- 4 Development that is likely to increase the attraction of birds should not be located within three kilometres of an airport used by commercial aircraft. If located closer than three kilometres the facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft.
- 5 Dwellings should not be located within areas affected by airport noise.
- 6 Development within areas affected by aircraft noise should be consistent with *Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction*.

Centres and Retail Development

OBJECTIVES

- 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.
- 2 Centres that ensure rational, economic and convenient provision of goods and services and provide:
 - (a) a focus for community life
 - (b) safe, permeable, pleasant and accessible walking and cycling networks.
- 3 The provision of a safe pedestrian environment within centres which gives high priority to pedestrians and public transport.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
- 6 The hierarchy of centres outside metropolitan Adelaide is as follows:
 - Regional Town Centre
 - District Town Centre
 - Town Centre (for smaller towns with a single centre zone)
 - Local Town Centre (subsidiary centres for towns with a regional or district centres).

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within centres should:
 - (a) integrate facilities within the zone
 - (b) allow for the multiple use of facilities and the sharing of utility spaces
 - (c) allow for the staging of development within the centre
 - (d) be integrated with public and community transport.
- 2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.
- 3 Development within centres should provide:
 - (a) public spaces such as malls, plazas and courtyards
 - (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
 - (c) unobtrusive facilities for the storage and removal of waste materials
 - (d) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards

- (e) access for public and community transport and sheltered waiting areas for passengers
 - (f) lighting for pedestrian paths, buildings and associated areas
 - (g) a single landscaping theme
 - (h) safe and secure bicycle parking.
- 4 A single architectural theme should be established within centres through:
- (a) constructing additions or other buildings in a style complementary to the existing shopping complex
 - (b) renovating the existing shopping complex to complement new additions and other buildings within the centre
 - (c) employing a signage theme.
- 5 The design of undercroft or semi-basement car parking areas should not detract from the visual quality and amenity of adjacent pedestrian paths, streets or public spaces.
- 6 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.

Arterial Roads

- 7 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.
- 8 Centre development straddling an arterial road should:
- (a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection
 - (b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

Retail Development

- 9 A shop or group of shops with a gross leasable area of greater than 250 square metres should be located within a centre zone.
- 10 A shop or group of shops with a gross leaseable area of less than 250 square metres should not be located on arterial roads unless within a centre zone.
- 11 A shop or group of shops located outside of zones that allow for retail development should:
- (a) be of a size and type that will not hinder the development, function or viability of any centre zone
 - (b) not demonstrably lead to the physical deterioration of any designated centre
 - (c) be developed taking into consideration its effect on adjacent development.
- 12 Bulky goods outlets located within centres zones should:
- (a) complement the overall provision of facilities
 - (b) be sited towards the periphery of those centres where the bulky goods outlet has a gross leaseable area of 500 square metres or more.

Coastal Areas

OBJECTIVES

- 1 The protection and enhancement of the natural coastal environment, including environmentally important features of coastal areas such as mangroves, wetlands, sand dunes, cliff-tops, native vegetation, wildlife habitat shore and estuarine areas.
- 2 Protection of the physical and economic resources of the coast from inappropriate development.
- 3 Preservation of areas of high landscape and amenity value including stands of vegetation, shores, exposed cliffs, headlands, islands and hill tops, and areas which form an attractive background to urban and tourist areas.
- 4 Development that maintains and/or enhances public access to coastal areas with minimal impact on the environment and amenity.
- 5 Development only undertaken on land which is not subject to or that can be protected from coastal hazards including inundation by storm tides or combined storm tides and stormwater, coastal erosion or sand drift, and probable sea level rise.
- 6 Development that can accommodate anticipated changes in sea level due to natural subsidence and probable climate change during the first 100 years of the development.
- 7 Development which will not require, now or in the future, public expenditure on protection of the development or the environment.
- 8 Management of development in coastal areas to sustain or enhance the remaining natural coastal environment.
- 9 Low intensity recreational uses located where environmental impacts on the coast will be minimal.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be compatible with the coastal environment in terms of built-form, appearance and landscaping including the use of walls and low pitched roofs of non-reflective texture and natural earth colours.

Environmental Protection

- 2 The coast should be protected from development that would adversely affect the marine and onshore coastal environment, whether by pollution, erosion, damage or depletion of physical or biological resources, interference with natural coastal processes or any other means.
- 3 Development should not be located in delicate or environmentally-sensitive coastal features such as sand dunes, cliff-tops, wetlands or substantially intact strata of native vegetation.
- 4 Development should not be undertaken where it will create or aggravate coastal erosion, or where it will require coast protection works which cause or aggravate coastal erosion.
- 5 Development should be designed so that solid/fluid wastes and stormwater runoff is disposed of in a manner that will not cause pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.

- 6 Effluent disposal systems incorporating soakage trenches or similar should prevent effluent migration onto the inter-tidal zone and be sited at least 100 metres from whichever of the following requires the greater distance:
 - (a) the mean high-water mark at spring tide, adjusted for any subsidence for the first 50 years of development plus a sea level rise of 1 metre
 - (b) the nearest boundary of any erosion buffer determined in accordance with the relevant provisions in this Development Plan.
- 7 Development that proposes to include or create confined coastal waters, as well as water subject to the ebb and flow of the tide should be designed to ensure the quality of such waters is maintained at an acceptable level.
- 8 Development should be designed and sited so that it does not prevent natural landform and ecological adjustment to changing climatic conditions and sea levels and should allow for the following:
 - (a) the unrestricted landward migration of coastal wetlands
 - (b) new areas to be colonised by mangroves, samphire and wetland species
 - (c) sand dune drift
 - (d) where appropriate, the removal of embankments that interfere with the abovementioned processes.

Maintenance of Public Access

- 9 Development should maintain or enhance public access to and along the foreshore.
- 10 Other than small-scale infill development in a predominantly urban zone, development adjacent to the coast should not be undertaken unless it incorporates an existing or proposed public reserve, not including a road or erosion buffer, of at least 50 metres width between the development and the landward toe of the frontal dune or the top edge of an escarpment.
- 11 If an existing reserve is less than 50 metres wide, the development should incorporate an appropriate width of reserve to achieve a total 50 metres wide reserve.
- 12 Development that abuts or includes a coastal reserve should be sited and designed to be compatible with the purpose, management and amenity of the reserve, as well as to prevent inappropriate access to the reserve.
- 13 Development, including marinas and aquaculture, should be located and designed to ensure convenient public access along the waterfront to beaches and coastal reserves is maintained, and where possible enhanced through the provision of one or more of the following:
 - (a) pedestrian pathways and recreation trails
 - (b) coastal reserves and lookouts
 - (c) recreational use of the water and waterfront
 - (d) safe public boating facilities at selected locations
 - (e) vehicular access to points near beaches and points of interest
 - (f) car parking.
- 14 Where a development such as a marina creates new areas of waterfront, provision should be made for public access to, and recreational use of, the waterfront and the water.

- 15 Public access through sensitive coastal landforms, particularly sand dunes, wetlands and cliff faces, should be restricted to defined pedestrian paths constructed to minimise adverse environmental impact.
- 16 Access roads to the coast and lookouts should preferably be spur roads rather than through routes, other than tourist routes where they:
 - (a) do not detract from the amenity or the environment
 - (b) are designed for slow moving traffic
 - (c) provide adequate car parking.

Hazard Risk Minimisation

- 17 Development and its site should be protected against the standard sea-flood risk level which is defined as the 1-in-100 year average return interval flood extreme sea level (tide, stormwater and associated wave effects combined), plus an allowance to accommodate land subsidence until the year 2100.
- 18 Development including associated roads and parking areas, other than minor structures unlikely to be adversely affected by flooding, should be protected from sea level rise by ensuring all of the following apply:
 - (a) site levels are at least 0.3 metres above the standard sea-flood risk level
 - (b) building floor levels are at least 0.55 metres above the standard sea-flood risk level
 - (c) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100 at the site.
- 19 Buildings to be sited over tidal water or which are not capable of being raised or protected by flood protection measures in future, should have a floor level of at least 1.25 metres above the standard sea-flood risk level.
- 20 Development that requires protection measures against coastal erosion, sea or stormwater flooding, sand drift or the management of other coastal processes at the time of development, or in the future, should only be undertaken if all of the following apply:
 - (a) the measures themselves will not have an adverse effect on coastal ecology, processes, conservation, public access and amenity
 - (b) the measures do not nor will not require community resources, including land, to be committed
 - (c) the risk of failure of measures such as sand management, levee banks, flood gates, valves or stormwater pumping, is acceptable relative to the potential hazard resulting from their failure
 - (d) binding agreements are in place to cover future construction, operation, maintenance and management of the protection measures.
- 21 Development should not compromise the structural integrity of any sea wall or levee bank adjacent to the foreshore, or compromise its capacity to protect against coastal flooding and erosion.

Erosion Buffers

- 22 Development should be setback a sufficient distance from the coast to provide an erosion buffer (in addition to a public reserve) which will allow for at least 100 years of coastal retreat for single buildings or small scale developments, or 200 years of coastal retreat for large scale developments (ie new townships) unless either of the following applies:
 - (a) the development incorporates appropriate private coastal protection measures to protect the development and public reserve from the anticipated erosion

- (b) the council is committed to protecting the public reserve and development from the anticipated coastal erosion.
- 23 Where a coastal reserve exists or is to be provided it should be increased in width by the amount of any required erosion buffer. The width of an erosion buffer should be based on the following:
- (a) the susceptibility of the coast to erosion
 - (b) local coastal processes
 - (c) the effect of severe storm events
 - (d) the effect of a 0.3 metres sea level rise over the next 50 years on coastal processes and storms
 - (e) the availability of practical measures to protect the development from erosion caused by a further sea level rise of 0.7 metres per 50 years thereafter.
- 24 Development should not occur where essential services cannot be economically provided and maintained having regard to flood risk and sea level rise, or where emergency vehicle access would be prevented by a 1-in-100 year average return interval flood event, adjusted for 100 years of sea level rise.

Land Division

- 25 Land in coastal areas should only be divided if:
- (a) it or the subsequent development and use of the land will not adversely affect the management of the land, adjoining land or the coast
 - (b) sand dunes, wetlands and substantially intact strata of native vegetation are maintained or consolidated within single allotments.
- 26 Land division in coastal areas outside of designated urban or settlement zones should not increase either of the following:
- (a) the number of allotments abutting the coast or a reserve
 - (b) the number of allotments, including community title allotments and those that incorporate rights of way, with direct access to the coast or a reserve.
- 27 Land should not be divided for commercial, industrial or residential purposes unless a layout can be achieved whereby roads, parking areas and development sites on each allotment are at least 0.3 metres above the standard sea-flood risk level, unless the land is, or can be provided with appropriate coastal protection measures.

Protection of Economic Resources

- 28 Development should be sited, designed and managed so as not to conflict with or jeopardise the continuance of an existing aquaculture development.

Development in Appropriate Locations

- 29 Development along the coast should be in the form of infill in existing developed areas or concentrated into appropriately chosen nodes and not be in a scattered or linear form.
- 30 Development of a kind or scale (eg commercial or large-scale retail) that does not require a coastal location and would not significantly contribute to the community's enjoyment of the coast should not be located in coastal areas.

Crime Prevention

OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of 2 metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
 - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

Design and Appearance

OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

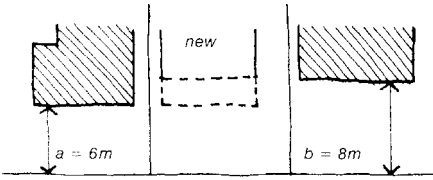
PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
 - (a) articulation
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.
- 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 10 Development should provide clearly recognisable links to adjoining areas and facilities.

- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
 - (a) be integrated with the overall architectural form and detail of the building
 - (b) be sited to face predominantly north, east or west to provide solar access
 - (c) have a minimum area of 2 square metres.

Building Setbacks from Road Boundaries

- 17 The setback of buildings from public roads should:
 - (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 18 Development on the northern side of the Western Approach Road should be separated from this road by a buffer area of at least 18 metres in width measured from the road boundary that includes a minimum 10 metre wide stormwater channel, plus mounding and planting of at least 5 metres in width and landscaped in a manner that minimises the noise and visual impact of the Western Approach Road.
- 19 Except where specified in a particular zone, policy area or precinct, the main face of a building should be setback from the primary road frontage in accordance with the following table:

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:  <p style="text-align: center;"><i>When $b - a \leq 2$, setback of new dwelling = a or b</i></p>
Greater than 2 metres	At least the average setback of the adjacent buildings.

- 20 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.

Energy Efficiency

OBJECTIVES

- 1 Development designed and sited to conserve energy, and minimise waste.
- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure, including lighting and telephones, should be designed to generate and use renewable energy.

Hazards

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 2 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

Flooding

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

- (b) increase the potential hazard risk to public safety of persons during a flood event
- (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
- (d) cause any adverse effect on the floodway function
- (e) increase the risk of flooding of other land
- (f) obstruct a watercourse.

Bushfire

- 6 The following bushfire protection principles of development control apply to development of land identified as General, Medium and High bushfire risk areas as shown on the *Bushfire Protection Area BPA Maps - Bushfire Risk*.
- 7 Development in a Bushfire Protection Area should be in accordance with those provisions of the *Minister's Code: Undertaking development in Bushfire Protection Areas* that are designated as mandatory for Development Plan Consent purposes.
- 8 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
 - (a) vegetation cover comprising trees and/or shrubs
 - (b) poor access
 - (c) rugged terrain
 - (d) inability to provide an adequate building protection zone
 - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 9 Residential, tourist accommodation and other habitable buildings should:
 - (a) be sited on the flatter portion of allotments and avoid steep slopes, especially upper slopes, narrow ridge crests and the tops of narrow gullies, and slopes with a northerly or westerly aspect
 - (b) be sited in areas with low bushfire hazard vegetation and set back at least 20 metres from existing hazardous vegetation
 - (c) have a dedicated and accessible water supply available at all times for fire fighting.
- 10 Extensions to existing buildings, outbuildings and other ancillary structures should be sited and constructed using materials to minimise the threat of fire spread to residential, tourist accommodation and other habitable buildings in the event of bushfire.
- 11 Buildings and structures should be designed and configured to reduce the impact of bushfire through using simple designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 12 Land division for residential or tourist accommodation purposes within areas of high bushfire risk should be limited to those areas specifically set aside for these uses.
- 13 Where land division does occur it should be designed to:
 - (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel
 - (b) minimise the extent of damage to buildings and other property during a bushfire

- (c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire
 - (d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 14 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to:
- (a) facilitate safe and effective operational use for fire-fighting and other emergency vehicles and residents
 - (b) provide for two-way vehicular access between areas of fire risk and the nearest public road.
- 15 Olive orchards should be located and developed in a manner that minimises their potential to fuel bushfires.

Salinity

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

Acid Sulfate Soils

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

Site Contamination

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

Containment of Chemical and Hazardous Materials

- 22 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.

- 23 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:
- (a) discharge of polluted water from the site
 - (b) contamination of land
 - (c) airborne migration of pollutants
 - (d) potential interface impacts with sensitive land uses.

Landslip

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

Heritage Places

OBJECTIVES

- 1 The conservation of State and local heritage places.
- 2 The continued use, or adaptive re-use of State and local heritage places that supports the conservation of their cultural significance.
- 3 Conservation of the setting of State and local heritage places.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 A heritage place spatially located on *Overlay Maps - Heritage* and more specifically identified in [Table PtL/3 - State Heritage Places](#) should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:
 - (a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the places identified in the [Table PtL/3 - State Heritage Places](#)
 - (b) the structural condition of the place represents an unacceptable risk to public or private safety.
- 2 Development of a State or local heritage place should retain those elements contributing to its heritage value, which may include (but not be limited to):
 - (a) principal elevations
 - (b) important vistas and views to and from the place
 - (c) setting and setbacks
 - (d) building materials
 - (e) outbuildings and walls
 - (f) trees and other landscaping elements
 - (g) access conditions (driveway form/width/material)
 - (h) architectural treatments
 - (i) the use of the place.
- 3 Development of a State or local heritage place should be compatible with the heritage value of the place.
- 4 Original unpainted plaster, brickwork, stonework, or other masonry of existing State or local heritage places should be preserved, unpainted.
- 5 New buildings should not be placed or erected between the front street boundary and the façade of existing State or local heritage places.
- 6 Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:

- (a) scale and bulk
 - (b) width of frontage
 - (c) boundary setback patterns
 - (d) proportion and composition of design elements such as roof lines, openings, fencing and landscaping
 - (e) colour and texture of external materials.
- 7 The introduction of advertisements and signage to a State or local heritage place should:
- (a) be placed on discrete elements of its architecture such as parapets and wall panels, below the canopy, or within fascias and infill end panels and windows
 - (b) not conceal or obstruct historical detailing of the heritage place
 - (c) not project beyond the silhouette or skyline of the heritage place
 - (d) not form a dominant element of the place.
- 8 The division of land adjacent to or containing a State or local heritage place should occur only where it will:
- (a) create an allotment pattern that maintains or reinforces the integrity of the heritage place and the character of the surrounding area
 - (b) create an allotment or allotments of a size and dimension that can accommodate new development that will reinforce and complement the heritage place and the zone or policy area generally
 - (c) be of a size and dimension that will enable the siting and setback of new buildings from allotment boundaries so that they do not overshadow, dominate, encroach on or otherwise impact on the setting of the heritage place
 - (d) provide an area for landscaping of a size and dimension that complements the landscape setting of the heritage place and the landscape character of the locality
 - (e) enable the State or local heritage place to have a curtilage of a size sufficient to protect its setting.

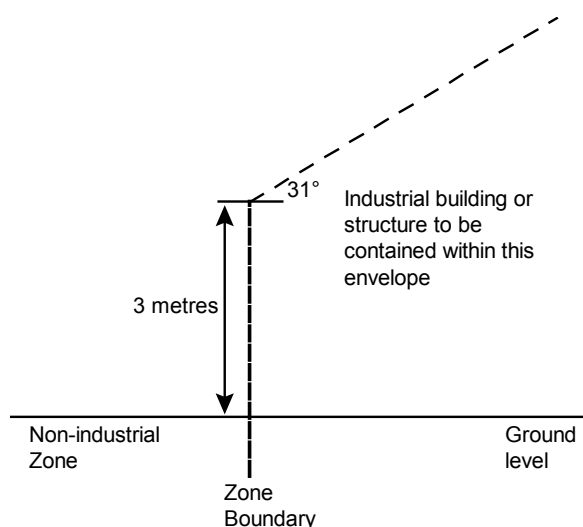
Industrial Development

OBJECTIVES

- 1 Industrial, warehouse, storage, commercial and transport distribution development on appropriately located land, integrated with transport networks and designed to minimise potential impact on these networks.
- 2 Industrially zoned allotments and uses protected from encroachment by adjoining uses that would reduce industrial development or expansion.
- 3 Industrial development occurring without adverse effects on the health and amenity of occupiers of land in adjoining zones.
- 4 Compatibility between industrial uses within industrial zones.
- 5 The improved amenity of industrial areas.
- 6 Co-location of industries in townships to enable promotion and implementation of innovative waste recovery practices, methods of power generation and reuse of by-products.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Offices and showrooms associated with industrial, warehouse, storage, commercial and transport development should be sited at the front of the building with direct and convenient pedestrian access from the main visitor parking area.
- 2 Any building or structure on, or abutting the boundary of, a non-industrial zone should be restricted to a height of 3 metres above ground level at the boundary and a plane projected at 31 degrees above the horizontal into the development site from that 3 metre height, as shown in the following diagram:



- 3 Industrial development should enable all vehicles to enter and exit the site in a forward direction, where practical.
- 4 Industrial development abutting an arterial road, a non-industrial zone boundary, or significant open space should be developed in a manner that does not create adverse visual impacts on the locality.

- 5 Building facades facing a non-industrial zone, public road, or public open space should:
 - (a) use a variety of building finishes
 - (b) not consist solely of metal cladding
 - (c) contain materials of low reflectivity
 - (d) incorporate design elements to add visual interest
 - (e) avoid large expanses of blank walls.
- 6 Industrial development should minimise significant adverse impact on adjoining uses due to hours of operation, traffic, noise, fumes, smell, dust, paint or other chemical over-spray, vibration, glare or light spill, electronic interference, ash or other harmful or nuisance-creating impacts.
- 7 Landscaping should be incorporated as an integral element of industrial development along non-industrial zone boundaries.
- 8 Fencing (including colour-coated wire mesh fencing) adjacent to public roads should be setback in one of the following ways:
 - (a) in line with the building façade
 - (b) behind the building line
 - (c) behind a landscaped area that softens its visual impact.
- 9 Marine aquaculture onshore storage, cooling and processing facilities should not impair the coastline and its visual amenity and should:
 - (a) be sited, designed, landscaped and developed at a scale and using external materials that minimise any adverse visual impact on the coastal landscape
 - (b) be sited and designed with appropriate vehicular access arrangement
 - (c) include appropriate waste treatment and disposal.

Infrastructure

OBJECTIVES

- 1 Infrastructure provided in an economical and environmentally sensitive manner.
- 2 Infrastructure, including social infrastructure, provided in advance of need.
- 3 Suitable land for infrastructure identified and set aside in advance of need.
- 4 The visual impact of infrastructure facilities minimised.
- 5 The efficient and cost-effective use of existing infrastructure.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not occur without the provision of adequate utilities and services, including:
 - (a) electricity supply
 - (b) water supply
 - (c) drainage and stormwater systems
 - (d) waste disposal
 - (e) effluent disposal systems
 - (f) formed all-weather public roads
 - (g) telecommunications services
 - (h) social infrastructure, community services and facilities
 - (i) gas services.
- 2 Development should only occur where it provides, or has access to, relevant easements for the supply of infrastructure.
- 3 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches where practicable.
- 4 Development should not take place until adequate and co-ordinated drainage of the land is assured.
- 5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.
- 6 In areas where no reticulated water supply is available, buildings whose usage is reliant on a water supply should be equipped with an adequate and reliable on-site water storage system.
- 7 Urban development should not be dependent on an indirect water supply.
- 8 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.

- 9 In urban areas, electricity supply serving new development should be installed underground.
- 10 Utilities and services, including access roads and tracks, should be sited on areas already cleared of native vegetation. If this is not possible, their siting should cause minimal interference or disturbance to existing native vegetation and biodiversity.
- 11 Utility buildings and structures should be grouped with non-residential development where possible.
- 12 Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.

Interface between Land Uses

OBJECTIVES

- 1 Development located and designed to prevent adverse impact and conflict between land uses.
- 2 Protect community health and amenity and support the operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of nearby residential properties.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Residential development on land located within 300 metres of an adjoining **Industry Zone** or **Bulk Handling Zone** that is likely to be affected by the operation of industry should be designed, constructed and insulated to minimise the effects in particular, vibration, intrusive lighting, noise and air emissions of current and future industrial activities.
- 6 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed or should be designed to minimise negative impacts.

Noise

- 7 Development should be sited, designed and constructed to minimise negative impacts of noise and to avoid unreasonable interference.
- 8 Development should be consistent with the relevant provisions in the current *Environment Protection (Noise) Policy*.

- 9 Noise sensitive development should incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity when exposed to noise sources such as major transport corridors (road, rail, tram and aircraft), commercial centres, entertainment premises and the like, and from activities and land uses contemplated in the relevant zone and policy area provisions.

Rural Interface

- 10 The potential for adverse impacts resulting from rural development should be minimised by:
- (a) not locating horticulture or intensive animal keeping on land adjacent to townships
 - (b) maintaining an adequate separation between horticulture or intensive animal keeping and townships, other sensitive uses and, where desirable, other forms of primary production.
- 11 Traffic movement, spray drift, dust, noise, odour, and the use of frost fans and gas guns associated with primary production activities should not lead to unreasonable impact on adjacent land users.
- 12 Existing primary production uses and mineral extraction should not be prejudiced by the inappropriate encroachment of sensitive uses such as urban development.

Development within 300 metres of bulk handling facilities

- 13 Development within 300 metres of facilities for the handling, transportation and storage of bulk commodities should:
- (a) not prejudice the continued operation of those facilities
 - (b) be located, designed, and developed having regard to the potential environmental impact arising from the operation of such facilities and the potential extended operation of activities.

Port Lincoln Wastewater Treatment Plant

- 14 Development within the recommended buffer zone of facilities within the Port Lincoln Wastewater Treatment Plant should:
- (a) not prejudice the current or future operations of the plant; and
 - (b) be located, designed and developed having regard to the potential environmental impacts associated with odour from the operation of the facility and the potential expanded operation of the facility.

Land Division

OBJECTIVES

- 1 Land division that occurs in an orderly sequence allowing efficient provision of new infrastructure and facilities and making optimum use of existing under utilised infrastructure and facilities.
- 2 Land division that creates allotments appropriate for the intended use.
- 3 Land division layout that is optimal for energy efficient building orientation.
- 4 Land division that is integrated with site features, including landscape and environmental features, adjacent land uses, the existing transport network and the availability of infrastructure.
- 5 Land division restricted in rural areas to ensure the efficient use of rural land for primary production and avoidance of uneconomic infrastructure provision.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 When land is divided:
 - (a) stormwater should be capable of being drained safely and efficiently from each proposed allotment and disposed of from the land in an environmentally sensitive manner
 - (b) a sufficient water supply should be made available for each allotment
 - (c) provision should be made for the disposal of wastewater, sewage and other effluent from each allotment without risk to health
 - (d) proposed roads should be graded, or be capable of being graded to connect safely and conveniently with an existing road or thoroughfare.
- 2 Land should not be divided if any of the following apply:
 - (a) the size, shape, location, slope or nature of the land makes any of the allotments unsuitable for the intended use
 - (b) any allotment will not have a frontage to one of the following:
 - (i) an existing road
 - (ii) a proposed public road
 - (iii) access to a public road via an internal roadway in a plan of community division
 - (c) the intended use of the land is likely to require excessive cut and/or fill
 - (d) it is likely to lead to undue erosion of the subject land or land within the locality
 - (e) the township wastewater treatment plant to which subsequent development will be connected does not have sufficient capacity to handle the additional wastewater volumes and pollutant loads generated by such development
 - (f) the area is unsewered and cannot accommodate an appropriate onsite wastewater disposal system within the allotment that complies with (or can comply with) the relevant public and environmental health legislation applying to the intended use(s)

- (g) any allotments will straddle more than one zone or policy area.

Design and Layout

- 3 Land divisions should be designed to ensure that areas of native vegetation and wetlands:
 - (a) are not fragmented or reduced in size
 - (b) do not need to be cleared as a consequence of subsequent development.
- 4 The design of a land division should incorporate:
 - (a) roads, thoroughfares and open space that result in safe and convenient linkages with the surrounding environment, including public and community transport facilities, and which, where necessary, facilitate the satisfactory future division of land and the inter-communication with neighbouring localities
 - (b) safe and convenient access from each allotment to an existing or proposed public road or thoroughfare
 - (c) areas to provide appropriate separation distances between potentially conflicting land uses and/or zones
 - (d) suitable land set aside for useable local open space
 - (e) public utility services within road reserves and where necessary within dedicated easements
 - (f) the preservation of significant natural, cultural or landscape features including State and local heritage places
 - (g) protection for existing vegetation and drainage lines
 - (h) where appropriate, the amalgamation of smaller allotments to ensure co-ordinated and efficient site development.
- 5 Land division should facilitate optimum solar access for energy efficiency.
- 6 Land division within an area identified as being an 'Excluded Area from Bushfire Protection Planning Provisions' as shown on *Bushfire Protection Area BPA Maps - Bushfire Risk* should be designed to make provisions for:
 - (a) emergency vehicle access through to the Bushfire Protection Area and other areas of open space connected to it
 - (b) a mainly continuous street pattern serving new allotments that eliminates the use of cul-de-sacs or dead end roads
 - (c) a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 7 Allotments should have an orientation, size and configuration to encourage development that:
 - (a) minimises the need for earthworks and retaining walls
 - (b) maintains natural drainage systems
 - (c) faces abutting streets and open spaces
 - (d) does not require the removal of native vegetation to facilitate that development

- (e) will not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality
 - (f) takes advantage of harbour views whilst not precluding climate-responsive orientation.
- 8 Within defined townships and where the land to be divided borders a river, lake, wetland or creek, the land adjoining the bank should become public open space and linked with an existing or proposed pedestrian or transport network.
- 9 Within defined townships and settlements land division should make provision for a reserve or an area of open space that is at least 25 metres wide from the top of the bank of a watercourse and that incorporates land within the 1-in-100 year average return interval flood event area.
- 10 The layout of a land division should keep flood-prone land free from development.
- 11 The arrangement of roads, allotments, reserves and open space should enable the provision of a stormwater management drainage system that:
- (a) contains and retains all watercourses, drainage lines and native vegetation
 - (b) enhances amenity
 - (c) integrates with the open space system and surrounding area.

Roads and Access

- 12 Road reserves should be of a width and alignment that can:
- (a) provide for safe and convenient movement and parking of projected volumes of vehicles and other users
 - (b) provide for footpaths, cycle lanes and shared-use paths for the safety and convenience of residents and visitors
 - (c) allow vehicles to enter or reverse from an allotment or site in a single movement allowing for a car parked on the opposite side of the street
 - (d) accommodate street tree planting, landscaping and street furniture
 - (e) accommodate the location, construction and maintenance of stormwater drainage and public utilities
 - (f) provide unobstructed, safe and efficient vehicular access to individual allotments and sites
 - (g) allow for the efficient movement of service and emergency vehicles.
- 13 The design of the land division should facilitate the most direct route to local facilities for pedestrians and cyclists and enable footpaths, cycle lanes and shared-use paths to be provided of a safe and suitable width and reasonable longitudinal gradient.
- 14 The layout of land divisions should result in roads designed and constructed to ensure:
- (a) that traffic speeds and volumes are restricted where appropriate by limiting street length and/or the distance between bends and slow points
 - (b) there are adequate sight distances for motorists at intersections, junctions, pedestrian and cyclist crossings, and crossovers to allotments to ensure the safety of all road users and pedestrians
 - (c) that existing dedicated cycling and walking routes are not compromised.

- 15 The design of the land division should provide space sufficient for on-street visitor car parking for the number and size of allotments, taking account of:
- (a) the size of proposed allotments and sites and opportunities for on-site parking
 - (b) the availability and frequency of public and community transport
 - (c) on-street parking demand likely to be generated by nearby uses.
- 16 The layout of land divisions should incorporate street patterns designed to enhance the efficient movement of traffic and minimise trip lengths.

Land Division in Rural Areas

- 17 Rural land should not be divided if the resulting allotments would be of a size and configuration likely to impede the efficient use of rural land for any of the following:
- (a) primary production
 - (b) value adding industries related to primary production
 - (c) protection of natural resources.
- 18 Rural land should not be divided where new allotments would result in any of the following:
- (a) fragmentation of productive primary production land
 - (b) strip development along roads or water mains
 - (c) prejudice against the proper and orderly development of townships
 - (d) removal of native vegetation for allotment boundaries, access roads, infrastructure, dwellings and other buildings or firebreaks.

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
 - (a) include the planting of locally indigenous species where appropriate
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

- (c) introduce pest plants
 - (d) increase the risk of bushfire
 - (e) remove opportunities for passive surveillance
 - (f) increase leaf fall in watercourses
 - (g) increase the risk of weed invasion.
- 4 Fences and walls, including retaining walls, should:
- (a) not result in damage to neighbouring trees
 - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
 - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
 - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
 - (e) assist in highlighting building entrances
 - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
 - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
 - (h) be constructed of non-flammable materials.
- 5 Fencing should be open in form to allow cross ventilation and access to sunlight.

Marinas and Maritime Structures

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Mineral Extraction

OBJECTIVES

- 1 Development of mining activities in a way that contributes to the sustainable growth of the industry.
- 2 Protection of mineral deposits against intrusion by inappropriate forms of development.
- 3 Areas with scenic or conservation significance protected from undue damage arising from mining operations.
- 4 Mining operations undertaken with minimal adverse impacts on the environment and on the health and amenity of adjacent land uses.
- 5 Minimisation of the impacts from mining activities upon the existing groundwater level and the quality of groundwater resources.
- 6 Mining operations that make adequate provision for site rehabilitation.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Known reserves of economically-viable mineral deposits should be kept free of development that may inhibit their future exploitation.
- 2 Development in proximity to mining operations should not be undertaken where it may be exposed to adverse impacts resulting from mining activities.
- 3 Mining in scenic and native vegetation areas should only be undertaken if:
 - (a) the proposed location is the best site in regard to minimising loss of amenity, degradation of the landscape and loss of native vegetation
 - (b) there are a limited number of known reserves of the minerals in the area or elsewhere in the State
 - (c) the extraction and transportation of materials from alternative sites to principal centres of consumption carry significantly higher costs
 - (d) the site is capable of restoration with locally indigenous plant species to counter the long-term impact on the landscape and biodiversity.
- 4 Stormwater and/or wastewater from land used for mining should be diverted into a silt retention structure so that it can be reused on-site for purposes such as truck wash-down, dust control, washing of equipment and landscape irrigation or for disposal off-site in an environmentally responsible manner.
- 5 Access to land used for mining should be sited and designed to accommodate heavy-vehicle traffic and ensure the safety of all road users.
- 6 Mining operations should:
 - (a) ensure that minimal damage is caused to the landscape
 - (b) minimise the area required for operations, and provide for the progressive reclamation of disturbed areas
 - (c) minimise disturbance to natural hydrological systems.

Separation Treatments, Buffers and Landscaping

- 7 Mining development should be sited, designed and sequenced to protect the amenity of surrounding land uses from environmental nuisance such as dust or vibration emanating from mining operations.
- 8 Mining operations that are likely to impact upon the amenity of the locality should incorporate a separation distance and/or mounding/vegetation between the mining operations (including stockpiles) and adjoining allotments to help minimise exposure to those potential impacts.
- 9 Quarry faces should be orientated away from public view.
- 10 Screening of mining areas should occur in advance of extraction commencing.
- 11 An area of densely vegetated and/or mounded land should be established around the perimeter of mining sites in order to screen excavated land and mineral processing facilities from all of the following:
 - (a) residential areas
 - (b) tourist areas
 - (c) tourist routes
 - (d) scenic routes.
- 12 Screen planting around mining operations should incorporate a mixture of trees and shrubs that:
 - (a) contribute to an attractive landscape
 - (b) suit local soil and climatic conditions
 - (c) are fast growing and/or have a long life expectancy
 - (d) are locally indigenous species.
- 13 Borrow pits for road making materials should be sited so as to cause the minimum effect on their surroundings.

Natural Resources

OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, marine and estuarine and underground waters.
- 3 The ecologically sustainable use of natural resources including soil and water resources, including marine waters, ground water, surface water and watercourses (as defined in the current *Environment Protection (Water Quality) Policy*).
- 4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.
- 5 Development consistent with the principles of water sensitive design.
- 6 Development sited and designed to:
 - (a) protect natural ecological systems
 - (b) achieve the sustainable use of water
 - (c) protect water quality, including receiving waters
 - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
 - (e) minimise demand on reticulated water supplies
 - (f) maximise the harvest and use of stormwater
 - (g) protect stormwater from pollution sources.
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- 12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- 13 Protection of the scenic qualities of natural and rural landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.

- 2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.
- 3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.
- 4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

Water Sensitive Design

- 5 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 6 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 7 Development should be sited and designed to:
 - (a) capture and re-use stormwater, where practical
 - (b) minimise surface water runoff
 - (c) prevent soil erosion and water pollution
 - (d) protect and enhance natural water flows
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (f) not contribute to an increase in salinity levels
 - (g) avoid the water logging of soil or the release of toxic elements
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 8 Water discharged from a development site should:
 - (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
 - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 9 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 10 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 11 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

- 12 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.
- 13 Land division resulting in the creation of 20 or more allotments should include stormwater management systems designed to achieve the following stormwater runoff outcomes:
 - (a) for up to but not including the 5 year average return interval flood event:
 - (i) pre-development peak flows should not be exceeded
 - (ii) the time to peak should match that of the pre-development case, as far as practical, provided this does not exacerbate downstream flooding
 - (iii) runoff should be contained within designed flow paths that avoid unplanned nuisance flooding
 - (b) for the 5 year to up to and including the 100 year average return interval flood event:
 - (i) flooding of residential, commercial, institutional, recreation and industrial buildings should be avoided
 - (ii) the time to peak and the peak flow should match that of the pre-development case, as far as practical (provided this does not exacerbate downstream flooding), unless catchment wide benefits can be demonstrated.
- 14 Land division resulting in the creation of 20 or more allotments should include stormwater management systems designed to achieve the following stormwater runoff outcomes (compared to untreated stormwater runoff):
 - (a) 80 per cent reduction in average annual total suspended solids
 - (b) 60 per cent reduction in average annual total phosphorus
 - (c) 45 per cent reduction in average annual total nitrogen.
- 15 Development likely to result in significant risk of export of litter, oil or grease should include stormwater management systems designed to achieve the following gross pollutant outcomes:
 - (a) 90 per cent reduction of litter/gross pollutants compared to untreated stormwater runoff
 - (b) no visible oils/grease for flows up to the 1-in-3 month average return interval flood peak flow.
- 16 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 17 Stormwater management systems should:
 - (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
 - (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.

- 18 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 19 Artificial wetland systems, including detention and retention basins, should be sited and designed to:
 - (a) ensure public health and safety is protected
 - (b) minimise potential public health risks arising from the breeding of mosquitoes.

Water Catchment Areas

- 20 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.
- 21 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.
- 22 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.
- 23 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.
- 24 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface runoff should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:
 - (a) fenced to exclude livestock
 - (b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land
 - (c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter runoff so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.
- 25 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:
 - (a) adversely affect the migration of aquatic biota
 - (b) adversely affect the natural flow regime
 - (c) cause or contribute to water pollution
 - (d) result in watercourse or bank erosion
 - (e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.
- 26 The location and construction of dams, water tanks and diversion drains should:
 - (a) occur off watercourse
 - (b) not take place in ecologically sensitive areas or on erosion prone sites
 - (c) provide for low flow by-pass mechanisms to allow for migration of aquatic biota

- (d) not negatively affect downstream users
 - (e) minimise in-stream or riparian vegetation loss
 - (f) incorporate features to improve water quality (eg wetlands and floodplain ecological communities, **sediment basins and indigenous aquatic vegetation**)
 - (g) protect ecosystems dependent on water resources
 - (h) **ensure water capture is within sustainable limits.**
- 27 Irrigated horticulture and pasture should not increase groundwater-induced salinity.
- 28 Development should comply with the current *Environment Protection (Water Quality) Policy*.

Biodiversity and Native Vegetation

- 29 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.
- 29 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, **riparian and riverine animals and plants, and their breeding grounds and habitats.**
- 30 The provision of services, including power, water, effluent and waste disposal, access roads and tracks should be sited on areas already cleared of native vegetation.
- 31 Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:
- (a) provides an important habitat for wildlife or shade and shelter for livestock
 - (b) has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities
 - (c) provides an important seed bank for locally indigenous vegetation
 - (d) has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views
 - (e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture
 - (f) is growing in, or is characteristically associated with a wetland environment.
- 32 Native vegetation should not be cleared if such clearing is likely to lead to, cause or exacerbate any of the following:
- (a) erosion or sediment within water catchments
 - (b) decreased soil stability
 - (c) soil or land slip
 - (d) deterioration in the quality of water in a watercourse or surface water runoff
 - (e) a local or regional salinity problem
 - (f) the occurrence or intensity of local or regional flooding.

- 33 Development that proposes the clearance of native vegetation should address or consider the implications that removing the native vegetation will have on the following:
- (a) provision for linkages and wildlife corridors between significant areas of native vegetation
 - (b) erosion along watercourses and the filtering of suspended solids and nutrients from runoff
 - (c) the amenity of the locality
 - (d) bushfire safety
 - (e) the net loss of native vegetation and other biodiversity.
- 34 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.
- 35 Development should be located and occur in a manner which:
- (a) does not increase the potential for, or result in, the spread of pest plants, or the spread of any non-indigenous plants into areas of native vegetation or a conservation zone
 - (b) avoids the degradation of remnant native vegetation by any other means including as a result of spray drift, compaction of soil, modification of surface water flows, pollution to groundwater or surface water or change to groundwater levels
 - (c) incorporates a separation distance and/or buffer area to protect wildlife habitats and other features of nature conservation significance.
- 36 Development should promote the long-term conservation of vegetation by:
- (a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunk of trees and beneath their canopies
 - (b) minimising impervious surfaces beneath the canopies of trees
 - (c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.
- 37 Horticulture involving the growing of olives should be located at least:
- (a) 500 metres from:
 - (i) a national park
 - (ii) a conservation park
 - (iii) a wilderness protection area
 - (iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area
 - (b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.
- 38 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

Soil Conservation

- 39 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 40 Development should be designed and sited to prevent erosion.
- 41 Development should take place in a manner that will minimise alteration to the existing landform.
- 42 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

Open Space and Recreation

OBJECTIVES

- 1 The creation of a network of linked parks, reserves and recreation areas at regional and local levels.
- 2 Pleasant, functional and accessible open spaces providing a range of physical environments.
- 3 A wide range of settings for active and passive recreational opportunities.
- 4 The provision of open space in the following hierarchy:
 - State
 - Regional
 - District
 - Neighbourhood
 - Local.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Urban development should include public open space and recreation areas.
- 2 Public open space and recreation areas should be of a size, dimension and location that:
 - (a) facilitate a range of formal and informal recreation activities
 - (b) provide for the movement of pedestrians and cyclists
 - (c) incorporate existing vegetation and natural features, watercourses, wildlife habitat and other sites of natural or cultural value
 - (d) link habitats, wildlife corridors, public open spaces and existing recreation facilities
 - (e) enable effective stormwater management
 - (f) provides for the planting and retention of large trees and vegetation.
- 3 Open space should be designed to incorporate:
 - (a) pedestrian, cycle linkages to other open spaces, centres, schools and public transport nodes
 - (b) park furniture, shaded areas and resting places to enhance pedestrian comfort
 - (c) safe crossing points where pedestrian routes intersect the road network
 - (d) easily identified access points
 - (e) frontage to abutting public roads to optimise pedestrian access and visibility
 - (f) re-use of stormwater for irrigation purposes.
- 4 Where practical, access points to regional parks should be located close to public transport.
- 5 District level parks should be at least 3 hectares in size, and provided within 2 kilometres of all households that they serve.

- 6 Neighbourhood parks should be at least 0.5 hectares and generally closer to 1 hectare in size, and provided within 500 metres of households that they serve.
- 7 Local parks should generally be a minimum of 0.2 hectares in size, and should be centrally located within a residential area, close to schools, shops and generally within 300 metres of households that they serve.
- 8 No more than 20 per cent of land allocated as public open space should:
 - (a) have a slope in excess of 1-in-4
 - (b) comprise creeks or other drainage areas.
- 9 Signage should be provided at entrances to and within public open space to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes and park activities.
- 10 Buildings in open space, including structures and associated car parking areas, should be designed, located and of a scale that is unobtrusive and does not detract from the desired open space character.
- 11 Development in open space should:
 - (a) be clustered where practical to ensure that the majority of the site remains open
 - (b) where practical, be developed for multi-purpose use
 - (c) be constructed to minimise the extent of hard paved areas.
- 12 Open spaces and recreation areas should be located and designed to maximise safety and security by:
 - (a) ensuring that within urban areas, their edges are overlooked by housing, commercial or other development that can provide effective informal surveillance
 - (b) ensuring fenced parks and playgrounds have more than one entrance or exit when fenced
 - (c) locating play equipment where it can be informally observed by nearby residents and users during times of use
 - (d) clearly defining the perimeters of play areas
 - (e) providing lighting around facilities such as toilets, telephones, seating, litter bins, bike storage and car parks
 - (f) focusing pedestrian and bicycle movement after dark along clearly defined, adequately lit routes with observable entries and exits.
- 13 Landscaping associated with open space and recreation areas should:
 - (a) not compromise the drainage function of any drainage channel
 - (b) provide shade and windbreaks along cyclist and pedestrian routes, around picnic and barbecue areas and seating, and in car parking areas
 - (c) maximise opportunities for informal surveillance throughout the park
 - (d) enhance the visual amenity of the area and complement existing buildings
 - (e) be designed and selected to minimise maintenance costs
 - (f) provide habitat for local fauna.

- 14 Development of recreational activities in areas not zoned for that purpose should be compatible with surrounding activities.
- 15 Recreation facilities development should be sited and designed to minimise negative impacts on the amenity of the locality.

Orderly and Sustainable Development

OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.
- 5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.
- 6 Urban development contained within existing townships and settlements and located only in zones designated for such development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not prejudice the development of a zone for its intended purpose.
- 2 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.
- 3 The economic base of the region should be expanded in a sustainable manner.
- 4 Urban development should form a compact extension to an existing built-up area.
- 5 Ribbon development should not occur along the coast, water or arterial roads shown in *Overlay Maps - Transport*.
- 6 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 7 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 8 **Development should not occur above the 122 metre Australian Height Datum contour.**
- 9 Vacant or under utilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.
- 10 Development should be undertaken in accordance with:
 - [Concept Plan Map PtL/1 – Regional Town Centre Zone \(Port Lincoln\)](#)
 - [Concept Plan Map PtL/2 – Traffic management and landscaping corner Verran and St Andrews Terraces](#)
 - [Concept Plan Map PtL/3 – Proper Bay](#)
 - [Concept Plan Map PtL/4 – Traffic Management \(Anne Street Crossing\)](#)
 - [Concept Plan Map PtL/5 – Western Link Road](#)
 - [Concept Plan Map PtL/6 – Happy Valley Environs](#)
 - [Concept Plan Map PtL/7 – Northern](#)
 - [Concept Plan Map PtL/8 – Southern.](#)

Renewable Energy Facilities

OBJECTIVES

- 1 Development of renewable energy facilities that benefit the environment, the community and the state.
- 2 The development of renewable energy facilities, such as wind farms and ancillary development, in areas that provide opportunity to harvest natural resources for the efficient generation of electricity.
- 3 Location, siting, design and operation of renewable energy facilities to avoid or minimise adverse impacts on the natural environment and other land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Renewable energy facilities, including wind farms and ancillary development, should be:
 - (a) located in areas that maximize efficient generation and supply of electricity; and
 - (b) designed and sited so as not to impact on the safety of water or air transport and the operation of ports, airfields and designated landing strips.

Wind Farms and Ancillary Development

- 2 The visual impacts of wind farms and ancillary development (such as substations, maintenance sheds, access roads and wind monitoring masts) should be managed through:
 - (a) wind turbine generators being:
 - (i) setback at least 1000 metres from non-associated (nonstakeholder) dwellings and tourist accommodation
 - (ii) setback at least 2000 metres from defined and zoned township, settlement or urban areas (including deferred urban areas)
 - (iii) regularly spaced
 - (iv) uniform in colour, size and shape and blade rotation direction
 - (v) mounted on tubular towers (as opposed to lattice towers)
 - (b) provision of vegetated buffers around substations, maintenance sheds and other ancillary structures.
- 3 Wind farms and ancillary development should avoid or minimise the following impacts on nearby property owners / occupiers, road users and wildlife:
 - (a) shadowing, flickering, reflection or glint
 - (b) excessive noise
 - (c) interference with television and radio signals and geographic positioning systems
 - (d) interference with low altitude aircraft movements associated with agriculture
 - (e) modification of vegetation, soils and habitats striking of birds and bats.

- 4 Wind turbine generators should be setback from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms) a distance that will ensure that failure does not present an unacceptable risk to safety.

Residential Development

OBJECTIVES

- 1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.
- 2 An increased mix in the range and number of dwelling types available within urban boundaries to cater for changing demographics, particularly smaller household sizes, housing for seniors and supported accommodation.
- 3 Higher dwelling densities in areas close to centres, public and community transport and public open spaces.
- 4 The regeneration of selected areas identified at zone and/or policy area levels.
- 5 Affordable housing and housing for seniors provided in appropriate locations.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle access and off street parking
 - (d) passive energy design.
- 2 Dwellings should only be developed on sites with a battleaxe configuration or similar where:
 - (a) their creation is compatible with the prevailing pattern of development or the desired character in the relevant zone, policy area or precinct
 - (b) the building is single storey and the maximum building height does not exceed 4.5 metres above natural ground level
 - (c) the site provides a minimum of 400 square metres (excluding the driveway handle)
 - (d) the minimum driveway width is not less than 3 metres with a maximum length of 30 metres
 - (e) there is a minimum 1 metre wide landscaping strip adjacent the entire length of the driveway
 - (f) vehicles are able to enter and exit the site in a forward direction in accordance with the relevant Australian Standards and Austroad Guides.
- 3 Residential allotments should be of varying sizes to encourage housing diversity.
- 4 Dwellings constituting affordable housing and housing for seniors should be located to optimise access to shops, social services and facilities, or public transport.

Design and Appearance

- 5 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.
- 6 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.
- 7 The design of residential flat buildings should:
 - (a) define individual dwellings in the external appearance of the building
 - (b) provide transitional space around the entry
 - (c) ensure building entrances provide shelter, are visible and easily identifiable from the street.

Overshadowing

- 8 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:
 - (a) windows of habitable rooms, particularly living areas
 - (b) ground-level private open space
 - (c) upper-level private balconies that provide the primary open space area for any dwelling
 - (d) access to solar energy.
- 9 Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9am and 5pm on the 21 June.
- 10 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:
 - (a) half of this space
 - (b) 35 square metres of this space (with at least one of the area's dimensions measuring 2.5 metres).

Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

Garages, Carports and Outbuildings

- 11 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.
- 12 Garages and carports facing the street should not dominate the streetscape and shall be located at least 500 millimetres behind the front of the dwelling.
- 13 Residential outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.

Street and Boundary Setbacks

- 14 Dwellings should be setback from allotment or site boundaries to:
 - (a) contribute to the desired character of the area

- (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.
- 15 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:
- (a) minimise the visual impact of buildings from adjoining properties
 - (b) minimise the overshadowing of adjoining properties.
- 16 Side boundary walls in residential areas should be limited in length and height to:
- (a) minimise their visual impact on adjoining properties
 - (b) minimise the overshadowing of adjoining properties.
- 17 Carports and garages should be setback from road and building frontages so as to:
- (a) contribute to the desired character of the area
 - (b) not adversely impact on the safety of road users
 - (c) provide safe entry and exit
 - (d) not dominate the appearance of dwellings from the street.
- 18 A habitable room window, balcony, roof garden, terrace or deck associated with a residential apartment building, should be setback at least 3 metres from allotment or site boundaries.

Site Coverage

- 19 Site coverage should be limited to ensure sufficient space is provided for:
- (a) pedestrian and vehicle access and vehicle parking
 - (b) domestic storage
 - (c) outdoor clothes drying
 - (d) a rainwater tank
 - (e) private open space and landscaping
 - (f) front, side and rear boundary setbacks that contribute to the desired character of the area
 - (g) convenient storage of household waste and recycling receptacles.

Private Open Space

- 20 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed:
- (a) to be accessed directly from the internal living areas of the dwelling
 - (b) generally at ground level to the side or rear of a dwelling and screened for privacy
 - (c) to take advantage of but not adversely affect natural features of the site
 - (d) to minimise overlooking from adjacent buildings

- (e) to achieve separation from bedroom windows on adjoining sites
 - (f) to have a northerly aspect to provide for comfortable year-round use
 - (g) to not be significantly shaded during winter by the associated dwelling or adjacent development
 - (h) to be shaded in summer.
- 21 Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.
- 22 Dwellings, particularly those with ground-level habitable rooms should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	35 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

- 23 Dwellings with no ground level habitable rooms should provide private open space directly accessible from a habitable room, which conforms to the requirements identified in the following table:

No of Dwelling/Apartment Bedrooms	Minimum area of private open space (square metres)	Minimum Dimension (metres)
1 bedroom dwelling/apartment	8	2
2 bedroom dwelling/apartment	11	2
3+ bedroom dwelling/apartment	15	2

- 24 Private open space should not include driveways, effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space in residential flat buildings and group dwellings, and should have a minimum dimension of:
- (a) 2.5 metres for ground level or roof-top private open space
 - (b) 2 metres for upper level balconies or terraces.
- 25 Balconies should make a positive contribution to the internal and external amenity of residential buildings and should be sited adjacent to the main living areas, such as the living room, dining room or kitchen, to extend the dwelling's living space.

26 Rooftop gardens should be incorporated into residential flat buildings.

Site Facilities and Storage

27 Site facilities for group dwellings, residential parks and residential flat buildings should include:

- (a) mail box facilities sited close to the major pedestrian entrance to the site
- (b) bicycle parking for residents and visitors
- (c) household waste and recyclable material storage areas away from dwellings
- (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space.

Visual Privacy

28 Development should be designed to take advantage of coastal views while minimising direct overlooking into habitable room windows and onto the useable private open spaces of other dwellings from windows, especially from upper-level habitable rooms and external balconies, terraces and decks, through the adoption of one or more of the following:

- (a) building layout
- (b) location and design of windows and balconies
- (c) screening devices
- (d) landscaping
- (e) adequate separation.

29 Permanently fixed external screening devices should be designed and coloured to blend with the associated building's external material and finishes.

Noise

- 30 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.
- 31 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.
- 32 Residential development on sites abutting established collector or higher order roads should include front fences and walls that will supplement the noise control provided by the building facade.
- 33 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.
- 34 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:
- (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.

Car Parking and Access

- 35 Driveway crossovers should be single width and appropriately separated, and the number should be minimised to optimise the provision of on-street visitor parking.
- 36 On-site parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
 - (d) availability of on-street car parking
 - (e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).
- 37 Parking areas servicing more than one dwelling should be of a size and location to:
- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.
- 38 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:
- (a) serve users efficiently and safely
 - (b) not dominate internal site layout
 - (c) be clearly defined as visitor spaces not specifically associated with any particular dwelling
 - (d) ensure they are not sited behind locked garages and are accessible to visitors at all times.
- 39 Driveways on arterial roads that serve more than one dwelling should be designed to cater for the simultaneous two-way movements of the largest vehicles expected to enter and exit the site.
- 40 On-site parking and manoeuvring areas servicing development abutting arterial roads should be designed to enable all vehicles to enter and exit the site in a forward direction.

Undercroft Garaging of Vehicles

- 41 Undercroft garaging of vehicles should occur only where:
- (a) the overall height and bulk of the development does not adversely impact on streetscape character or the amenity of adjacent properties
 - (b) vehicles can safely exit from the site without compromising pedestrian safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath

- (e) openings into undercroft garage areas are designed to integrate with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development).
- 42 Buildings with four storeys or more above natural surface level should include provision for undercroft parking.
- 43 Semi-basement or undercroft car parking should be suitably integrated with building form.
- 44 In the case of semi-basement car parks where cars are visible, adequate screening and landscaping should be provided.

Dependent Accommodation

- 45 Dependent accommodation (ie accommodation where the living unit is connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:
- (a) the site is of adequate size and configuration and the minimum total site is 600 square metres
 - (b) the accommodation has a small floor area relative to the associated main dwelling with a floor area not exceeding 60 square metres
 - (c) adequate outdoor space
 - (d) adequate on-site car parking is provided by one additional car parking space being provided on the site
 - (e) the building is designed to, and comprises colours and materials that will, complement the original dwelling
 - (f) the building is attached to the associated main dwelling.

Swimming Pools and Outdoor Spas

- 46 Swimming pools, outdoor spas and associated ancillary equipment and structures should be sited so as to protect the privacy and amenity of adjoining residential land.

Siting and Visibility

OBJECTIVES

- 1 Protection of scenically attractive areas, particularly natural, rural and coastal landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to minimise its visual impact on:
 - (a) the natural, rural or heritage character of the area
 - (b) areas of high visual or scenic value, particularly rural and coastal areas
 - (c) views from the coast, near-shore waters, public reserves, tourist routes and walking trails
 - (d) the amenity of public beaches.
- 2 Buildings should be sited in unobtrusive locations and, in particular, should:
 - (a) be grouped together
 - (b) where possible be located in such a way as to be screened by existing vegetation when viewed from public roads.
- 3 Buildings outside of urban areas and in undulating landscapes should be sited in unobtrusive locations and in particular should be:
 - (a) sited below the ridgeline
 - (b) sited within valleys or behind spurs
 - (c) sited in such a way as to not be visible against the skyline when viewed from public roads
 - (d) set well back from public roads, particularly when the allotment is on the high side of the road.
- 4 Buildings and structures should be designed to minimise their visual impact in the landscape, in particular:
 - (a) the profile of buildings should be low and the roof lines should complement the natural form of the land
 - (b) the mass of buildings should be minimised by variations in wall and roof lines and by floor plans which complement the contours of the land
 - (c) large eaves, verandas and pergolas should be incorporated into designs so as to create shadowed areas that reduce the bulky appearance of buildings.
- 5 The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.
- 6 The number of buildings and structures on land outside of urban areas should be limited to that necessary for the efficient management of the land.

- 7 Development should be screened through the establishment of landscaping using locally indigenous plant species:
- (a) around buildings and earthworks to provide a visual a screen as well as shade in summer, and protection from prevailing winds
 - (b) along allotment boundaries to provide permanent screening of buildings and structures when viewed from adjoining properties and public roads
 - (c) along the verges of new roads and access tracks to provide screening and minimise erosion.

Sloping Land

OBJECTIVES

- 1 Development on sloping land designed to minimise environmental and visual impacts and protect soil stability and water quality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development and associated driveways and access tracks should be sited and designed to integrate with the natural topography of the land and minimise the need for earthworks.
- 2 Development and associated driveways and access tracks, including related earthworks, should be sited, designed and undertaken in a manner that:
 - (a) minimises their visual impact
 - (b) reduces the bulk of the buildings and structures
 - (c) minimises the extent of cut and/or fill
 - (d) minimises the need for, and the height of, retaining walls
 - (e) does not cause or contribute to instability of any embankment or cutting
 - (f) avoids the silting of watercourses
 - (g) protects development and its surrounds from erosion caused by water runoff.
- 3 Driveways and access tracks across sloping land should be accessible and have a safe, all-weather trafficable surface.
- 4 Development sites should not be at risk of landslip.
- 5 Development on steep land should include site drainage systems to minimise erosion and avoid adverse impacts on slope stability.
- 6 Steep sloping sites in unsewered areas should not be developed unless the physical characteristics of the allotments enable the proper siting and operation of an effluent drainage field suitable for the development intended.
- 7 Retaining walls should:
 - (a) be constructed to a high engineering standard from high-amenity materials such as painted or rendered concrete, masonry and stone or landscaped to enhance their appearance, particularly where exposed to public view
 - (b) not exceed 1.5 metres in height unless one of the following applies:
 - (i) the wall relates to the cutting of land where, following construction of the associated building or structure, no more than 1.5 metres in height of the wall will be visible below natural ground level
 - (ii) the wall is stepped in a series of low walls if retaining more than 1.5 metres in total
 - (iii) the wall will not have an unreasonable visual impact on adjoining land.

Supported Accommodation and Housing for Seniors

OBJECTIVES

- 1 Provision of well designed supported accommodation for community groups with special needs.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Supported accommodation and housing for seniors (including nursing homes, hostels, retirement homes, retirement villages, residential care facilities and special accommodation houses) should be:
 - (a) located within walking distance of essential facilities such as convenience shops, health and community services and public and community transport.
 - (b) located where on-site movement of residents is not unduly restricted by the slope of the land
 - (c) sited and designed to promote interaction with other sections of the community, without compromising privacy
 - (d) of a scale and appearance that reflects the residential style and character of the locality
 - (e) provided with public and private open space and landscaping.
- 2 Supported accommodation and housing for seniors should be designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents that include:
 - (a) internal communal areas and private spaces
 - (b) useable recreation areas for residents and visitors, including visiting children
 - (c) spaces to accommodate social needs and activities, including social gatherings, internet use, gardening, keeping pets, preparing meals and doing personal laundry
 - (d) storage areas for items such as boats, trailers and caravans
 - (e) mail boxes and waste disposal areas within easy walking distance of all units.
- 3 Access roads within supported accommodation and housing for seniors developments should:
 - (a) not have steep gradients
 - (b) provide convenient access for emergency vehicles, visitors and residents
 - (c) provide space for manoeuvring cars and community buses
 - (d) include kerb ramps at pedestrian crossing points
 - (e) have level-surface passenger loading areas.
- 4 Car parking associated with supported accommodation and housing for seniors should:
 - (a) be conveniently located on site within easy walking distance of resident units
 - (b) be adequate for residents, service providers and visitors

- (c) include covered and secure parking for residents' vehicles
- (d) have slip-resistant surfaces with gradients not steeper than 1-in-40
- (e) allow ease of vehicle manoeuvrability
- (f) be designed to allow the full opening of all vehicle doors
- (g) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise
- (h) be appropriately lit to enable safe and easy movement to and from vehicles.

Supported Accommodation

5 Supported accommodation should include:

- (a) ground-level access or lifted access to all units
- (b) an interesting and attractive outlook from units and communal areas for all residents including those in wheelchairs
- (c) adequate living space allowing for the use of wheelchairs with an attendant
- (d) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles.

6 Car parking associated with supported accommodation should:

- (a) have adequate identifiable provisions for staff
- (b) include private parking spaces for independent living units
- (c) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles.

Telecommunications Facilities

OBJECTIVES

- 1 Telecommunications facilities provided to deliver communication services to the community.
- 2 Telecommunications facilities sited and designed to minimise visual impact on the amenity of the local environment.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Telecommunications facilities should:
 - (a) be located in a co-ordinated manner to deliver communication services efficiently
 - (b) use materials and finishes that minimise visual impact
 - (c) have antennae located as close as practical to the support structure
 - (d) be located primarily in industrial, commercial, business, office, centre and rural zones
 - (e) where technically feasible, be co-located with other telecommunications facilities
 - (f) incorporate landscaping to screen the development, particularly equipment shelters and huts
 - (g) be designed and sited to minimise the visual impact on the character and amenity of the local environment, in particular visually prominent areas, main focal points and significant vistas.
- 2 Telecommunications facilities in areas of high visitation and community use should use innovative design techniques (eg sculpture and other artworks) where possible and where the resulting design would positively contribute to the character of the area.
- 3 Telecommunications facilities should be located in residential zones only if sited and designed to minimise visual impact by:
 - (a) using existing buildings and vegetation for screening
 - (b) incorporating the facility within an existing structure that may serve another purpose
 - (c) taking into account the size, scale, context and characteristics of existing structures, landforms and vegetation so as to complement the local environment.
- 4 Telecommunications facilities should not have a direct or significant effect on the amenity, character and settings of Historic Conservation Areas, local heritage places, State heritage places or State heritage areas.

Tourism Development

OBJECTIVES

- 1 Environmentally sustainable and innovative tourism development.
- 2 Tourism development that assists in the conservation, interpretation and public appreciation of significant natural and cultural features including State or local heritage places.
- 3 Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.
- 4 Tourism development that protects areas of exceptional natural value, allows for appropriate levels of visitation, and demonstrates an environmental analysis and design response which enhances environmental values.
- 5 Tourism development in rural areas that does not adversely affect the use of agricultural land for primary production.
- 6 Tourism development that contributes to local communities by adding vitality to neighbouring townships, regions and settlements.
- 7 Increased opportunities for visitors to stay overnight.
- 8 Ensure new development, together with associated bushfire management minimise the threat and impact of bushfires on life and property while protecting the environment.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Tourism development should have a functional or locational link with its natural, cultural or historical setting.
- 2 Tourism development and any associated activities should not damage or degrade any significant natural and cultural features.
- 3 Tourism development should ensure that its scale, form and location will not overwhelm, over commercialise or detract from the intrinsic natural values of the land on which it is sited or the character of its locality.
- 4 Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.
- 5 Any upgrading of infrastructure to serve tourism development should be consistent with the landscape and the intrinsic natural values of the land and the basis of its appeal.
- 6 Major tourism developments should generally be located within designated areas and existing townships, towns or cities.

Tourism Development in Association with Dwelling(s)

- 7 Tourist facilities developed on the site of a dwelling should not detrimentally affect residential amenity.
- 8 Car parking for tourist accommodation associated with a dwelling should be provided at the rate of one space for each guest room or suite of rooms, and ensure that:

- (a) parking areas are attractively developed and landscaped, or screen fenced, and do not dominate the street frontage
- (b) the bedrooms of residential neighbours are suitably shielded from noise and headlight glare associated with guest vehicle movements
- (c) a domestic character is retained through the scale and appearance of landscaping and paving materials that provide a suitable all-weather surface.

Tourism Development Outside Townships

- 9 Tourist developments should demonstrate excellence in design to minimise potential impacts or intrusion on primary production activities and on areas of high conservation, landscape and cultural value.
- 10 Tourism developments in rural areas should be sited and designed to minimise impacts and have a functional or locational link with either of the following:
 - (a) the surrounding agricultural production or processing
 - (b) the natural, cultural or historical setting of the area.
- 11 Tourism developments in rural areas should primarily be developed in association with one or more of the following:
 - (a) agricultural, horticultural, viticultural or winery development
 - (b) heritage places and areas
 - (c) public open space and reserves
 - (d) walking and cycling trails
 - (e) interpretive infrastructure and signs.
- 12 Where appropriate, tourism developments in areas outside townships should:
 - (a) adapt and upgrade existing buildings of heritage value
 - (b) seek to improve conditions in disturbed or degraded areas on the site.
- 13 Advertisements associated with tourism developments should:
 - (a) not exceed 0.5 square metres in area for each display
 - (b) be limited to no more than two per site
 - (c) be located on the same site as the tourist development
 - (d) not be internally illuminated.
- 14 Tourism development in rural areas should occur only where it:
 - (a) incorporates a separation distance or buffers to avoid conflict with existing rural industries or agriculture or otherwise is designed to overcome the potential impacts associated with the adjoining land use (such as noise, dust, spray drift, odour and traffic)
 - (b) will not give rise to demands for infrastructure and services, especially on public lands, that are inappropriate to the primary purpose of the zone and/or policy area.

- 15 Tourism development, particularly in remote areas should be designed to minimise energy and water demands and incorporate alternative, sustainable technologies that use renewable energy sources and/or treat and reuse stormwater and wastewater to minimise reliance on mains services.
- 16 Natural features, signs and walkways should be used to manage and minimise potential risks of visitors damaging areas of cultural or natural significance, fragile areas, and areas of highest environmental value.
- 17 The visual and ambient impact of vehicles should be minimised by placing roadways and parking areas in unobtrusive locations.

Residential Parks and Caravan and Tourist Parks

- 18 Residential parks which are principally designed for residents should be located in areas with access to employment, shops, schools, public transport and community and recreation facilities.
- 19 Residential parks and Caravan and Tourist parks should be designed to:
 - (a) minimise potential conflicts between long-term residents and short-term tourists
 - (b) protect the privacy and amenity of occupants through landscaping and fencing
 - (c) minimise traffic speeds and provide a safe environment for pedestrians
 - (d) include centrally located recreation areas
 - (e) include extensive landscaping that enhances the appearance of the locality, with a landscape buffer around the perimeter of the site.
- 20 Visitor car parking should be provided at the rate of:
 - (a) one space per 10 sites to be used for accommodation for parks with less than 100 sites
 - (b) one space per 15 sites to be used for accommodation for parks with greater than 100 sites.
- 21 On-site visitor parking in Caravan and Tourist parks should:
 - (a) be designed and located to be accessible to visitors at all times
 - (b) not dominate the internal site layout
 - (c) be clearly defined as visitor spaces and not specifically associated with any particular accommodation site.
- 22 Long-term occupation of Caravan and Tourist parks should not lead to the displacement of existing tourist accommodation, particularly in important tourist destinations, such as in coastal or riverside locations.

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
 - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.
- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.

- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway cross-overs affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with open space networks, recreational trails, parks, reserves and recreation areas.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities
 - (c) secure bicycle parking facilities.
- 20 Pedestrian facilities and networks should be designed and provided in Accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
 - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land.
- 25 There should be no additional vehicular access points along the Western Approach Road south of Barley Road.
- 26 Direct vehicle access from allotments to the Lincoln Highway should not be provided.
- 27 The number of vehicle access points onto arterial roads shown on *Overlay Map - Transport* should be minimised, and where possible access points should be:
 - (a) limited to local roads
 - (b) shared between developments.
- 28 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 29 Development with access from **any of the following roads** should be sited to avoid the need for vehicles to reverse on to the road:
 - (a) Adelaide Place
 - (b) Dublin Street
 - (c) London Street
 - (d) Marina Drive
 - (e) Ravendale Road
 - (f) Tasman Terrace.
- 30 Driveways, access tracks and parking areas should be designed and constructed to:
 - (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from runoff
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 31 Development should be sited and designed to provide convenient access for people with a disability.
- 32 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Vehicle Parking

- 33 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table PtL/2 - Off Street Vehicle Parking Requirements](#).
- 34 A lesser number of car parking spaces than that specified in [Table PtL/2 - Off Street Vehicle Parking Requirements](#) should only occur where the development achieves at least one of (a) or (b):
 - (a) permanent arrangements are made so that part or the whole of the parking needs arising from the development are met by a parking area, on another site, available or to be available for the duration of the development or intended development
 - (b) a car parking fund under the *Development Act 1993* is established and all of the following is achieved:
 - (i) the site is located in a designated area as published in the gazette
 - (ii) an agreement is reached between the Council and the applicant for a reduced number of parking spaces
 - (iii) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.
- 35 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 36 Vehicle parking areas should be sited and designed in a manner that will:
 - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a centre when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

- 37 Vehicle parking areas should be designed to reduce opportunities for crime by:
 - (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places;
 - (c) being appropriately lit
 - (d) having clearly visible walkways.
- 38 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.
- 39 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- 40 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 41 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 42 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

- 7 The disposal of wastewater to land should only occur where methods of wastewater reduction and reuse are unable to remove the need for its disposal, and where its application to the land is environmentally sustainable.
- 8 Wastewater lagoons should not be sited in any of the following areas:
 - (a) within land subject to a 1-in-100 year average return interval flood event
 - (b) within 50 metres of the top of the bank of a watercourse
 - (c) within 500 metres of the coastal high water mark
 - (d) where the base of the lagoon would be below any seasonal water table.
- 9 Artificial wetland systems for the storage of treated wastewater, such as wastewater lagoons, should be:
 - (a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts.
 - (b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.

Waste Treatment Systems

- 10 Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.
- 11 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:
 - (a) the quality of surface and groundwater resources
 - (b) public health
 - (c) the amenity of a locality
 - (d) sensitive land uses.
- 12 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.
- 13 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.
- 14 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.
- 15 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or groundwater resources or damaging crops.

- 16 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:
- (a) into any waters
 - (b) onto land in a place where it is reasonably likely to enter any waters by processes such as:
 - (i) seepage
 - (ii) infiltration
 - (iii) carriage by wind, rain, sea spray, or stormwater
 - (iv) the rising of the watertable.

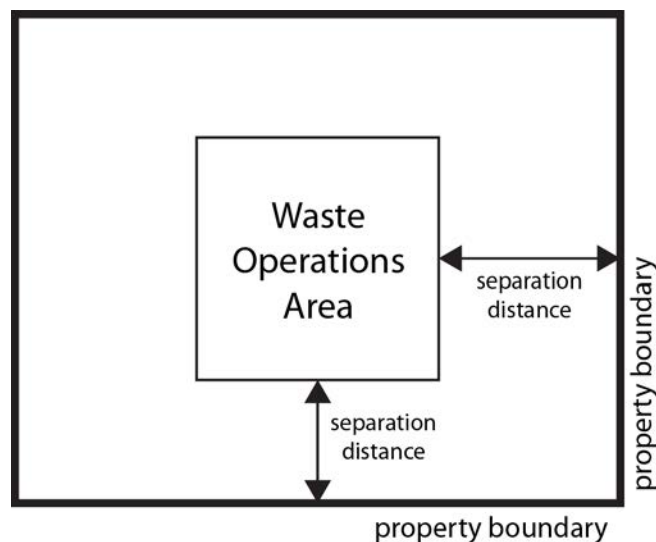
Waste Management Facilities

OBJECTIVES

- 1 The orderly and economic development of waste management facilities in appropriate locations.
- 2 Minimisation of human and environmental health impacts from the location and operation of waste management facilities.
- 3 Protection of waste management facilities from incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Waste management facilities should be located and designed to minimise adverse impacts on both the site and surrounding areas from the generation of surface water and groundwater pollution, traffic, noise, odours, dust, vermin, weeds, litter, gas and visual impact.
- 2 Waste management facilities in the form of land fill and organic processing facilities should not be located in existing or future township, living, residential, centre, office, business, institutional or environmental protection, conservation, landscape, water protection and open space areas.
- 3 Waste management facilities should not be located where access to the facility requires, or is likely to involve, the use of non-arterial roads in adjacent residential areas.
- 4 Waste management facilities should:
 - (a) be appropriately separated from sensitive land uses and environmentally-sensitive areas
 - (b) incorporate the separation distance between the waste operations area (including all closed, operating and future cells) and sensitive uses within the development site as illustrated in the figure below:



- (c) not incorporate other land uses and activities within the separation distance unless they are compatible with both a waste management facility and any adjacent land uses.
- 5 Separation and/or noise attenuation should be used to ensure noise generation associated with the waste management operation does not unreasonably interfere with the amenity of sensitive land uses.

- 6 Sufficient area should be provided within the waste operations area for the:
 - (a) maximum expected volume of material on the site at any one time
 - (b) containment of potential groundwater and surface water contaminants
 - (c) diversion of clean stormwater away from the waste and potentially-contaminated areas.
- 7 Processing facilities and operational areas should be screened from public view.
- 8 Waste management sites should be accessed by appropriately constructed and maintained roads.
- 9 Traffic circulation movements within any waste management site should:
 - (a) be of a dimension and constructed to support all vehicles transporting waste
 - (b) enable all vehicles to enter and exit the site in a forward direction.
- 10 Suitable access for emergency vehicles should be provided to and within waste management sites.
- 11 Chain wire mesh or pre-coated painted metal fencing to a minimum height of 2 metres should be erected on the perimeter of a waste management facility site to prevent access other than at entry points.
- 12 Plant, equipment or activities that could cause a potential hazard to the public should be enclosed by a security fence.
- 13 Litter control measures that minimise the incidence of wind blown litter should be provided.
- 14 The waste operations area of a landfill or organic waste processing facility should be sited at least:
 - (a) 3 kilometres from an airfield used by commercial aircraft to minimise the risk of bird strikes to aircraft
 - (b) 500 metres from:
 - (i) the boundaries of the allotment
 - (ii) the nearest dwelling, shop, office, public institution or other building designed primarily for human occupation in the case of an organic waste processing facility for the composting of waste
 - (c) 250 metres from a public open space reserve, forest reserve, national park, conservation zone or policy area
 - (d) 100 metres from:
 - (i) the nearest surface water (whether permanent or intermittent)
 - (ii) a 1-in-100 year average return interval flood event area.
- 15 The waste operations area of a landfill should not be located on land:
 - (a) that is subject to land slipping
 - (b) with ground slopes greater than 10 per cent, except where the site incorporates a disused quarry.
- 16 The waste operations area of an organic waste processing facility should not be located on land:
 - (a) that is subject to land slipping

- (b) with ground slopes greater than 6 per cent
 - (c) where the interface of the engineered landfill liner and natural soils would be within any of the following:
 - (i) 15 metres of unconfined aquifers bearing groundwater with less than 3000 mg/L total dissolved salts
 - (ii) 5 metres of groundwater with a water quality of 3000 to 12 000 mg/L total dissolved salts
 - (iii) 2 metres of groundwater with a water quality of greater than 12 000 mg/L total dissolved salts.
- 17 Where required, a leachate barrier should be provided between the operational areas and underlying soil and groundwater.
- 18 Landfill activities that have a total storage capacity exceeding 230 000 cubic metres should make sustainable use of landfill gas emissions. For smaller landfill activities, if the sustainable use of the landfill gas emissions is not practical or feasible, flaring should be used to avoid gases being vented directly to the air.

Zone Section

Bulk Handling Zone

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

OBJECTIVES

- 1 A zone in which agricultural and other commodities are received, stored and dispatched in bulk.
- 2 Buildings and structures screened from adjoining areas by landscaping, using locally indigenous plant species where possible.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Development in the zone provides for the storage and handling of bulky agricultural and similar commodities. Principle commodities handled include grains and seeds, petroleum products and fertilisers. Its function is dominated by transport activities rather than commercial or retail. It is important that development within the zone does not adversely affect the ongoing strategic and economic function and role of the port as a major import and export facility.

Development within the zone should be designed to minimize potential offsite impacts or nuisance to nearby residential areas by incorporating appropriate mitigation techniques in regard to, but not limited to noise, air quality and traffic.

Given the relationship between development in the zone and the coastal environment, all development is to recognize and protect the environmental assets of the surrounding area, particularly the marine and estuarine environments.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bulk handling and storage facility
 - office and workers' amenities (operating as an adjunct to a bulk handling use of the site)
 - road transport terminal
 - value-adding industries associated with bulk commodities.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development unrelated to facilities associated with the reception, storage and dispatch of agricultural and other commodities in bulk, or value-adding industries processing such commodities, should not occur.
- 4 Development should not impede the on-going operation of facilities associated with the handling and storage of bulk commodities.

Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.

- 6 Development associated with the handling and storage of bulk commodities, or value-adding processing, should be undertaken in a manner that minimises adverse off-site impacts on sensitive land uses.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Amusement machine centre	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
Motel	
Motor repair station	
Nursing home	
Petrol filling station	
Place of worship	
Pre-school	
Residential flat building	
Shop	
Special industry	
Tourist accommodation	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Bulk handling and storage facilities	

Bulky Goods Zone

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

OBJECTIVES

- 1 A zone accommodating a range of buildings used for bulky goods outlets and service trade premises.
- 2 Built form of a high standard of design with landscaping that enhances the attractiveness of development.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The **Bulky Goods Zone** provides a location for bulky goods retailing including furniture, electrical goods, hardware items and garden supplies. The zone will accommodate a wide mix of retailers with large floor areas.

The building facades will be articulated and varied in design and colour to reduce the visual bulk of large walls. Buildings should present an attractive façade to Verran Terrace and St Andrews Drive. High quality landscaping will also be utilised to mitigate large scale building facades, provide visual amenity and shade and establish clear hierarchy of vehicular and pedestrian movement matters and car parks across the site.

The intersection of Verran Terrace, St Andrews Terrace and Le Brun Street will be signalled as the floor area of bulky goods retail development exceeds approximately 10 000 square metres. At this time, boom barriers will be installed at the intersection.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bulky goods outlet
 - service trade premises that comprise only indoor displays or are primarily for the sale, rental or display of building materials, landscaping materials, sheds, domestic garages or outbuildings.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Bulky goods outlets and service trade premises should have a gross leasable area of 500 square metres or more for each individual tenancy.
- 4 Restaurants and cafes should only be located in bulky goods outlets or service trade premises that are larger than 2000 square metres, and should not have a gross leasable area of 150 square metres or more.
- 5 Warehouses and stores should only be developed if they are ancillary to and in association with a bulky goods outlet or service trade premises.

Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.

- 7 Pick-up areas should be provided to avoid the necessity for customers to carry large items to vehicles.
- 8 Landscaping including strips of at least 5 metres wide should be established along the Verran Terrace and St Andrews Drive frontages to improve the visual amenity of the site and locality.
- 9 Development should be undertaken generally in accordance with [Concept Plan Map PtL/2 – Traffic Management and Landscaping Corner Verran and St Andrew Terraces](#).

Land Division

- 10 Land division should create allotments that are of a size and shape suitable for the intended use.

PROCEDURAL MATTERS

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

Non-complying Development

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

Form of development	Exceptions
Amusement machine centre	
Cemetery	
Community centre	
Consulting room	
Crematorium	
Dwelling	
Educational establishment	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Motel	
Motor repair station	
Nursing home	
Petrol filling station	
Place of worship	
Residential flat building	
Road transport terminal	

Form of development	Exceptions
Shop or group of shops	Except where it achieves one of the following: (a) the shop is a bulky goods outlet with a gross leasable area of 500 square metres or more (b) the shop is a restaurant.
Special industry	
Stock slaughter works	
Tourist accommodation	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Caravan and Tourist Park Zone

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

OBJECTIVES

- 1 A zone primarily for short-term tourist accommodation and associated facilities.
- 2 A zone accommodating a range of short-term tourist accommodation predominantly in the form of caravan and camping sites, cabins, serviced apartments and transportable dwellings surrounded by open landscaped areas.
- 3 Development that is designed to enhance the natural features of the local environment, including visual amenity, landforms, fauna and flora.
- 4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone primarily accommodates a range of tourist accommodation uses, including camping sites, caravans and cabins.

Buildings will primarily be single storey considering the visual impact of the park from scenic vantage points, public lookouts and tourist routes.

Vegetation buffers and landscaping will be important in integrating the caravan park into the landscape and providing screening from surrounding land uses, as well as reducing visual and noise impacts and providing privacy for park users.

Circulation and movement within the park will be pedestrian friendly and promote low speed vehicle movement.

Recreation areas will be centrally located.

The inclusion of long-term accommodation will not lead to the displacement of existing tourist accommodation.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - amenity block, including shower, toilet and laundry facilities
 - cabin
 - caravan park
 - caravan permanently fixed to land
 - camping ground
 - recreation area including tennis court, basketball court, playground
 - swimming pool/spa
 - tourist park and other forms of tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Permanent buildings should be limited to a dwelling (manager's house), shop (in association with and ancillary to a caravan and tourist park), community or recreational facility and toilets/amenities.
- 5 Recreation facilities should be provided of a scale that is suitable to maintain the open natural character of the area and ancillary to the primary role and function of the park.
- 6 The total number of tourist accommodation sites in the park should be at least 60 per cent of the total number of sites available.
- 7 Every caravan, cabin and dwelling site should be greater than 81 square metres in area.
- 8 Landscaping should form an integral part of the design and be used to define spaces, reinforce internal networks, screen utility areas and enhance the visual amenity of the area.
- 9 Caravan parks should be extensively landscaped with a landscape buffer around the perimeter of the site to protect the privacy and amenity of its occupants and enhance the appearance of the locality.
- 10 Buildings and structures should be designed and constructed to provide services without any loss of amenity or degradation of natural resources.

Car Parking and Access

- 11 Every caravan, cabin or dwelling site should have parking for at least one vehicle, either located on the site or grouped within the park.
- 12 Internal road surfaces should be surfaced to prevent dust becoming a nuisance.

Street and Boundary Setbacks

- 13 Every dwelling, annex, caravan fixed to land, recreational facility or amenities building should be setback a minimum of:
 - (a) 1 metre from an internal road
 - (b) 6 metres from a public road
 - (c) 2 metres from the boundary of the caravan park or camping ground.

Natural Hazards

- 14 In areas prone to flooding, bushfire or other natural hazards, buildings and structures (including annexes attached to caravans or caravans fixed to land) should be designed and constructed so that they can be removed in the event of a hazard.

Land Division

- 15 No additional allotment(s) should be created wholly or partly within the zone except where a lease or license agreement is made, granted or accepted under the *Residential Parks Act 2007*.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Amusement machine centre	
Bus depot	
Cemetery	
Commercial forestry	
Community centre	Except where in association with and ancillary to tourist accommodation.
Consulting room	
Crematorium	
Dairy	
Dam	
Dwelling	Except for a manager's residence in association with and ancillary to tourist accommodation.
Educational establishment	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	Except where in association with and ancillary to tourist accommodation.
Industry	
Intensive animal keeping	
Land division which results in the creation of additional allotment(s) either wholly or partly within the zone.	Except where a lease or licence agreement is made, granted or accepted under the <i>Residential Parks Act 2007</i> .
Marina	
Motor repair station	
Nursing home	
Office	Except where in association with and ancillary to tourist accommodation.
Petrol filling station	
Place of worship	

Form of Development	Exceptions
Pre-school	
Prescribed mining operations	
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where it is both: (a) less than 150 square metres in gross floor area (b) in association with and ancillary to tourist accommodation.
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Amenity block, including shower, toilet, laundry and kitchen facilities	
Cabin	
Camping ground	
Caravan park	
Caravan permanently fixed to land	
Recreation area	
Swimming pool	
Tourist park	

Coastal Marina Zone

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

OBJECTIVES

- 1 A zone that provides for a marina and maritime structures including:
 - (a) pontoons
 - (b) jetties
 - (c) piers
 - (d) boat berths
 - (e) slipways
 - (f) repair facilities
 - (g) wastewater collection, storage and transfer facilities
 - (h) wharves
 - (i) moorings.
- 2 A zone accommodating the principal harbour of the Port Lincoln fishing fleet.
- 3 A commercial marine services area between the main harbour area and Monterey Drive, accommodating a range of commercial workshops serving the commercial fishing fleet.
- 4 A marine services complex east of the harbour, accommodating a range of marine workshops servicing the commercial fleet and recreation boating community, and including open hard standing and vertical stacking storage facilities for boats, employees parking, tourist retailing facilities on the wharf frontages, and marine administrative offices at upper levels.
- 5 A mixed vessel marina for the mooring of commercial fishing fleet, tourist and recreational vessels in the marina area west of Monterey Drive.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - boat berth
 - boat construction, maintenance, repair or sale
 - boat servicing facility (including fuel supply, power, water, effluent pump, toilets and showers)
 - coastal protection work
 - clubroom in association with a marina
 - loading and unloading facility
 - marina
 - maritime structures
 - office
 - parking for vehicles and boats

- small scale tourist development
 - storage
 - wastewater collection, storage and transfer facility.
- 2 Fish processing (including the scaling, filleting, freezing, chilling, packing or any other activity involved in the preparation of fish for sale) should not occur within the zone.
 - 3 General industrial activities including fish processing should not be expanded.
 - 4 Redevelopment should only occur where it improves the amenity of adjacent residential premises and the locality.
 - 5 Development should not be detrimental to the ecological health and balance of the harbour or conflict with the safe use and enjoyment of adjacent waterways for recreational purposes.
 - 6 Development listed as non-complying is generally inappropriate.

Form and Character

- 7 Development including associated roads and parking areas should be protected from sea level rise by ensuring all of the following apply:
 - (a) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres
 - (b) there is an allowance to accommodate land subsidence until the year 2100 at the site
 - (c) minimum site and floor levels (for development on land) are in accordance with those outlined below:
 - (i) 2.55 metres Australian Height Datum site level
 - (ii) 2.80 metres Australian Height Datum floor level.
- 8 Overwater development should be limited to boat berthing, boat servicing facilities, walkways and channel markers.
- 9 Buildings and structures on land should be setback at least 6 metres from the waterfront.
- 10 Within the zone east of Monterey Drive, employee car parking and service areas should be located at the rear of buildings and screened from public view.
- 11 Multi-level boat stacking or storage facilities should not exceed two storeys in height and such structures should be articulated to minimise continuous blank building facades.
- 12 Development should provide for the disposal of ship and boat effluent into shore sewage systems to eliminate sewage discharges from the wharf.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Consulting room	
Dwelling	
General industry	
Hotel	Except on land between South Quay Boulevard and Jubilee Drive.
Motel	
Motor repair station	
Petrol filling station	
Residential flat building	
Shop or group of shops	Except where the gross leasable areas is less than 450 square metres.
Special industry	
Stadium	
Waste reception, storage, treatment or disposal	

Public Notification

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

In addition, the following forms of development are designated:

Category 1	Category 2
Jetty	
Marina berth	
Mooring	
Parking facility	
Pontoon	
Store	
Warehouse	
Wharf	

Coastal Open Space Zone

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

OBJECTIVES

- 1 Coastal land protected from development other than that necessary for conservation, recreational activity and public facilities.
- 2 Preservation and upgrading of the scenic character of the coastal landscape and foreshore areas fronting urban areas, townships or settlements.
- 3 Development of foreshore areas for a range of passive and active outdoor recreation activities and open space development, conservation and revegetation, in a parkland setting.
- 4 Land subject to inundation or susceptible to erosion kept free of development.
- 5 Small-scale forms of development that are recreational, tourist and institutional in nature in appropriate locations, including the protection and enhancement of the Parnkalla Walking Trail.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are considered appropriate in the zone:
 - alteration and addition to the Axel Stenross Museum
 - community recreation facility directly related to a water activity
 - sailing club
 - boat ramp
 - conservation work
 - jetty and boat ramp
 - public car parking
 - recreation area
 - toilet block and barbeque facility.
- 2 The provision of facilities should be related to the demand for such facilities so as to prevent oversupply and inappropriate siting.
- 3 Development should be for public purposes and use.
- 4 Development that does not require a coastal location should not be located in the zone.
- 5 Development within Allotment 10, Deposited Plan 57370 (CT Volume 5852 Folio 561) should only involve the expansion of the existing Kirton Point Slipway.
- 6 Development within that part of the zone fronting Proper Bay should be for conservation purposes or other low-impact recreation or tourism uses.

Form and Character

- 7 Development should not diminish the ability of the public to use and enjoy the coast or to gain access to the foreshore.

- 8 Development should be of a high standard of co-ordinated design with an emphasis on the creation of pedestrian areas.
- 9 Community facilities including shelters, boat ramps, public conveniences and kiosks, should be sited in convenient and accessible locations linked to the surrounding vehicular and pedestrian movement networks.
- 10 Development should be designed and sited to be compatible with conservation and enhancement of the coastal environment and scenic beauty of the zone.

Land Division

- 11 Land division should not be undertaken except where:
 - (a) it will facilitate an appropriate use within the zone
 - (b) no additional allotments are created
 - (c) there is no increase in the number of allotments with frontage or direct access to the coast.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except where one of the following is achieved: <ol style="list-style-type: none"> (a) is adjacent to a road with a speed limit of less than 80 km/h (b) has an advertisement area of 2 square metres or less and achieves all of the following: <ol style="list-style-type: none"> (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) not more than one advertisement per allotment.
Amusement machine centre	
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	

Form of Development	Exceptions
Dam	
Dwelling	
Educational establishment	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	Except for aquaculture.
Land division	<p>Except where one of the following is achieved:</p> <ul style="list-style-type: none"> (a) it is for a boundary realignment, where no additional allotment is created and where no new allotment of less than 40 hectares is created (b) an owner requires a separate Certificate of Title in respect of one of two dwellings which were in existence prior to 1 September 1989, and provided one of those allotments does not exceed 1 hectare (c) it is for the creation of a public road or reserve (d) it is for the creation of allotment to accommodate an existing dwelling on Crown land, or land owned by the Crown or a Minister of the Crown.
Motel	
Motor repair station	
Nursing home	
Office	
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 100 square metres.

Form of Development	Exceptions
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Tourist accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	
Water tank	
Wrecking yard	

Public Notification

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

Commercial Zone

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

OBJECTIVES

- 1 A zone accommodating a range of commercial and business land uses.
- 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is located adjacent to Mortlock Terrace which is an arterial road and other key roads including London Street and Verran Terrace.

Development along the arterial and key roads should be distinctive and of high architectural and landscape quality to reflect the gateway significance of the locations and to improve the amenity of the area.

The zone will accommodate a range of service industries, business, commercial, warehouse and storage activities of a design, scale and level of operation which enhances the amenity of the locality and minimises impact on the adjacent **Residential Zone**.

It is envisaged that service industry and commercial development within the zone will progressively replace residential building stock and occupy underutilised sites.

Site access will not compromise the arterial road function of Mortlock Terrace.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bulky goods outlet
 - consulting room
 - light industry
 - motor vehicle related business other than wrecking yard
 - office
 - petrol filling station
 - service trade premises
 - shop with a gross leasable area less than 150 square metres
 - store
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Retail development in the zone should not hinder the development or function of any centre zone.
- 4 Shops, other than a bulky goods outlet, should have a gross leasable area less than 150 square metres.

- 5 Bulky goods outlets and service trade premises should have a gross leasable area of 500 square metres or more for each individual tenancy.
- 6 Restaurants and cafes should only be located in bulky goods outlets or service trade premises that are larger than 2000 square metres, and should not have a gross leasable area of 150 square metres or more.

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Buildings which exceed 3 metres in height should be setback a minimum of 5 metres from the boundary of a residential zone or policy area, plus a further 500 millimetres for every 1 metre the building exceeds this height.
- 9 A well landscaped buffer measuring no less than 3 metres in width should be provided adjacent to a residential zone boundary.

Land Division

- 10 Land division should create allotments that vary in size and are suitable for a variety of commercial activities.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Dairy	
Dwelling	
Educational establishment	
Farm building	
Farming	
Fuel depot	
General industry	
Horticulture	
Hospital	
Intensive animal keeping	
Nursing home	
Pre-school	
Prescribed mining operations	

Form of development	Exceptions
Residential flat building	
Road transport terminal	
Shop or group of shops	Except where it achieves one of the following: (a) the gross leasable area is less than 150 square metres (b) the shop is a bulky goods outlet
Special industry	
Stadium	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment, or disposal	
Winery	
Wrecking yard	

Public Notification

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

Deferred Urban Zone

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

OBJECTIVES

- 1 The preservation of native vegetation until such time as an assessment of the native vegetation is undertaken to establish whether recreation and tourist based development may be appropriate.
- 2 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone is almost completely covered by dense mallee scrub and salt bush and is surrounded on three sides by the sea.

This vegetation will be preserved and an assessment of its conservation value undertaken before re-zoning of the land is considered for active recreation and tourist based development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The zone should be conserved in its natural state although limited passive recreation on part of the land may be appropriate, provided no clearance of native vegetation is undertaken.
- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.

Land Division

- 4 Land division should not occur unless it is in the form of an alteration to the boundaries of an allotment and no additional allotments are created in the zone.
- 5 The alteration of allotment boundaries should only occur in order to achieve one or more of the following:
 - (a) correct an anomaly in the placement of allotment boundaries with respect to the location of existing buildings or structures
 - (b) enable the provision of public infrastructure.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement	
Advertising hoarding	
Amusement machine centre	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dwelling	
Educational establishment	
Farming	
Fuel depot	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	
Land division	Except where no additional allotments are created partly or wholly within the zone.
Motel	
Motor repair station	
Nursing home	
Office	
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Residential flat building	
Road transport terminal	
Service trade premises	

Form of development	Exceptions
Shop	
Stock sales yard	
Stock slaughter works	
Store	
Tourist accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

District Town Centre Zone

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

OBJECTIVES

- 1 A centre that accommodates a full range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of a visually and functionally cohesive and integrated district town centre.
- 3 A centre accommodating medium density residential development in conjunction with non-residential development.
- 4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone accommodates convenience shopping and waterfront commercial facilities, including a hotel and restaurant, to serve local residents, commercial fishing boat crews and tourists. This zone will also accommodate entertainment developments which will be complementary to adjoining tourism accommodation areas, and community facilities including leisure centre, theatre and associated recreation facilities.

It is envisaged that the centre will be a lively, vibrant and integrated complex incorporating public and private malls, plazas, outdoor cafes and activity nodes, covered walkways, sheltered pedestrian priority roadways, interspersed with landscape areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - bank
 - child care centre
 - civic centre
 - consulting room
 - discount department store
 - dwelling in conjunction with non-residential development
 - educational establishment
 - emergency services facility
 - entertainment facility
 - health facility
 - hospital
 - hotel
 - indoor games centre
 - library
 - motor repair station
 - office
 - place of worship
 - playing field

- pre-school
 - primary school
 - residential flat building in conjunction with non-residential development
 - restaurant
 - shop
 - supermarket
 - swimming pool.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Medium density residential development, including affordable housing, and development comprising a variety of residential and non-residential uses should be developed only if it does not prejudice the operation of existing or future retail activity within the zone.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the centre should be located and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.
- 7 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.
- 8 Dwellings should be located only behind or above non-residential uses on the same allotment.
- 9 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.
- 10 Buildings on the waterfront should be no more than two storeys in height.
- 11 No development other than major community facilities should be higher than three storeys in height.
- 12 No development should occur that is detrimental to the ecological health and balance of the harbour or conflict with the safe use and enjoyment of adjacent waterways for recreational purposes.
- 13 Development should have a minimum site level of 2.55 metres Australian Height Datum and floor level of 2.80 metres Australian Height Datum to provide protection from coastal flooding to the year 2050 together with provision of protection measures against sea-level rise (except where basement or undercroft car parking is proposed, where a sill height of not less than 2.6 metres Australian Height Datum or a barrier to prevent inundation of the basement or undercroft area should be provided), together with the provision for the practical establishment of protection measures for a further sea-level rise of 0.7 metres and land subsidence to the year 2100.

Land Division

- 14 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Dwelling	Except where in conjunction with a non-residential development.
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Petrol filling station	
Residential flat building	Except where in conjunction with a non-residential development.
Road transport terminal	
Stock sales yard	
Stock slaughter works	
Transport depot	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Industry Zone

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

OBJECTIVES

- 1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - industry
 - transport distribution
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate

Form and Character

- 3 In areas where a uniform street setback pattern has not been established, buildings should be setback in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):
 - (a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment
 - (b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment
 - (c) where an allotment has two street frontages, no building should be erected within 3 metres of the secondary street alignment.
- 4 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.
- 5 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.
- 6 Advertisements and advertising hoardings should not include any of the following:
 - (a) flashing or animated signs
 - (b) bunting, streamers, flags, or wind vanes
 - (c) roof-mounted advertisements projected above the roof line
 - (d) parapet-mounted advertisements projecting above the top of the parapet.

Land Division

- 7 Land division should create allotments that are of a size and shape suitable for the intended use.

Kirton Point Policy Area 3

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

OBJECTIVES

- 1 A policy area accommodating a range of light industrial, warehouse and storage land uses and public service depots.
- 2 Development that minimises adverse impacts on surrounding land uses.
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area accommodates a portion of the railway corridor, infrastructure depots and a mix of light industrial uses. The policy area divides the residential area known as Kirton Point from the central business district of Port Lincoln which is located on the western side of the railway corridor. The policy area contains the old Railway Station building which is a State Heritage Place. The Railway Station building will continue to be utilised as a museum and offices or other appropriate activities.

The eastern portion of the policy area has an interface with residential areas, with impacts on residential amenity varying depending on the nature of activity. The western portion of the policy area contains the freight rail corridor which transports agricultural commodities to the Port Lincoln Port located within the **Bulk Handling Zone**.

Development will continue to be light industrial, warehouse and storage land uses and public service depots.

Development fronting Dublin Street and Stevenson Street will respond to the sensitivities of adjacent residential areas and off-site impacts or nuisance will be minimised through the incorporation of appropriate attenuation devices, building siting and design.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - light industry
 - public service depot
 - store
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.

Proper Bay Road Policy Area 4

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

OBJECTIVES

- 1 A policy area accommodating industrial development.
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Policy Area accommodates a high quality industrial precinct accommodating both the City's fish processing activities and a wide range of industrial development. The Policy Area is the focus for general industry within Port Lincoln.

Land fronting Windsor Avenue has an interface with a regional recreation area. Development will respond to the potential for off-site impacts through building siting and design and the provision of safe and convenient access and adequate on site parking areas.

The area is suitable for a mixture of light and general industries with predominantly light industry located north of Pine Freezer's Road so as to limit impacts on surrounding development.

General, special or noxious industries will be located south of Pine Freezer's Road where surrounding land uses are less sensitive.

Development will be orderly with land north-west of the railway line not developed until the remainder of the area is substantially developed.

Development will not prevent food processing activities in the area from operating to a high standard of hygiene.

Development will be attractive, well designed and enhanced with suitable landscaping.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - general industry
 - light industry.
- 2 Light industries should be developed predominantly north of Pine Freezer's Road so as to limit impacts such as noise, odour and particle emissions on development within this part of the **Industry Zone** and within the adjoining **Residential Zone** on the northern and western side of the Western Approach Road and the southern side of Windsor Avenue.
- 3 General, special or noxious industries should be developed predominantly south of Pine Freezer's Road where these land use activities are less likely to have negative impacts upon surrounding development.
- 4 No general, special, or noxious industries, with the potential to be affected by the perceived or actual impact on amenity of waste management activities in the **Infrastructure Zone**, should be established near to the boundary of that zone.

Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 6 Development on land adjacent to Ravendale House at 20 Windsor Avenue, Port Lincoln should be sympathetic to this State Heritage Place, with complementary design elements including, but not limited to:
 - (a) scale and bulk
 - (b) width of frontage
 - (c) boundary setback patterns
 - (d) proportion and composition of design elements such as roof lines, openings, fencing and landscaping
 - (e) type, colour and texture of external materials.

Land Division

- 7 Allotments to the south of Pine Freezer's Road should have a minimum lot size of 10 000 square metres to allow for the development of large scale industrial enterprises in the area.
- 8 Land division should create allotments that:
 - (a) have an area of not less than 1500 square metres, unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated
 - (b) have a frontage to a public road of at least 20 metres.

Eastern Policy Area 10

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

OBJECTIVES

- 1 A policy area accommodating industrial development, particularly associated with the former BHP wharf and the relocation of the Port Lincoln fishing fleet.
- 2 A policy area which is primarily accessed via the construction of the Western Link Road as shown on [Concept Plan Map PtL/5 - Western Link Road](#).
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will accommodate a new, high quality industrial precinct in association with the redevelopment of the former BHP Wharf and in accordance with [Concept Plan Map PtL/3 - Proper Bay](#). The development of the precinct and the wharf is intended to enable the relocation of the Port Lincoln fishing fleet (Australia's largest commercial fleet) from the Lincoln Cove Marina and the main town wharf. This was identified as a top priority by the Eyre Peninsula Ports Master Plan and Council considers it to be a very important strategic outcome for the City. The zone is also expected to accommodate support industries and businesses allied to the fishing industry.

The redevelopment of the existing wharf is primarily intended to be for use by the fishing industry and as such is not intended for large scale storage and movement of cargo, such as grain and mining materials and goods.

The development of a new 'Western Link Road' in accordance with [Concept Plan Map PtL/5 - Western Link Road](#) along the alignment of the former rail line is essential to ensure safe and proper access is provided for both the construction and operation of new industry within the policy area. The construction and operation of this new road will also create the opportunity for improvements to the wider transportation system particularly in and around the Lincoln Cove Marina. New development should consider existing buildings and infrastructure to ensure maximum value is obtained where they exist, particularly with respect to access and use of the wharf.

The adjacent location of Australian Fishing Enterprises, which controls approximately half of the Southern Blue-Fin Tuna holdings in Port Lincoln, should also be carefully considered in the layout of the policy area and in particular the development of road linkages where appropriate.

The potential for industrial pollution of air, land and water will be minimised through appropriate technical, siting and management techniques to avoid all forms of pollution. Surface and underground waters will be protected. Site investigations show that areas within the policy area may be subject to site contamination. These areas should not be developed until it is demonstrated that the land is suitable for its intended use.

In order to protect the amenity of future residential allotments to the north and west and those existing residential allotments associated with the Lincoln Cove Marina, 'lighter' industries or businesses, which are likely to create less off-site impacts and nuisance should be established on allotments to the western and northern edges of the policy area.

A suitable separation buffer to the existing wastewater treatment plant has been agreed with SA Water and is reflected in the position of the boundary of the **Industry Zone**, which will assist in minimising the risk of land use conflict between industrial uses and the on-going operations of the treatment plant. However, new development within the zone must pay particular consideration to the proximity and on-going operation of the SA Water wastewater treatment plant, the operation of which must not be jeopardised by the development of incompatible industries or businesses, such as food preparation or retailing.

Some parts of the policy area may have remnant native vegetation which will require appropriate clearances to be sought from the Native Vegetation Council.

Landscaping, particularly along the edges of the policy area, is to be established in a suitably sized buffer area in order to enhance the local amenity and provide visual separation from other land uses. Any landscaping should take account of the existing bushfire risk in the surrounding area and should not result in an overall increase to this risk.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area, and should be in association with the fishing or allied industries:
 - general industry
 - light industry
 - service industry
 - storage and warehousing.
- 2 In accordance with [Concept Plan Map PtL/3 - Proper Bay](#) and [Concept Plan Map PtL/5 - Western Link Road](#), development, including land division, in the policy area should only proceed when the Western Link Road has been completed.
- 3 Retail development should:
 - (a) only serve the day-to-day convenience needs of the local workforce within the policy area.
 - (b) have a gross leasable area of less than 200 square metres.
- 4 Light industries should be developed predominantly around the northern and western perimeters of the policy area and general industry should be in the eastern part of the policy area.
- 5 Development should not jeopardise the on-going operation of the SA Water wastewater treatment plant, including current and future operations.
- 6 No special industry should be developed in the policy area.
- 7 Landscaping should be established throughout the policy area to enhance amenity and provide a buffer to adjoining land uses including the Western Link Road and the wastewater treatment plant. The use of locally indigenous species is preferred for landscaping purposes but should not replace existing native vegetation or negatively impact on any remaining native vegetation.

Form and Character

- 8 Development should not be undertaken unless it is consistent with the desired character for the policy area.

Land Division

- 9 Allotments should have:
 - (a) a minimum lot size of 1000 square metres
 - (b) a frontage to a public road of not less than 20 metres.

- 10 Site areas less than 1000 square metres may be appropriate in some locations provided:
- (a) it can be demonstrated any such site area is required for a specific purpose which is suitable within the zone
 - (b) it does not unreasonably jeopardise the future establishment of allotments of 1000 square metres or larger.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Amusement machine centre	
Caravan park	
Community centre	
Consulting room	
Dwelling	Except where it satisfies either (a) or (b): (a) ancillary to and in association with industrial development and located on the same allotment (b) it will be used as a caretakers residence.
Educational establishment	
Hall	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
Land division in Eastern Policy Area 10	Except where construction of the Western Link Road has been completed in accordance with Concept Plans Map PtL/3 - Proper Bay and Map PtL/5 - Western Link Road .
Motel	
Nursing home	
Office	Except where it satisfies (a) and (b): (a) ancillary to and in association with industrial development (b) located on the same allotment.
Pre-school	
Place of worship	
Residential flat building	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 200 square metres.
Special industry in Eastern Policy Area 10	

Form of development	Exceptions
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Supported accommodation

Tourist accommodation

Public Notification

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

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

Category 1	Category 2
<p>Except where the site of the development is adjacent to a residential zone boundary, any of the following:</p> <ul style="list-style-type: none"> (a) parking facility (b) petrol filling station (c) telecommunications facility up to 30 metres in height (d) weighbridge. 	<p>Any of the following forms of development where their site is adjacent to a residential zone boundary:</p> <ul style="list-style-type: none"> (a) parking facility (b) petrol filling station (c) telecommunications facility up to 30 metres in height (d) weighbridge. <p>Aquaculture and associated buildings and structures.</p> <p>Development that achieves all of the following, it is:</p> <ul style="list-style-type: none"> (a) associated with port activities (b) on an allotment with water frontage (c) located on a site within Lincoln Harbour Policy Area 3. <p>Fuel depot</p> <p>Road transport terminal</p>

Infrastructure Zone

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

OBJECTIVES

- 1 Primarily, a zone for the provision of infrastructure.
- 2 Infrastructure facilities and land required for infrastructure facilities preserved from the encroachment of incompatible land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - drainage system, including stormwater retention basin
 - electricity substation
 - landfill
 - methane extraction plant
 - public service depot
 - rail infrastructure
 - sewerage infrastructure
 - waste transfer depot.
- 2 Development listed as non-complying is generally inappropriate.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement	
Advertising hoarding	
Amusement machine centre	
Community centre	
Consulting room	
Dairy	
Dwelling	

Form of development	Exceptions
Educational establishment	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
Land division	Except where no additional allotments are created partly or wholly within the zone.
Motel	
Motor repair station	
Nursing home	
Office	Except where it achieves all of the following: (a) ancillary to and in association with development for the purposes of infrastructure (b) located on the same allotment.
Place of worship	
Pre-school	
Residential flat building	
Service trade premises	
Shop	
Stock sales yard	
Stock slaughter works	
Tourist accommodation	
Warehouse	
Wrecking yard	

Public Notification

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

Light Industry Zone

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

OBJECTIVES

- 1 A zone accommodating a range of light industrial, storage and warehouse land uses.
- 2 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The purpose of the zone is to accommodate a wide range of light industrial, storage and warehouse uses. A range of light industrial uses is encouraged, but as the zone is predominantly surrounded by well established residential development, a high standard of design, built form and landscaping is required. Conversely, the existence of a number of well established large industrial premises including fuel depots and a fertiliser storage facility is recognised. The existing uses should be protected from the intrusion of inappropriate uses which may reduce their potential operations.

Activities will be suitably accommodated so that they are located and developed to establish and maintain a high amenity at residential and other sensitive zone interfaces. A reserve is located at the perimeter of the southern portion of the zone to provide a buffer to the adjoining residential zone. It is envisaged that where Industry and Residential zones or other environmentally sensitive uses are in proximity to the boundary of the **Light Industry Zone**, development will be within a reasonable distance from the zone boundary and have regard to its impact on the locality.

It is appropriate for offices to be located to the street frontage of a site and constructed principally of masonry, rendered materials, painted concrete tilt slabs and glass or other similar materials with high quality finishes.

It is envisaged that a landscaped strip of 3 metres wide along boundaries with any road or reserve will be provided in developments, subject to the required setback for any building being in accordance with the setback principles. Where buildings are developed with minimal or no setback, the use of intended landscaping or intensive landscape strips is envisaged.

The extension of Seaton Avenue and Kooyonga Avenue and linkage with Bel-Air Drive will improve connectivity of the area. All loading and unloading of goods, including temporary storage should occur with the site and preferably to the rear or side of the site.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - light industry
 - office in association with and ancillary to industry
 - service industry
 - store
 - warehouse.
- 2 Development that is unable to be connected to the City's sewerage system should be restricted to development that is able to dispose of the effluent it produces within the boundaries of the allotment.

- 3 Development that generates wastewater (not including effluent) should not be undertaken in areas unable to be connected to the City's sewerage system.
- 4 Development listed as non-complying is generally inappropriate.

Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Advertisements and advertising hoardings should not include any of the following:
 - (a) flashing or animated signs
 - (b) bunting, streamers, flags, wind vanes and similar
 - (c) roof-mounted advertisements projected above the roofline
 - (d) parapet-mounted advertisements projecting above the top of the parapet.

Land Division

- 7 Land division should create allotments that:
 - (a) are of a size and shape suitable for the intended use
 - (b) have an area of not less than 1000 square metres, unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated
 - (c) have a frontage to a public road of at least 15 metres

Road and Access

- 8 Development within the **Light Industry Zone** should accommodate the potential for a road link between Seaton Avenue and Bel-Air Drive in accord with the [Concept Plan Map PtL/2 – Traffic Management and Landscaping Corner Verran and St Andrew Terraces](#).

Main Road Policy Area 2

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

OBJECTIVES

- 1 A policy area accommodating a range of commercial and light industrial uses.
- 2 A policy area in which the appearance of development along main roads is improved through the re-development and upgrading of existing development sites.
- 3 Enhancement of road frontages through quality development and redevelopment of buildings and sites that have high public exposure.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Land within the policy area will be developed for a mix of service trade premises and light industrial uses.

Development will provide an attractive facade to St Andrews Terrace, Ravendale Road and Verran Terrace. Buildings are to be of a high standard of design. Site layout, access, off street parking, signage and landscaping will be arranged to enhance the gateway and transport function of St Andrews Terrace, Ravendale Road and Verran Terrace.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - light industry
 - office (ancillary to a commercial or industrial activity)
 - petrol filling station
 - service trade premises
 - store
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Buildings should have a primary orientation towards St Andrews Terrace or Ravendale Road.

Access and Parking

- 5 Car parking areas should be provided at the rear or side of buildings.

Landscaping

- 6 Development should incorporate a minimum 10 percent landscaping of the total site area, including a landscaped buffer at the interface with adjacent zones.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Amusement machine centre	
Community centre	
Consulting room	
Dairy	
Dwelling	
Educational establishment	
General industry	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
Motel	
Nursing home	
Office	Except where: (a) ancillary to and in association with industrial development (b) located on the same allotment.
Place of worship	
Pre-school	
Residential flat building	
Restaurant	
Shop or group of shops	Except where the gross leasable area is less than 200 square metres.
Special industry	
Stock sales yard	
Stock slaughter works	
Tourist accommodation	
Waste reception, storage, treatment or disposal other than in the form of a recycling collection depot	

Form of development	Exceptions
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Wrecking yard	
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Public Notification

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

Recreation Zone

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

OBJECTIVES

- 1 A zone accommodating sporting, entertainment, cultural and recreational activities and associated spectator and administrative facilities.
- 2 Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.
- 3 Buildings, facilities and car parks located and designed to blend in with existing or additional trees, vegetation and landscaping.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - car parking
 - clubroom associated with a sports facility
 - community centre
 - community hall
 - educational establishment
 - emergency services facility
 - entertainment, cultural and exhibition facility
 - golf course
 - indoor and outdoor recreation facility
 - library
 - lighting for night use of facilities
 - meeting hall
 - office associated with community or recreation facility
 - playground
 - **racecourse and associated horse stables**
 - shops or groups of shops ancillary to recreation development
 - showground
 - sports ground and associated facility
 - theatre
 - special event
 - spectator and administrative facilities ancillary to recreation development
 - swimming pool.
- 2 Development listed as non-complying is generally inappropriate.
- 3 A shop or group of shops should only be developed in this zone where:
 - (a) it is ancillary to recreation and sport development
 - (b) the total gross leasable area is less than **200** square metres.
- 4 Strong thematic landscaping should be instituted on individual sites to improve the landscape, provide shade and shelter, create interest, provide habitat, retain existing native vegetation, use locally indigenous plant species in plantings where possible and define different activity areas.

- 5 All car-parking areas should be shaded and screened with vegetation to improve the amenity of the zone.

Land Division

- 6 No additional allotments should be created wholly or partly within the zone.
- 7 Land division or the rearrangement of existing allotment boundaries should take place as part of a co-ordinated development scheme, or as a rationalisation of land holdings that is designed to allow more efficient and economic use of land consistent with the objectives for the zone.

Golf Course Policy Area 5

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

OBJECTIVES

- 1 Development of a golf course with associated clubhouse and facilities, tourist accommodation associated with the golf course and a range of other complementary recreational uses.
- 2 Environmentally sustainable rehabilitation, improvement and management of the former city waste land-fill site.
- 3 Development to establish an attractively rehabilitated landscape by extensive planting throughout the area.
- 4 Development and the environment protected from the release of acid water resulting from the disturbance of potential or actual acid sulfate soils.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This policy area is adjacent to Navigator College, Ravendale Sporting Complex and the Lincoln Cove residential marina.

Historically a portion of land within the policy area was utilised as a waste landfill site. Accordingly, it is essential that prior to any development or rezoning, an assessment of the nature and extent of site contamination be undertaken. Where site contamination is found to exist, necessary remediation works will be carried out to ensure that land is suitable and safe for the proposed use.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - golf course
 - medium density residential development
 - tourist accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character of the zone.
- 3 Development located on the periphery of the golf course should be established in a sustainable manner.
- 4 Development should positively contribute to the rehabilitation, management and improvement of the land having regard to the potential presence of leachate and gas arising from the land-fill.
- 5 No development that would remove or affect significant areas of Aboriginal fish traps should occur.
- 6 Buildings and structures should be sited well back from any public road for a distance of at least 20 metres and located in discrete clusters in a landscape setting.

- 7 Development should have a minimum site level of 2.55 metres Australian Height Datum and floor level of 2.80 metres Australian Height Datum to provide protection from coastal flooding to the year 2050 together with provision of protection measures against sea-level rise (except where basement or undercroft car parking is proposed, where a sill height of not less than 2.6 metres Australian Height Datum or a barrier to prevent inundation of the basement or undercroft area should be provided), together with the provision for the practical establishment of protection measures for a further sea-level rise of 0.7 metres and land subsidence to the year 2100.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Bus depot	
Consulting room	
Crematorium	
Dwelling	
Fire station	Except within the Golf Course Policy Area 5 .
Fuel depot	
Hospital	
Industry	
Intensive animal keeping	
Land division	Except where no additional allotments are created partly or wholly within the zone.
Motel	
Motor repair station	
Nursing home	
Office	Except where associated with community or recreation facilities.
Petrol filling station	
Place of worship	
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where it achieves all of the following, the shop or group of shops: <ul style="list-style-type: none"> (a) is located outside of the Golf Course Policy Area 5 (b) has a gross leasable area that is less than 200 square metres.
Stock sales yard	
Stock slaughter works	
Store	

Form of development	Exceptions
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
<p>Any of the following forms of development where their site is not adjacent to a residential zone boundary:</p> <ul style="list-style-type: none"> (a) community centre (b) recreation area. <p>Any of the following forms of development within the Golf Course Policy Area 5:</p> <ul style="list-style-type: none"> (a) community centre (b) golf course (c) recreation area. 	<p>Any of the following forms of development where their site is adjacent to a residential zone boundary:</p> <ul style="list-style-type: none"> (a) community centre (b) recreation area.

Regional Town Centre Zone

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

OBJECTIVES

- 1 A centre representing the primary focus for business and commercial services for the region providing a full range of shopping, administrative, cultural, community, entertainment, **tourism**, education, religious and recreational facilities, and public and private office development.
- 2 A town centre providing a focus for public transport interchanges and networks.
- 3 Development of a visually and functionally cohesive and integrated town centre.
- 4 A centre accommodating medium to high density residential development in conjunction with non-residential development.
- 5 Residential development staged, designed and sited so that conflict with existing non-residential uses is minimised and an adequate level of amenity is provided to dwellings.
- 6 The height of buildings which reinforce the desired character and scale of the City.
- 7 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Development will be in the form and scale which reflects the regional status of Port Lincoln as the key centre for the Eyre Peninsula region. The existing form and scale of development is anticipated to evolve over time, particularly as market preferences and economic growth intensifies the demand for investment and redevelopment.

Whilst a wide range of activities and uses are encouraged within the zone as a whole, it is envisaged that defined policy areas will evolve in order to enhance the legibility and functionality of the centre.

The township has an attractive and open interface with the foreshore and it is envisaged that new development will take account of this positive element.

It is envisaged that development will enhance the public environment and where appropriate provide activity and interest at street level, reinforcing a locality's desired character.

An overall increase in building height is expected, throughout the whole of the zone, however the key focus is anticipated to occur in those areas closest to the foreshore, in particular the far eastern and far western end of the zone, on the Tasman Terrace and King Street frontages.

Where appropriate, development on amalgamated sites or on sites which have opportunities for shared use is envisaged, to achieve more efficient layout, to minimise access points, the length of driveways, the extent of parking and to maximise pedestrian accessibility.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bank
 - child care centre
 - civic centre
 - consulting room
 - department store
 - dwelling in conjunction with non-residential development at upper floor levels (above ground floor levels)
 - educational establishment
 - emergency services facility
 - entertainment facility
 - health facility
 - hospital
 - hotel
 - indoor games centre
 - library
 - motel
 - motor repair station
 - office
 - place of worship
 - playing field
 - pre-school
 - primary school
 - residential flat building in conjunction with non-residential development
 - restaurant
 - service trade premises within the **Non Core Retail Policy Area 9**
 - shop
 - supermarket
 - swimming pool
 - tourist related facilities including tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Medium to high density residential development, including development comprising a variety of residential and non-residential uses should only be developed if it does not prejudice the operation of existing or future retail activity within the zone.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.
- 7 Dwellings should be located above non-residential uses on the same allotment.
- 8 Residential development should not occur at ground floor level.
- 9 New development on major corner sites, depicted by an asterisk on [Concept Plan Map PtL/1 – Regional Town Centre Zone \(Port Lincoln\)](#), should define and reinforce the townscape importance of these sites with appropriately scale buildings that:

- (a) establish an architectural form on the corner by:
 - (i) incorporating corner elements such as pediments, turrets, verandas, balconies and other articulation and modelling into the design of the building
 - (ii) incorporating prominent entrances and/or windows at the apex
 - (iii) increasing roof expression or building height at the corner to emphasise the importance of the street corner
 - (iv) rotating the building line to create a chamfered edge
 - (v) projecting corner elements forward
 - (vi) changes to building articulation, material or colour
 - (b) abut the street frontage
 - (c) address all street frontages.
- 10 Building facades fronting street frontages, or public spaces should be composed with an appropriate scale and proportion which responds to the use of the building, the desired character of the locality by:
- (a) articulating building entries with awnings, porticos, recesses, blade walls and projecting bays
 - (b) incorporating architectural features which give human scale to the design of the building at street level such as entrance porches, awnings and colonnades
 - (c) expressing important corners by giving visual prominence to parts of the façade, for example, a change of building articulation, material or colour, roof expression or increased height
 - (d) using a variation of contrasting surface finishes, textures, colours or patterns
 - (e) using recessed balconies and deep windows to create articulation and define shadows thereby adding visual depth to the facade.
- 11 Buildings should achieve a comfortable proportion of human scale at street level by:
- (a) building ground level to the street frontage
 - (b) setting back upper levels behind a podium
 - (c) breaking up the building façade into distinct elements
 - (d) incorporating wall and window detailing
 - (e) including attractive planning, seating and pedestrian shelter.
- 12 Where a site has dual road frontage, access to the parking area should be from the secondary road, rather than along the main street frontage.
- 13 The provision of a lesser amount of car parking on site than that prescribed in [Table PtL/2 - Off Street Vehicle Parking Requirements](#) should only occur in order to retain existing buildings that contribute positively to the character of the locality and/or achieve the desired built form provided that either (a) or (b) below is satisfied:
- (a) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park and the Council agrees to the payment into the fund

(b) a legal commitment provides for the shortfall in car parking spaces to be provided on another convenient and accessible site within the locality.

14 Landscaping should be provided along Tasman Terrace and Liverpool Street frontages.

15 Existing trees and landscape areas, should, where practicable, be retained.

16 Development should occur in accordance with [Concept Plan Map PtL/1 – Regional Town Centre Zone \(Port Lincoln\)](#).

Land Division

17 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

Mixed Use/Speciality Retail Policy Area 6

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

OBJECTIVES

- 1 Development north of King Street protected from coastal flooding and sea-level rise.
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area comprises that portion of the zone located between Tasman Terrace to the north and Hallett Place/ Washington Street to the south. The area has a direct relationship with the foreshore, with expansive views of Boston Bay.

Whilst not the main vehicle thoroughfare through the city, in a retail sense Tasman Terrace is the original 'main street'.

Development within the policy area will reinforce this historic role, with a continued strong small scale retail presence. Overall uses which promote and achieve active and vibrant street frontages are sought, with restaurants/cafes and the like well suited to take advantage of the attractive aspect of the foreshore. Less active uses, such as offices will eventually be displaced. Residential uses are envisaged above ground level active uses, in order to diversify housing choice within the Council area.

Buildings within the policy area will be no higher than three storeys with building heights increasing in key locations such as on corners, along principal routes and at the end of vistas.

Seven storey buildings are envisaged at the entrance of the policy area within the Lincoln Hotel site within the north western corner of the policy area, and the area bound by King Street, Eyre Street and Porter Street at the north eastern corner of the policy area. Five storey developments is envisaged in adjacent areas including land bound by Bligh Street, Tasman Terrace, Washington Street and Eyre Street. Buildings up to twelve storeys in height are envisaged in the area bound by Eyre Street, King Street, Porter Street and Washington Street.

Noise sensitive development designed to protect its occupants from existing noise sources and from noise sources contemplated within the zone and the relevant policy area and that does not unreasonably interfere with the operations of the commercial wharf and bulk grain storage silos located within the adjoining **Industry Zone**.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - civic centre
 - entertainment facility
 - mixed use development with ground floor active non residential uses and residential development above
 - small scale shops including
 - speciality shop
 - restaurant/café
 - tourist related activities including tourist accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development north of King Street should comply with minimum site and floor levels of 2.55 metres AHD and 2.80 metres AHD respectively to provide protection from coastal flooding to the year 2050, together with the provision for the practical establishment of protection measures for a further sea-level rise of 0.7 metres and subsidence to the year 2100.
- 4 The total building height should not exceed the following (roof top plant and mechanical equipment to be included in the calculation of building height):
 - (a) within the Lincoln Hotel allotment at the north western corner of the policy area and to the north of Light Street where building height should not exceed 7 storeys (28 metres above natural ground level)
 - (b) within the area bound by King Street, Eyre Street and Porter Street at the north eastern corner of the policy area, where building height should not exceed 7 storeys (28 metres above natural ground level)
 - (c) within the area bound by Bligh Street, Tasman Terrace, Washington Street and Eyre Street where building height should not exceed 5 storeys (20 metres above natural ground level)
 - (d) within the area bound by Eyre Street, King Street, Porter Street and Washington Street, where building height should not exceed 12 storeys (48 metres above natural ground level)
 - (e) in all other locations within the policy area, the building height should not exceed 3 storeys (12 metres above natural ground level).

Retail Core Policy Area 7

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

OBJECTIVES

- 1 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area is centred on Liverpool Street, the main entry to the city centre and extends from Washington Street in the north, to Edinburgh Street in the south, and from Adelaide Place in the west to Railway Place and the railway corridor to the east.

The policy area presently contains the major supermarket facilities in town and the Port Lincoln Campus of TAFE SA. The policy area will continue to represent the core food based retail area for the City.

As properties fronting Liverpool Street redevelop, two storey buildings will be encouraged in order to frame the street and create a pedestrian focused 'main street' environment. Buildings will be orientated towards and sited close to Liverpool Street to create a solid built form edge which is well articulated with extensive window openings fronting the street. Pedestrian shelters such as verandahs will be provided along the Liverpool Street frontage to encourage pedestrian movement and minimise car journeys within the Centre. Car parking will be provided from secondary roads with shared facilities encouraged.

Buildings within the policy area will be no higher than three storeys, except within the area bound by Washington Street, Eyre Street, Liverpool Street and Porter Street, within which five storeys is envisaged.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:

- office
- supermarket.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 The total building height should not exceed the following (roof top plant and mechanical equipment to be included in the calculation of building height):
 - (a) within the area bound by Washington Street, Eyre Street, Liverpool Street and Porter Street where building height should not exceed 5 storeys (20 metres above natural ground level)
 - (b) in all other locations within the policy area, the building height should not exceed 3 storeys (12 metres above natural ground level).

Community/Education Policy Area 8

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

OBJECTIVES

- 1 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area is centred around the existing educational and recreational facilities located within the southern and western sectors of the zone.

As community and educational facilities underpin the social fabric of the city, existing facilities will be retained and upgraded in order to service the changing needs of the growing community.

It is envisaged that development will provide an appropriate transition to residential and non-residential allotments immediately abutting the policy area.

Shops will not be established within the policy area.

Buildings within the policy area will not exceed 3 storeys.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - community centre
 - educational establishment
 - pre school
 - primary school.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Speciality goods retailing and large scale food based retailing should not be established in this area.
- 4 The total building height should not exceed 3 storeys (12 metres above natural ground level). Roof top plant and mechanical equipment to be included in the calculation of building height.

Non-Core Retail Policy Area 9

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

OBJECTIVES

- 1 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area is located in the south-western sector of the zone. Most of the zone contains commercial and service trade activities, together with a mix of remnant dwellings and small scale retail. A major discount department store is the most significant retail facility in the policy area. In the southern portion of the policy area are the railway yards.

Given the existing nature of development in the zone, it is anticipated that opportunities will exist to consolidate sites in order to facilitate comprehensive development. Consolidation of sites is encouraged to promote more orderly forms of development and to provide opportunities to accommodate non-core retail such as bulky goods outlets, service trade premises and other centre activities which require large floor and car parking areas.

Buildings within the policy area will be no higher than three storeys.

It is envisaged that development will provide an appropriate transition to residential and non-residential allotments immediately abutting the policy area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - bulky goods outlet
 - office
 - service trade premises.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Speciality goods retailing and large scale food based retailing should not be established in this area.
- 4 The total building height should not exceed 3 storeys (12 metres above natural ground level). Roof top plant and mechanical equipment to be included in the calculation of building height.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Dwelling	Except where: (a) in conjunction with a non-residential development (b) located above ground floor level.
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Residential flat building	Except where: (a) in conjunction with a non-residential development (b) located above ground floor level.
Road transport terminal	
Stock sales yard	
Stock slaughter works	
Wrecking yard	

Public Notification

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

Residential Zone

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

OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone provides for a wide range of residential accommodation. New developments will maintain, reinforce and enhance the existing character of the zone and each individual character area. Development will comprise a range of dwelling types at low to medium densities, better accommodating dwellings on land.

Development will enhance the existing character with buildings that maintain the traditional character through a variety of designs. Appropriately designed modern interpretations of the residential character are encouraged. The built form will respect and enhance the need for amenity, views and privacy. The design of streets, allotments and buildings, and streetscape elements will emphasise the distinction between private and public spaces, and create high levels of permeability within the zone.

The topography of many parts of the zone ranges from gently undulating to quite steep, affording outstanding views to Boston Bay, Port Lincoln Proper, Boston Island and the Jussieu Peninsula beyond. The elevation of the area gently increases from the coast to the highlands to the west and Winter Hill, sheltering the City from prevailing winds. Dwellings located in these areas have established views to outstanding coastal features, providing a major locational benefit to Port Lincoln residents. Existing views to the coast from new and established dwellings is considered appropriate provided attention is given to the impact of any direct views on the privacy of adjacent dwellings.

Parts of the zone fall within 500 metres of the old Port Lincoln landfill (sections 499 and 507 Hundred of Port Lincoln). Development will be designed and undertaken to appropriately respond to any risk associated with potential landfill gas.

Future land division and the design and siting of new buildings should mitigate bushfire risk through adopting the relevant requirements of the Minister's Code for Undertaking Development in Bushfire Prone Areas. For new development in areas of medium or high bushfire risk, the future road network will also facilitate safe emergency access for fire fighting or evacuation purposes by avoiding cul-de-sacs or other no-through roads.

Precinct 1 Happy Valley

This precinct encompasses one of Port Lincoln's oldest subdivided township areas with the original land division dating back to the mid 1880's. Specific features of the precinct that contribute to its character include a predominance of single storey detached dwellings on generally spacious allotments with relatively uniform setbacks from road frontages, large areas of remnant vegetation, steep densely planted gullies and tall trees. This pattern of settlement contributes to the area's distinctive low density, country living character with generous parklands and open space.

A number of older turn of the century dwellings are located throughout the area with infill contemporary dwellings occurring in more recent times on established half acre allotments. Many large new residences have been established in elevated positions, taking advantage of expansive views of the harbour. Additional infill and redevelopment opportunities exist within the zone and dwelling density will gradually increase over time through the division of larger allotments. Future development will not occur at the expense of the existing character which will be maintained through the provision of allotments with wide frontages and the siting of dwellings to complement the existing pattern of development which is for one dwelling per allotment with large setbacks from site boundaries. Preservation of existing vegetation will occur where it does not present a fire risk to the City.

It is envisaged that this infill will be limited to areas already planned and funded to be serviced by sewer and water supplies, with new allotments established at a density of one dwelling per 600 to 900 square metres depending on the slope of the land.

It is important when designing and placing new buildings to pay considerable attention to, and reduce the potential impact on, the privacy of internal living areas and amenity of existing development.

Part of the zone adjacent Happy Valley Road as shown on [Concept Plan Map PtL/6 – Happy Valley Environs](#) is located within an area of high bushfire risk. The design and layout of future land division will need to address the relevant access requirements of the *Minister's Code for Undertaking Development in Bushfire Prone Areas*. Subject to bushfire risk, existing vegetation should be retained as a key aesthetic feature of the area.

Residential development will be linked to the provision of adequate water and effluent disposal infrastructure and will feature environmental and water sensitive design techniques to minimise the use of water, encourage water re-use and respond to local climatic conditions.

[Concept Plan Map PtL/6 – Happy Valley Environs](#) identifies new road linkages to be established in a staged manner designed to coordinate with demand generated from future land division. Legible road, pedestrian and cycle connections will be established within the area and to existing residential land to the west including Jillillian Avenue.

Precinct 2 Lincoln Central

This precinct includes the township uplands west of the City's parklands and major school facilities. This central city area contains more recently constructed dwellings established between the 1920's and 1960's. The precinct is highly connected and accessible to the town centre. Major local roads such as Flinders Highway, New West Road and Mortlock Terrace, collect and distribute local traffic to major school and hospital community facilities located within and adjacent to city centre parklands, and to the wide range of shopping and commercial facilities found adjacent in the town centre.

It is envisaged that development will retain and enhance as far as is practicable the established pattern of development and built-form, including the configuration of allotments and roads, and the position and orientation of dwellings to the coast.

Land adjacent to Reevesby Court will be developed at higher residential densities over time with potential to divide larger allotments into smaller parcels to accommodate new dwellings. Preservation of existing vegetation will occur where it enhances local amenity and does not present a fire risk to the City. Infrastructure connections must be addressed prior to land division as the area transitions from on-site sewage disposal systems to mains wastewater and water connections. There is an opportunity to establish a road link from Robertson Road to properties fronting Reevesby Court (primarily Allotment 12, DP11102, CT Ref: 5336/296 and Allotment 13, DP11102, CT Ref: 5433/916) and connecting these two roads creating potential for new allotments with direct road frontage. New development will ensure that proposed driveways have an all-weather surface and arranged to avoid elongated lengths of more than 50 metres without provision for passing bays and a turn around area for a fire truck. Crossovers should be minimised and opportunities for emergency access considered as part of the further division of land.

Large-scale existing community buildings will be enhanced by any redevelopment to improve the relationship with adjacent residences and the town centre.

The precinct is intended to primarily accommodate residential development, however, it is envisaged that small-scale commercial activities which are compatible with the residential amenity and do not generate significant volumes of vehicular traffic, will be established in Mortlock Terrace.

Precinct 3 Kirton Point

This precinct comprises land elevated up to 58 metres above sea level overlooking to the north, Boston Bay and stretches of sea towards Boston Island, and to the east over a horseshoe shaped Port Lincoln Proper. Overlaid on this headland, a Colonel William Light town plan is settled, comprising a grid road pattern emanating from the town centre. Surveyed in the mid 1800's, this road pattern features long boulevard roads over an undulating surface, a planned system of parklands linked to the town centre, a coastal park, and four formal squares.

The original allotments were large at 2100 square metres (half an acre), and serviced by a rear night cart lane. In the last 20 years, many of these large allotments have been redivided with provision of sewer and water into more manageable allotments, leading to the area accommodating a mix of older and conventional dwelling styles. The service lanes have now been developed into attractive streets.

The area, particularly fronting the wide boulevards, has an open, spacious character. Under utilised land is evident, providing further opportunity for the establishment of carefully sited infill dwellings to be developed in a manner that respects the original pattern of settlement.

Located adjacent to the Kirton Point Caravan Park, the Marine Science Centre is an important fishing industry research education facility that requires access to urban infrastructure and coastal waters. An expansion of this facility will not impact on the residential or coastal amenity of the locality.

Precinct 4 Southern

This precinct primarily comprises two estates of detached and semi-detached dwellings, including a significant number of dwellings constructed by the SA Housing Trust generally between the 1950s to 1970s. There are also large areas of undeveloped land adjacent to Lincoln Cove and north of Western Approach Road. The housing stock is generally homogenous in terms of form and appearance.

Urban improvement programs within these estates by Local and State authorities are desired to rejuvenate community infrastructure and upgrade local housing. It is envisaged that such programs will continue within the precinct to improve the quality of the local environment, encourage further infill, foster home ownership, increase population levels, and improve pedestrian and vehicle safety. It is intended that the high standard of development and facilities established within the Lincoln Cove complex adjacent, will stimulate a higher standard of development and continue urban improvement throughout this area.

The eastern portion of the precinct is a transition between the more intensively developed residential areas to the north and east, and the undeveloped vacant land to the south. The area is also a gateway to the Lincoln Cove marina and residential development overlooking Porter Bay.

The western portion of the precinct on land bounded by Barley Road, Nootina Road and Western Approach Road will be developed as a high quality living environment primarily comprising detached dwellings on individual allotments with well landscaped front yards. Larger outbuildings for storage of caravans, boats or other large recreation vehicles will be screened from public view. The size and siting of these outbuildings will avoid adverse visual impact and overshadowing of adjoining properties.

Larger allotments may be required to retain and integrate existing native vegetation and trees. A landscaped buffer area will be established along the interface with Western Approach Road to protect residential amenity and also provide an attractive southern entry approach to Port Lincoln. This buffer area will also accommodate an open channel that will form part of Council's stormwater management system.

Legible road, pedestrian and cycle connections will be established within the area and to existing residential land north of Barley Road and Lincoln Gardens Primary School. New junctions, intersections or access points along Western Approach Road will not be created, with existing property points to be progressively closed as development occurs. Development will produce traffic impact assessments that detail the traffic implications for the surrounding road network, in particular the Nootina Road and Barley Road junctions with Western Approach Road and identify any upgrades required to accommodate the increased traffic volumes.

Any road works/upgrades identified will need to be provided in conjunction with and as part of development in the Precinct.

Development, including land division will be undertaken in a co-ordinated and integrated manner as identified on [Concept Plan Map PtL/8 – Southern](#) and will include the following key elements:

- (a) an integrated stormwater management system with the capacity to accommodate and manage anticipated stormwater volumes generated by the development
- (b) open space in a single and co-ordinated location
- (c) new roads and road upgrades.

The precinct also contains a number of large recreational and undeveloped sites, including the Ravendale Sporting Complex. The redevelopment and expansion of existing recreational facilities will be undertaken provided the nature and intensity of the proposed development and the location of activities, is compatible with the residential amenity of the area.

The development of land bound by Lodge Street, Ravendale Road and Wingard Terrace for light industrial or commercial purposes will be undertaken subject to the establishment of a densely planted landscaped buffer strip between the light industrial and commercial development and adjoining residential development.

The design and siting of development fronting and adjacent to Ravendale Road, Lodge Street and Wingard Terrace and connecting streets will provide for built forms to be of a high standard of design, site layout, access, off-street parking, signs and landscaping, arranged to enhance its gateway and civic transport function as a major entry to Lincoln Cove tourist and residential areas.

Precinct 5 Lincoln Cove

This precinct will be a residential environment characterised by one and two storey waterfront housing, designed and constructed to a high standard to complement the maritime theme. Streets will be safe and pleasant and designed to encourage pedestrian and cycling movement and legible connections to adjacent areas, public open space will be attractive and convenient to the community, and safe and convenient access to waterfront areas will be achieved.

Building development in the precinct will adopt energy efficient design principles, materials will be consistent with a maritime theme, privacy between individual buildings will be achieved, suitable road setbacks to enable provision for car parking and landscaping will occur and outbuildings and additions will be compatible with the associated dwelling. Future road layout will ensure attractiveness and functionality of the Parnkalla Trail as an important walking and cycle trail in the City, uninterrupted by driveways and access points.

Part of the precinct is located on the former BHP land to the east of Cove View Drive and south of St Andrews Drive. Although similar in character and an obvious extension to the existing residential area, this part of Precinct 5 offers an opportunity to create a high quality neighbourhood that successfully integrates native vegetation, changes in topography and coastal views, where achievable.

Residential development within this part of the precinct will accommodate low to medium densities delivering high quality housing set amongst ample landscaping.

There will be a focus on a legible street arrangement and pattern of development that properly connects to the existing and future street network. Road and allotment layouts should also maximise opportunities to create energy efficient housing through appropriate orientation and allotment shapes.

It is important that any future development responds positively to this different environment and seeks to protect and integrate indigenous vegetation and existing land features.

Development on the parcel of land situated near the corner of Marina Drive and Stamford Terrace (Lot Q203 – CT 6170-376) should retain and integrate native vegetation as part of future public open space, walking or cycling trails for conservation and amenity purposes.

Careful consideration should be given to the potential for threat from bushfire and suitable measures should be taken to reduce the risk to life and property. Site investigations show that areas within the precinct may be subject to site contamination. These areas should not be developed until it is demonstrated that the land is suitable for its intended use. Development will also facilitate the establishment of the 'Marina Link Road' as shown on [Concept Plan Map PtL/3 - Proper Bay](#). The activities of dredging and earthworks drainage may be required to fully develop the land. These works must be considered and managed appropriately in order to minimise the mobilisation of sediment from causing detrimental impacts to the marine environment.

Precinct 8 Eastern

This precinct will be a residential environment characterised by a range of housing types, designed and constructed to a high standard to take advantage of views over Proper Bay towards the Lincoln National Park. Dwelling density should generally be low to medium.

The precinct has a distinct landscape formed by its coastal setting, topography and abundance of high quality indigenous vegetation. It is important that future development responds positively to this environment and seeks to protect and integrate indigenous vegetation and existing land features such as water bodies as much as practicable.

Access to the precinct will be via the Western Link Road along the disused rail corridor, which will also provide improved access to the industrial area to the east. The internal road network, on-street parking and crossovers will be designed to contribute to the desired character of the area consistent with housing density and built form. Shared surfaces and pedestrian friendly street environments will contribute to the character of the precinct. New streets should be convenient and legible to the community and help to create convenient public access to and along the coast.

Connections to facilities and services both within and outside the precinct will be enhanced through the creation of the link roads as shown on [Concept Plan PtL/3 – Proper Bay](#).

In order to ensure that a coordinated approach to development is achieved, land division will proceed in a series of stages based on the delivery of necessary road infrastructure. The development of the precinct should not proceed until the 'Western Link Road' and 'Marina Link Road' are completed. Residential development will be linked to the provision of adequate water and effluent disposal infrastructure and will feature environmental and water sensitive design techniques to minimise the use of water, encourage water re-use and respond to local climatic conditions.

Careful consideration should be given to the potential for threat from bushfire and suitable measures should be taken to reduce the risk to life and property. The division of land should ensure that the boundary of any dwelling will not directly abut an area of native vegetation unless sufficient separation is provided.

Buffers along the coastal edge and surrounding the precinct should be utilised for conservation purposes and not contain formal recreation facilities or large structures.

Site investigations show that areas within the precinct may be subject to site contamination. These areas should not be developed until it is demonstrated that the land is suitable for its intended use.

Building design would be selected to complement the landscape character and coastal setting. While housing will be of contemporary design, the use of verandas, eaves, pitched roofs, a mixture of building materials and orientation towards the primary street frontage will ensure that dwellings are attractive, visually interesting and responsive to the local environment.

Building development in the precinct will adopt energy efficient design principles, privacy between individual buildings will be achieved, suitable road set-backs to enable provision for car parking and landscaping will occur and outbuildings and additions will be compatible with the associated dwelling. Off street garaging will not visually dominate streetscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary and secondary school
 - recreation area
 - shop, office or consulting room
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or under utilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality
 - (c) does not detrimentally impact on the amenity of nearby residents.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.
- 6 The Lincoln Marine Science Centre should only be expanded for educational and research purposes.

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.
- 9 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	6 metres
Minimum setback from secondary road frontage	3 metres
Minimum setback from side boundaries where the side walls do not exceed 3 metres	1 metre
Minimum setback from side boundaries where the side walls do not exceed 6 metres	1.5 metres

Parameter	Value
Minimum setback from side boundaries where the side walls exceed 6 metres	1.5 metres plus the value of the wall height that exceeds 6 metres.
Minimum setback from rear boundary	3 metres
Maximum site coverage	50 per cent
Maximum building height (from natural ground level)	8.5 metres
Minimum number of on site car parking spaces other than for affordable housing (one of which should be covered)	2 spaces

- 10 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area	90 square metres
Maximum building height (from natural ground level)	4.5 metres
Maximum wall height (from natural ground level)	3 metres
Minimum setback from side and rear boundaries where the outbuilding has windows	1 metre
Minimum setback from primary road frontage	6 metres
Minimum setback from secondary road frontage	3 metres

- 11 A dwelling should have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling including common areas) and a minimum average site width to a public road not less than that shown in the following table except where located within **Precinct 5 Lincoln Cove** or **Precinct 8 Eastern**, or that part of **Precinct 1 Happy Valley** that falls within the concept plan boundary shown on [Concept Plan Map PtL/6 – Happy Valley Environs](#):

Dwelling type	Site area other than for affordable housing (square metres)	Minimum average site width (metres)
Detached	450 minimum	12
Semi-detached	300 minimum	10
Group dwelling (single storey)	300 minimum	25
Group dwelling (two storey)	250 minimum	25
Residential flat building (single storey)	300 average	25
Residential flat building (single storey)	250 average	25
Row dwelling (single storey)	250 minimum	7
Row dwelling (two storey)	210 minimum	7
Aged persons accommodation	300 minimum	25

- 12 Development that generates wastewater (including effluent) should not be undertaken unless it is connected to the City's sewerage system.

Affordable Housing

- 13 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 14 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

PRECINCT SPECIFIC PROVISIONS

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

Precinct 1 Happy Valley

- 15 Development should not be undertaken unless it is consistent with the desired character for the following precinct.
- 16 Development of land shown on [Concept Plan Map PtL/6 – Happy Valley Environs](#) should primarily be for detached dwellings.
- 17 A dwelling should have a minimum site area and a minimum site width to a public road not less than shown in the following table:

Slope of site (natural ground level)	Minimum site area (square metres)	Minimum site frontage (metres)
Less than 1-in-10	600	15
Between 1-in-10 and 1-in-5	700	15
Greater than 1 in 5	900	18

- 18 Battleaxe allotments (or similar configuration) should be created within the following parameters:

Slope of site (natural ground level)	Minimum site area (square metres) excluding driveway handle	Minimum site frontage (metres)
Less than 1-in-10	700	22
Between 1-in-10 and 1-in-5	900	24
Greater than 1 in 5	1000	24

- 19 Dwellings adjacent to the Flinders Highway should be designed to shield internal occupants from adverse road noise by locating bedrooms and private open space away from the road, and with appropriate noise attenuation measures.
- 20 Vehicular access and driveways in development of land shown on [Concept Plan Map PtL/6 – Happy Valley Environs](#) should be limited to 5 metres in width to minimise cut and fill and loss of vegetation.
- 21 Development should:
 - (a) achieve a profile that blends with the topography of the land
 - (b) avoid the use of bright and highly reflective external materials and finishes
 - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.

Precinct 2 Lincoln Central

- 22 Development should not be undertaken unless it is consistent with the desired character for the following precinct.

Precinct 3 Kirton Point

- 23 Development should not be undertaken unless it is consistent with the desired character for the following precinct.
- 24 A site history report, preliminary site assessment report and as necessary a detailed site assessment report, together with appropriate auditing should be completed and suitable action confirmed to address any contamination on 15 Dublin Street (Lot 201 and 92 of F207312), to the satisfaction of the relevant authority prior to any development of this land.

Precinct 4 Southern

- 25 Development should not be undertaken unless it is consistent with the desired character for the following precinct.
- 26 Development of land bound by Lodge Street, Ravendale Road and Wingard Terrace should:
- (a) incorporate a visual screen in the form of landscaping and fencing of not less than 5 metres wide along the boundary of the site fronting Wingard Terrace
 - (b) provide a minimum building setback distance of 20 metres from the Wingard Terrace property boundary
 - (c) provide vehicular access from only Ravendale Road or Lodge Street.
- 27 Development of land bound by Barley Road, Nootina Road and Western Approach Road should:
- (a) incorporate a buffer area of at least 18 metres in width measured from property boundaries along land fronting Western Approach Road
 - (b) incorporate visual screen in the form of high quality fencing, mounding and landscaping not less than 5 metres wide along land fronting Western Approach Road
 - (c) provide vehicular access from Nootina Road and/or Barley Road.

Precinct 5 Lincoln Cove

- 28 Development should not be undertaken unless it is consistent with the desired character for the precinct.
- 29 Development should have a minimum site level of 2.55 metres Australian Height Datum and floor level of 2.80 metres Australian Height Datum to provide protection from coastal flooding to the year 2050 together with provision of protection measures against sea-level rise (except where basement or undercroft car parking is proposed, where a sill height of not less than 2.6 metres Australian Height Datum or a barrier to prevent inundation of the basement or undercroft area should be provided), together with the provision for the practical establishment of protection measures for a further sea-level rise of 0.7 metres and land subsidence to the year 2100.
- 30 Development in the precinct should be primarily for detached dwellings.
- 31 A dwelling should be designed within the following parameters and have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) not less than that shown in the following table:

Parameter	One storey dwelling	Two storey dwelling
Site area (square metres)	300 minimum	275 minimum
Minimum setback from road boundary	6 metres	6 metres
Minimum setback from the waterfront	5 metres	5 metres
Minimum setback from side boundary	1.2 metres	1.2 metres
Minimum number of on site car parking spaces (one of which should be covered)	2	2
Maximum site coverage	50 per cent	50 per cent

- 32 Dwellings in any configuration should provide:
- (a) a driveway width of at least 3 metres
 - (b) an area of private open space (excluding driveways, parking and vehicle manoeuvring areas) capable of containing a rectangular area of no less than 4 metres by 6 metres
 - (c) generous areas of landscaping on the waterfront and adjacent to the street.
- 33 Dwellings to be established on waterfront allotments with dual public frontages should be specially designed so that they front the foreshore whilst the rear of such dwellings, where they front a public road, should also be designed so that they address their road frontage and have an aesthetically pleasing appearance from the road.
- 34 Waterfront residential pontoons or jetties should be limited in size sufficient to accommodate the mooring of a single boat and should not project into waterways beyond the Certificate of Title boundary so as to disrupt the safe passage of boats.
- 35 Development of headlands or channels should not obstruct or interfere with navigational aids.

Precinct 6 Unsewered Area

- 36 Land division should not occur within this precinct.

Precinct 7 Residential 1

- 37 Development in the precinct should be limited to detached dwellings of maximum two storeys in height.
- 38 Development in the precinct should be designed and located to maximise the retention of significant native vegetation.
- 39 Vehicular access and driveways in the precinct should be limited to minimise erosion and loss of vegetation.
- 40 All dwellings in the precinct should be staggered and set-back as far as possible with a minimum of 6 metres set-back from the northern allotment boundary.
- 41 All dwellings in the precinct should present an attractive frontage to Saint Andrews Drive.
- 42 Site fencing in the precinct should be low-level post and wire and not solid prominent materials.
- 43 Outbuildings in the precinct should be co-ordinated with detached dwellings in terms of building materials and design.

Precinct 8 Eastern

- 44 Development should not be undertaken unless it is consistent with the desired character for the precinct.
- 45 In accordance with [Concept Plan Map PtL/3 - Proper Bay](#) and [Concept Plan Map PtL/5 - Western Link Road](#), development, including land division, in **Precinct 8 Eastern** should only proceed where the following infrastructure has been completed:
- (a) the Western Link Road
 - (b) the Marina Link Road.
- 46 Development should have a minimum site level and floor level to protect against coastal flooding and predicted sea-level rise.
- 47 Building height should generally be limited to two storeys (or 8.5 metres above natural ground level to topmost of roof).
- 48 A dwelling should be designed within the following parameters and have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) not less than that shown in the following table:

Parameter	One Storey Dwelling	Two Storey Dwelling
Site Area (square metres)	300 minimum	275 minimum
Minimum setback from road boundary	6 metres	6 metres
Minimum setback from side boundary	1.2 metres	1.2 metres
Minimum number of on site car parking spaces (one of which should be covered)	2	2
Maximum site coverage	50 per cent	50 per cent

- 49 Dwellings in any configuration should provide:
- (a) a driveway width of at least 3 metres
 - (b) an area of private open space (excluding driveways, parking and vehicle manoeuvring areas) capable of containing a rectangular area of no less than 4 metres by 6 metres
 - (c) generous areas of landscaping adjacent to the street.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and /or advertising hoarding	
Amusement machine centre	
Animal keeping	Except where not located within Precinct 7 Residential 1
Bus depot	
Car wash	
Community centre	Except where floor area is less than 300 square metres.
Consulting room	Except where the consulting room is located outside of any of the following: (a) Precinct 5 Lincoln Cove (b) Precinct 7 Residential 1.
Crematorium	
Dairy	
Dwelling within any of the following precincts: (a) Precinct 6 Unsewered Area (b) Precinct 7 Residential 1.	Except where it involves a detached dwelling per allotment.
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Industry	
Intensive animal keeping	
Land division within any of the following precincts: (a) Precinct 6 Unsewered Area (b) Precinct 7 Residential 1 (c) Precinct 8 Eastern	Except where all of the following are achieved: (a) the site is within Precinct 8 Eastern (b) the construction of the Western Link Road has been completed in accordance with Concept Plan Map PtL/3 - Proper Bay and Concept Plan Map PtL/5 - Western Link Road (c) the construction of the 'Marina Link Road' has been completed in accordance with Concept Plan Map PtL/3 - Proper Bay .
Motel in the Precinct 7 Residential 1.	
Motor repair station	
Office	Except where: (a) the total floor area is less than 50 square metres (b) the site does not front an arterial road.
Office within any of the following: (a) Precinct 5 Lincoln Cove (b) Precinct 7 Residential 1.	

Form of Development	Exceptions
Parking of vehicles over 3000 kg in weight (including any trailer)	Except within Precinct 7 Residential 1 .
Petrol filling station	
Public service depot	
Residential flat building within any of the following precincts:	
(a) Precinct 6 Unsewered Area	
(b) Precinct 7 Residential 1	
(c) the part of Precinct 1 Happy Valley that falls within concept plan boundary as shown on Concept Plan Map PtL/6 – Happy Valley Environs .	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where: <ul style="list-style-type: none"> (a) the gross leasable area is less than 250 square metres (b) the site does not front an arterial road.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
	Educational and research activities on land to the east of Hindmarsh Street.

Residential Hills Zone

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

OBJECTIVES

- 1 A residential zone primarily comprising of detached dwellings at low densities, including affordable housing.
- 2 Residential development sensitive to the particular topography of the area and which has minimal visual and environmental impacts.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone incorporates elevated land that rises upwards from Happy Valley Road towards the apex of the ridge line at Winter Hill and forms an attractive City backdrop. The zone is generally undeveloped with the exception of very low density housing along Happy Valley Road and Walter Street and other scattered rural living properties. Character is strongly influenced by changes in topography including areas of steeper land and valuable stands of native vegetation and trees that punctuate the landscape.

It is expected that the transition over time will achieve a highly liveable environment characterised by low density detached dwellings on well landscaped allotments that demonstrate a sensitive response to local context through their form, articulation, placement and quality of design and external finishes. This includes larger separation between buildings, not placing buildings on ridgelines, avoiding large blank walls and lack of fenestration and moderating bulk and scale to minimise visual dominance. The connection to its natural setting should be enhanced by retaining existing native vegetation and undertaking additional landscaping with appropriate species.

The design of new buildings will minimise the visual impact of the development when viewed from adjoining properties or outside of the zone, including the City centre.

Buildings, particularly in highly visible locations or adjoining an area of open space or other natural character, will be finished with colours and materials complementing the surrounding environment. Highly reflective and very bright materials and colours that detract from the prevailing landscape character are inappropriate for all buildings. The use of zincalume external cladding or roofing is not appropriate.

The retention of natural character should be protected by minimising earthworks for buildings, other structures and driveways. Buildings should be stepped or split level to reduce the amount of cut and fill and the natural topography utilised to screen buildings. Retaining walls, particularly where retaining fill and when visible from the street or neighbouring properties will be stepped in height to reduce their visual impact and provide opportunities for landscaping to further enhance amenity within the area.

No more than one dwelling will be built on each allotment to ensure that the low density nature and open character of the area is maintained. Outbuildings should be clustered together and be clearly subordinate in scale and appearance to the dwelling on site. Water tanks should be underground or screened from public view.

Land should be divided into allotments that complement the open and natural setting of the locality with a minimum area of 700 square metres. Larger allotments should be provided on steeper sites or where native vegetation is desired for retention. Irregular shaped allotments with narrow street frontages and battle-axe allotments or similar will not be created.

The development of this zone will be undertaken in an orderly and integrated manner to deliver land and infrastructure for housing and open space to accommodate new residential development in accordance with [Concept Plan Map PtL/6 – Happy Valley Environs](#) and [Concept Plan Map PtL/7 - Northern](#).

Development, including land division must only occur when adequate infrastructure provision has been provided and be staged in a logical manner including the following key elements:

- (a) integrated stormwater management system with the capacity to accommodate and manage anticipated stormwater volumes generated by the development
- (b) reserves along natural creeklines to protect biodiversity and a co-ordinated location providing a new neighbourhood level open space
- (c) new roads and road upgrades
- (d) sewer and water infrastructure.

Particular attention will be given to the co-ordination of a stormwater management system to achieve an efficient and easily maintained integrated series of drainage channels and/or detention basins.

The zone boundary generally follows the 122 metre contour line which is the current viable limit for the delivery of services such as water and sewer. To co-ordinate delivery, the upper parts of the zone not adjacent or easily connected to existing infrastructure services and roads in the **Residential Zone** will not be developed unless all necessary road, sewer, stormwater and water infrastructure provision has been made.

As development occurs throughout the zone, the existing road network will be upgraded to accommodate increases in traffic volumes and provide safe, efficient and convenient traffic movements through the locality. New roads and pedestrian paths will link to the existing road network within adjoining residential areas and following the natural contours of the land and also avoid deep gully areas to avoid significant earthworks. The future road network will also facilitate safe emergency access for fire fighting or evacuation purposes through avoiding cul-de-sacs or other no-through roads.

New residential development will incorporate emergency service vehicle access, provide adequate water supply for fire-fighting purposes, provide a buffer area from vegetation, and should locate and design new buildings away from hazardous areas.

Large tracts of native vegetation should be retained and incorporated into open space, and green corridors of native vegetation should be provided to link areas of open space, particularly along creek lines or ravines. Stormwater management initiatives should be incorporated into areas of open space to reduce the demand on Council's water supply.

Precinct 9 Walter

This precinct is within the foothills of the Council area and gradually slopes upward to the west. The area contains significant pockets of native vegetation and features such as creek lines and associated gullies. Designated open space buffers (to be protected from future development), are to be developed along these watercourses. Improved pedestrian access will be provided to connect these open space areas to the existing open space and pedestrian network outside of the precinct.

Future land division and the design and siting of new buildings should mitigate bushfire risk through adopting the relevant requirements of the Minister's Code for Undertaking Development in Bushfire Prone Areas.

The extension or creation of a new road network and services will be undertaken in accordance with [Concept Plan Map PtL/6 – Happy Valley Environs](#). The alignment of connector roads should respond to local topography to minimise the need for earthworks and ensure safe driver sightlines are achieved.

Precinct 10 Northern

This precinct comprises land in the northernmost part of the Council with relatively large landholdings and a modest number of dwellings. There is significant change in topography including land along a highly exposed gully that runs parallel to Milton Avenue.

An increase in dwelling density is desirable. However, larger allotments may be appropriate on sloping land, along drainage or creek lines or areas of native vegetation. Coordinated land division through the amalgamation of several larger allotments is encouraged. In order to realise the full development potential of the Precinct and to minimise infrastructure costs, it is essential that development of any site not be considered in isolation but rather as part of a coordinated approach in order to overcome significant road layout and servicing constraints. This will also enable a functional, legible and site responsive road and allotment layout to be achieved.

Future development will predominately comprise detached dwellings on individual allotments. Semi-detaching dwellings may be appropriate on land with a gradient of less than 1-in-8.

The extension or creation of a new road network and services will be undertaken in accordance with [Concept Plan Map PtL/7 – Northern](#). The alignment of connector roads should respond to local topography to minimise the need for earthworks and ensure safe driver sightlines are achieved.

No new intersections will be constructed that directly connect to the Lincoln Highway. Access into the precinct should be achieved from Milton Avenue to the south and Boundary Road to the north within the District Council of Lower Eyre Peninsula as shown on [Concept Plan Map PtL/7 – Northern](#).

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - detached dwelling
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling addition
 - semi-detached dwelling **within Precinct 10 Northern**
 - small scale non-residential use that serves the local community, for example:
 - open space
 - recreation area
 - small shop, office or consulting room
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Development of semi-detached dwellings and land division for such purposes should only occur where the gradient of each semi-detached dwelling site is no steeper than 1-in-8 **and only within Precinct 10 Northern**.
- 5 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality
 - (c) does not detrimentally impact on the amenity of nearby residents.
- 6 The use and placement of outbuildings should be ancillary to and in association with a dwelling.

- 7 Development should be sited and designed to preserve mature landscaping (including native vegetation) in a manner consistent with bushfire risk reduction measures.
- 8 The size, shape, orientation, layout, and location of the boundaries of allotments should provide for the conservation of trees and other special site features consistent with a functional layout of future buildings, access, services, open space and in a manner consistent with bushfire risk reduction measures

Form and Character

- 9 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 10 Development should be designed and sited to relate to the slope of the land, so that:
 - (a) the bulk and scale of the buildings do not dominate the landscape
 - (b) the amount of cutting and filling of the natural ground profile is minimised
 - (c) views from adjoining dwellings and public open spaces are maintained.
- 11 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	8 metres
Minimum setback from secondary road frontage	3 metres
Minimum setback from rear allotment boundary	8 metres
Minimum setback from side allotment boundary where the dwelling wall height does not exceed 3 metres from natural ground level	2 metres
Minimum setback from side allotment boundary where the dwelling wall height exceeds 3 metres but is less than 6 metres from natural ground level	3 metres
Minimum setback from side allotment boundary where the dwelling wall height is greater than 6 metres from natural ground level	3 metres plus 1 metre for every metre of wall height above 6 metres from natural ground level
Maximum site coverage	40 per cent
Minimum area of private open space	20 per cent of site area
Maximum building height (from natural ground level)	2 storeys and 8.5 metres
Minimum number of on site car parking spaces	2

- 12 Wherever possible, existing vegetation should be used to screen the building and excavation or filling from view.
- 13 Development should:
 - (a) achieve a profile that blends with the topography of the land
 - (b) avoid the use of bright and highly reflective external materials and finishes
 - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.

- 14 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to adjoining dwellings by:
- (a) incorporating stepping in the design in accordance with the slope of the land
 - (b) where appropriate, setting back the upper storey of a dwelling a greater distance from front and side boundaries than the lower storey.
- 15 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area	120 square metres
Maximum building height	4.5 metres
Maximum wall height (from natural ground level)	3.5 metres where external wall and roof cladding is pre-coloured treated metal or equivalent material
Minimum setback from rear boundaries	1 metre
Minimum setback from side allotment boundary where the wall height does not exceed 3 metres from natural ground level	1 metre
Minimum setback from side allotment boundary where the wall height exceeds 3 metres but is less than 6 metres from natural ground level	1 metres
Minimum setback from a public road or public open space area	8 metres (or 500mm behind front of dwelling)
Minimum setback from a secondary road	3 metres (or 500mm behind front of dwelling)

- 16 A dwelling should have minimum site area and a frontage to a public road not less than that shown in the following table:

Slope of site (natural ground level)	Minimum site area (square metres)	Minimum site frontage (metres)
Less than 1-in-10	700	18
Between 1-in-10 and 1-in-5	800	20
Greater than 1 in 5	950	20

Land Division

- 17 Land division should create allotments with an area of at least 700 square metres and a frontage of at least 18 metres depending on the slope of the land.
- 18 Land division should not result in the development of sites in a battleaxe (or similar) configuration.

Infrastructure Co-ordination

- 19 Development that generates wastewater (including effluent) should not be undertaken unless it is connected to the City's sewerage system.

- 20 Development, including land division, within **Precinct 10 Northern** should only occur once road link A as shown on [Concept Plan Map PtL/7 – Northern](#) either exists or a legally binding agreement has been executed for the provision of this infrastructure item.

PRECINCT SPECIFIC PROVISIONS

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

Precinct 9 Walter

- 22 Development should not be undertaken unless it is consistent with the desired character for the precinct.

Precinct 10 Northern

- 23 Development should not be undertaken unless it is consistent with the desired character for the precinct.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Complying criteria / conditions
Advertisement and/or advertising hoarding	
Amusement machine centre	
Caravan park	
Consulting room	Except where: (a) the total floor area is 50 square metres or less (b) the site does not front an arterial road.
Crematorium	
Dairy	
Farming	
Fuel depot	
Group dwelling	
Horse keeping	
Horticulture	
Hospital	
Hotel	

Form of development	Complying criteria / conditions
Industry	
Intensive animal keeping	
Land division within Precinct 10 Northern	Except where road link A as shown on Concept Plan Map PtL/7 – Northern either exists or a legally binding agreement has been executed for the provision of this infrastructure item.
Motor repair station	
Office	Except where: <ul style="list-style-type: none"> (a) the total floor area is 50 square metres or less (b) the site does not front an arterial road.
Petrol filling station	
Public service depot	
Residential flat building	
Restaurant	
Road transport terminal	
Row dwelling	
Semi-detached dwelling	Except where: <ul style="list-style-type: none"> (a) the site is no steeper than 1-in-8 (b) is located on land within Precinct 10 Northern.
Service trade premises	
Shop or group of shops	Except where: <ul style="list-style-type: none"> (a) the gross leasable area is 50 square metres or less (b) the site does not front an arterial road.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Rural Landscape Protection Zone

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

OBJECTIVES

- 1 Preservation of the natural and rural character and scenic features of the zone.
- 2 Low-intensity rural activities on large land holdings.
- 3 Tourist facilities, attractions, and accommodation that are secondary to farming and blend with the natural environment.
- 4 Development that contributes to the desired character of the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - detached dwelling and a building associated with farming activities
 - low intensity farming and grazing
 - recreation and tourist infrastructure for the interpretation and appreciation of the natural features of the zone
 - supplementation of existing farming activities through small scale tourist accommodation:
 - within an existing building, or
 - in the form of farm stay, guesthouse, rural or nature retreat or bed and breakfast accommodation as an integral part of a group of farm buildings.
- 2 Development listed as non-complying is generally inappropriate.
- 3 A shop should:
 - (a) be ancillary to primary production or processing uses, or tourist accommodation or other tourist development
 - (b) be located on the same site as the primary use
 - (c) have a gross leasable area that does not exceed 20 square metres.
- 4 A dwelling should only be developed if:
 - (a) there is a demonstrated connection with farming or other primary production
 - (b) the location of the dwelling will not inhibit the continuation of farming, other primary production or other development that is in keeping with the provisions of the zone
 - (c) it is located more than 500 metres from an existing intensive animal keeping operation unless used in association with that activity
 - (d) it does not result in more than one dwelling per allotment.

Form and Character

- 5 The excavation and/or filling of land should:
- (a) be no greater than 1.5 metres from natural ground level
 - (b) only be undertaken in order to reduce the visual impact of buildings or structures or to construct water storage facilities for use on the allotment
 - (c) result in stable scree slopes that are covered with topsoil and landscaped so as to preserve and enhance or assist in the re-establishment of, the natural character of the locality.
- 6 Re-vegetation and screen planting proposed as part of development should use locally indigenous native species.

Land Division

- 7 Land division should not be undertaken except where it will facilitate the retention of native vegetation on a single allotment and provided no additional allotments are created.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding	Except where one of the following is achieved: <ul style="list-style-type: none"> (a) is adjacent to a road with a speed limit of less than 80 km/h (b) has an advertisement area of 2 square metres or less and achieves all of the following: <ul style="list-style-type: none"> (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) the advertisement will not result in more than two advertisements on the allotment.
Caravan park	
Community centre	
Consulting room	
Educational establishment	
Fuel depot	

Form of development	Exceptions
Horticulture involving the growing of olives	Except where the location for the growing of olives achieves (a) and (b): (a) at least 500 metres from all of the following: (i) a national park (ii) a conservation park (iii) a wilderness protection area (iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area (b) 50 metres from the edge of a substantially intact stratum of native vegetation 5 hectares or less in area.
Hospital	
Hotel	
Industry	Except light industry
Indoor recreation centre	
Land division	Except where the land division achieves all of the following: (a) involves allotment(s) of 30 hectares or more that existed prior to 31 May 1984 (b) creates no more than one additional allotment measuring between 0.5 hectares to 2 hectares in area.
More than one dwelling on an allotment	Except where it achieves all of the following: (a) is structurally attached to and is sub-ordinate to the main dwelling (b) is less than 60 square metres in area (c) relies on the main dwelling for its power, water supply and effluent disposal system (d) does not contain more than two bedrooms (e) is located and screened so as to appear as part of the main dwelling.
Motor repair station	
Nursing home	
Office	Except where associated with primary production or tourism development
Petrol filling station	
Pig keeping	
Place of worship	
Primary school	
Pre-school	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 20 square metres

Form of development	Exceptions
Truck parking	Except where it achieves all of the following: <ul style="list-style-type: none">(a) situated on a 4 or more hectare allotment occupied by the owner of the truck(b) it involves no more than one truck(c) the truck has a load limit of less than 25 tonnes.
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

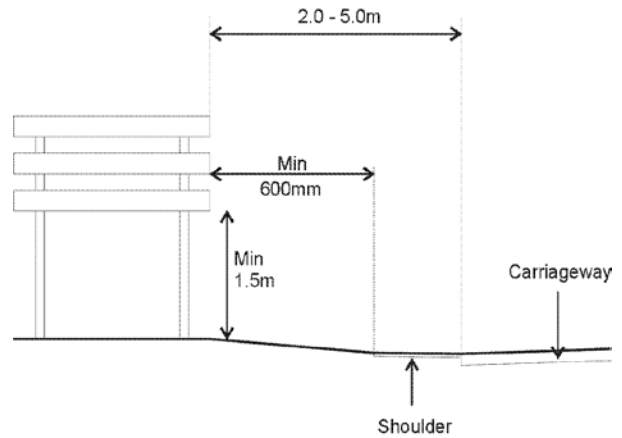
Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Table Section

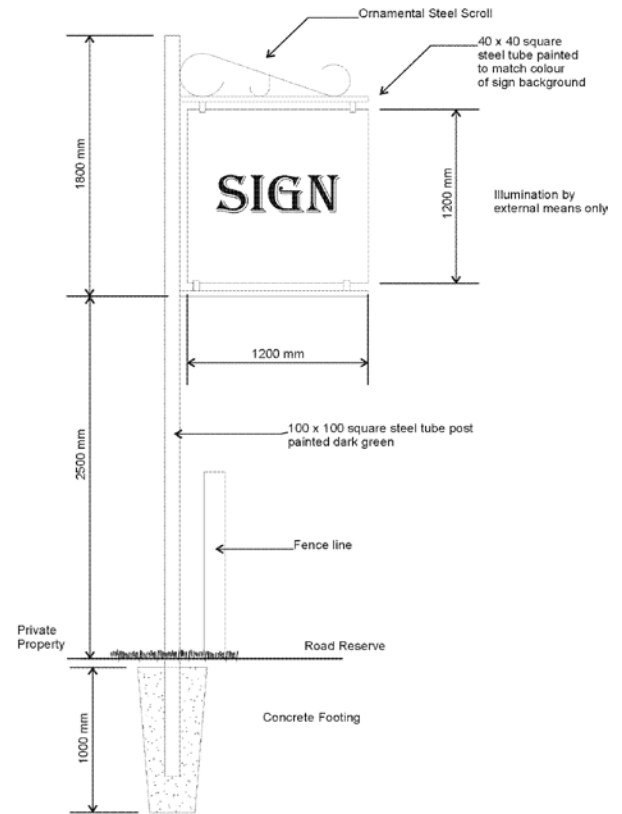
Table PtL/1 - Advertisements Standards and Guidelines

Type of sign	Standards and dimensions
--------------	--------------------------

Rural based business **directional signs** should generally be established in accordance with the following standards:



Rural based business **identification signs** should be established in accord with the following dimensions:



SIGN OVERHANGING ROAD RESERVE OR PUBLIC PLACE

Table PtL/2 - Off Street Vehicle Parking Requirements

Land Use Type	Required Number of Off-Street Car Parking Spaces
Accommodation	
Detached dwelling	2 on site parking spaces (1 of which is covered)
Motel	1 per room, plus 1 per employee, plus 50% of the calculated parking demand of any ancillary land use except a hotel 100% of parking requirement of an associated hotel
Multiple dwelling developments	1 bedroom: 1 space per dwelling, plus 2 bedroom: 1.25 spaces per dwelling, plus 3 or more bedroom: 1.75 spaces per dwelling, plus independently accessible visitors parking: 0.25 space per dwelling
Nursing home	1 space per 4 beds
Retirement village	1 space per residential unit plus 1 space per 7 residential units for visitor parking
Supported accommodation	1 space per dwelling plus 1 space per 2 dwellings for staff, service providers and visitors.
Tourist accommodation	1 per room, plus 1 per employee, plus 50% of the calculated parking demand of any ancillary land use except a hotel 100% of parking requirement of an associated hotel
Commercial	
Bulky goods outlet	2 to 4 spaces per 100 square metres of gross leasable floor area dependent upon the ability for shared car parking arrangements associated with the development.
Hotel	1 space per 2 square metres of bar floor area, plus 1 space per 6 square metres of lounge bar or beer garden floor area, plus 1 space per 3 guest rooms, plus 1 space per 3 seats in a restaurant, plus 1 space per 2 gaming machines
Motor repair station	4 spaces per service bay.
Office	4 spaces per 100 square metres of total floor area providing office accommodation.
Petrol filling station	6 per service bay, plus 50% of the calculated parking demand of any ancillary land use

Land Use Type	Required Number of Off-Street Car Parking Spaces
Restaurant	Traditional: 1 space per 3 seats Fast food/family: - without dine-in and drive through: 12 spaces per 100 square metres of total floor area - with dine-in but no drive through: Greater of 1 space per 5 square metres or 1 space per 2 seats (internal seating) - with dine-in and drive through: Greater of 1 space per 3 square metres or 1 space per 2 seats (internal seating)
Road transport depot/ terminal	1 space per 2 employees with a minimum of 3 car parking spaces
Services trade premises	2 to 4 spaces per 100 square metres of gross leasable floor area dependent upon the ability for shared car parking arrangements associated with the development.
- Vehicle sales yard	1 space per every 10 vehicles displayed or able to be displayed on the lot or in the vehicle showroom
Shop	5.5 spaces per 100 square metres of gross leasable floor area
Store	1 space per 150 square metres of total floor area or 1 space per 3 employees which ever provides the larger parking area
Community/ Civic	
Child Care Centre / Educational Establishment: Pre-school	1 per employee, plus either 0.25 per child (drop-off / pick-up bays), or an area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child
Community centre	1 per 20 square metres total floor area.
Educational Establishment: Primary School	1.1 per employee , plus either 0.25 per child (drop-off / pick-up bays) , or an area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child
Educational Establishment: Secondary School	1.1 per employee , plus either 0.16 per child (drop-off / pick-up bays) , or an area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.16 spaces per child
Tertiary institution	0.8 per student that is part of the maximum number of students on the site at any time
Industry and Warehouse	
Industry and warehouse (includes General, Light, Special and Service Industry)	3.3 per 100 square metres of floor space for the office component plus: (a) 2 per 100 square metres up to 200 square metres (b) 1.33 per 100 square metres for 200 - 2000 square metres (c) 0.67 per 100 square metres for greater than 2000 square metres of non-office floor space (d) 0.75 per employee for labour intensive industries (inclusive of office space).

Port Lincoln Council
 Table Section
 Table PtL/2 - Off Street Vehicle Parking Requirements

Medical	
Consulting room	4 spaces per consulting room
Hospital	1 space per 2.5 beds plus provision for patients to be driven to an entrance within the property
Medical centre	10 spaces per 100 square metres of total floor area
Recreation	
Bowling club	10 spaces per bowling green
Other	
Marina	1 space per marina berth
Place of worship	1 space per 3 to 5 seats

Table PtL/3 - State Heritage Places

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
Dorset Place PORT LINCOLN	Former Windmill Base (sometime Pioneer Mill Museum)	A82	D4018	CT 1694/14		14219
Hawson Place PORT LINCOLN	Hawson's Grave, Hawson Square	Hawson Square	H510600	N/A		14220
152 Proper Bay Road PORT LINCOLN	'Arrandale' (Dwelling, Cottage and Stables)	A100	F8154	CT 5473/274		14217
Railway Terrace PORT LINCOLN	Port Lincoln Railway Station	A92 A114	F216761 F213683	CT 5648/202 CT 5615/247		14608
36 Washington Street PORT LINCOLN	Port Lincoln Police Station & Courthouse	A61	D69499	CT 5963/98		10219
20 Windsor Avenue PORT LINCOLN	Dwelling ('Ravendale House')	A4	F9543	CT 5086/777		10914

Note: this table was last updated on [24 March 2010](#) and is an extract from the South Australian Heritage Register established under Section 13 (1) of the *Heritage Places Act 1993*. In the event of a discrepancy between this extract and the South Australian Heritage Register, the South Australian Heritage Register shall prevail.

Mapping Section

Map Reference Tables

Spatial Extent Maps

Bushfire Risk BPA Maps

Concept Plan Maps

Map Reference Tables

Index Maps

Index Map Type

[Council Index Map](#)

Zone Maps

Zone Name	Zone Map Numbers
Bulk Handling Zone	PtL/6
Bulky Goods Zone	PtL/6, PtL/9
Caravan and Tourist Park Zone	PtL/7, PtL/14
Coastal Marina Zone	PtL/10
Coastal Open Space Zone	PtL/3, PtL/5, PtL/6, PtL/7, PtL/10, PtL/11, PtL/12, PtL/14
Commercial Zone	PtL/6, PtL/9
Deferred Urban Zone	PtL/1, PtL/10, PtL/11, PtL/12
District Town Centre Zone	PtL/10
Industry Zone	PtL/6, PtL/8, PtL/9, PtL/10, PtL/11
Infrastructure Zone	PtL/8
Recreation Zone	PtL/1, PtL/8, PtL/9, PtL/10
Regional Town Centre Zone	PtL/5, PtL/6, PtL/9
Residential Zone	PtL/2, PtL/3, PtL/4, PtL/5, PtL/6, PtL/7, PtL/8, PtL/9, PtL/10, PtL/11, PtL/12, PtL/13, PtL/14
Residential Hills Zone	PtL/2, PtL/3, PtL/5
Rural Landscape Protection Zone	PtL/1, PtL/2, PtL/3, PtL/4, PtL/8, PtL/9

Policy Area Maps

Policy Area Name	Policy Area Map Numbers
Main Road Policy Area 2	PtL/6, PtL/9, PtL/10
Kirton Point Policy Area 3	PtL/6
Proper Bay Road Policy Area 4	PtL/8, PtL/9, PtL/10
Golf Course Policy Area 5	PtL/10
Mixed Use/Speciality Retail Policy Area 6	PtL/5, PtL/6
Retail Core Policy Area 7	PtL/5, PtL/6
Community/Education Policy Area 8	PtL/5, PtL/9
Non-Core Retail Policy Area 9	PtL/5, PtL/6, PtL/9
Eastern Policy Area 10	PtL/11

Precinct Maps

Precinct Name	Precinct Map Numbers
Precinct 1 Happy Valley	PtL/2, PtL/3, PtL/4, PtL/5
Precinct 2 Lincoln Central	PtL/2, PtL/4, PtL/5, PtL/9
Precinct 3 Kirton Point	PtL/6, PtL/7, PtL/10, PtL/11, PtL/14
Precinct 4 Southern	PtL/6, PtL/8, PtL/9, PtL/10, PtL/13
Precinct 5 Lincoln Cove	PtL/10, PtL/11
Precinct 6 Unsewered Area	PtL/3
Precinct 7 Residential 1	PtL/11
Precinct 8 Eastern	PtL/10, PtL/11, PtL/12
Precinct 9 Walter	PtL/2, PtL/3, PtL/5
Precinct 10 Northern	PtL/3

Overlay Maps

Overlay Map - Type	Overlay Map Numbers
Location	PtL/1, PtL/2, PtL/3, PtL/4, PtL/5, PtL/6, PtL/7, PtL/8, PtL/9, PtL/10, PtL/11, PtL/12, PtL/13
Transport	PtL/1, PtL/3, PtL/4, PtL/5, PtL/6, PtL/8, PtL/9, PtL/10, PtL/11, PtL/13
Heritage	PtL/5, PtL/6, PtL/8, PtL/9
Development Constraints	PtL/1, PtL/8, PtL/10
Natural Resources	PtL/6, PtL/9, PtL/10

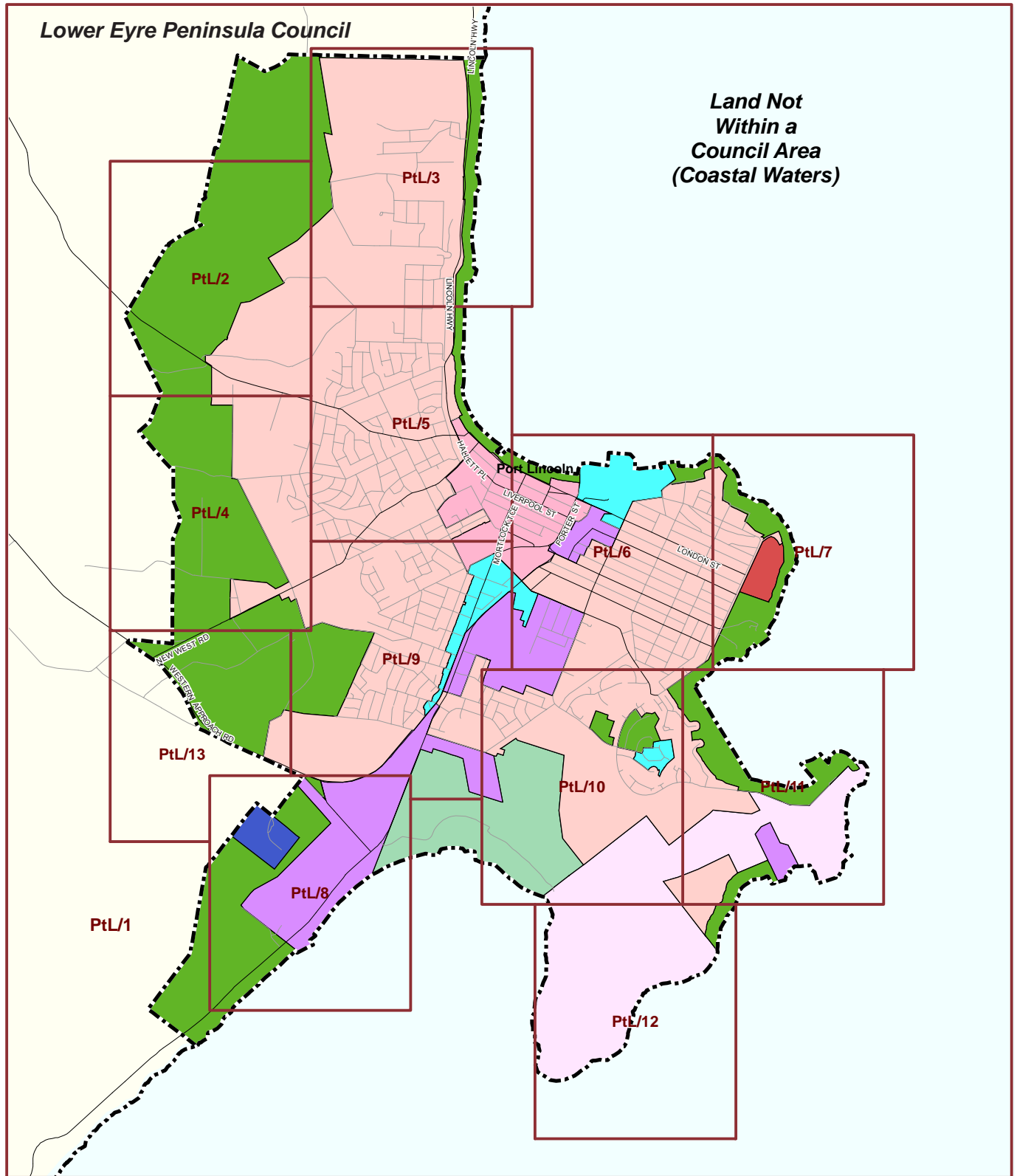
Bushfire Protection Overlay Maps

Bushfire Map Type	BPA Map Numbers
Bushfire Protection - Bushfire Risk	PtL/1, PtL/2, PtL/3, PtL/4, PtL/5, PtL/6

Concept Plan Maps

Concept Plan Title	Concept Plan Map Numbers
Regional Town Centre Zone (Port Lincoln)	Concept Plan Map PtL/1
Traffic Management and Landscaping Corner Verran and St Andrew Terraces	Concept Plan Map PtL/2
Proper Bay	Concept Plan Map PtL/3
Traffic Management (Anne Street Crossing)	Concept Plan Map PtL/4
Western Link Road	Concept Plan Map PtL/5
Happy Valley Environs	Concept Plan Map PtL/6
Northern	Concept Plan Map PtL/7
Southern	Concept Plan Map PtL/8

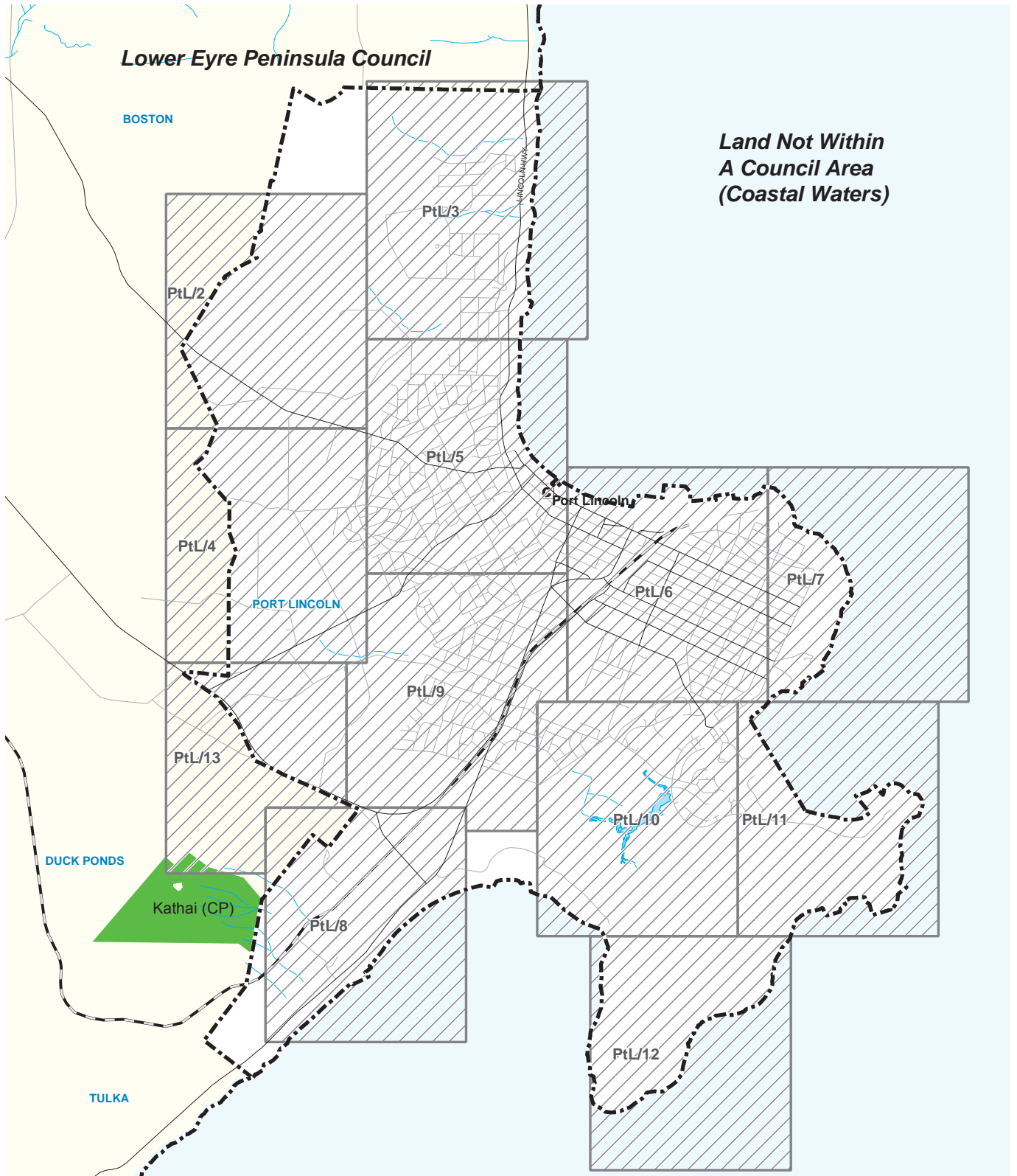
Spatial Extent Maps








For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps PtL/1 to Map PtL/14 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

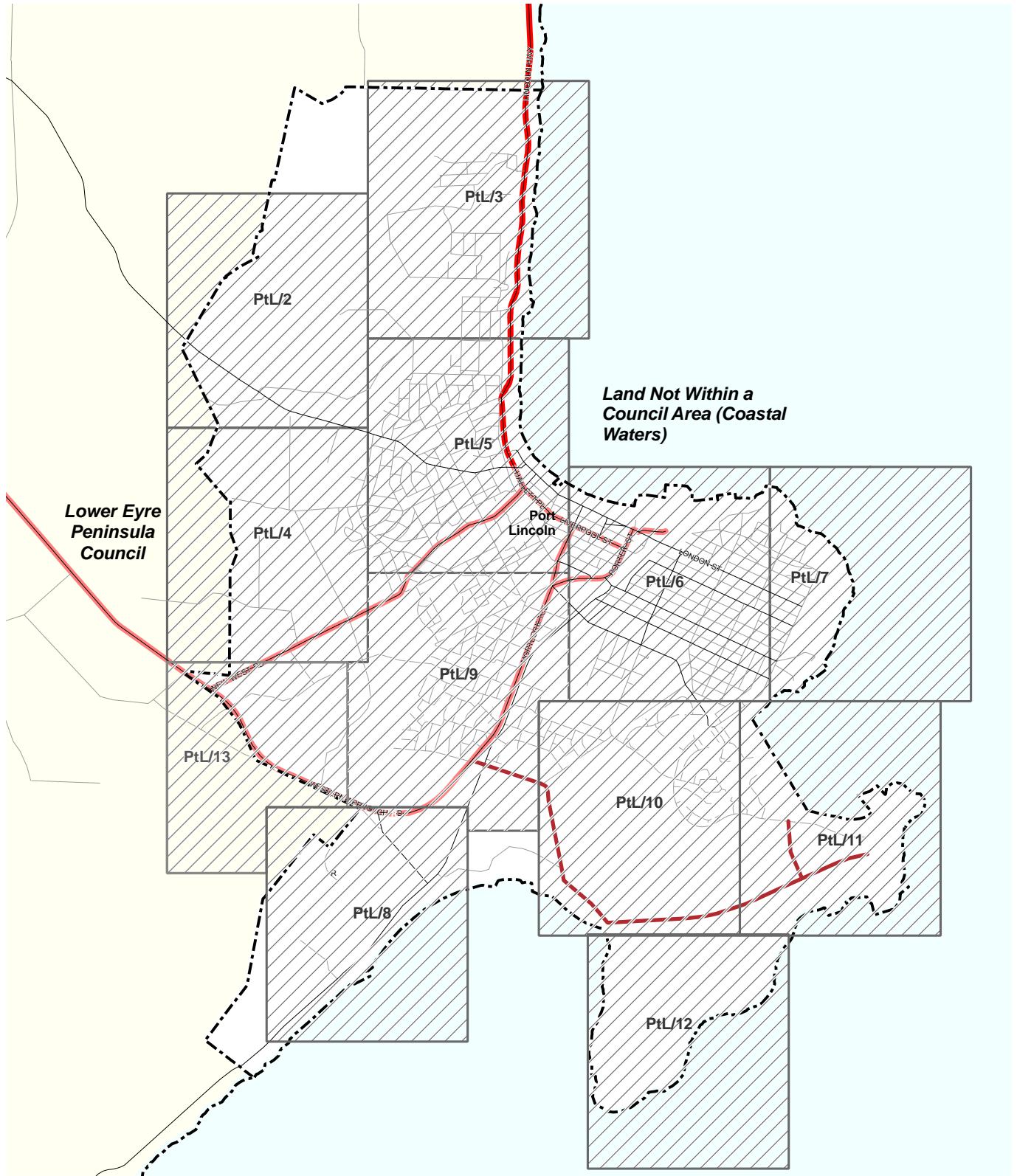


Council Index Map



-  Council Office
-  Railways
-  Waterway / drain / channel
-  Conservation Park
-  Development Plan Boundary

Location Map PtL/1



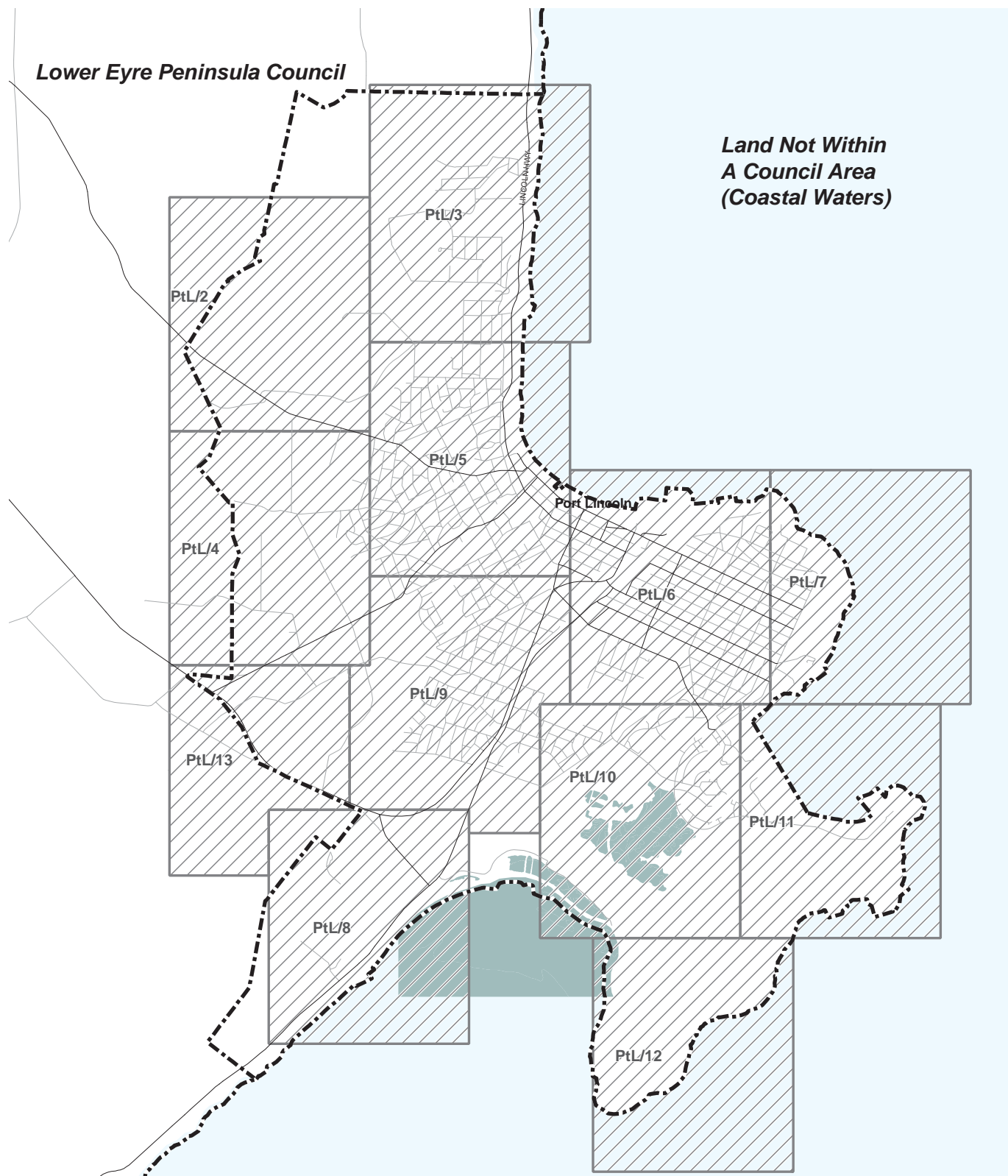
- █ Primary Arterial Roads
- ▬ Secondary Arterial Roads
- ▬ Collector Road
- Development Plan Boundary

Overlay Map PtL/1

TRANSPORT

Lower Eyre Peninsula Council

Land Not Within
A Council Area
(Coastal Waters)



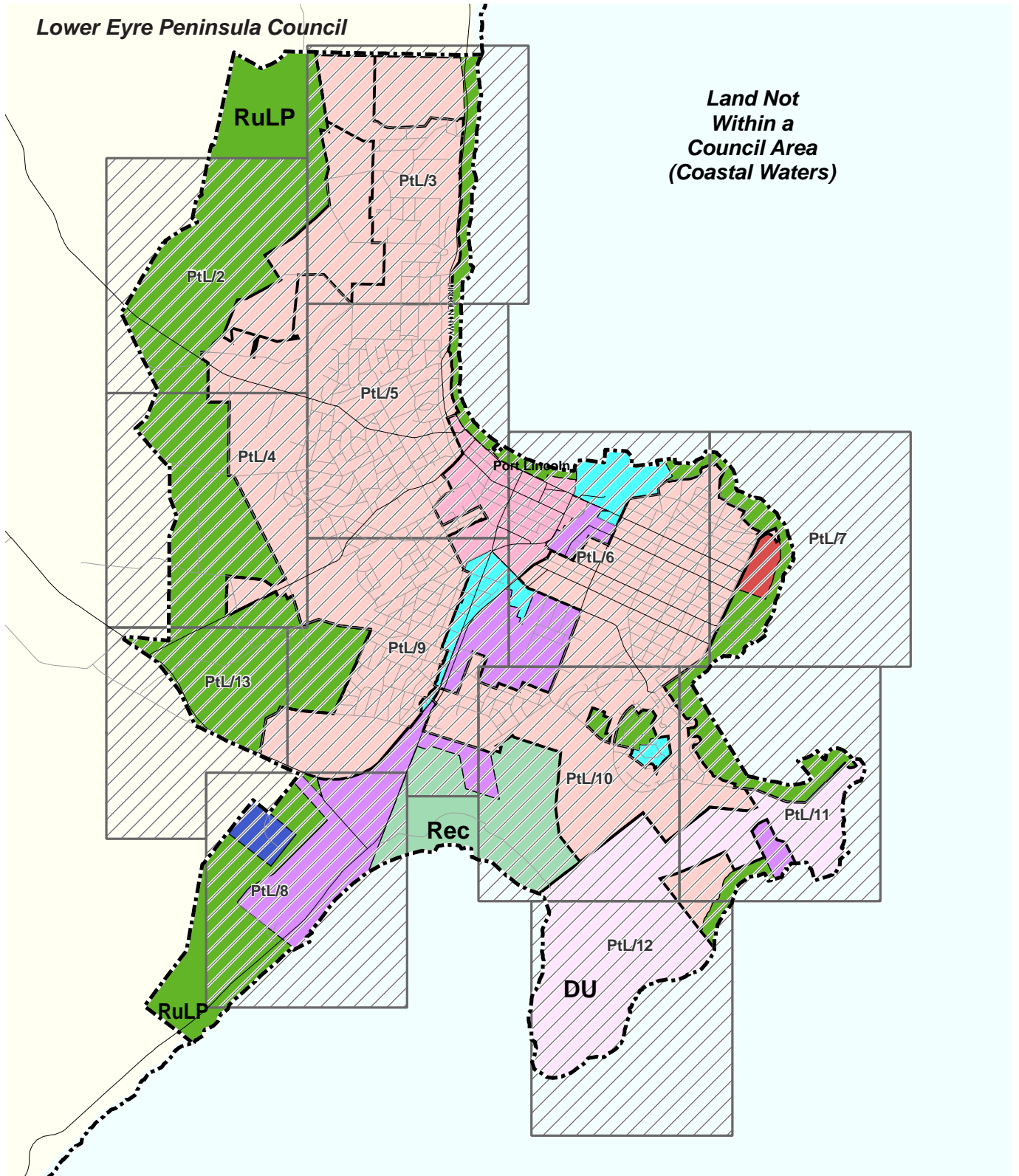
- Coastal Acid Sulfate Soils
- Development Plan Boundary

Overlay Map PtL/1

DEVELOPMENT CONSTRAINTS

PORT LINCOLN (CITY)
Consolidated - 6 February 2018

Land Not
Within a
Council Area
(Coastal Waters)



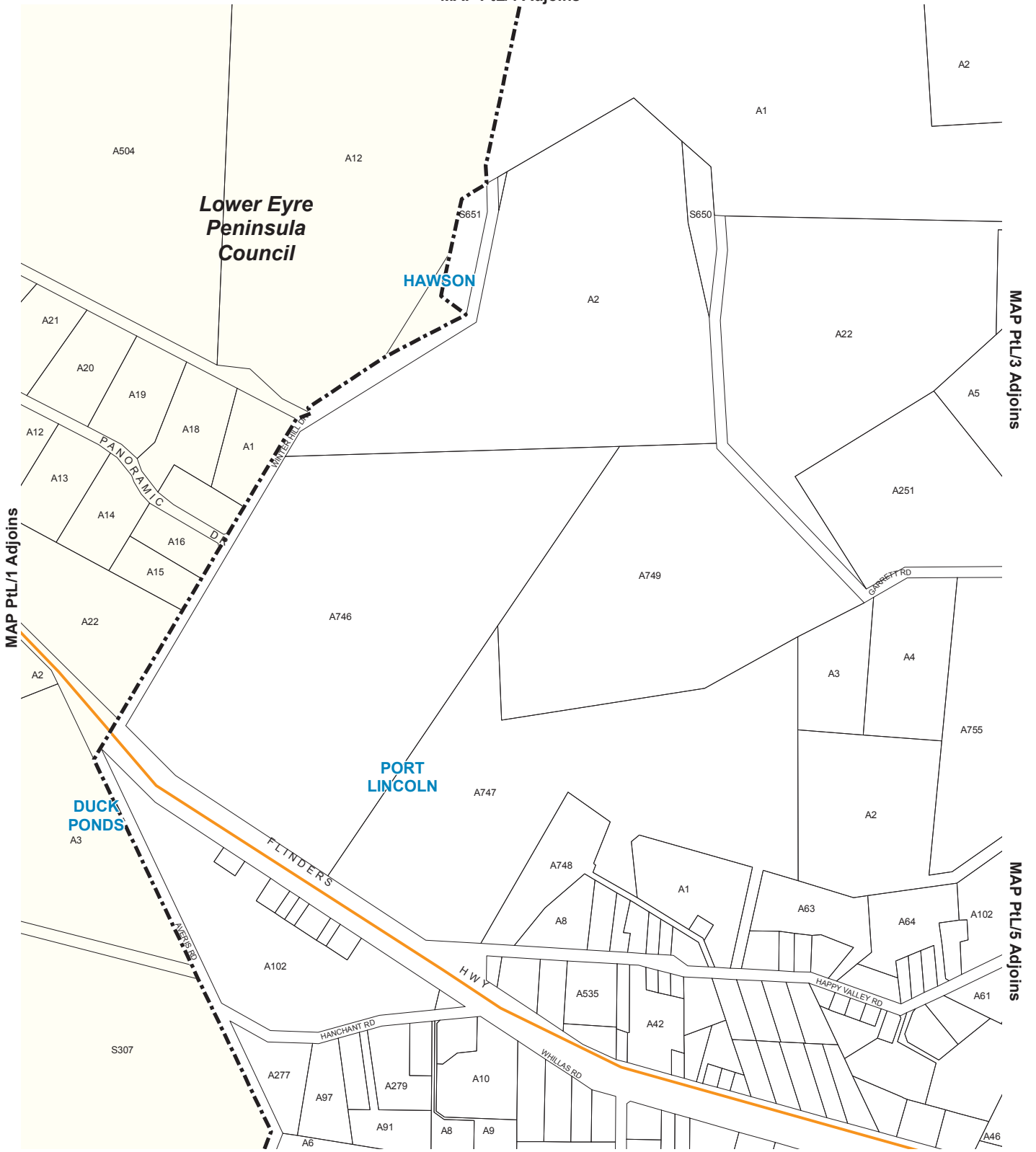
See enlargement map for accurate representation.
Development Plan boundary is low water mark.



- Zones**
- DU Deferred Urban
 - Rec Recreation
 - RuLP Rural Landscape Protection
 - Zone Boundary
 - Development Plan Boundary

Zone Map PtL/1

MAP PtL/1 Adjoins



MAP PtL/3 Adjoins

MAP PtL/1 Adjoins

MAP PtL/5 Adjoins

MAP PtL/4 Adjoins

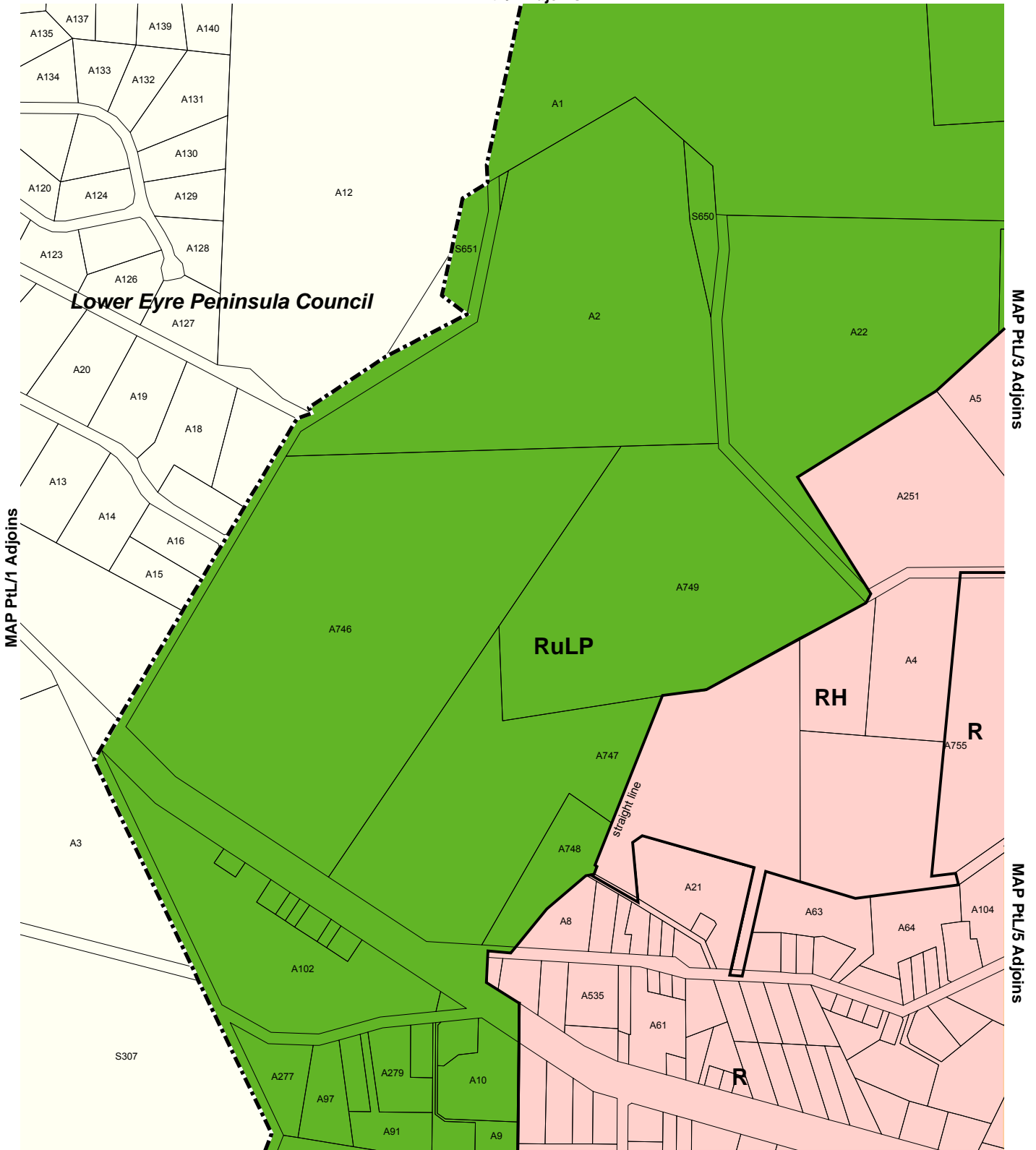


0 500m

Location Map PtL/2

- Tourist Routes
- Development Plan Boundary

MAP PtL/1 Adjoins



Lamberts Conformal Conic Projection, GDA94



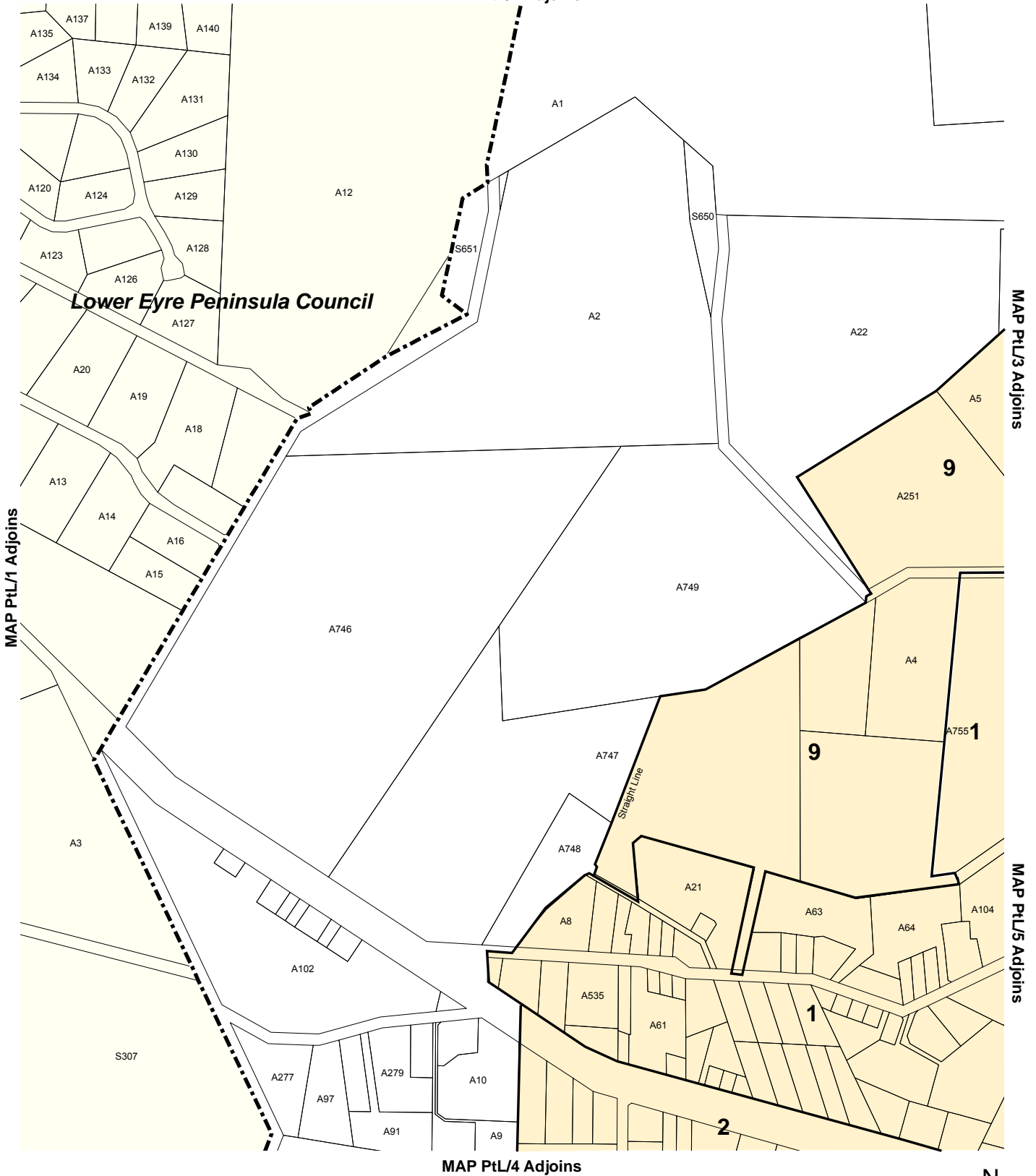
0 500m

Zones

- Residential
- Residential Hills
- Rural Landscape Protection
- Zone Boundary
- Development Plan Boundary

Zone Map PtL/2

MAP PtL/1 Adjoins



Lower Eyre Peninsula Council

MAP PtL/1 Adjoins

MAP PtL/3 Adjoins

MAP PtL/5 Adjoins

MAP PtL/4 Adjoins

Lamberts Conformal Conic Projection, GDA94

Precinct

- 1 Happy Valley
- 2 Lincoln Central
- 9 Walter



Precinct Map PtL/2

- Precinct Boundary
- Development Plan Boundary

MAP PtL/1 Adjoins



Location Map PtL/3

- Tourist Routes
- Development Plan Boundary

MAP PtL/1 Adjoins



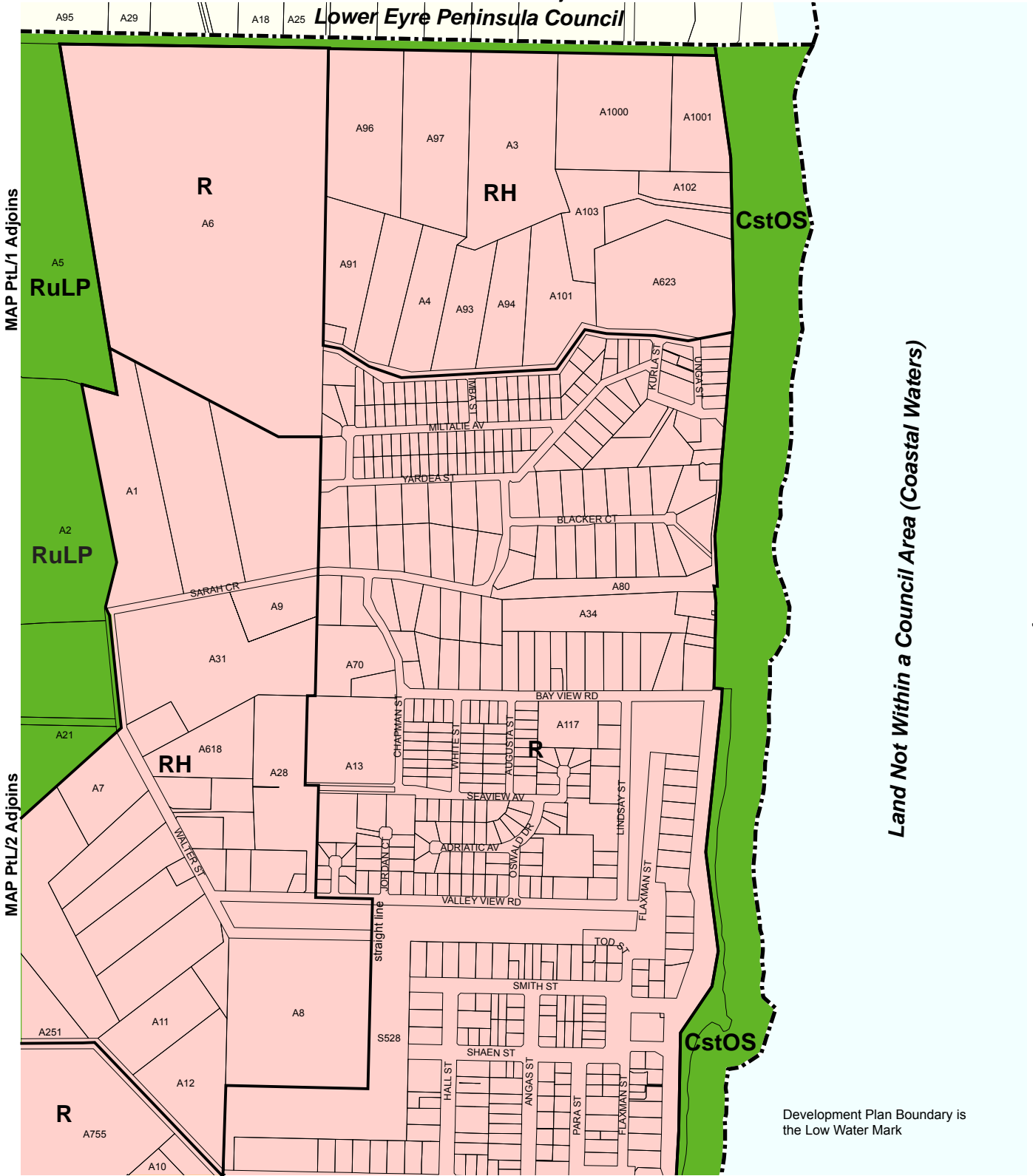
Land Not Within a Council Area (Coastal Waters)

MAP PtL/1 Adjoins



Overlay Map PtL/3 TRANSPORT

- Primary Arterial Roads
- Development Plan Boundary



Land Not Within a Council Area (Coastal Waters)

Development Plan Boundary is the Low Water Mark

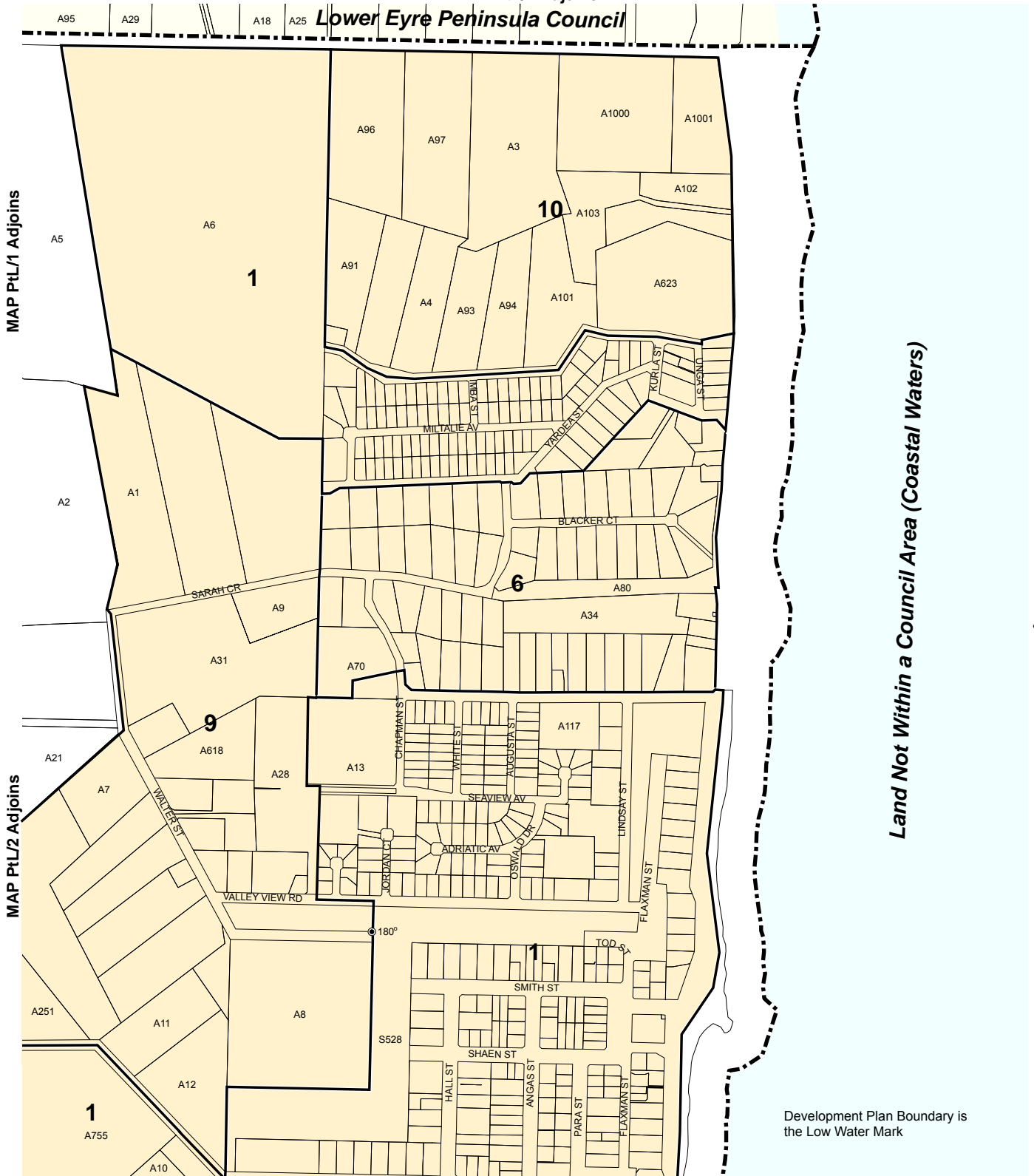
Lamberts Conformal Conic Projection, GDA94



0 500m

- Zones**
- CstOS Coastal Open Space
 - R Residential
 - RH Residential Hills
 - RuLP Rural Landscape Protection
 - Zone Boundary
 - Development Plan Boundary

Zone Map PtL/3



Land Not Within a Council Area (Coastal Waters)

Development Plan Boundary is the Low Water Mark

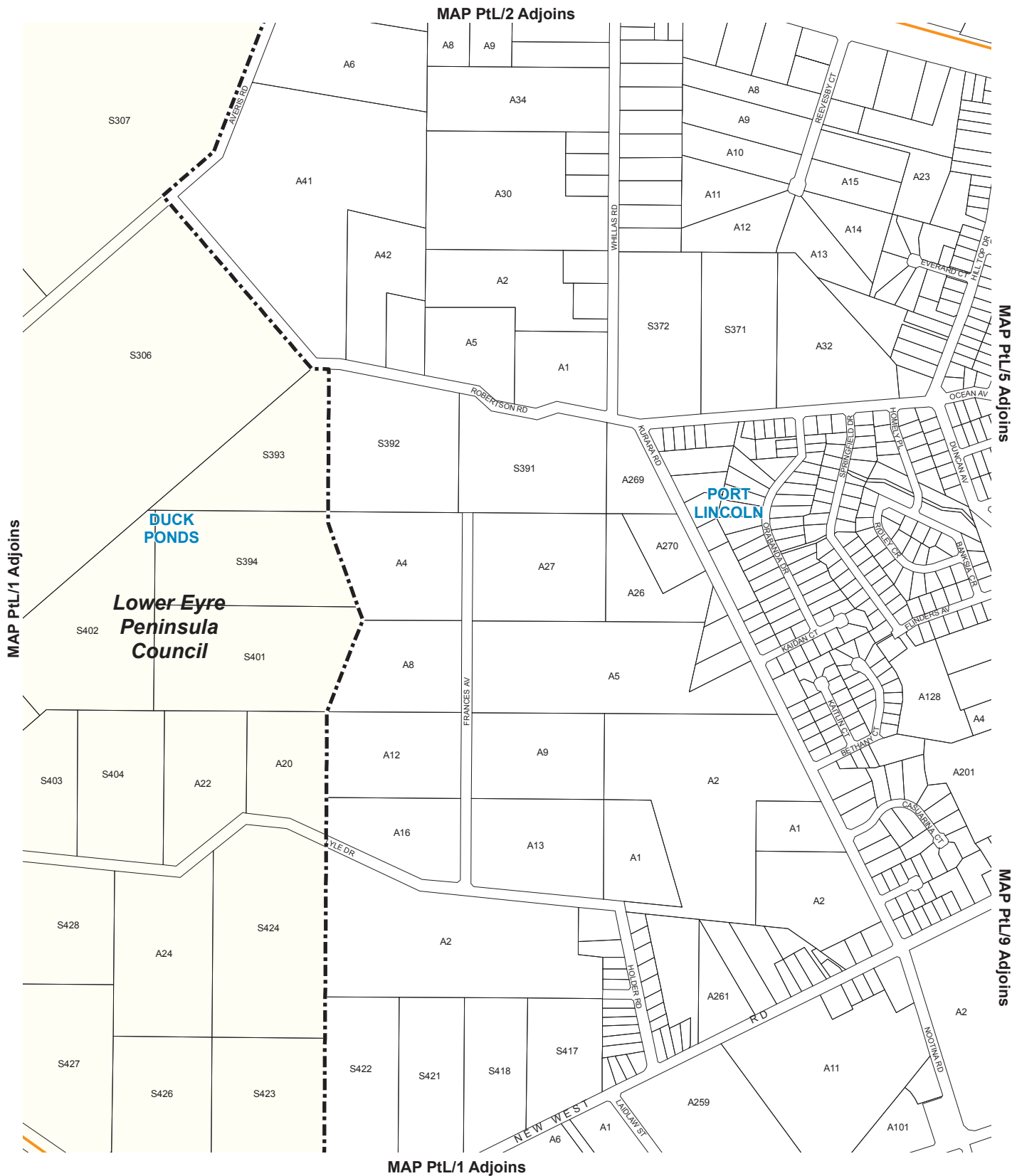
Lamberts Conformal Conic Projection, GDA94

- Precinct**
- 1 Happy Valley
 - 6 Unsewered area
 - 9 Walter
 - 10 Northern





Precinct Map PtL/3

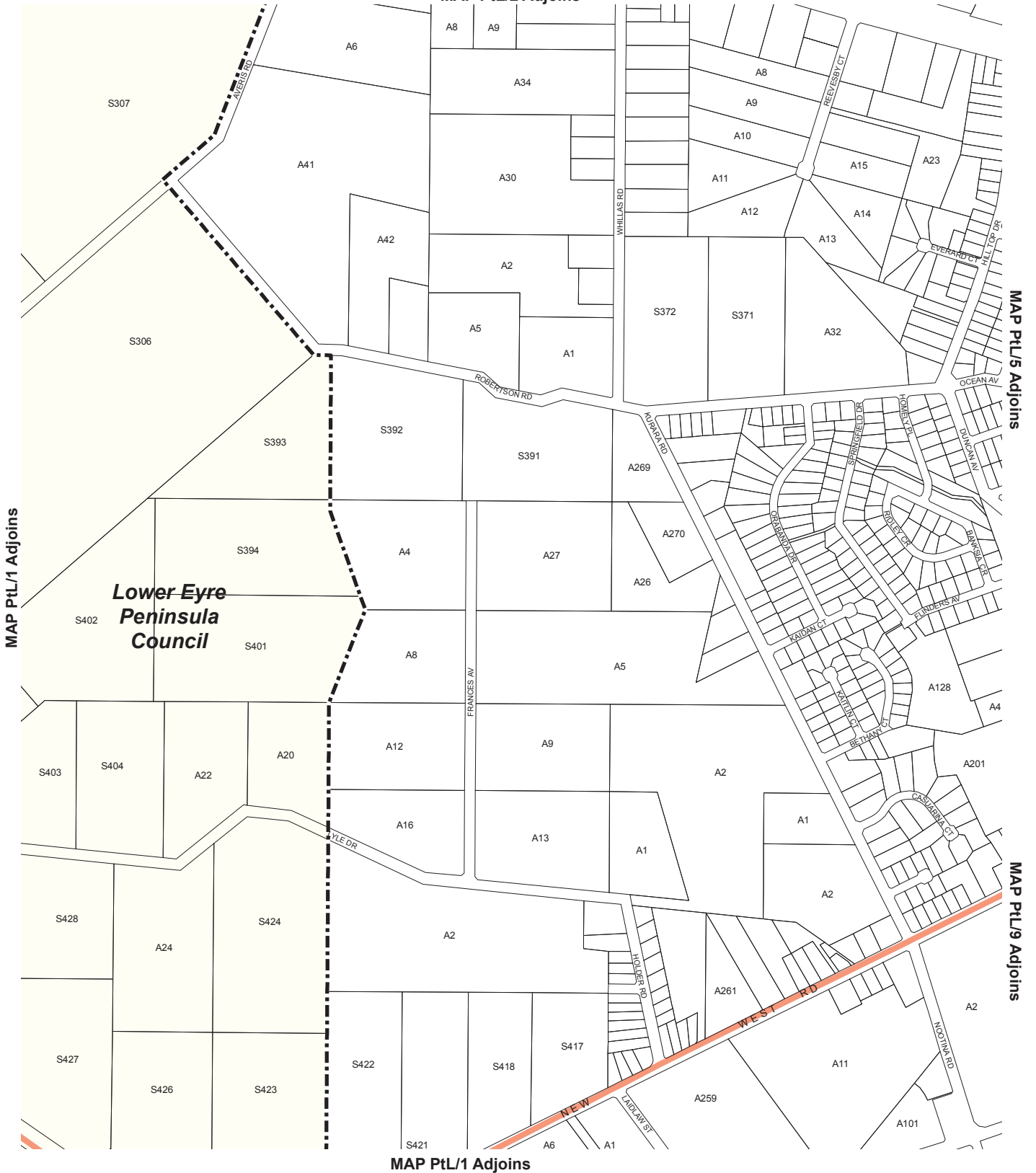
- Precinct Boundary
- Development Plan Boundary



Location Map PtL/4



-  Tourist Routes
-  Development Plan Boundary

MAP PtL/2 Adjoins



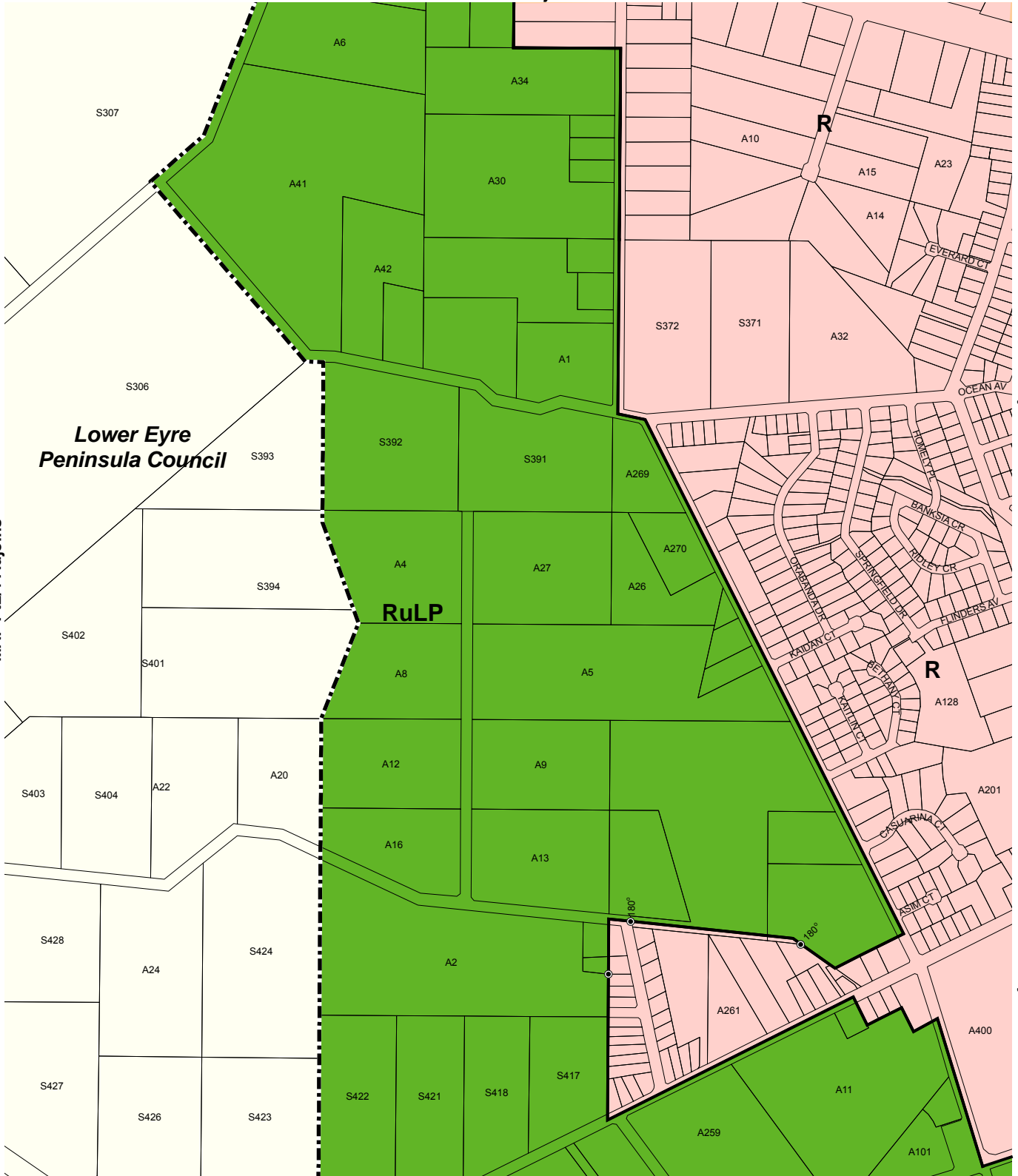
Lower Eyre Peninsula Council

Overlay Map PtL/4 TRANSPORT

-  Secondary Arterial Roads
-  Development Plan Boundary

PORT LINCOLN (CITY)
Consolidated - 6 February 2018

MAP PtL/2 Adjoins



Lower Eyre Peninsula Council

MAP PtL/13 Adjoins

Lamberts Conformal Conic Projection, GDA94



0 500m

Zones

- Residential
- Rural Landscape Protection
- Zone Boundary
- Development Plan Boundary

Zone Map PtL/4

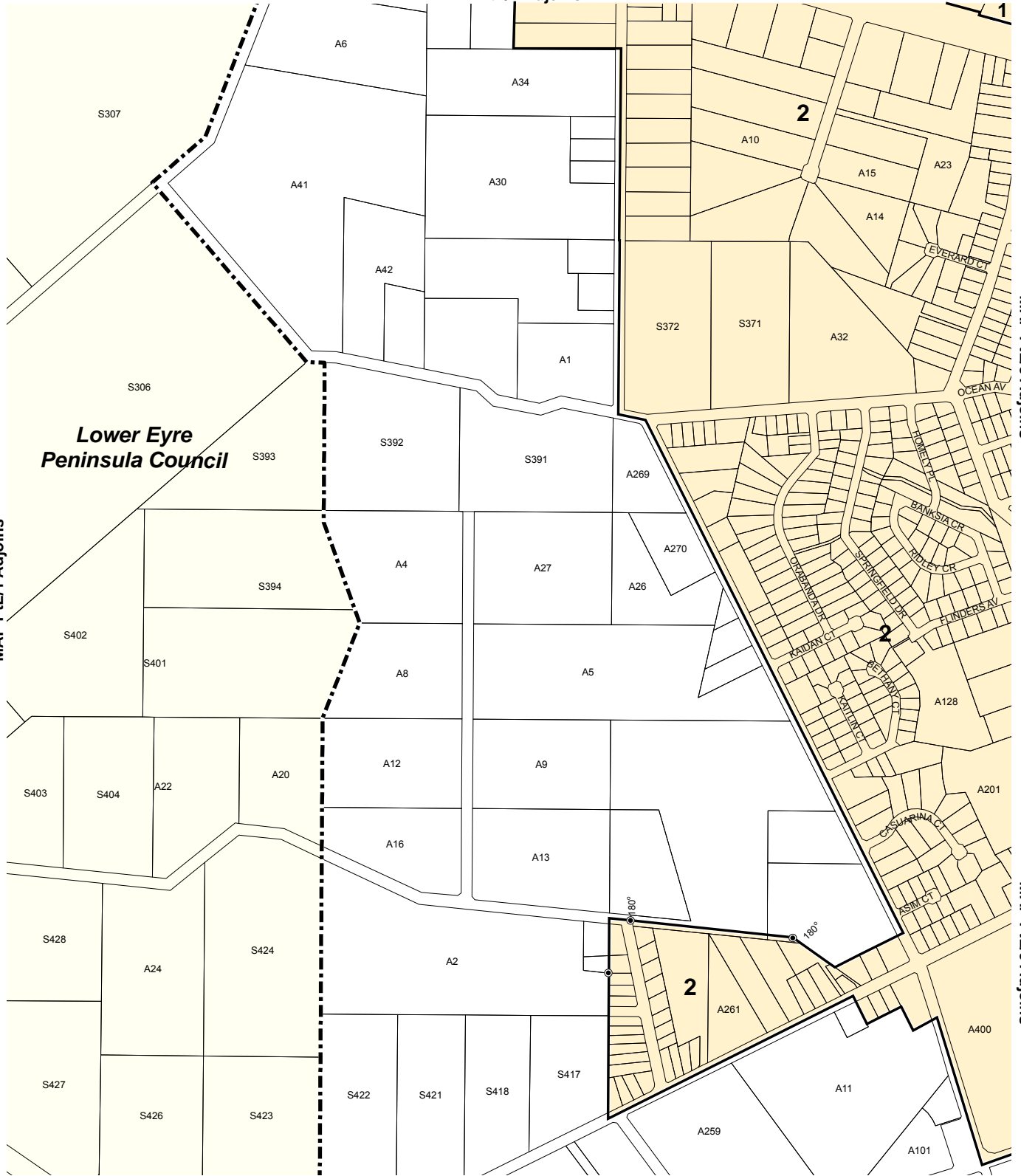
MAP PtL/2 Adjoins

MAP PtL/5 Adjoins

MAP PtL/9 Adjoins

MAP PtL/1 Adjoins

MAP PtL/13 Adjoins



Lamberts Conformal Conic Projection, GDA94

Precinct

- 1 Happy Valley
- 2 Lincoln Central



Precinct Map PtL/4

- Precinct Boundary
- Development Plan Boundary

MAP PtL/3 Adjoints



Land Not Within
a Council Area
(Coastal Waters)

MAP PtL/1 Adjoints

MAP PtL/6 Adjoints

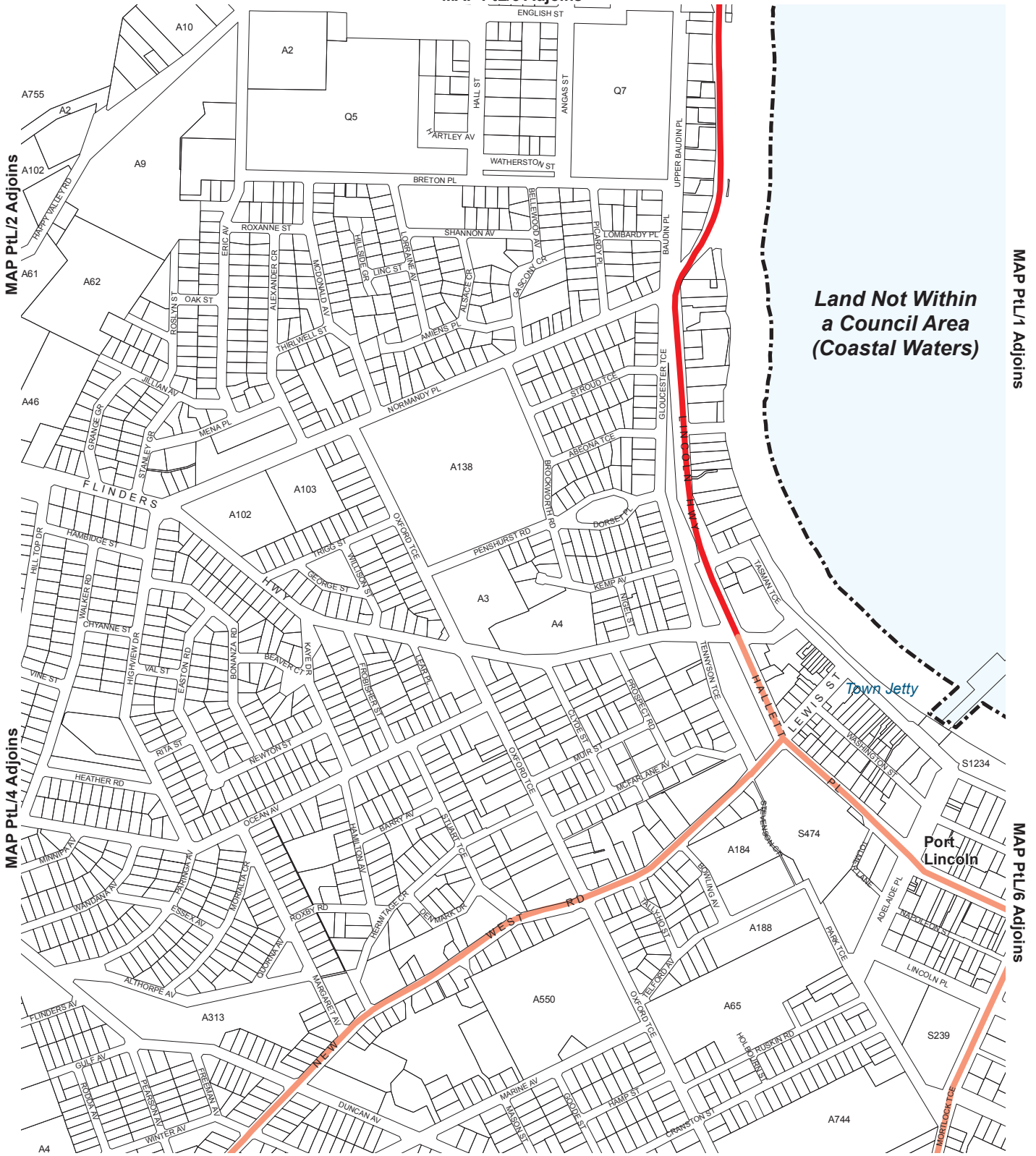
MAP PtL/9 Adjoints



- S** School
- C** Council Office
- H** Hospital
- P** Police Station
- Tourist Routes
- - - - -** Development Plan Boundary

Location Map PtL/5

MAP PtL/3 Adjoins



Land Not Within a Council Area (Coastal Waters)

Town Jetty

Port Lincoln

MAP PtL/1 Adjoins

MAP PtL/6 Adjoins

MAP PtL/9 Adjoins



Overlay Map PtL/5 TRANSPORT

- Primary Arterial Roads
- Secondary Arterial Roads
- Development Plan Boundary

MAP PtL/3 Adjoins



Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.

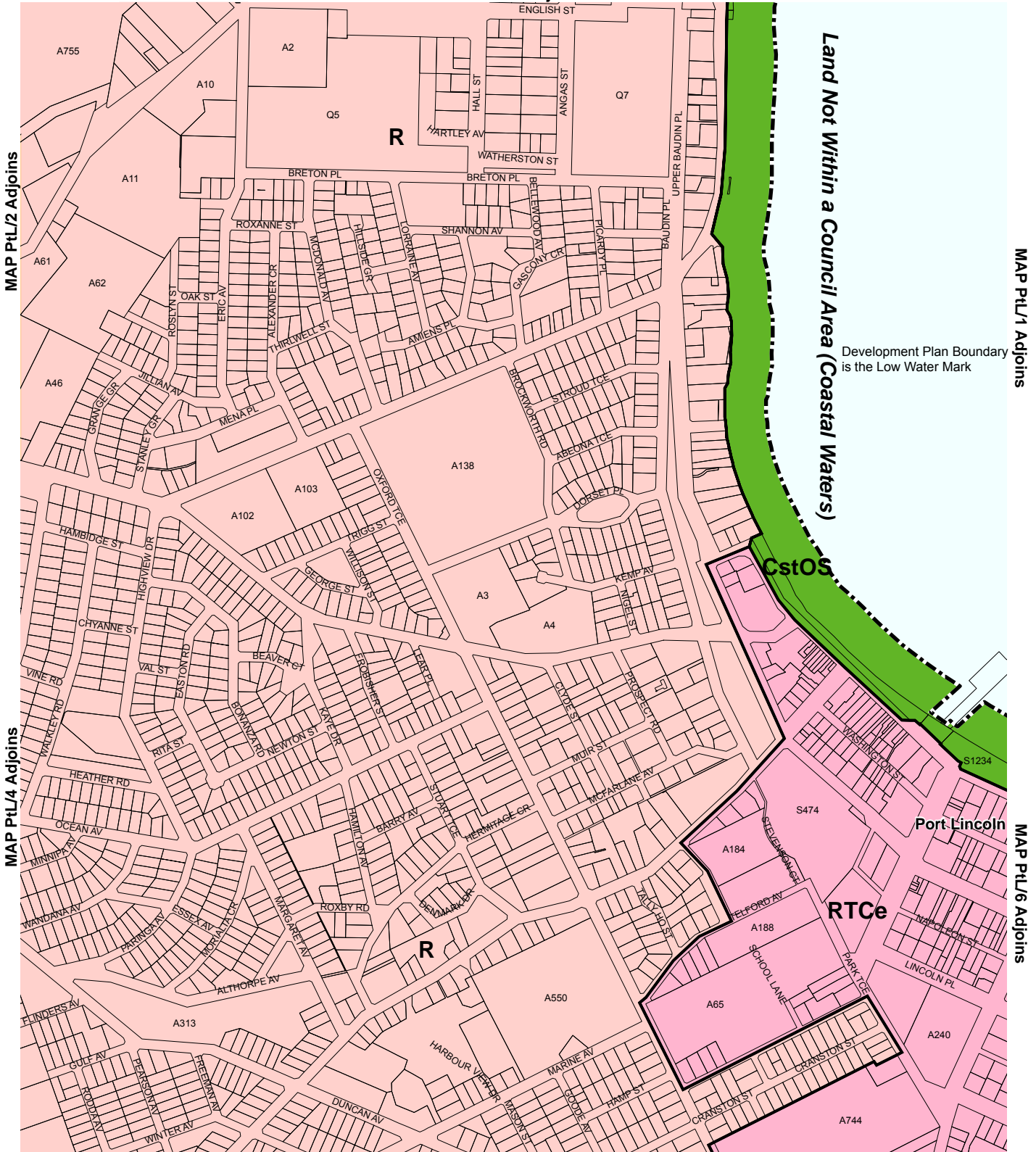


Overlay Map PtL/5 HERITAGE

- State heritage place
- Development Plan Boundary

PORT LINCOLN (CITY)
 Consolidated - 6 February 2018

MAP PtL/3 Adjoins



MAP PtL/9 Adjoins

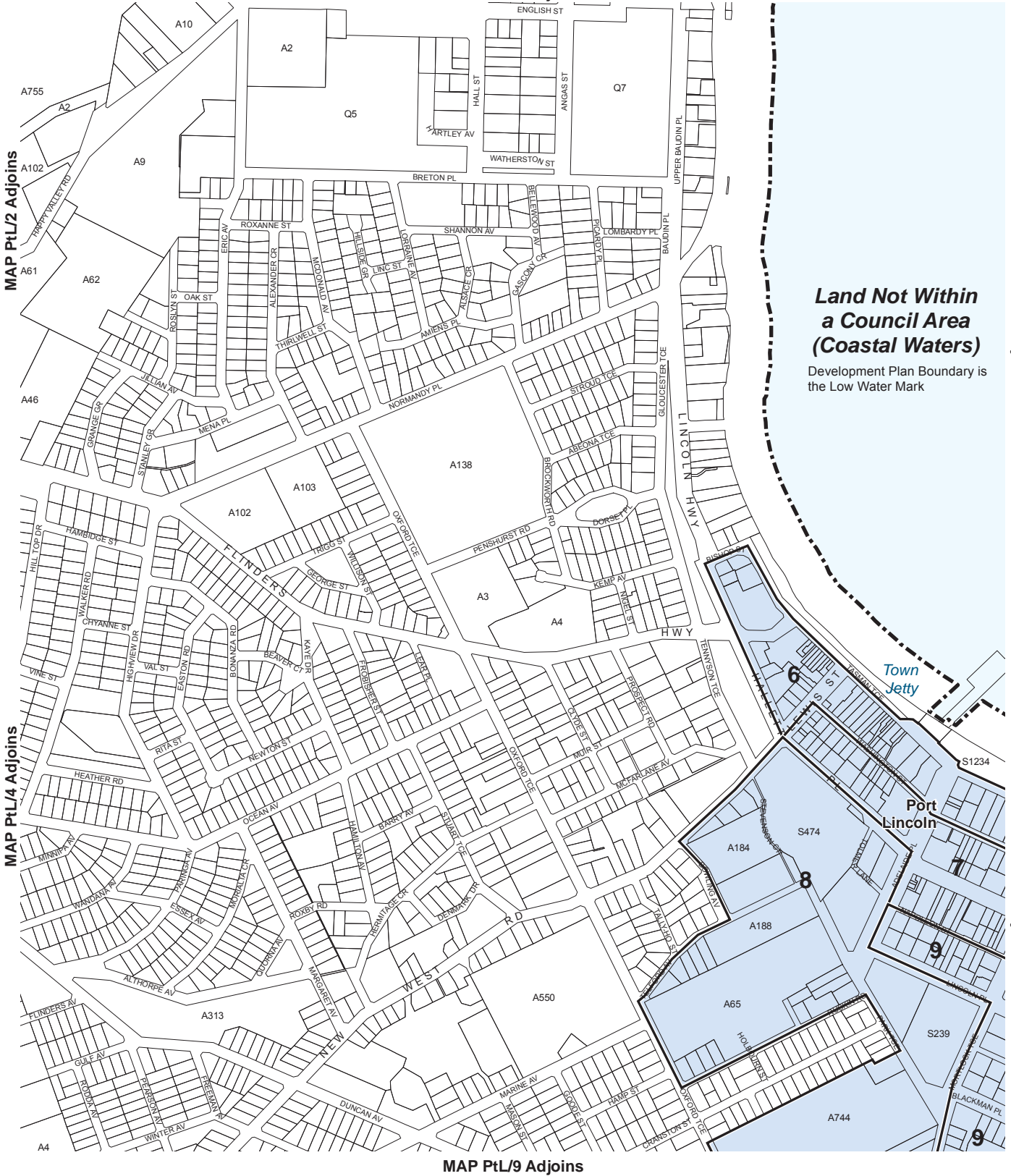
Lamberts Conformal Conic Projection, GDA94



- Zones**
- CstOS Coastal Open Space
 - RTCe Regional Town Centre
 - R Residential
 - Zone Boundary
 - Development Plan Boundary

Zone Map PtL/5

MAP PtL/3 Adjoins



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

Development Plan Boundary is
the Low Water Mark

Lamberts Conformal Conic Projection, GDA94

Policy Area

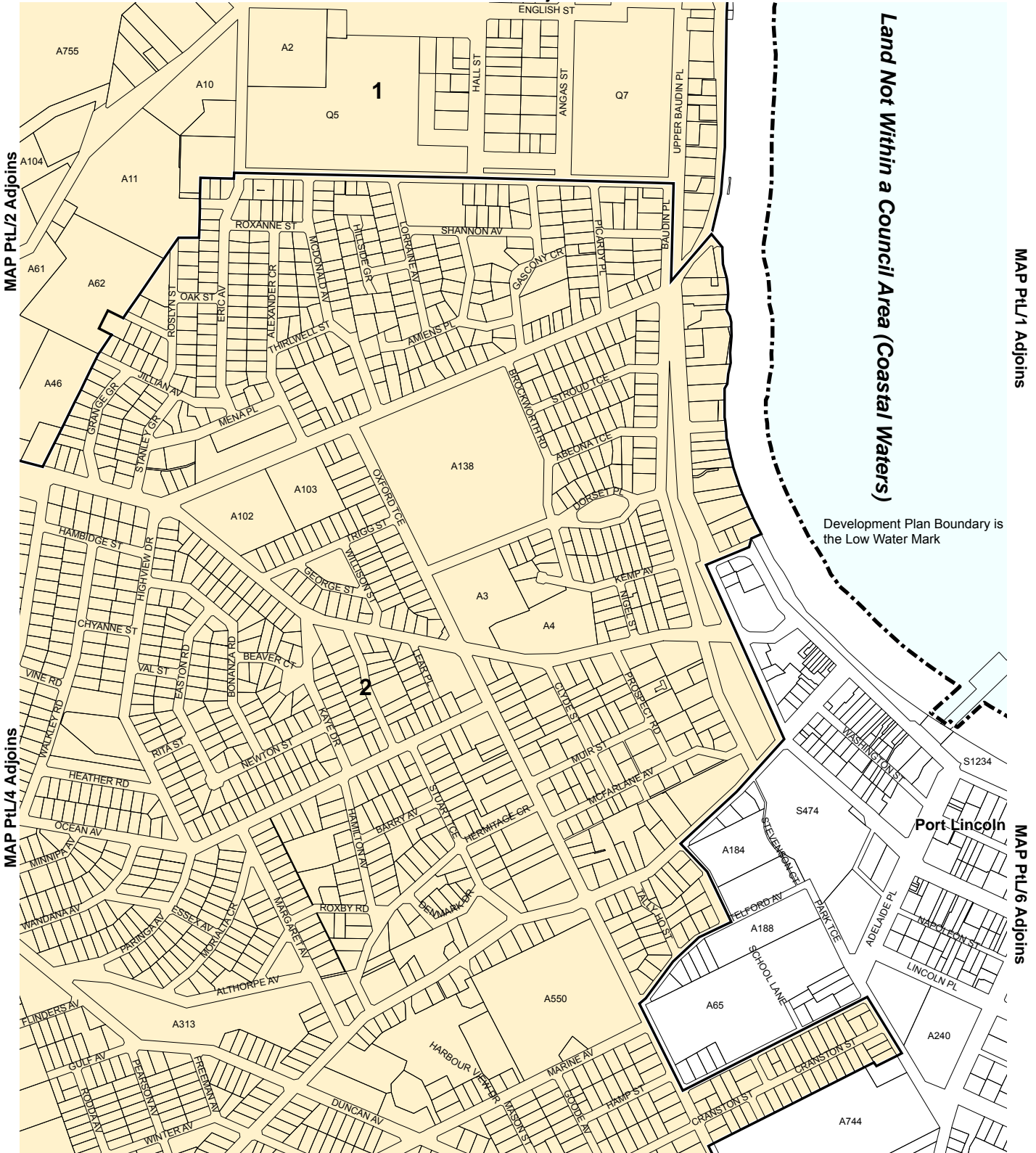
- 6 Mixed Use/Specialty Retail
- 7 Retail Core
- 8 Community/Education
- 9 Non-Core Retail



Policy Area Map PtL/5

- Policy Area Boundary
- Development Plan Boundary

MAP PtL/3 Adjoins



Land Not Within a Council Area (Coastal Waters)

Development Plan Boundary is the Low Water Mark

MAP PtL/2 Adjoins

MAP PtL/4 Adjoins

MAP PtL/1 Adjoins

MAP PtL/6 Adjoins

MAP PtL/9 Adjoins

Lamberts Conformal Conic Projection, GDA94

- Precinct**
- 1 Happy Valley
 - 2 Lincoln Central



Precinct Map PtL/5

- Precinct Boundary
- Development Plan Boundary

Land Not Within
a Council Area
(Coastal Waters)

Kirton Point Jetty

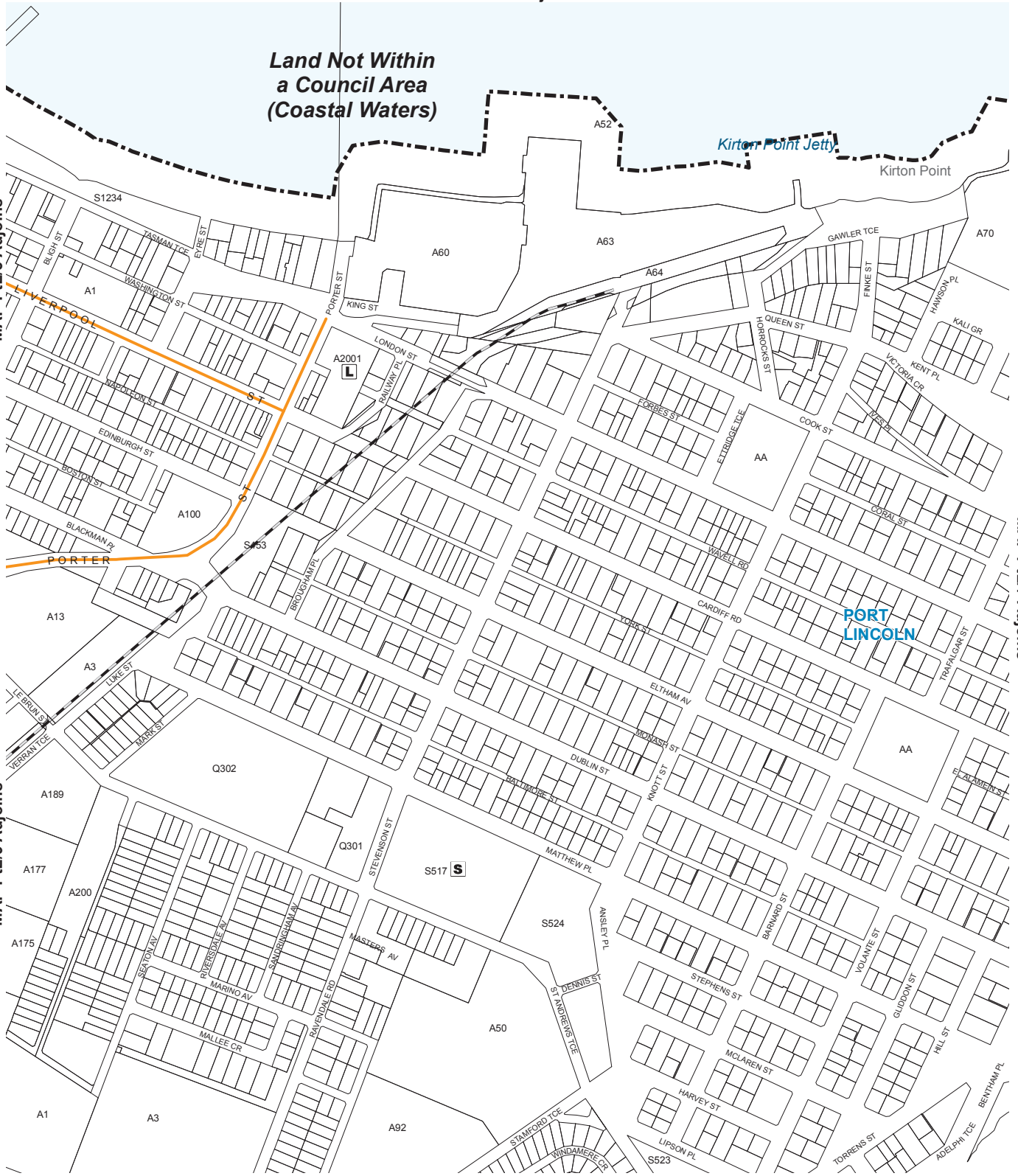
Kirton Point

MAP PtL/5 Adjoins

MAP PtL/7 Adjoins

MAP PtL/9 Adjoins

MAP PtL/10 Adjoins



- S School
- L Public Library
- Railways
- Tourist Routes
- Development Plan Boundary

Location Map PtL/6

Land Not Within
a Council Area
(Coastal Waters)

Kirton Point Jetty

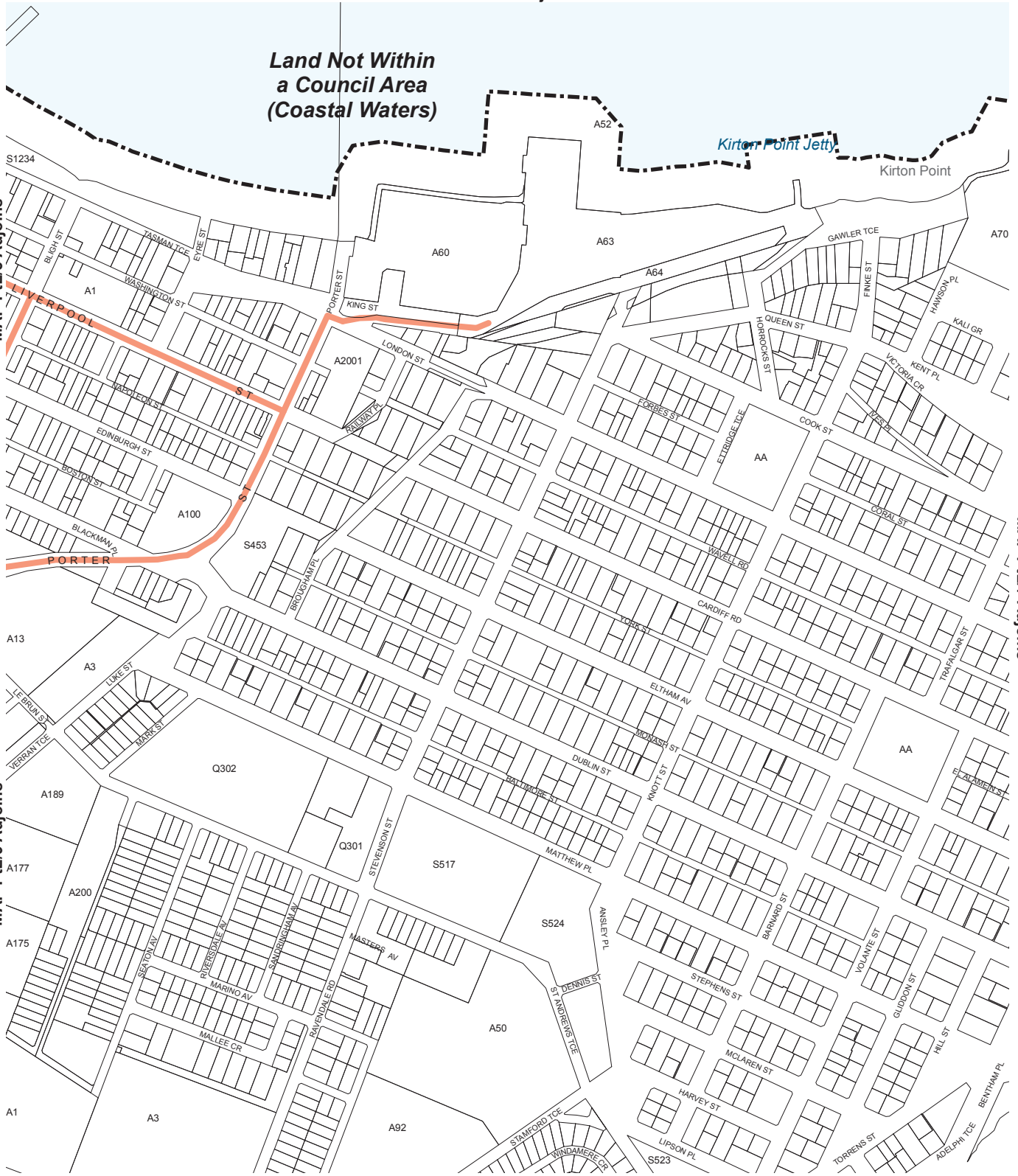
Kirton Point

MAP PtL/5 Adjoins

MAP PtL/7 Adjoins

MAP PtL/9 Adjoins

MAP PtL/10 Adjoins

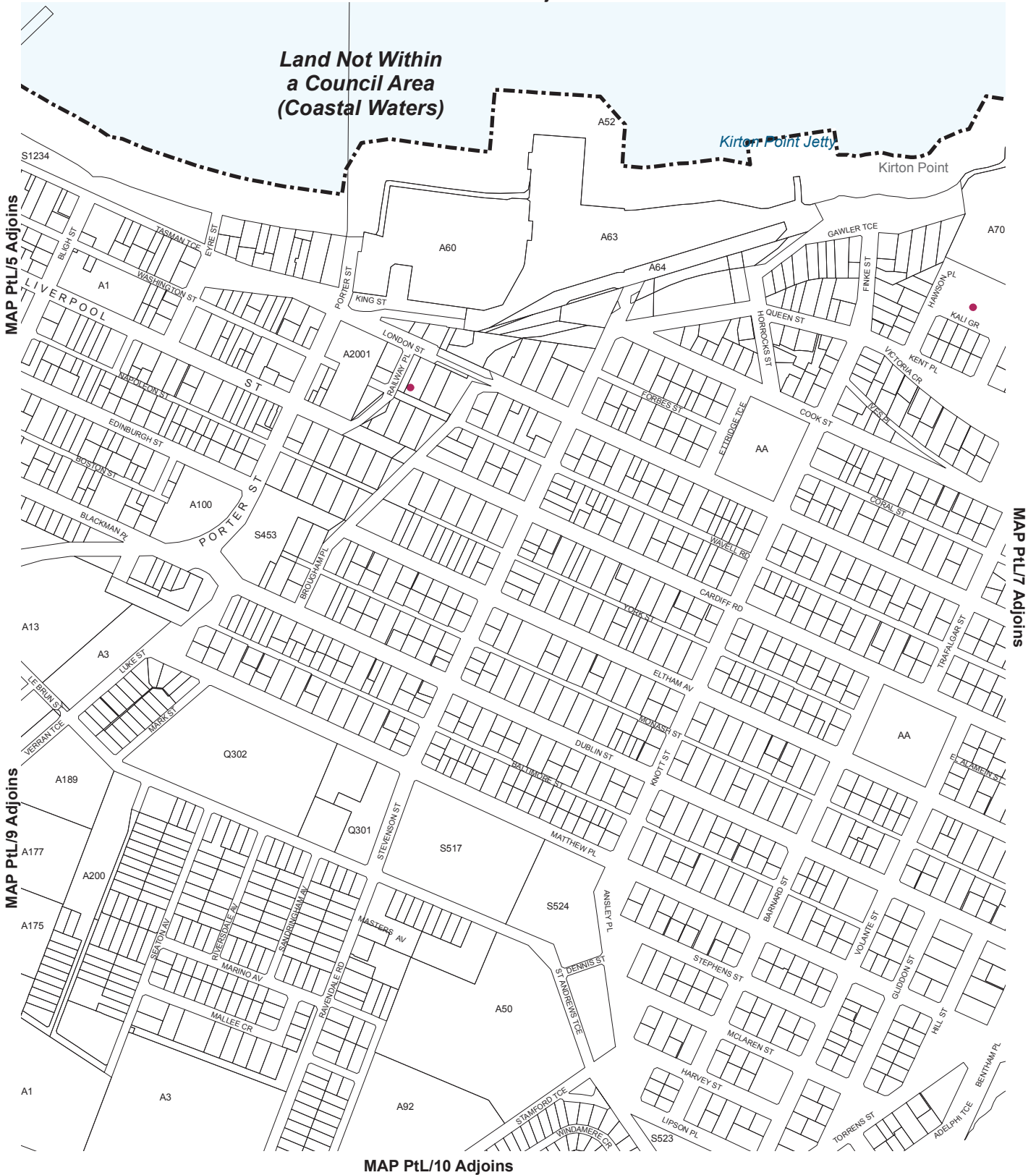


Overlay Map PtL/6

TRANSPORT

- Secondary Arterial Roads
- Development Plan Boundary

MAP PtL/1 Adjoints



Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.



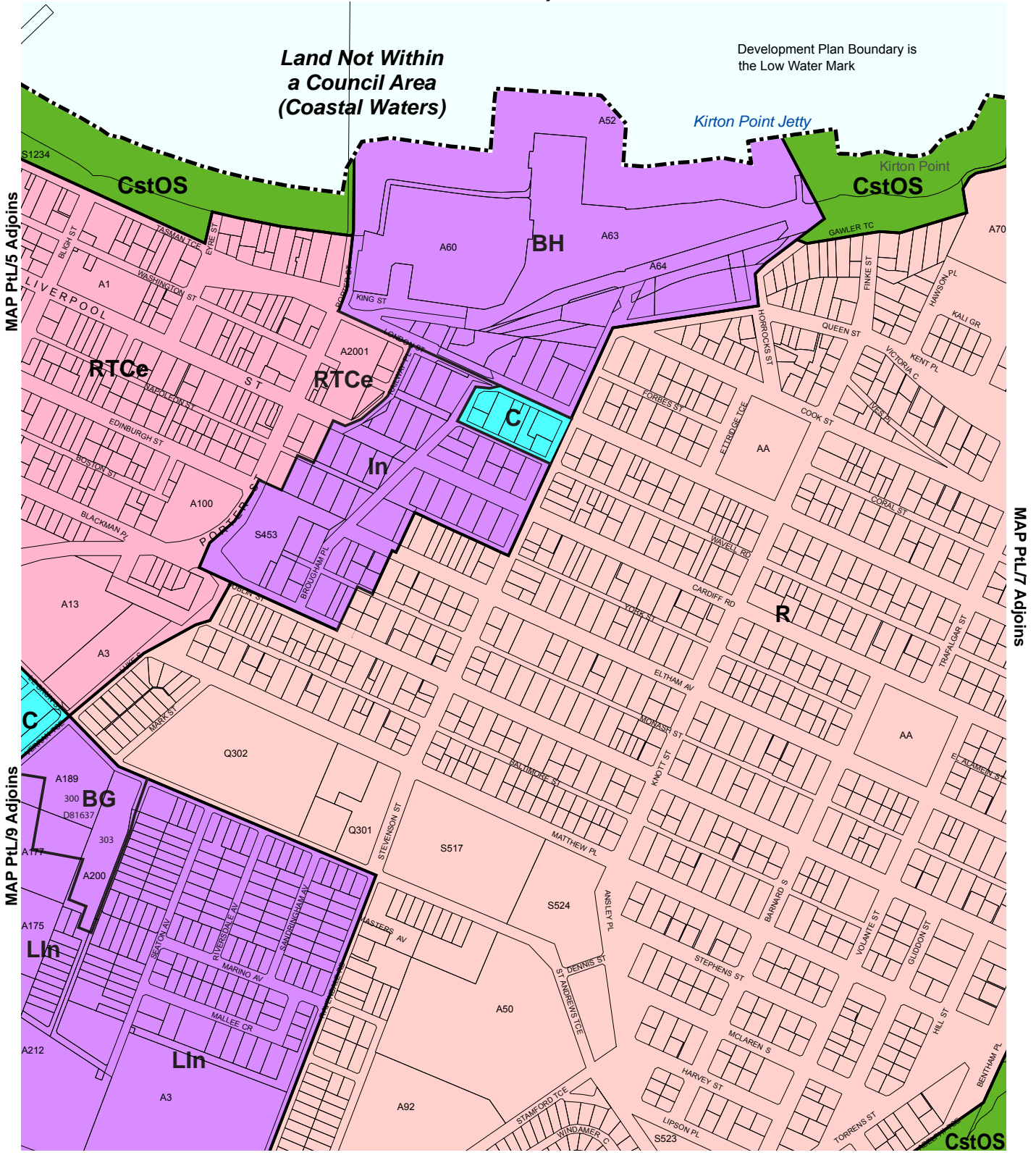
- State heritage place
- Development Plan Boundary

Overlay Map PtL/6 HERITAGE

PORT LINCOLN (CITY)
 Consolidated - 6 February 2018

Development Plan Boundary is the Low Water Mark

Land Not Within a Council Area (Coastal Waters)



MAP PtL/10 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones

- BH Bulk Handling
- BG Bulky Goods
- CstOS Coastal Open Space
- C Commercial
- In Industry
- LIn Light Industry
- RTCe Regional Town Centre
- R Residential
- Zone Boundary
- Development Plan Boundary



Zone Map PtL/6

MAP PtL/1 Adjoins

Land Not Within
a Council Area
(Coastal Waters)

Development Plan Boundary is
the Low Water Mark

Kirton Point Jetty

Kirton Point

MAP PtL/5 Adjoins

MAP PtL/9 Adjoins

MAP PtL/7 Adjoins

MAP PtL/10 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 2 Main Road
- 3 Kirton Point
- 6 Mixed Use/Speciality Retail
- 7 Retail Core
- 9 Non-Core Retail



Policy Area Map PtL/6

- Policy Area Boundary
- Development Plan Boundary

MAP PtL/1 Adjoins

Land Not Within
a Council Area
(Coastal Waters)

Development Plan Boundary is
the Low Water Mark

MAP PtL/5 Adjoins

MAP PtL/7 Adjoins

MAP PtL/9 Adjoins

MAP PtL/10 Adjoins

Lamberts Conformal Conic Projection, GDA94

Precinct

- 3 Kirton Point
- 4 Southern
- 5 Lincoln Cove



Precinct Map PtL/6

- Precinct Boundary
- Development Plan Boundary



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

MAP PtL/6 Adjoins

MAP PtL/1 Adjoins

MAP PtL/11 Adjoins



Location Map PtL/7

--- Development Plan Boundary



MAP PtL/6 Adjoins

MAP PtL/1 Adjoins

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

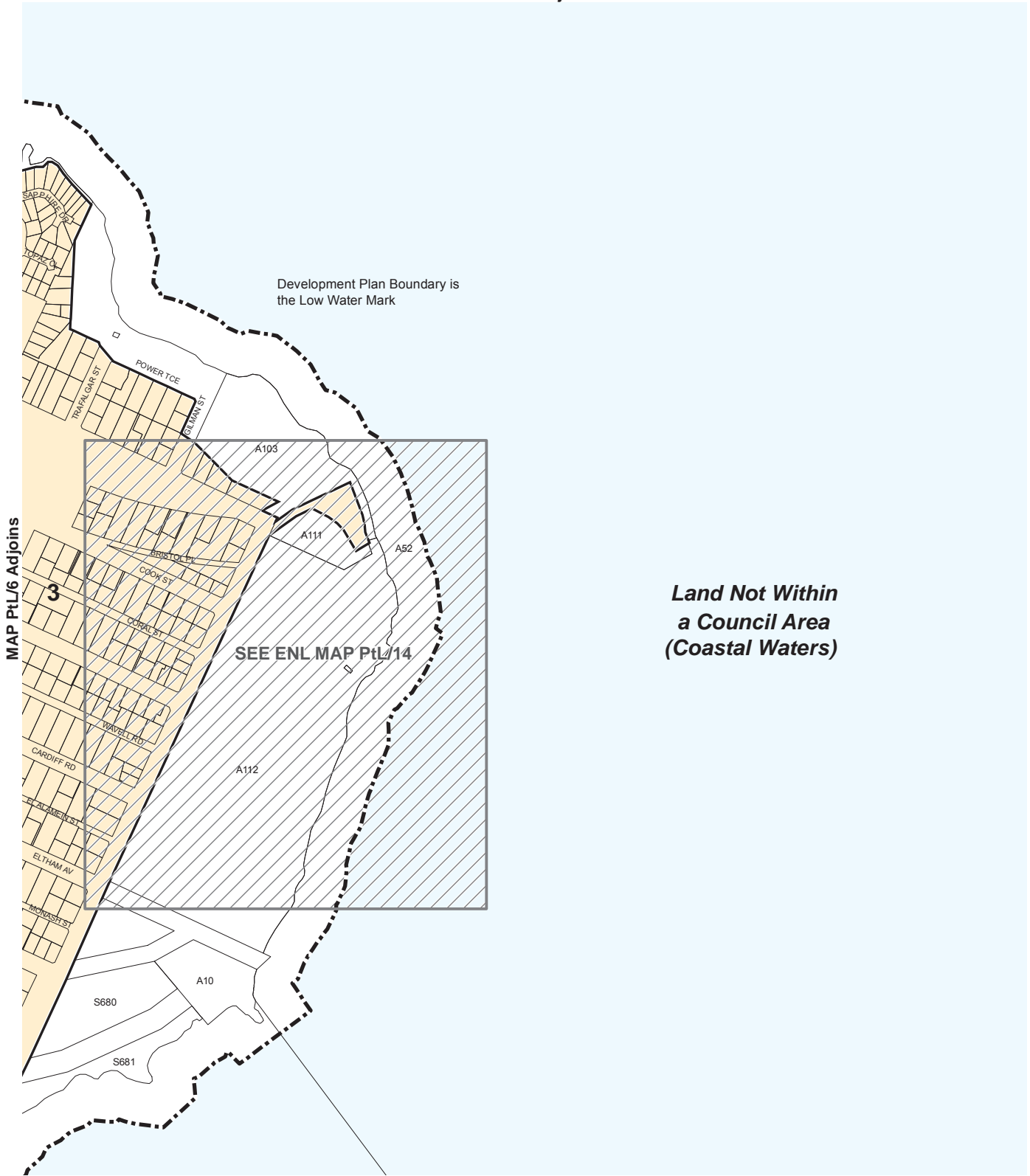
MAP PtL/11 Adjoins

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



- Zones**
- CP Caravan and Tourist Park
 - CstOS Coastal Open Space
 - R Residential
 - Zone Boundary
 - Development Plan Boundary

Zone Map PtL/7



Development Plan Boundary is the Low Water Mark

Land Not Within a Council Area (Coastal Waters)

SEE ENL MAP PtL/14



MAP PtL/11 Adjoins

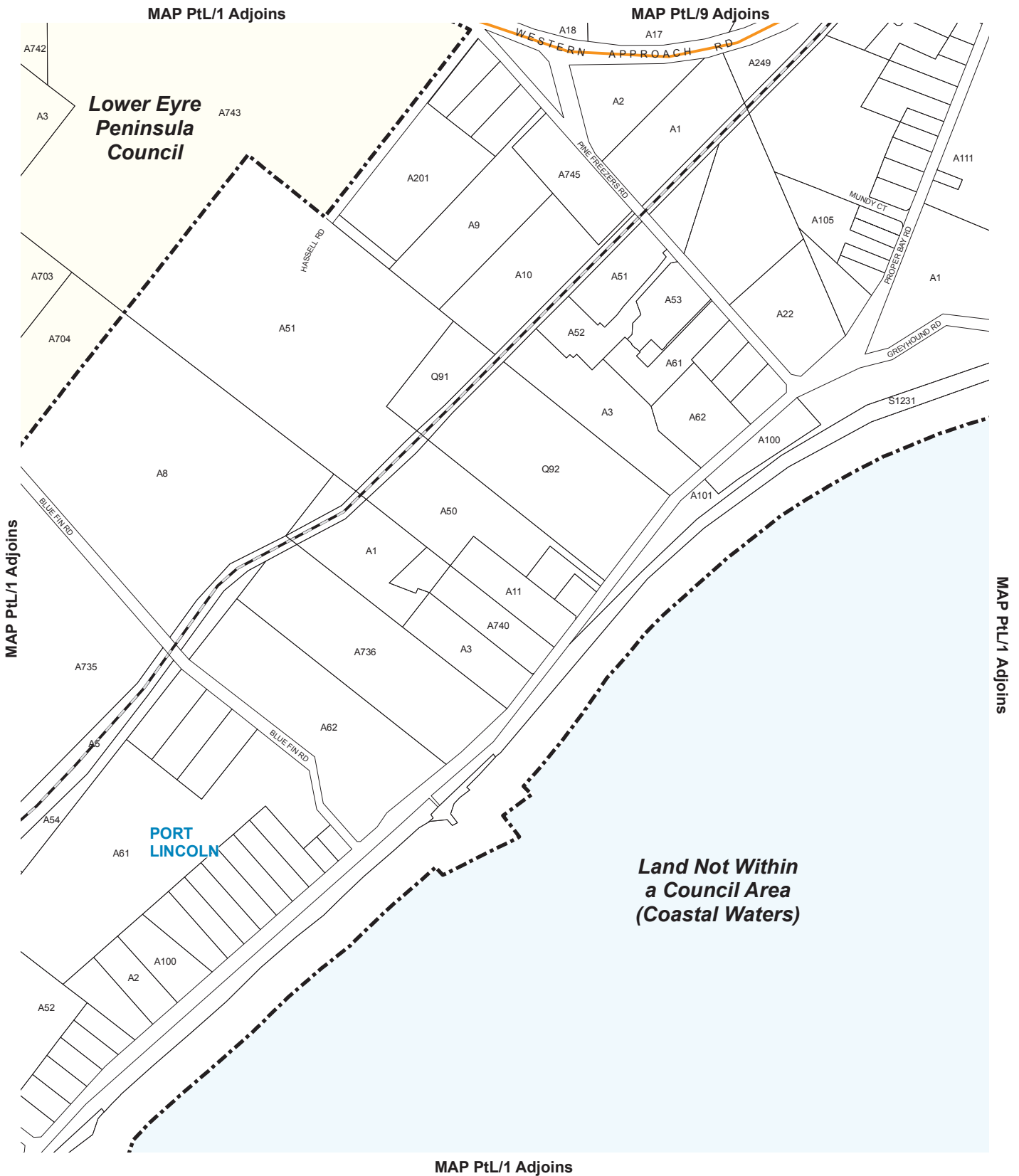
See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94




Precinct
3 Kirton Point



Precinct Map PtL/7

-  Precinct Boundary
-  Development Plan Boundary



-  Railways
-  Tourist Routes
-  Development Plan Boundary

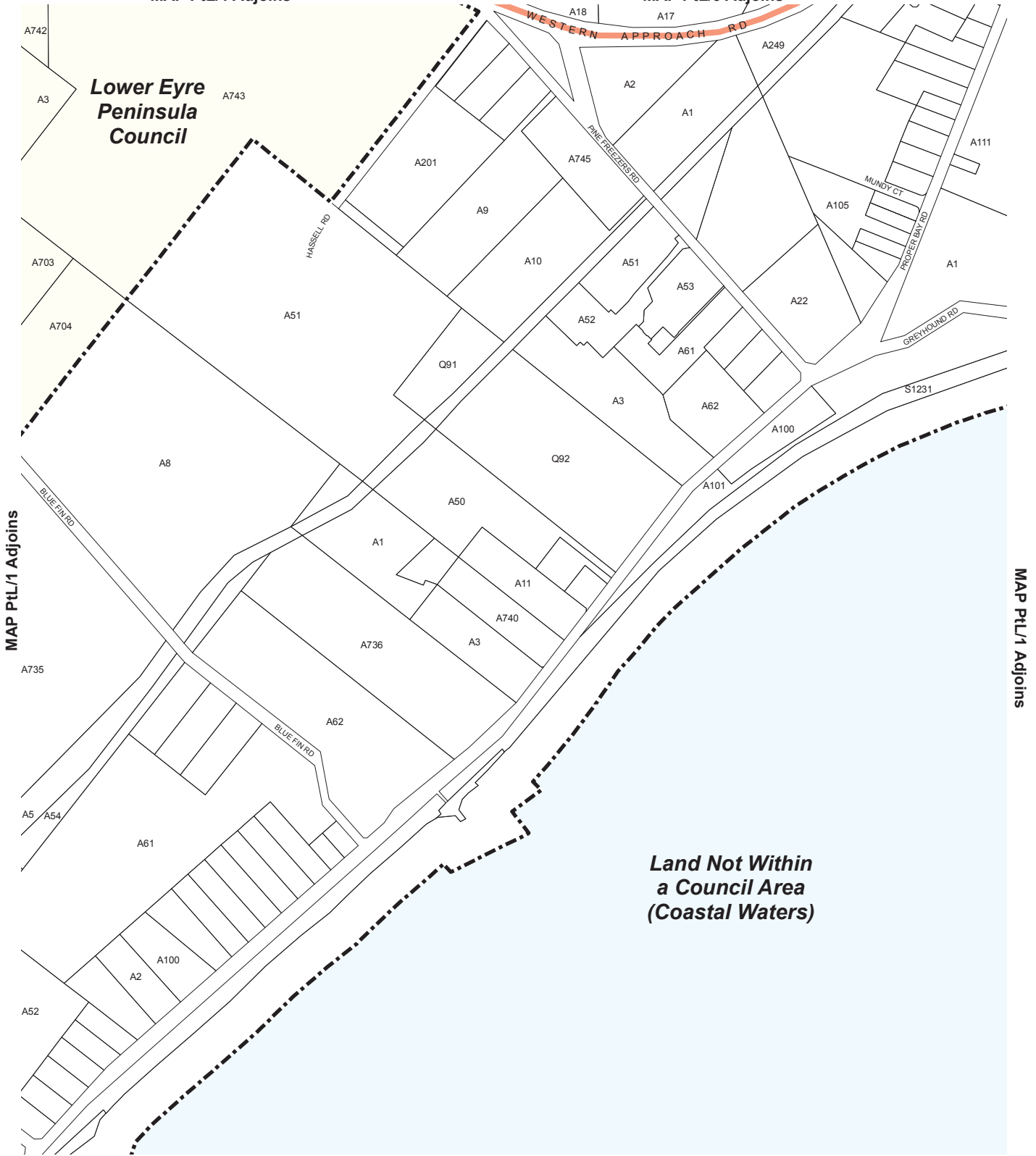


Location Map PtL/8

MAP PtL/1 Adjoins

MAP PtL/9 Adjoins

Lower Eyre Peninsula Council



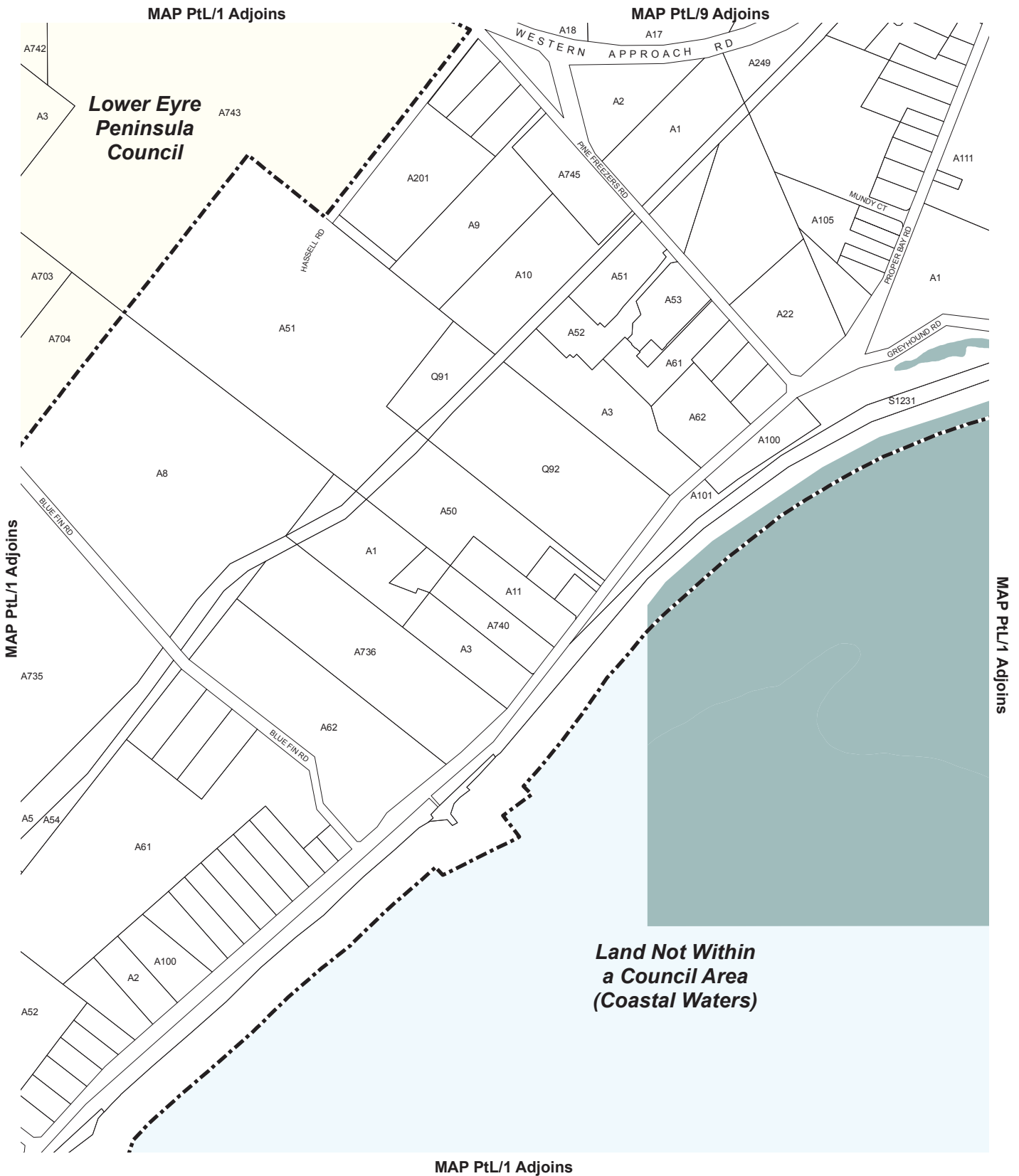
Land Not Within a Council Area (Coastal Waters)

MAP PtL/1 Adjoins



Overlay Map PtL/8 TRANSPORT

- Secondary Arterial Roads
- Development Plan Boundary

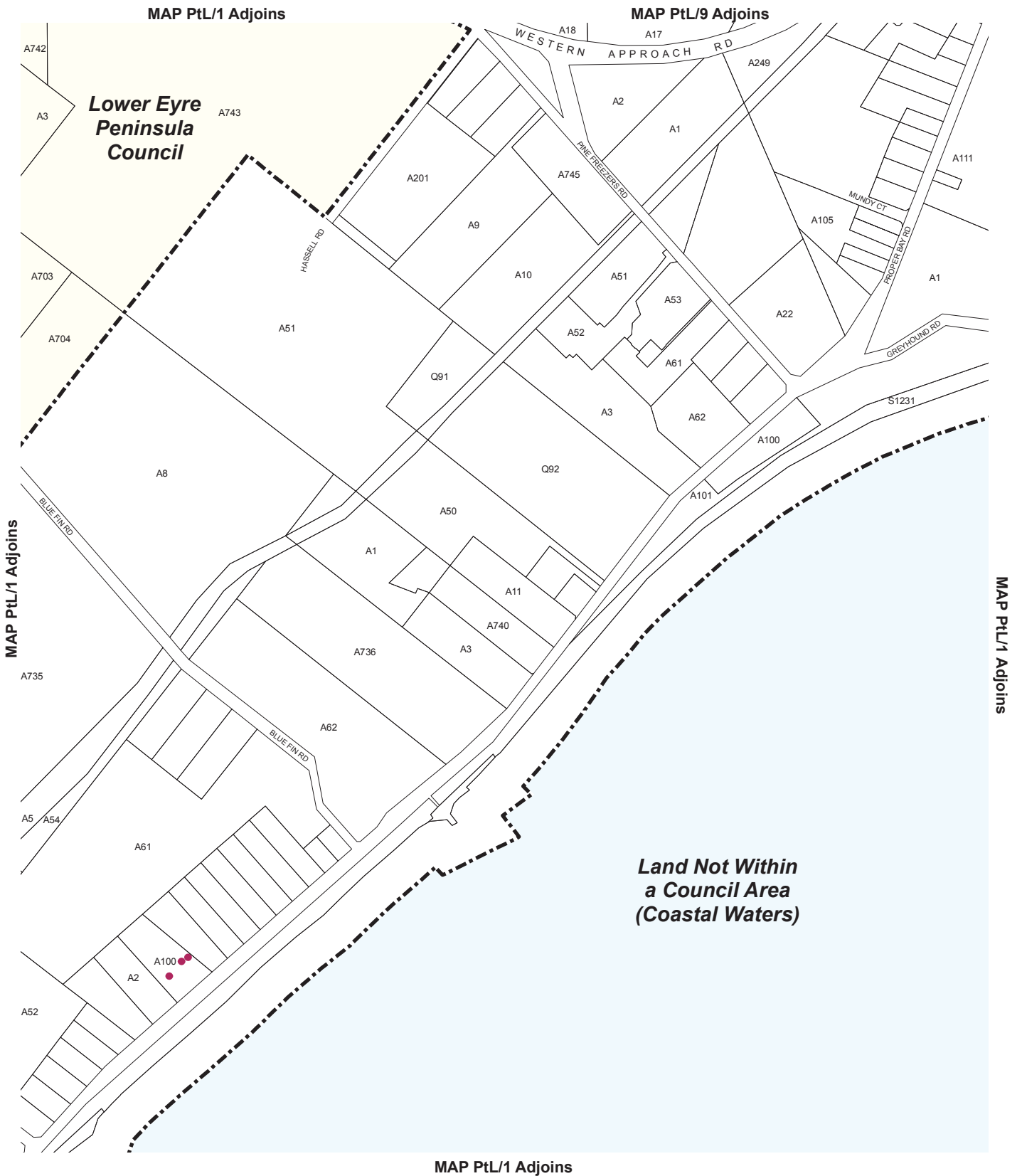


*Land Not Within
a Council Area
(Coastal Waters)*



Overlay Map PtL/8 DEVELOPMENT CONSTRAINTS

- Coastal Acid Sulfate Soils
- Development Plan Boundary



Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.

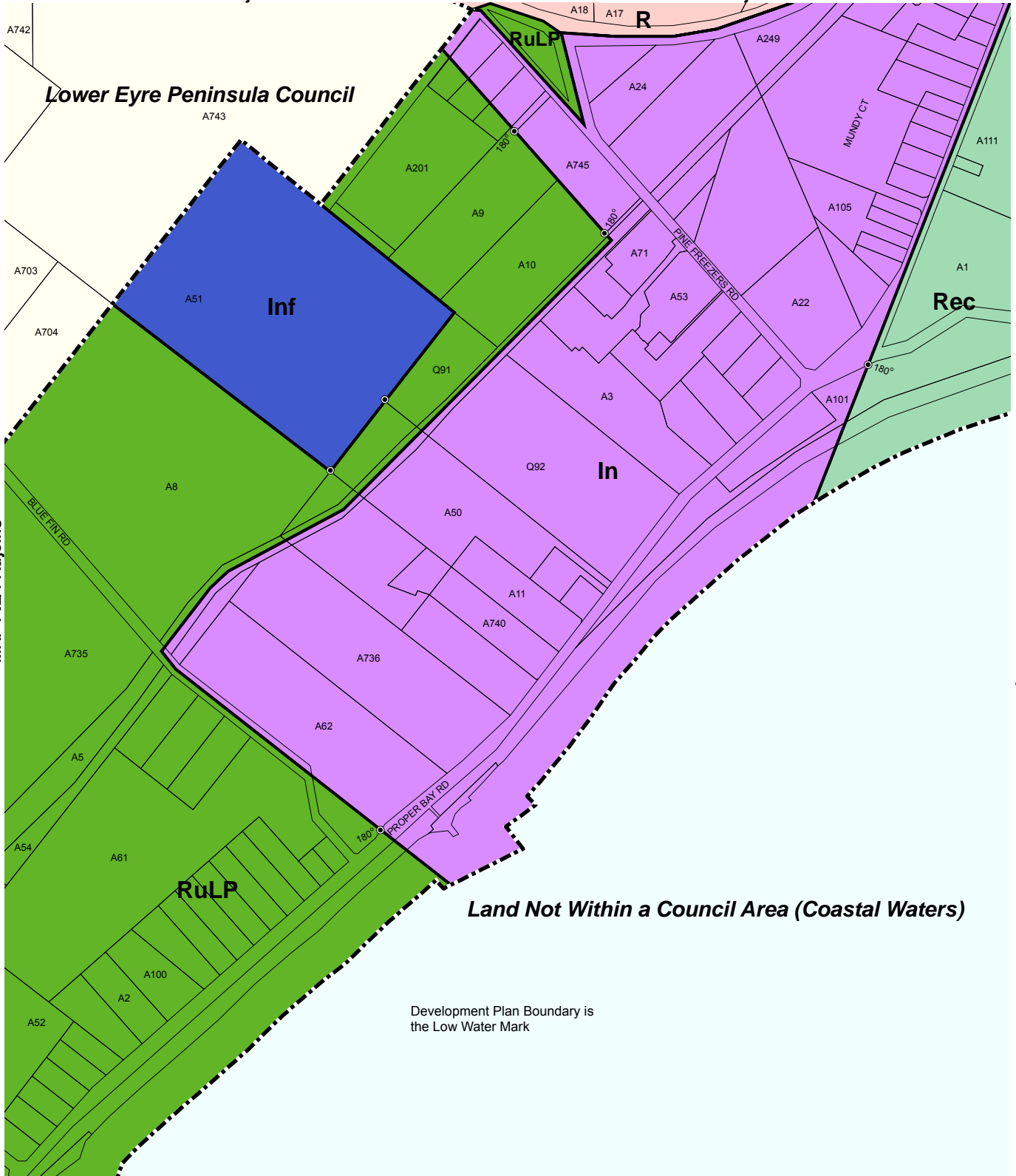


Overlay Map PtL/8 HERITAGE

- State heritage place
- Development Plan Boundary

MAP PtL/13 Adjoins

MAP PtL/9 Adjoins



Land Not Within a Council Area (Coastal Waters)

Development Plan Boundary is the Low Water Mark

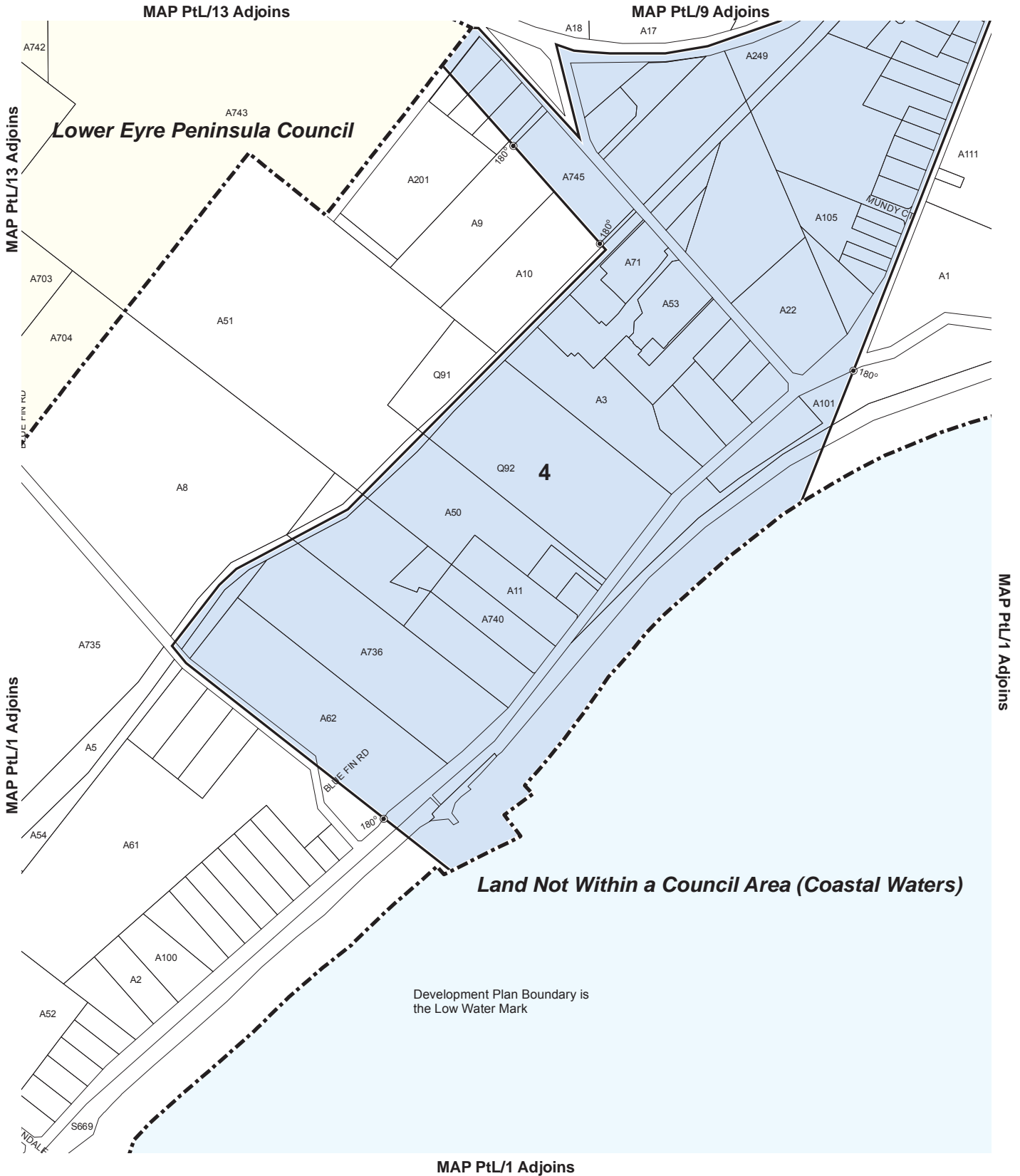
MAP PtL/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



- Zones**
- Industry
 - Infrastructure
 - Recreation
 - Residential
 - Rural Landscape Protection
 - Zone Boundary
 - Development Plan Boundary

Zone Map PtL/8



Lamberts Conformal Conic Projection, GDA94

Policy Area
4 Proper Bay Road

Development Plan Boundary is the Low Water Mark



Policy Area Map PtL/8

- Policy Area Boundary
- Development Plan Boundary

MAP PtL/13 Adjoins

MAP PtL/9 Adjoins



Lower Eyre Peninsula Council

Land Not Within a Council Area (Coastal Waters)

Development Plan Boundary is the Low Water Mark

MAP PtL/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

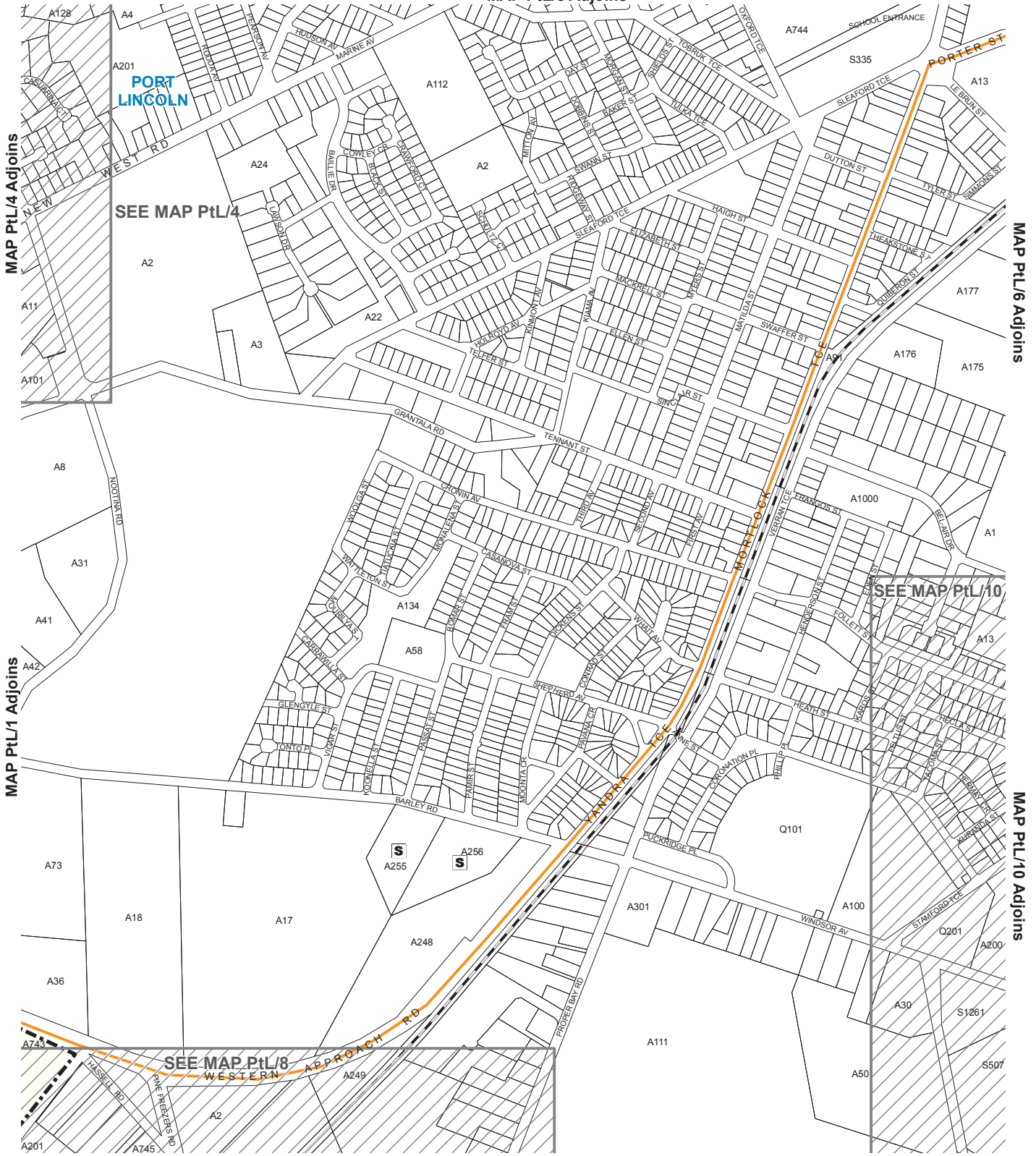
Precinct 4 Southern



Precinct Map PtL/8

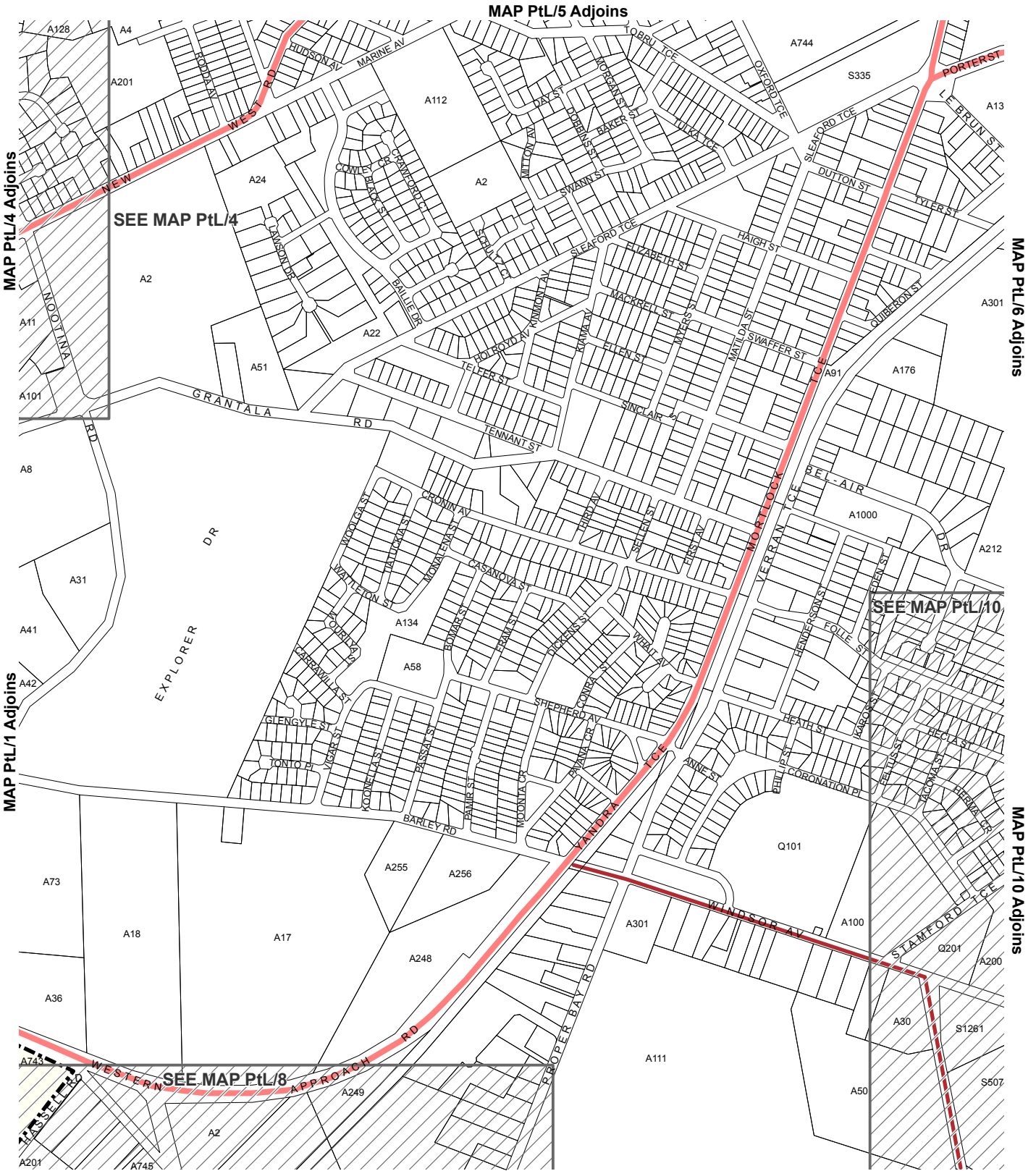
- Precinct Boundary
- Development Plan Boundary

MAP PtL/5 Adjoins



Location Map PtL/9

- S School
- Railways
- Tourist Routes
- Development Plan Boundary



- ▬ Primary Arterial Roads
- ▬ Secondary Arterial Roads
- ▬ Collector Road
- Development Plan Boundary

Overlay Map PtL/9

TRANSPORT

MAP PtL/5 Adjoins



Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.



Overlay Map PtL/9 HERITAGE

- State heritage place
- Development Plan Boundary

MAP PtL/5 Adjoins

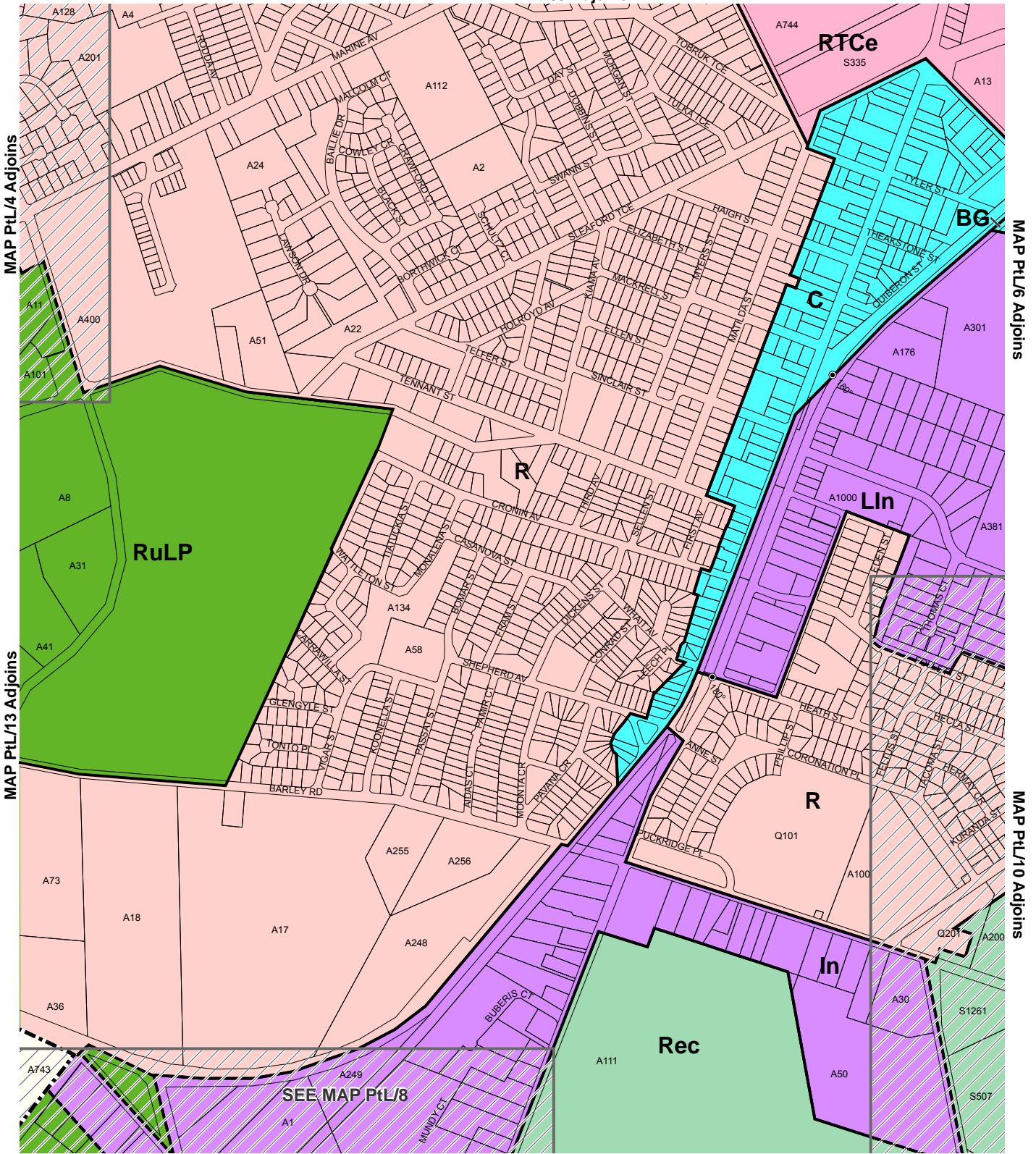


Overlay Map PtL/9 NATURAL RESOURCES

PORT LINCOLN (CITY)
Consolidated - 6 February 2018

- Aboriginal Lands
- Development Plan Boundary

MAP PtL/5 Adjoins



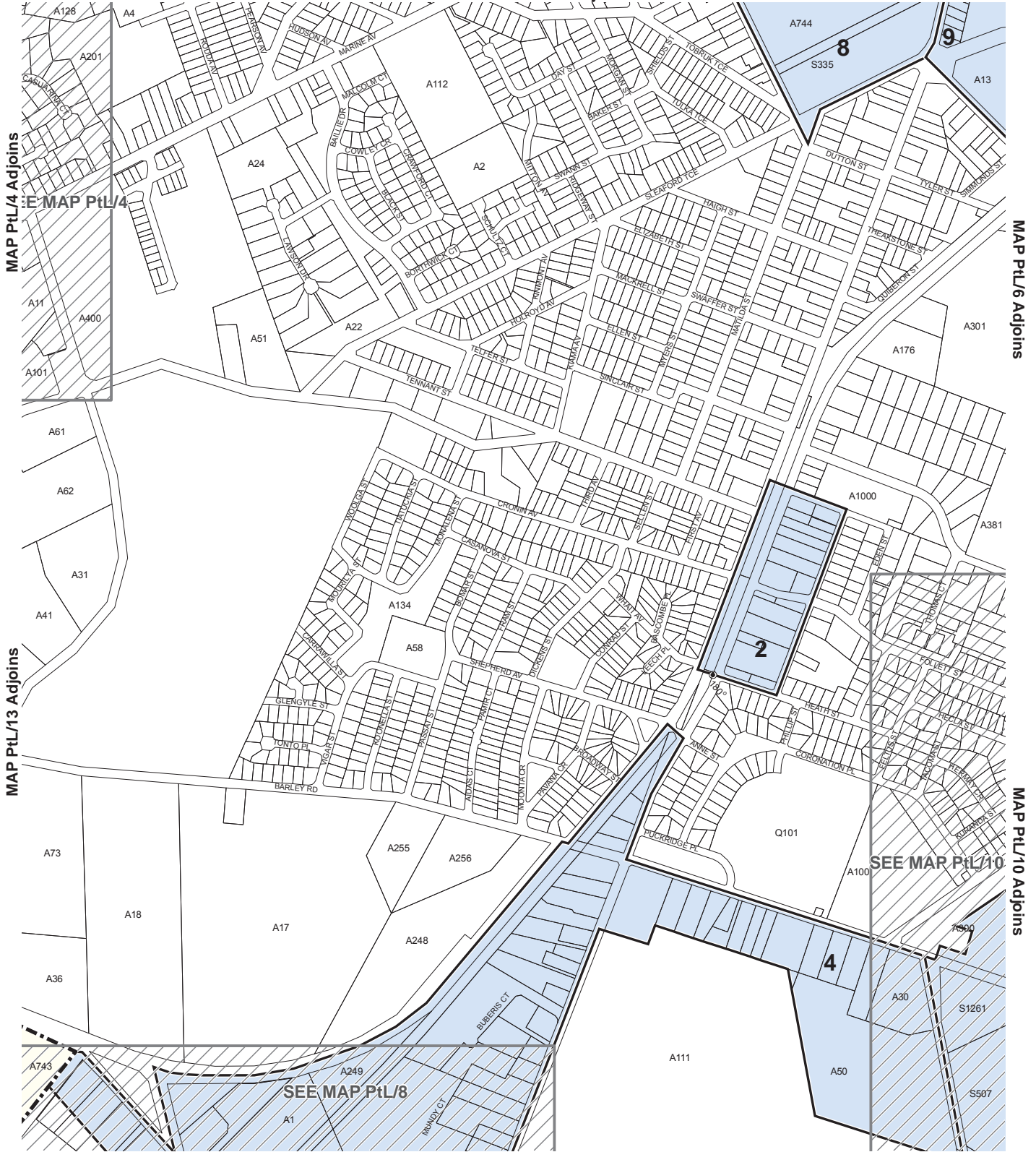
See enlargement map for accurate representation.
 Lamberts Conformal Conic Projection, GDA94

- Zones**
- BG** Bulky Goods
 - C** Commercial
 - In** Industry
 - LIn** Light Industry
 - Rec** Recreation
 - RTCe** Regional Town Centre
 - R** Residential
 - RuLP** Rural Landscape Protection
 - Zone Boundary
 - Development Plan Boundary



Zone Map PtL/9

MAP PtL/5 Adjoins



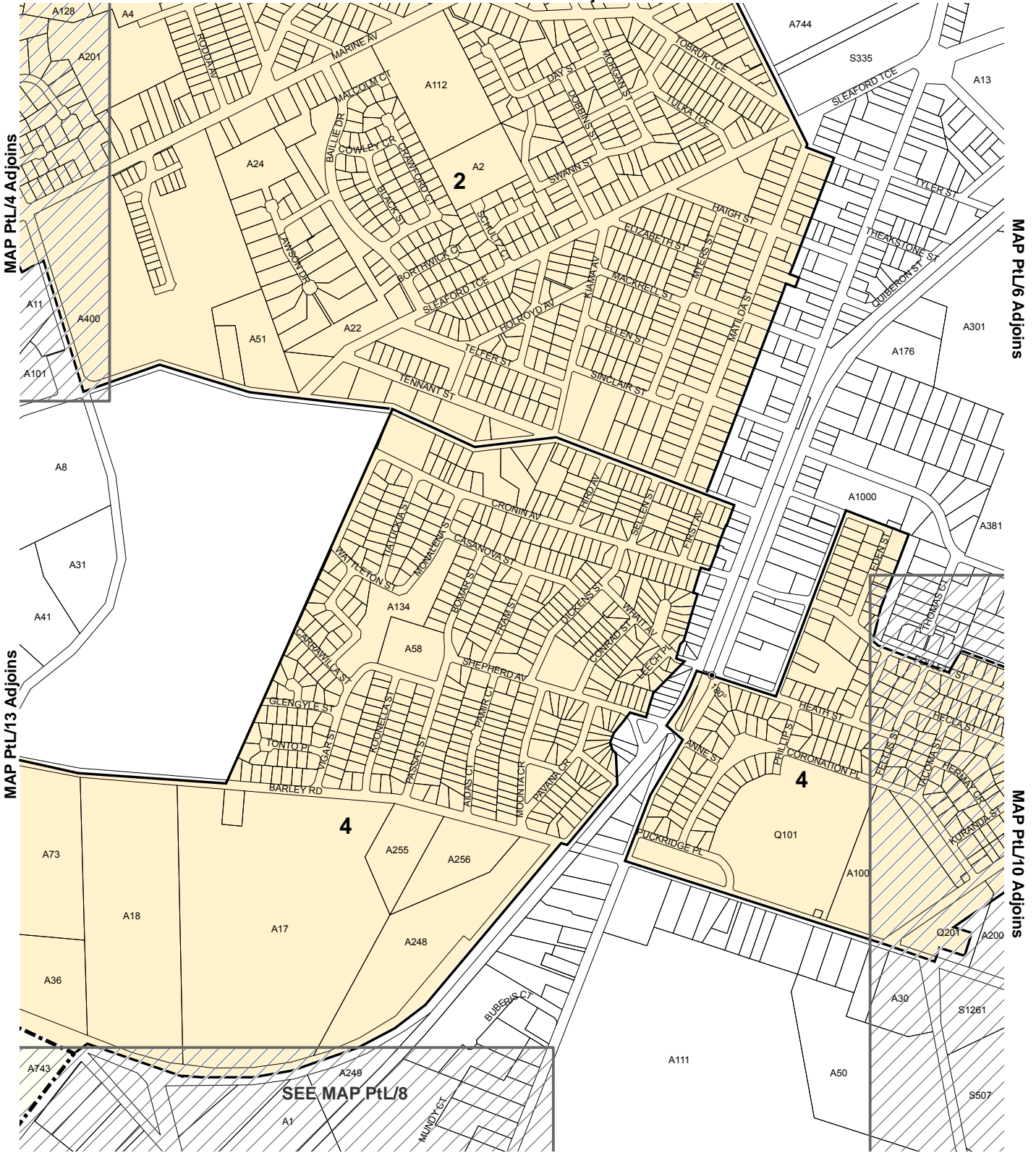
See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 2 Main Road
 - 4 Proper Bay Road
 - 8 Community/Education
 - 9 Non-Core Retail

- Policy Area Boundary
- Development Plan Boundary

Policy Area Map PtL/9

MAP PtL/5 Adjoins



MAP PtL/8 Adjoins

MAP PtL/1 Adjoins

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

- Precinct**
- 2 Lincoln Central
 - 4 Southern



Precinct Map PtL/9

- Precinct Boundary
- Development Plan Boundary

MAP PtL/6 Adjoins

MAP PtL/9 Adjoins

MAP PtL/11 Adjoins

MAP PtL/1 Adjoins

MAP PtL/12 Adjoins



Land Not Within a Council Area (Coastal Waters)

Location Map PtL/10

----- Development Plan Boundary

MAP PtL/6 Adjoins

MAP PtL/9 Adjoins

MAP PtL/11 Adjoins

MAP PtL/1 Adjoins

MAP PtL/1 Adjoins

Development Plan Boundary is the Low Water Mark

Land Not Within a Council Area (Coastal Waters)

Lamberts Conformal Conic Projection, GDA94



- ▬ Primary Arterial Roads
- ▬ Secondary Arterial Roads
- ▬ Collector Road
- - - Development Plan Boundary

Overlay Map PtL/10

TRANSPORT

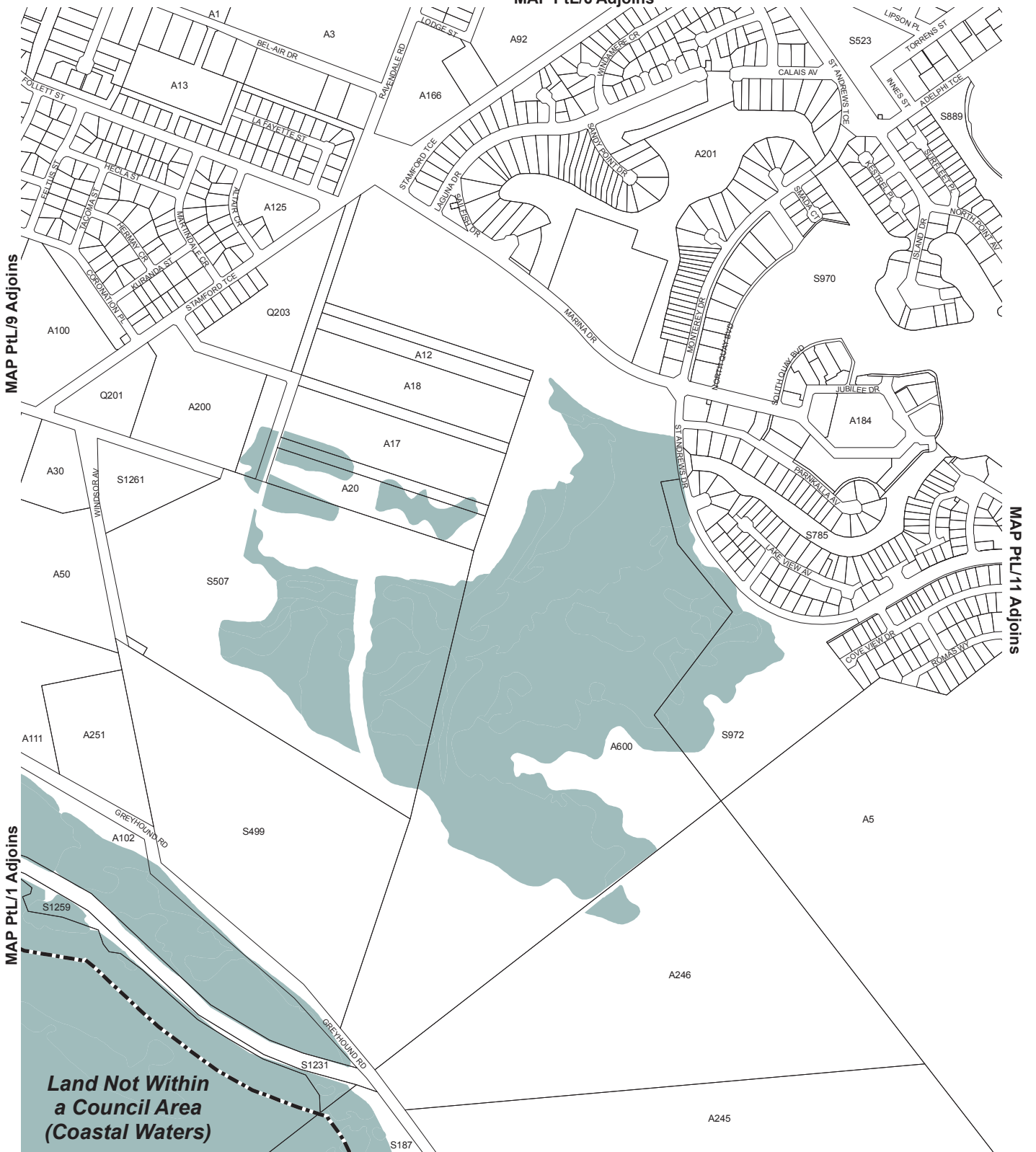
PORT LINCOLN (CITY)
Consolidated - 6 February 2018

MAP PtL/6 Adjoins

MAP PtL/9 Adjoins

MAP PtL/11 Adjoins

MAP PtL/1 Adjoins



Land Not Within
a Council Area
(Coastal Waters)

MAP PtL/1 Adjoins

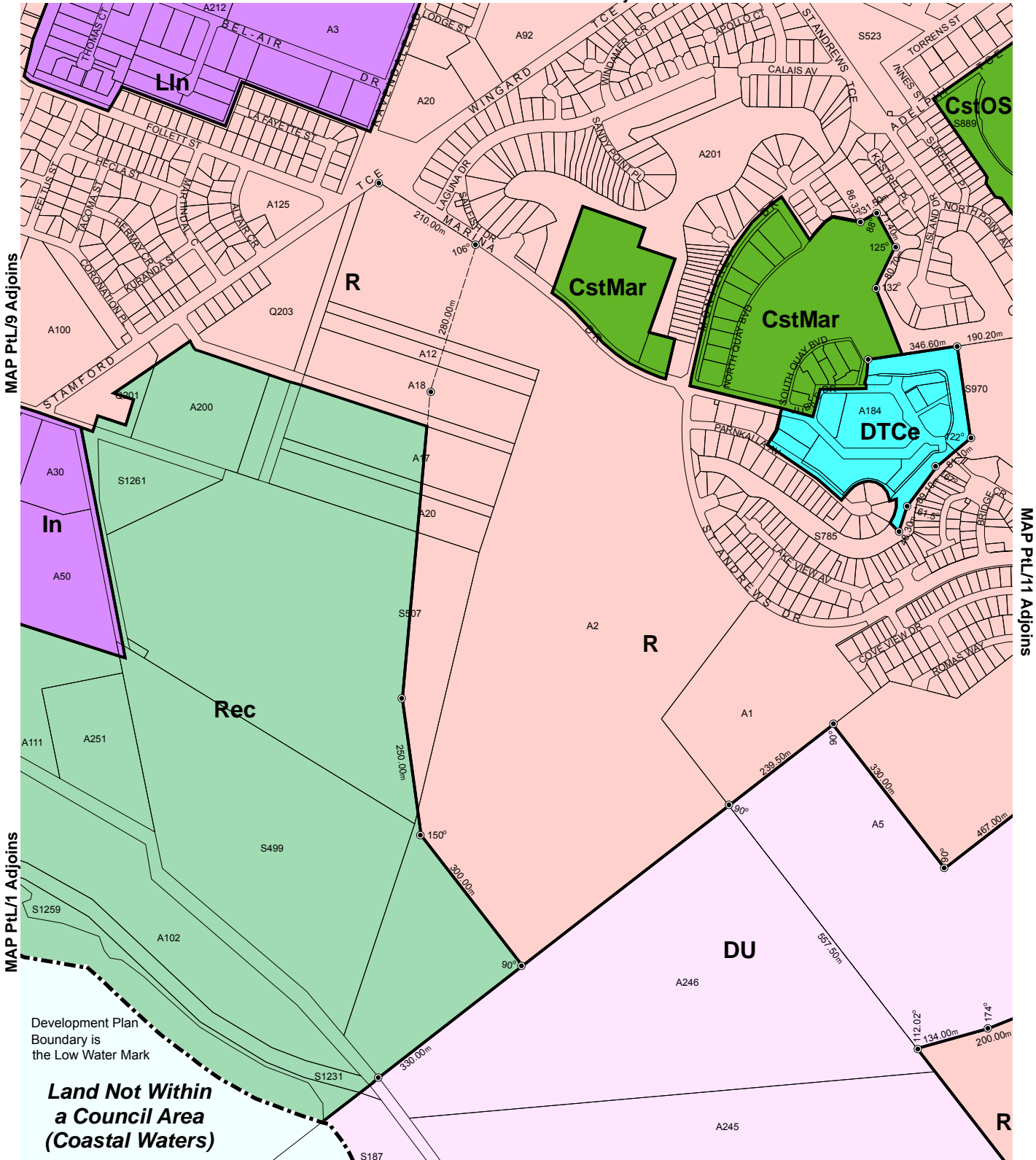


Overlay Map PtL/10 DEVELOPMENT CONSTRAINTS

PORT LINCOLN (CITY)
Consolidated - 6 February 2018

- Coastal Acid Sulfate Soils
- Development Plan Boundary

MAP PtL/6 Adjoins



MAP PtL/1 Adjoins

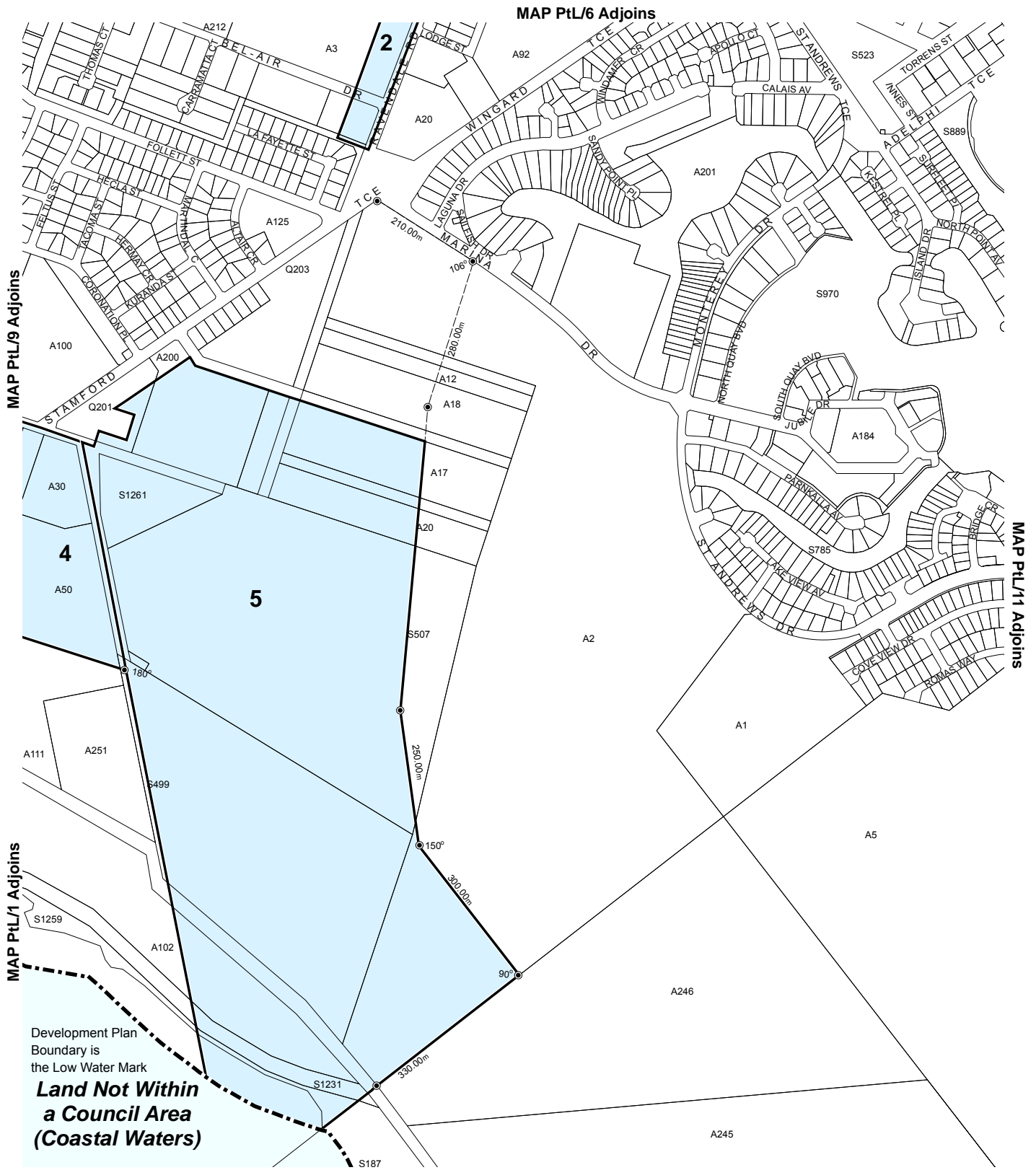
MAP PtL/12 Adjoins

Lamberts Conformal Conic Projection, GDA94

- Zones**
- CstMar Coastal Marina
 - CstOS Coastal Open Space
 - DU Deferred Urban
 - DTCE District Town Centre
 - In Industry
 - LIn Light Industry
 - Rec Recreation
 - R Residential
 - Zone Boundary
 - Development Plan Boundary



Zone Map PtL/10

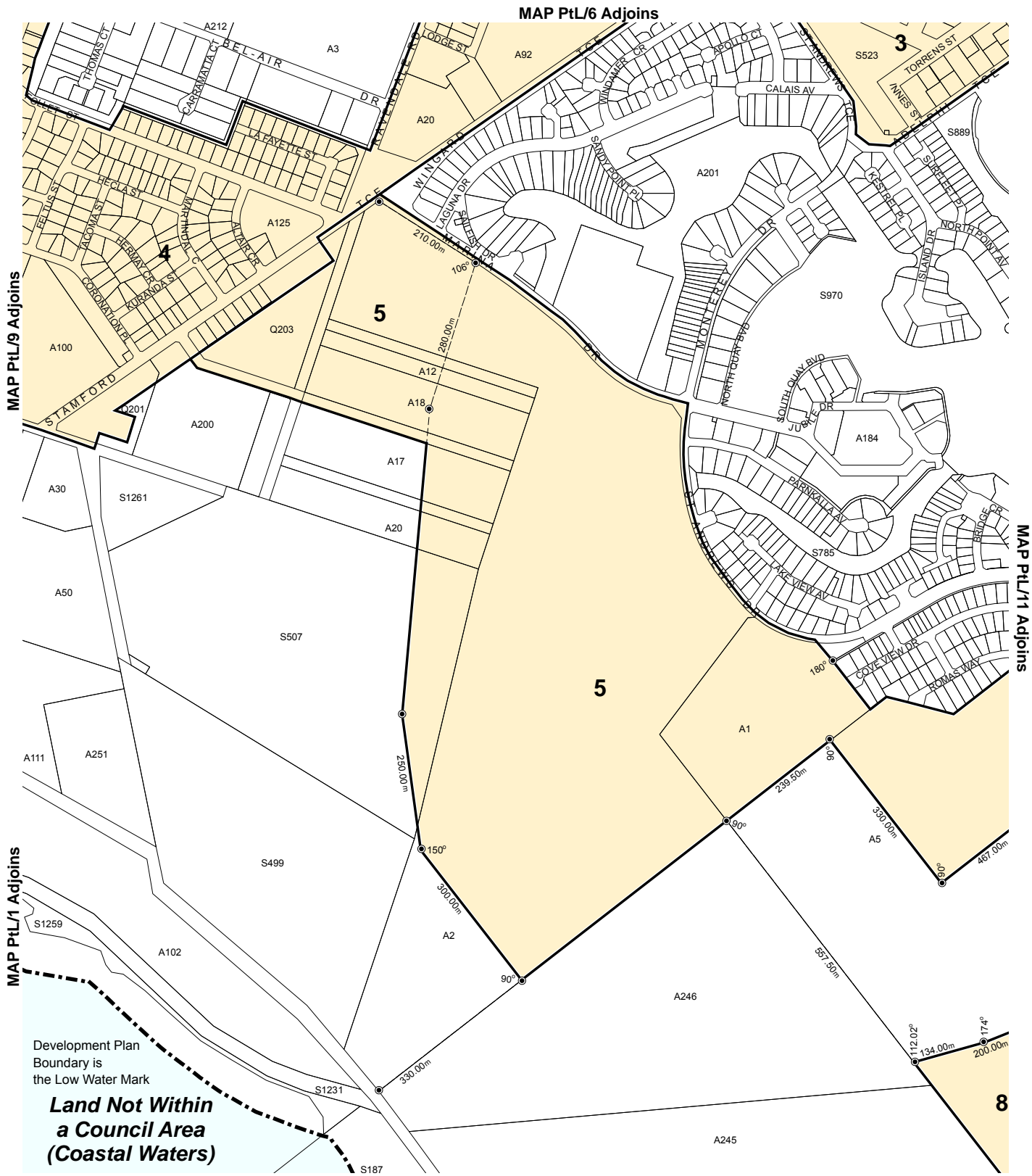


Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 2 Main Road
 - 4 Proper Bay Road
 - 5 Golf Course

- Policy Area Boundary
- Development Plan Boundary

Policy Area Map PtL/10



Development Plan Boundary is the Low Water Mark

Land Not Within a Council Area (Coastal Waters)

MAP PtL/1 Adjoins

MAP PtL/12 Adjoins

Lamberts Conformal Conic Projection, GDA94

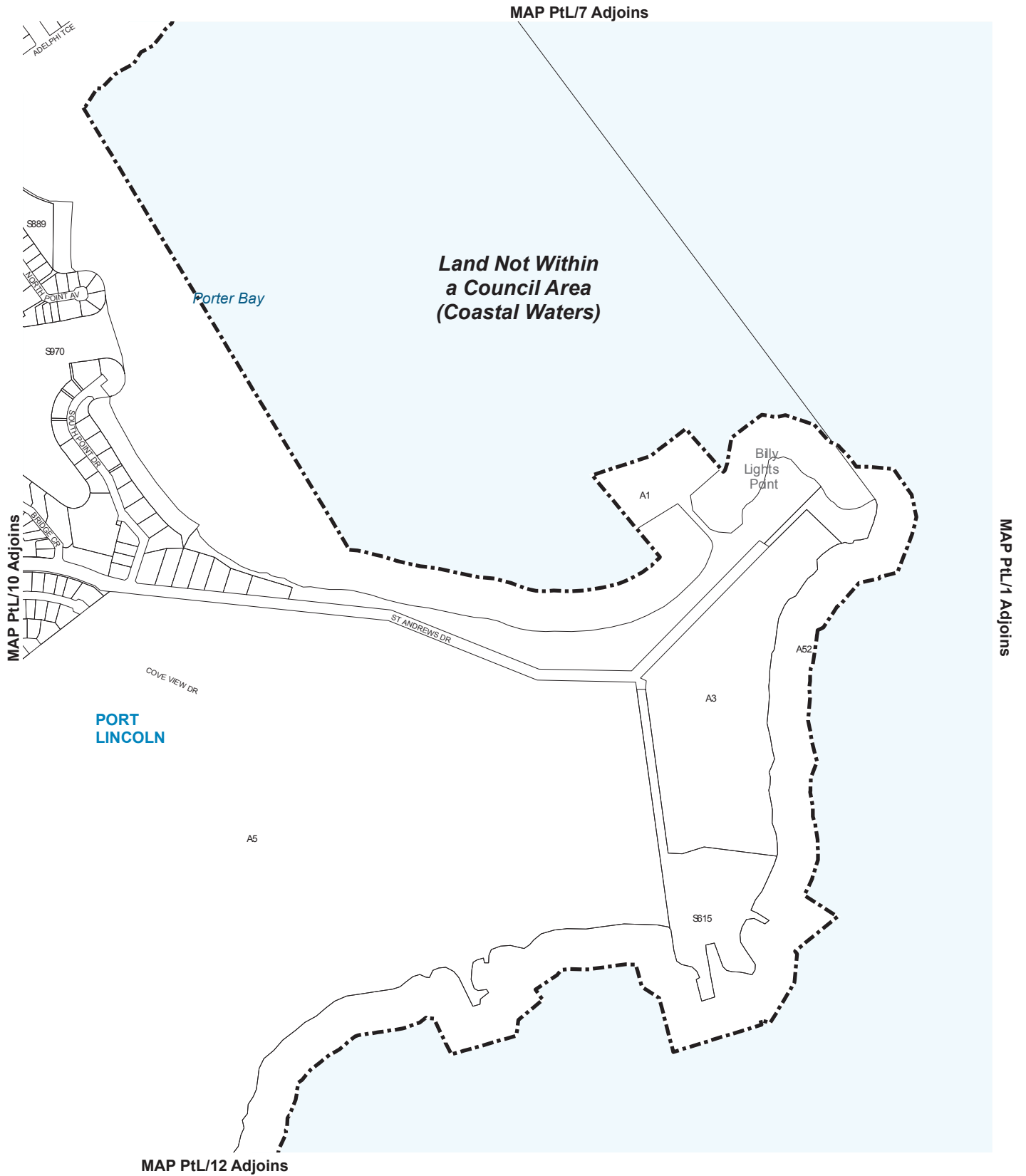
Precinct

- 3 Kirton Point
- 4 Southern
- 5 Lincoln Cove
- 8 Eastern



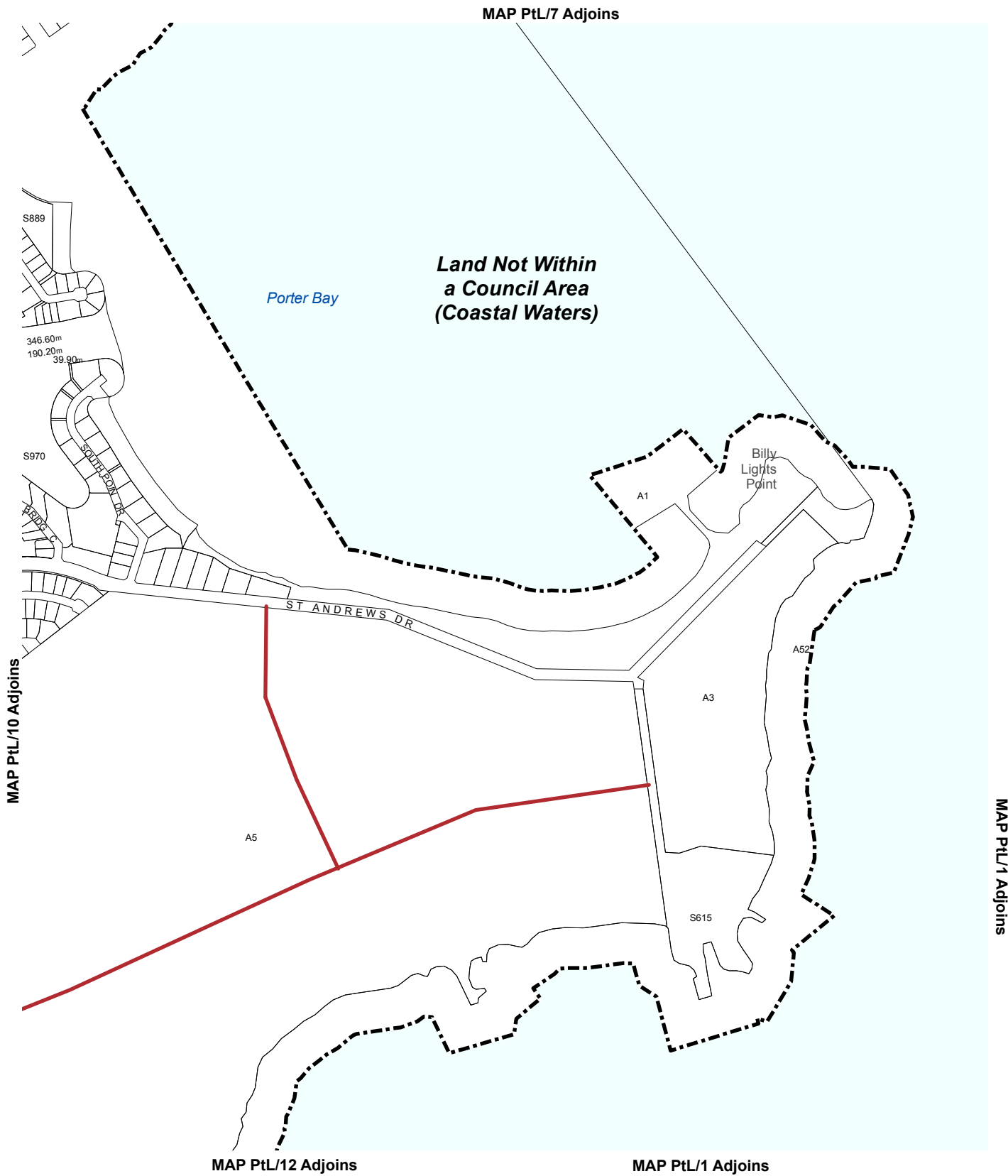
Precinct Map PtL/10

- Precinct Boundary
- Development Plan Boundary



Location Map PtL/11

--- Development Plan Boundary



- Primary Arterial Roads
- Secondary Arterial Roads
- Collector Road
- Development Plan Boundary

Overlay Map PtL/11

TRANSPORT

MAP PtL/7 Adjoins

Land Not Within
a Council Area
(Coastal Waters)

Porter Bay

CstOS

Billy
Lights
Point

R

A1

A3

DU

A5

In

S615

CstOS

Development Plan Boundary is
the Low Water Mark

R

MAP PtL/12 Adjoins

MAP PtL/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



0 500m

Zones

CstOS Coastal Open Space

DU Deferred Urban

In Industry

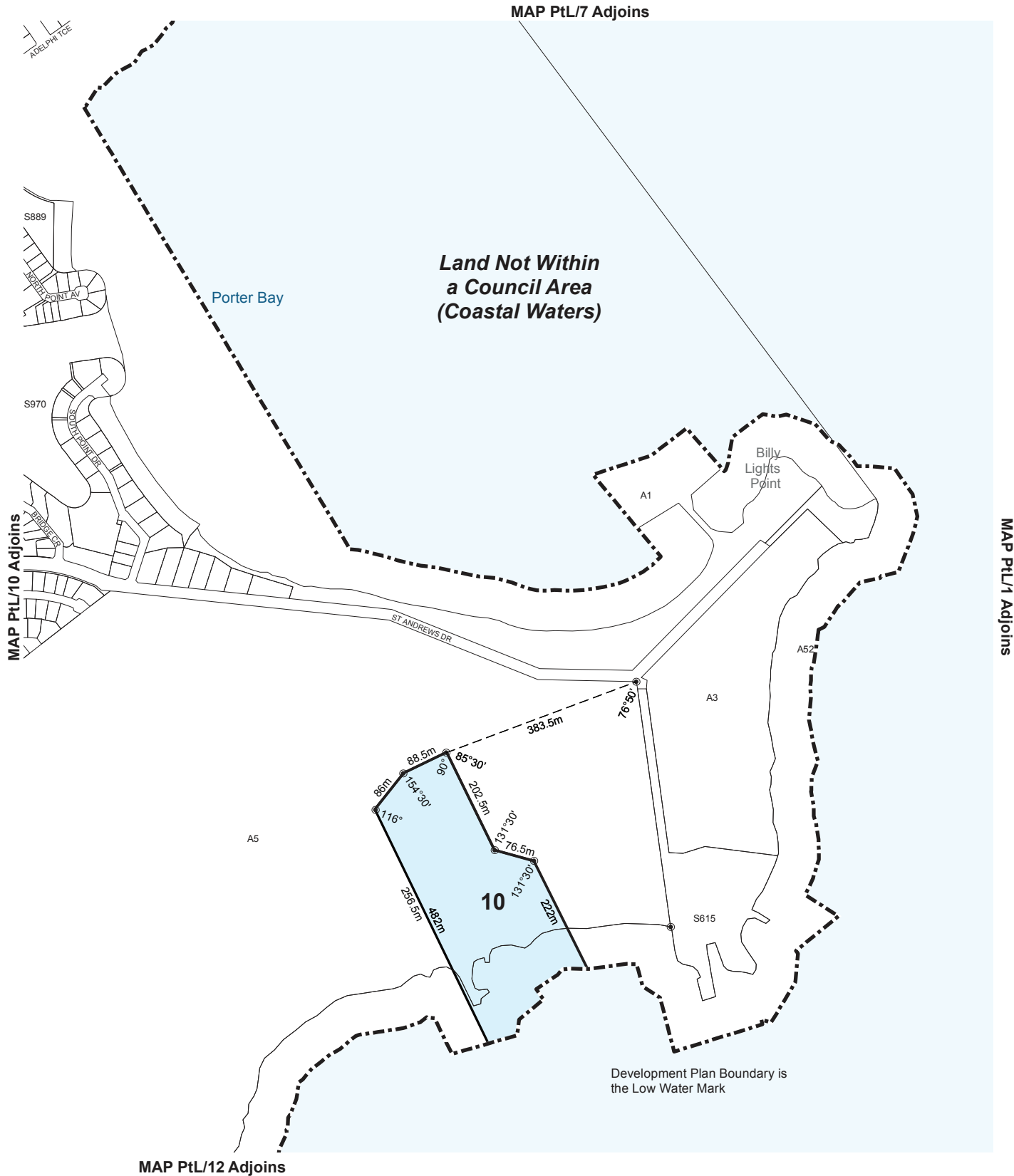
R Residential

Zone Boundary

Development Plan Boundary

Zone Map PtL/11

PORT LINCOLN (CITY)
Consolidated - 6 February 2018



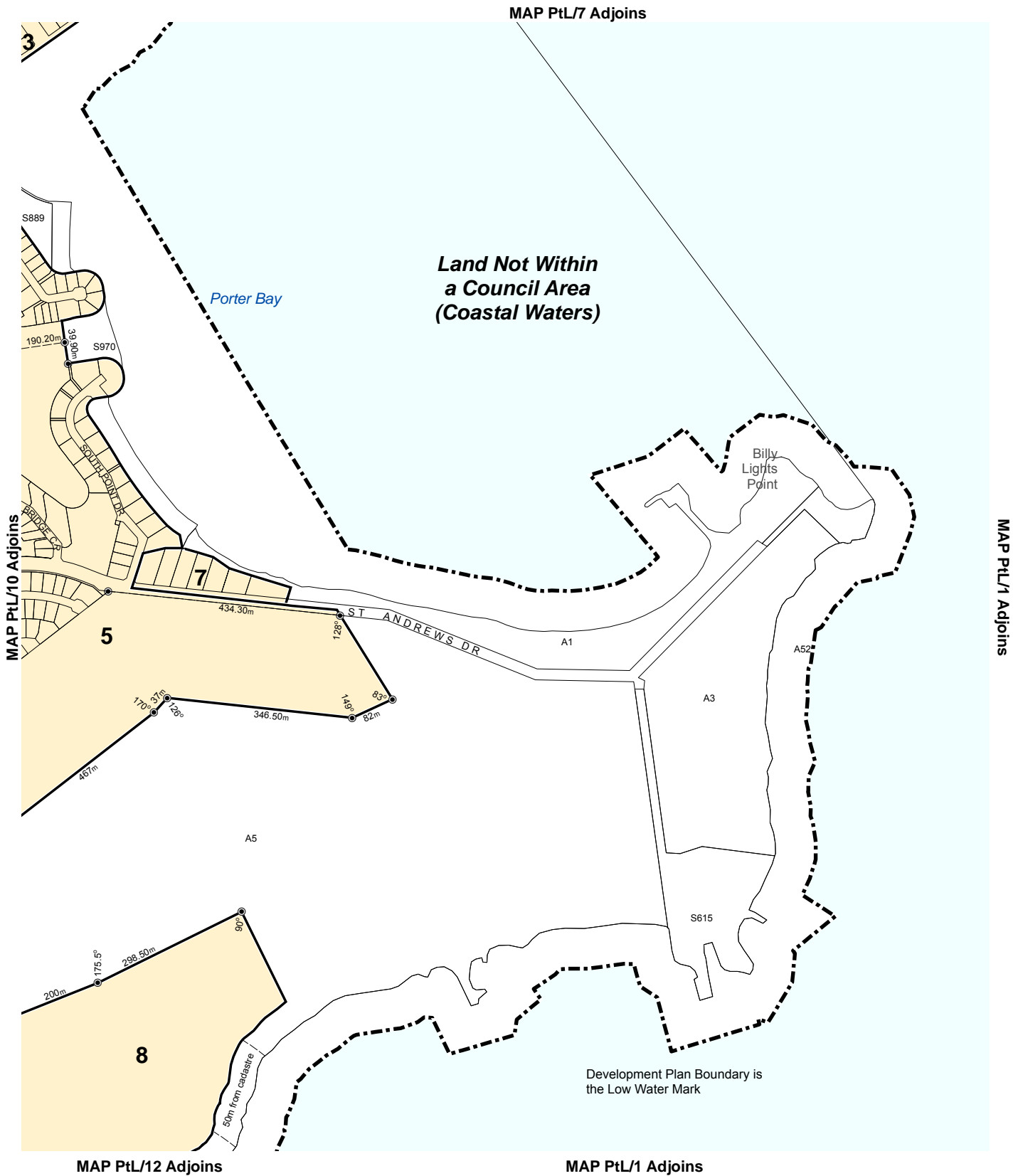
Lamberts Conformal Conic Projection, GDA94

Policy Area
10 Eastern



Policy Area Map PtL/11

- Policy Area Boundary
- Development Plan Boundary



Lamberts Conformal Conic Projection, GDA94

Precinct

- 3 Kirton Point
- 5 Lincoln Cove
- 7 Residential 1
- 8 Eastern



Precinct Map PtL/11

- Precinct Boundary
- Development Plan Boundary

MAP PtL/10 Adjoins

MAP PtL/11 Adjoins

MAP PtL/1 Adjoins

PORT
LINCOLN

A245

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

Development Plan Boundary is
the Low Water Mark

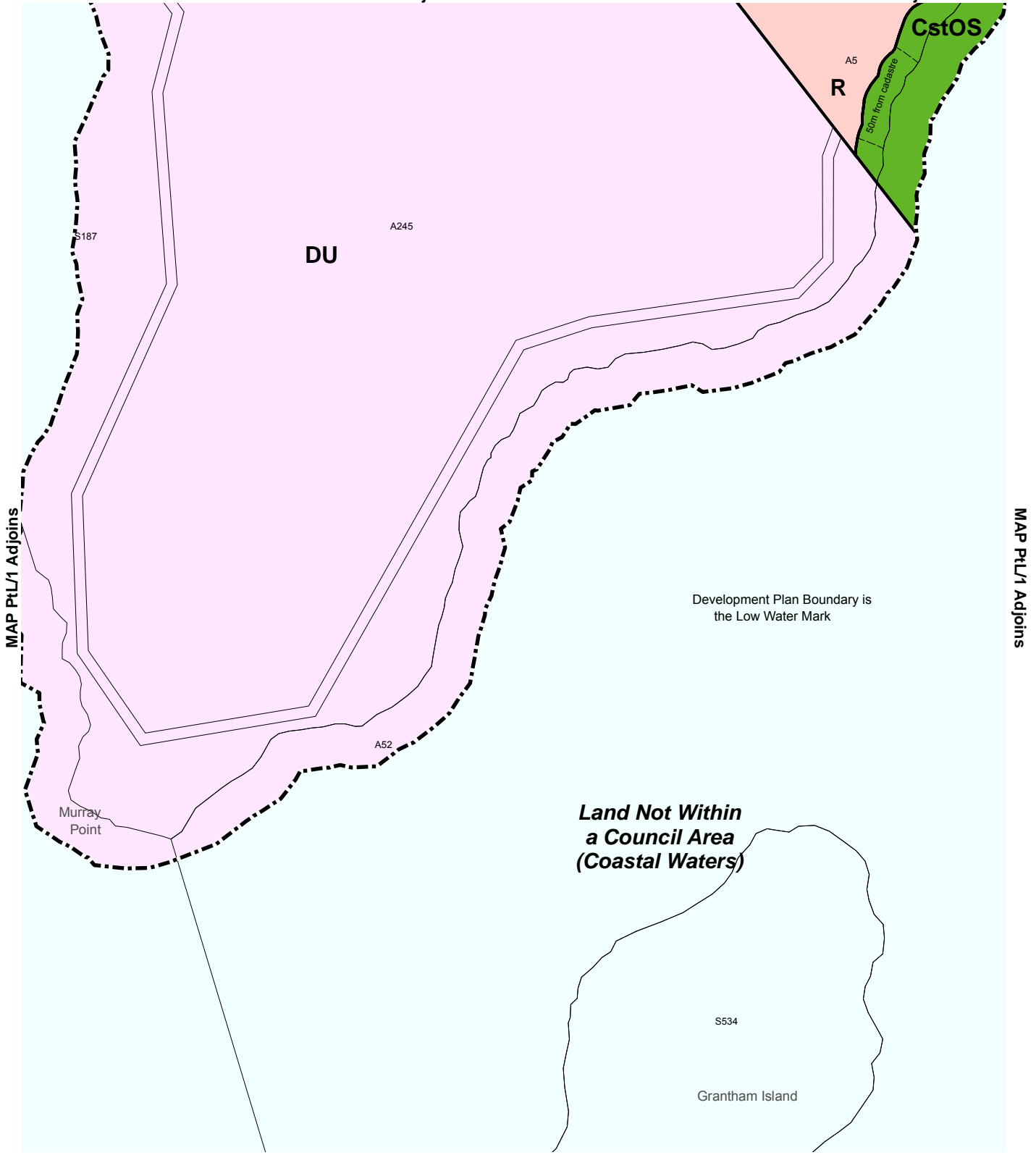


Location Map PtL/12

----- Development Plan Boundary

MAP PtL/10 Adjoins

MAP PtL/11 Adjoins

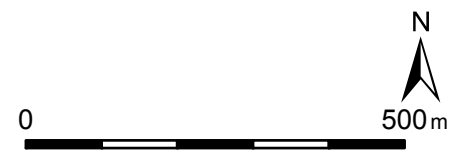


MAP PtL/1 Adjoins

MAP PtL/1 Adjoins

MAP PtL/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

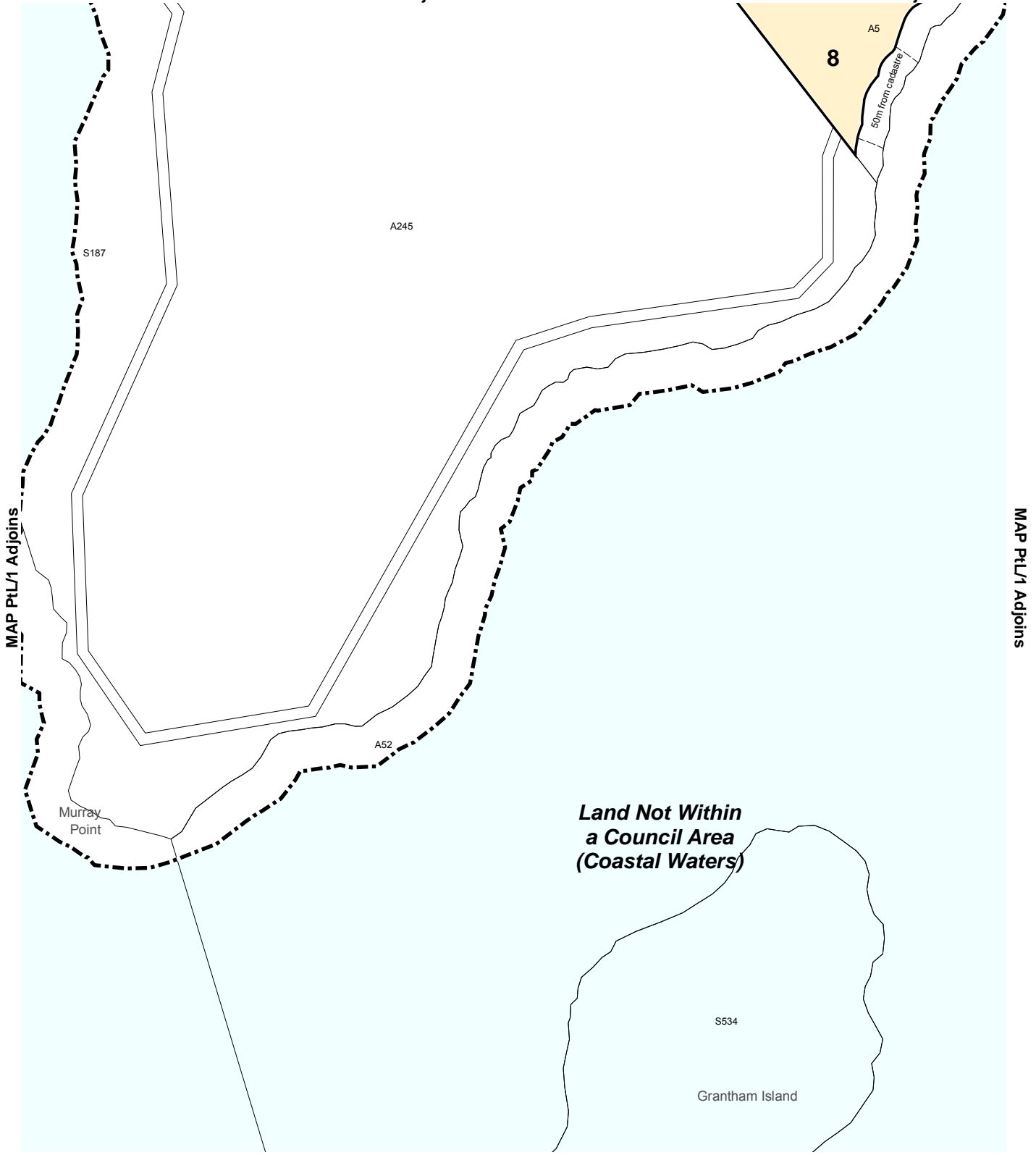


- Zones**
- Coastal Open Space
 - Deferred Urban
 - Residential
 - Zone Boundary
 - Development Plan Boundary

Zone Map PtL/12

MAP PtL/10 Adjoins

MAP PtL/11 Adjoins



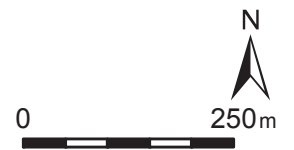
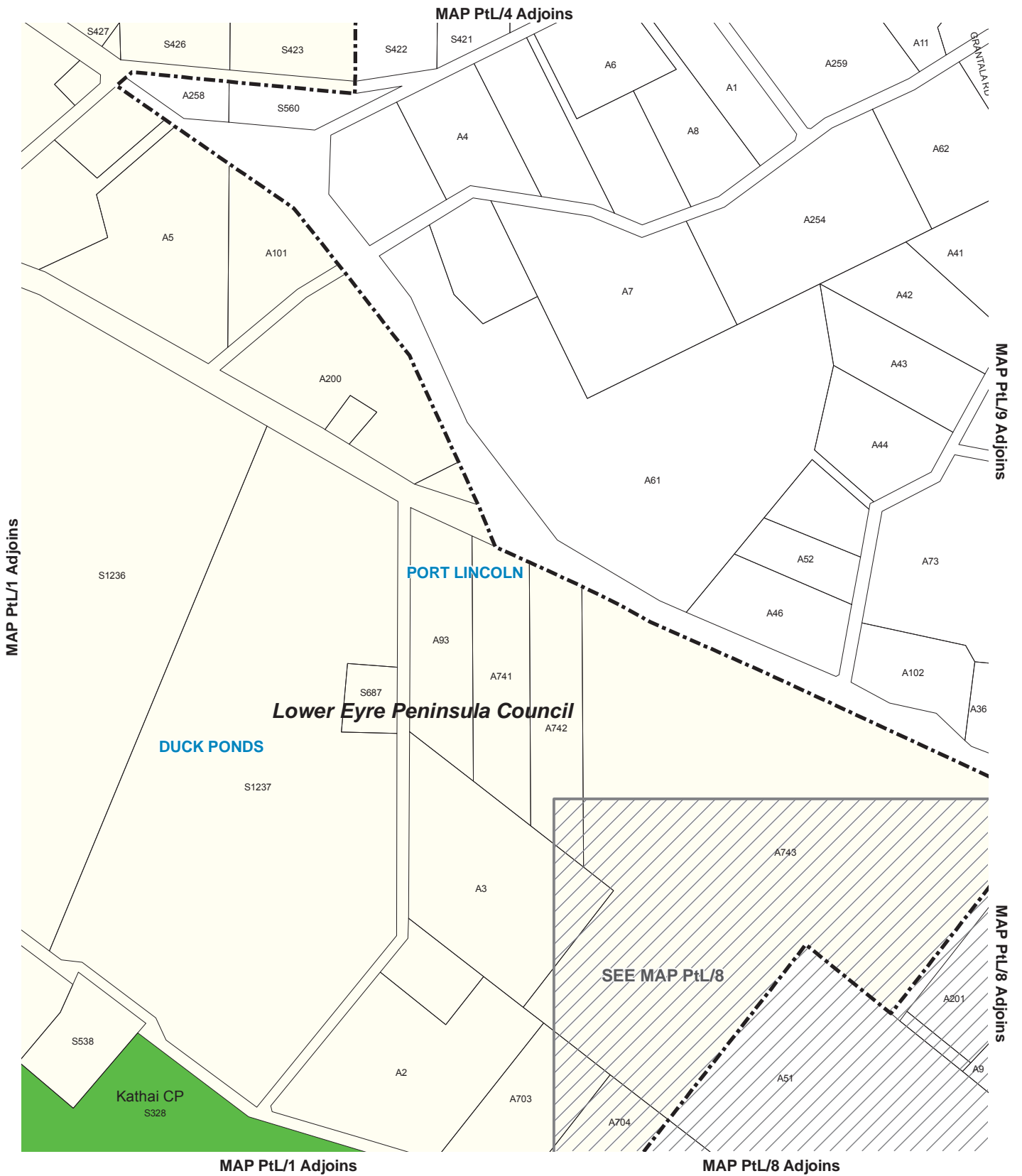
Lamberts Conformal Conic Projection, GDA94

Precinct
8 Eastern



Precinct Map PtL/12

- Precinct Boundary
- Development Plan Boundary



Location Map PtL/13

- Conservation Park
- Development Plan Boundary



- Secondary Arterial Roads
- Development Plan Boundary

Overlay Map PtL/13

TRANSPORT

PORT LINCOLN (CITY)
Consolidated - 6 February 2018

MAP PtL/4 Adjoins



Lower Eyre Peninsula Council

MAP PtL/1 Adjoins

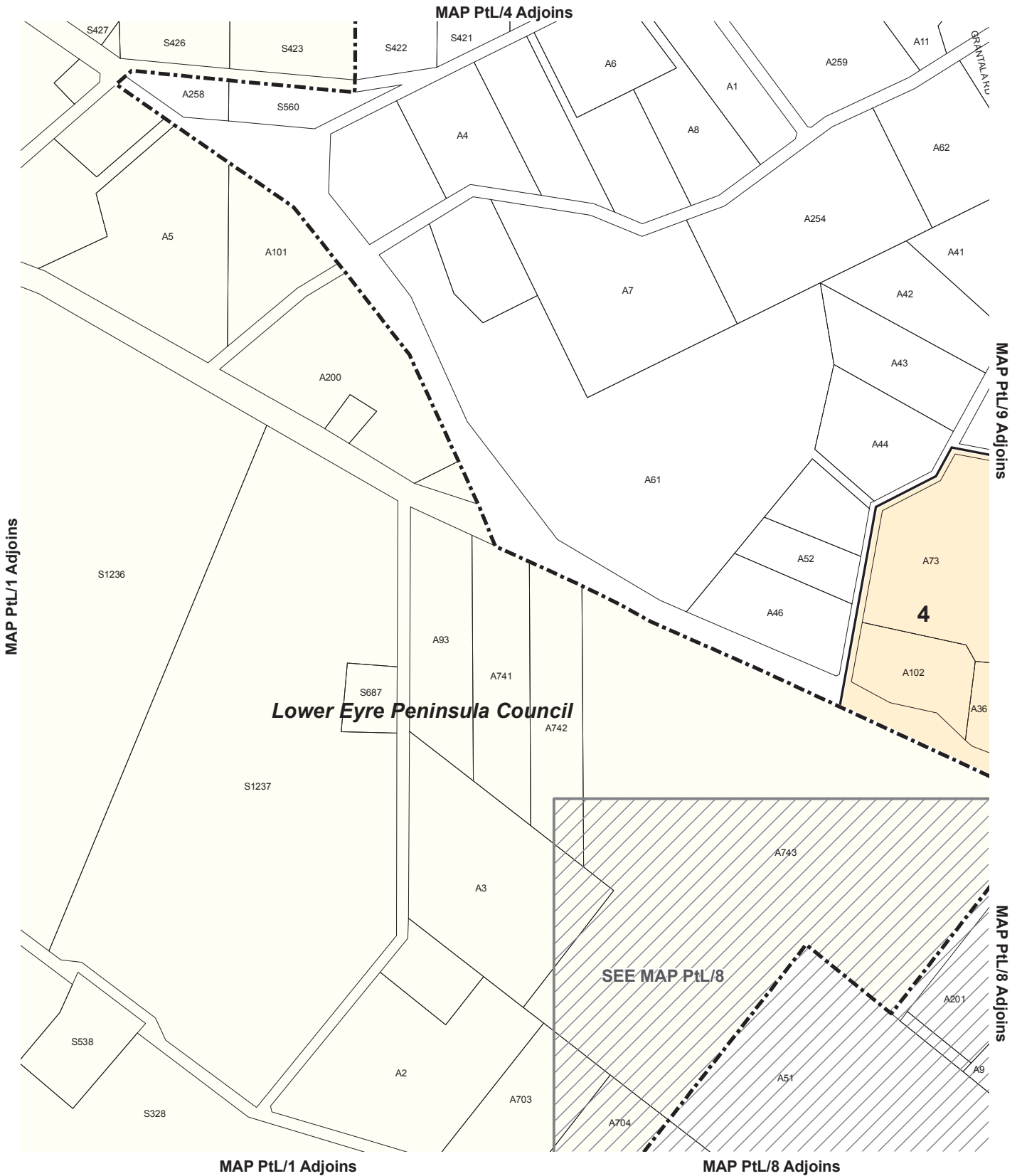
MAP PtL/8 Adjoins

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

Zone Map PtL/13

Zones

- Residential
- Rural Landscape Protection
- Zone Boundary
- Development Plan Boundary

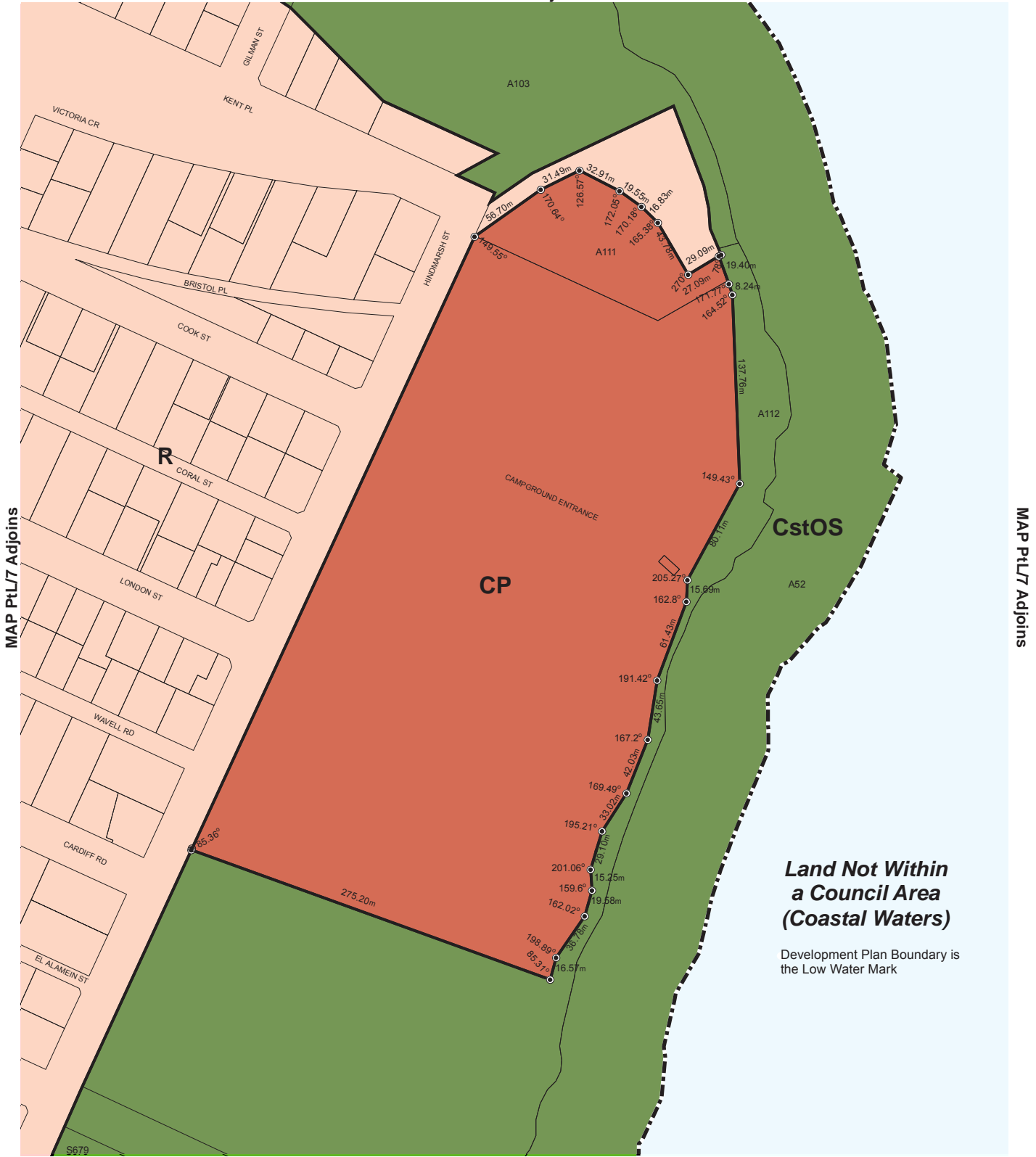


See enlargement map for accurate representation.
 Lamberts Conformal Conic Projection, GDA94

Precinct
4 Southern

- Precinct Boundary
- Development Plan Boundary

MAP PtL/7 Adjoins



MAP PtL/7 Adjoins

Lamberts Conformal Conic Projection, GDA94



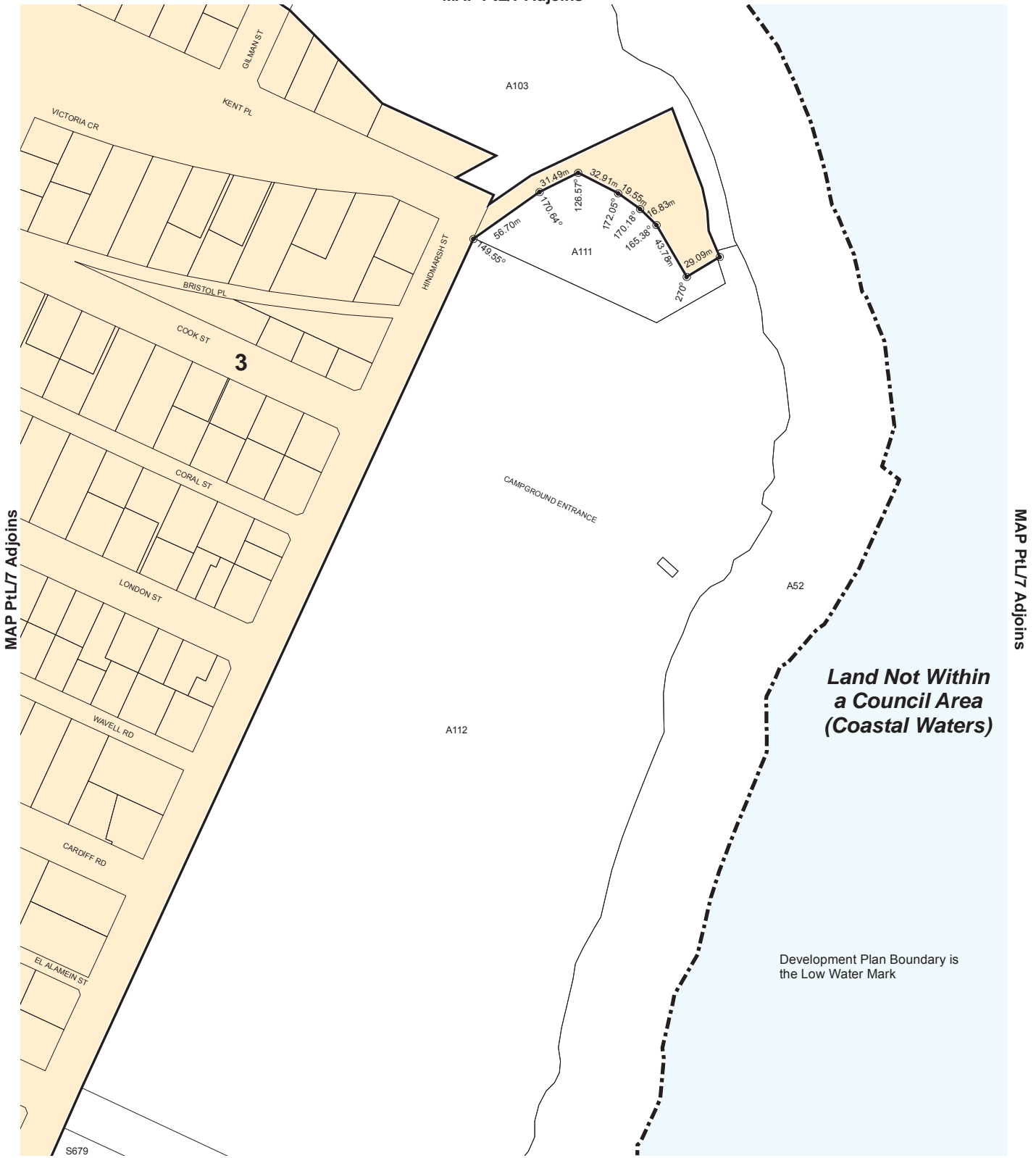
Zones

- CP Caravan and Tourist Park
- CstOS Coastal Open Space
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PtL/14 ENLARGEMENT

PORT LINCOLN (CITY)
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MAP PtL/7 Adjoins



MAP PtL/7 Adjoins

MAP PtL/7 Adjoins

MAP PtL/7 Adjoins

Lamberts Conformal Conic Projection, GDA94

Precinct
3 Kirton Point

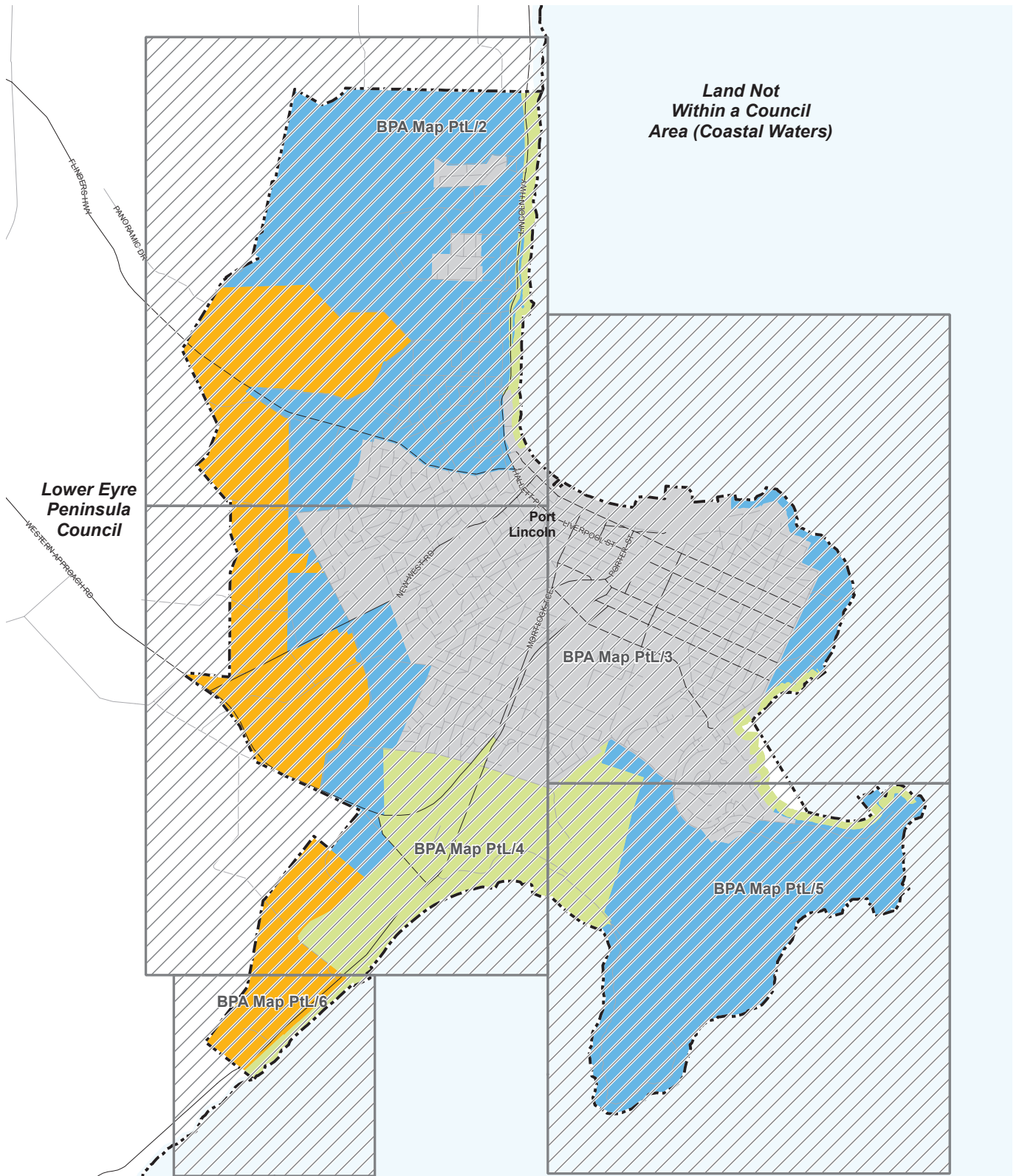


Precinct Map PtL/14 ENLARGEMENT

PORT LINCOLN (CITY)
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- Precinct Boundary
- Development Plan Boundary

Bushfire Risk BPA Maps



See enlargement map for accurate representation.



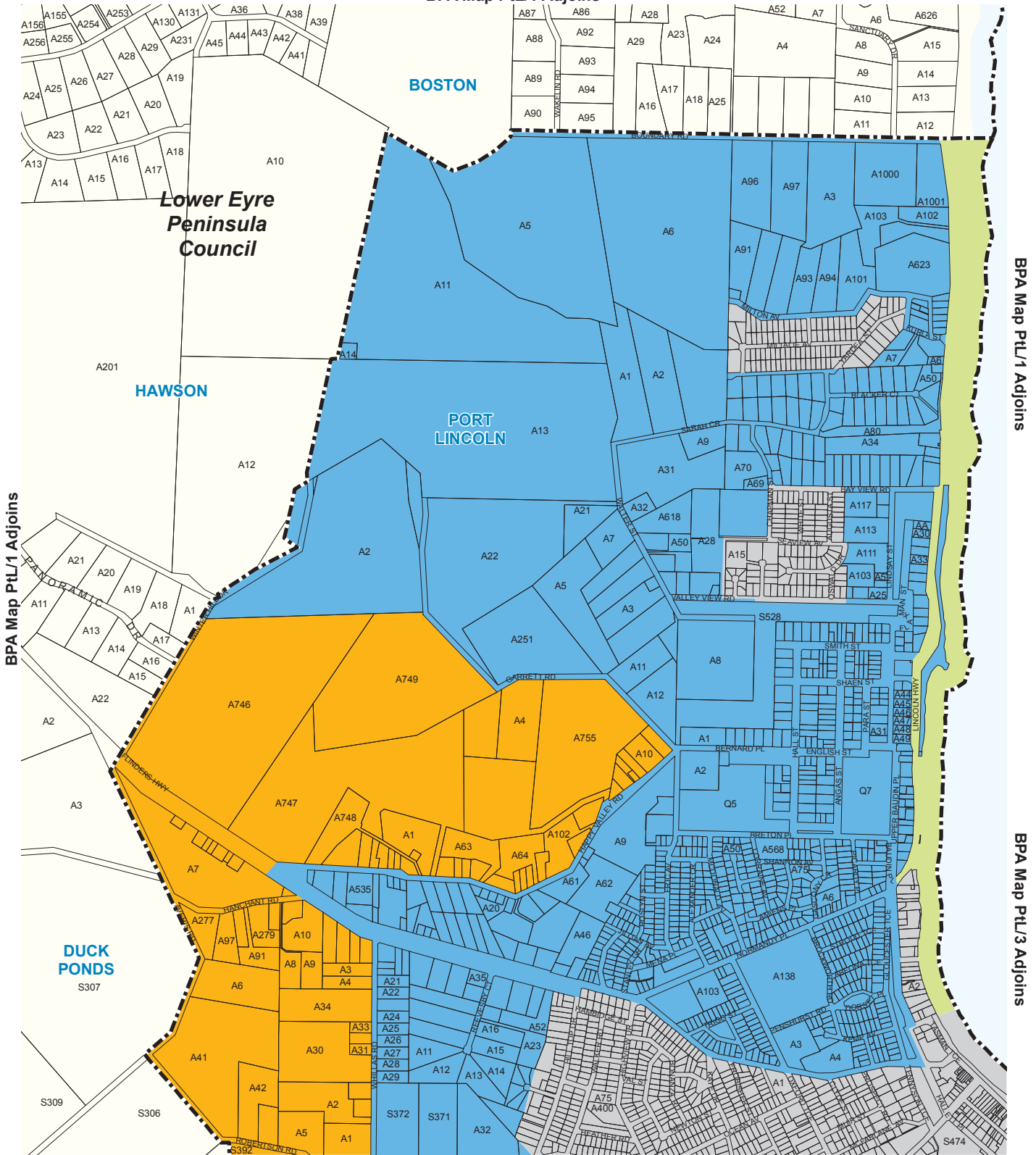
Bushfire Protection Area

BPA Map PtL/1

BUSHFIRE RISK

- High Bushfire Risk
- Medium Bushfire Risk
- General Bushfire Risk
- Excluded area from bushfire protection planning provisions
- Development Plan Boundary

BPA Map PtL/1 Adjoins



BPA Map PtL/4 Adjoins



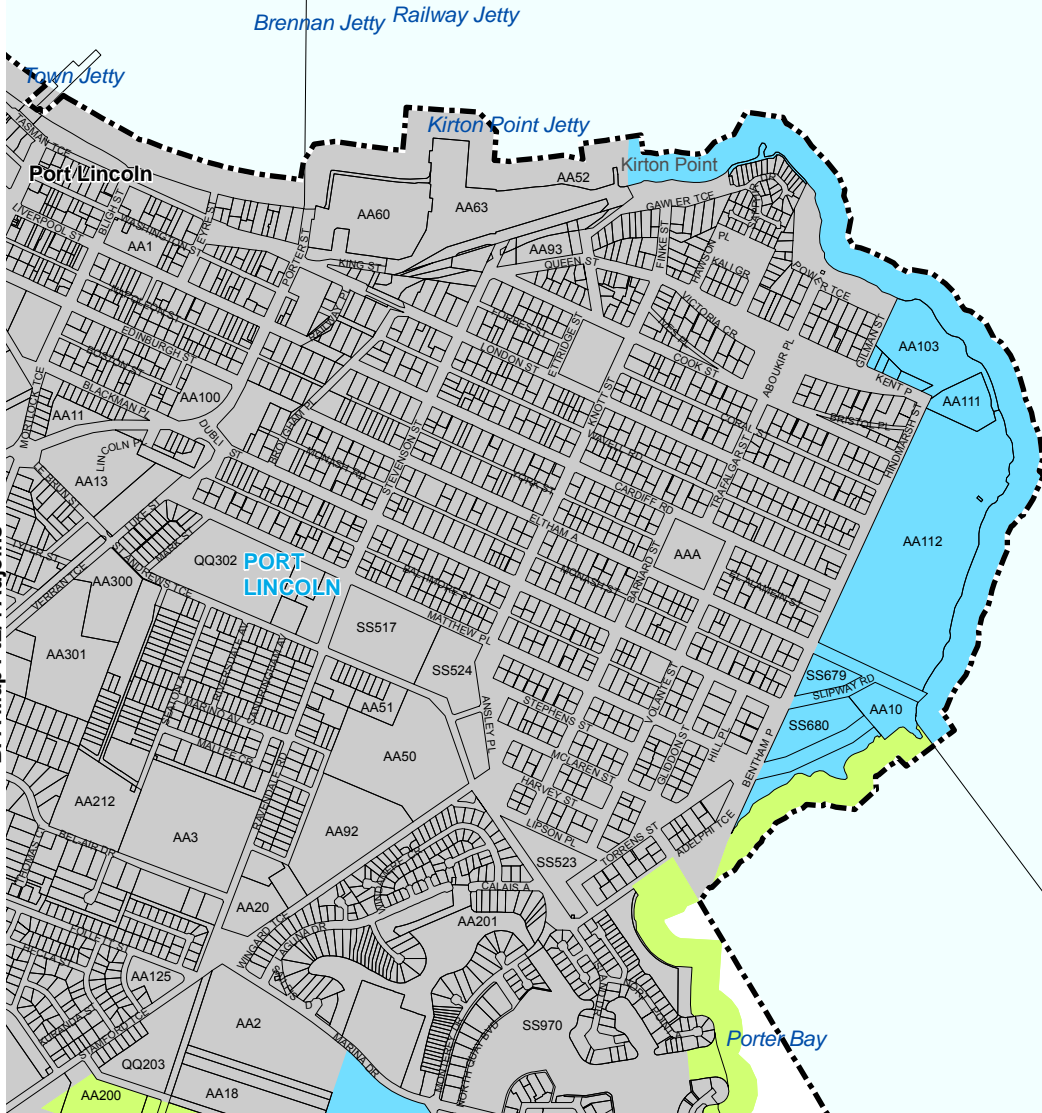
Bushfire Protection Area

BPA Map PtL/2

BUSHFIRE RISK

- High Bushfire Risk
- Medium Bushfire Risk
- General Bushfire Risk
- Excluded area from bushfire protection planning provisions
- Development Plan Boundary

Land Not Within
a Council Area
(Coastal Waters)



- Medium Bushfire Risk
- General Bushfire Risk
- Excluded area from bushfire protection planning provisions
- Development Plan Boundary



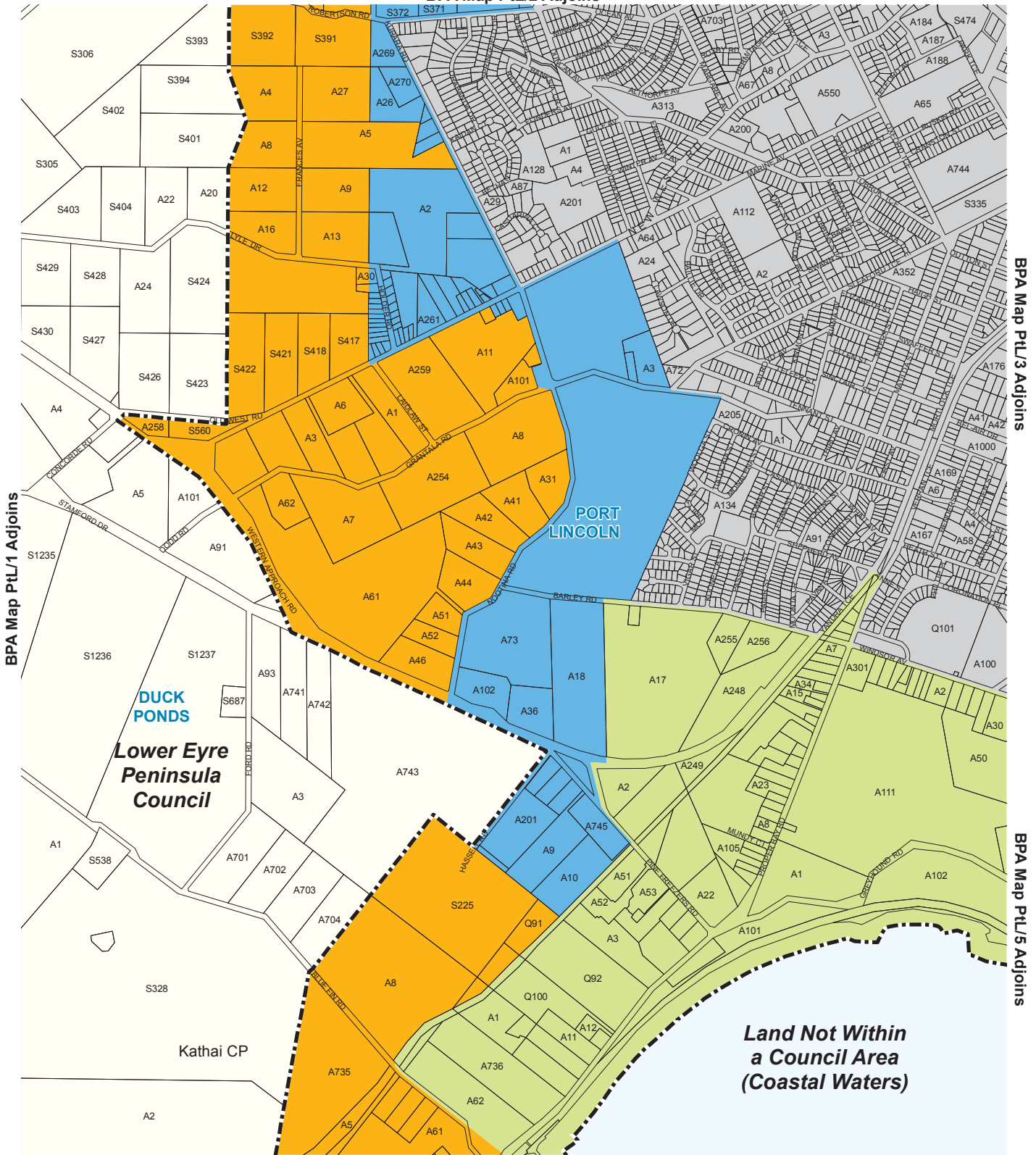
0 1,000m

Bushfire Protection Area

BPA Map PtL/3

BUSHFIRE RISK

BPA Map PtL/2 Adjoins



BPA Map PtL/6 Adjoins

BPA Map PtL/1 Adjoins



Bushfire Protection Area

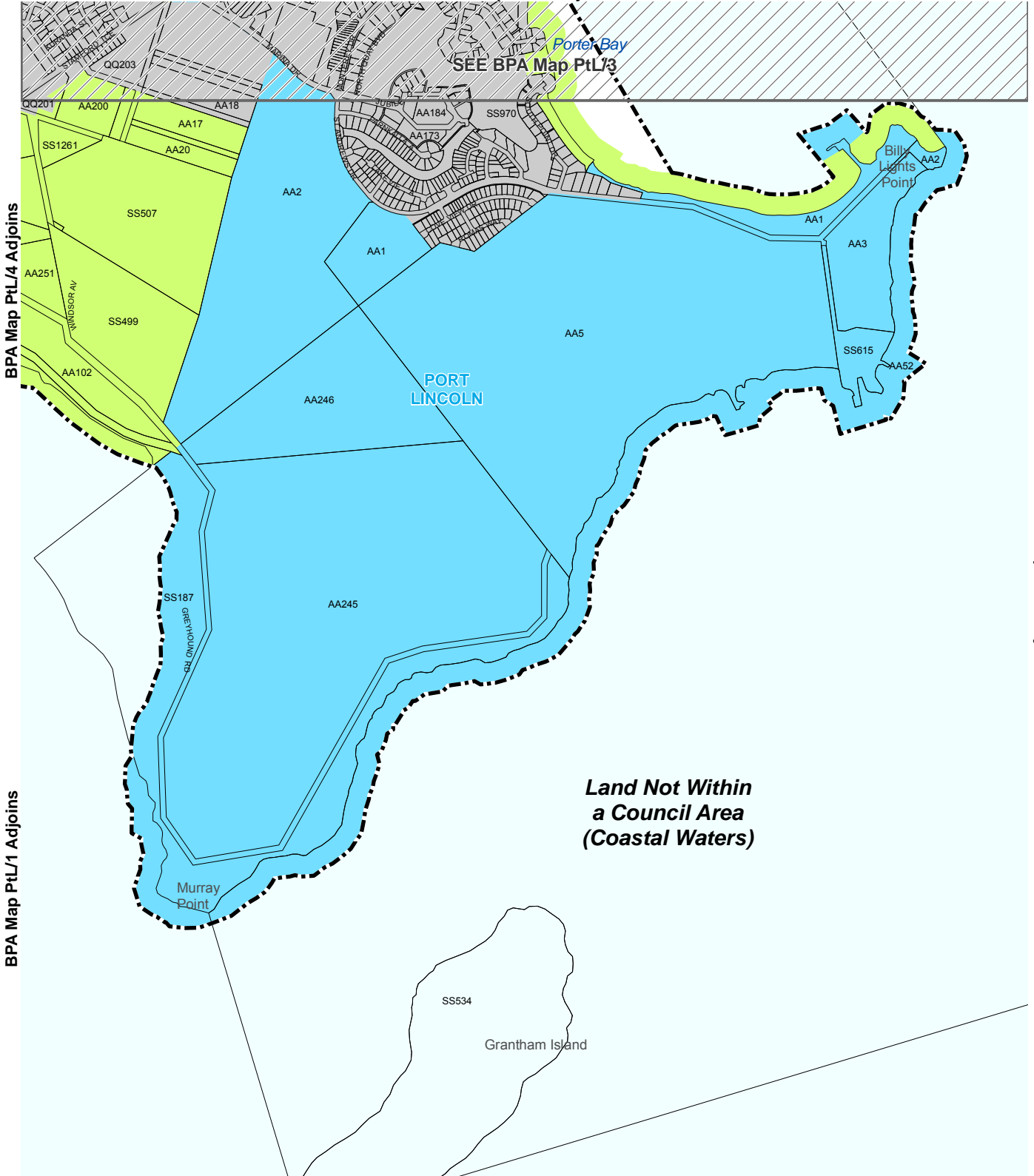
BPA Map PtL/4

BUSHFIRE RISK

- High Bushfire Risk
- Medium Bushfire Risk
- General Bushfire Risk
- Excluded area from bushfire protection planning provisions
- Development Plan Boundary

BPA Map PtL/3 Adjoins

Porter Bay
SEE BPA Map PtL/3



BPA Map PtL/4 Adjoins

BPA Map PtL/1 Adjoins

BPA Map PtL/1 Adjoins

Land Not Within
a Council Area
(Coastal Waters)

BPA Map PtL/1 Adjoins

See enlargement map for accurate representation.



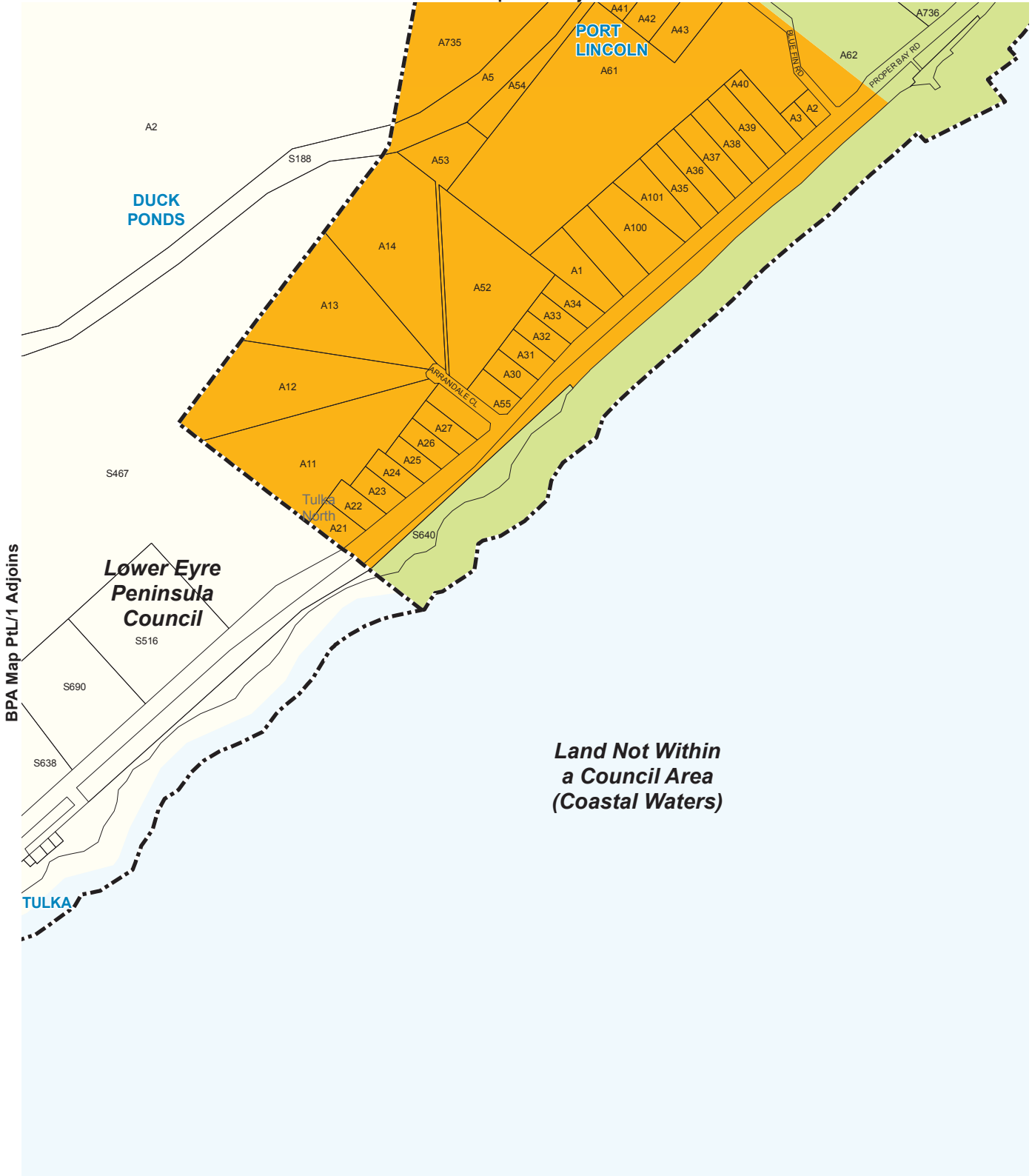
Bushfire Protection Area

BPA Map PtL/5

BUSHFIRE RISK

- Medium Bushfire Risk
- General Bushfire Risk
- Excluded area from bushfire protection planning provisions
- Development Plan Boundary

BPA Map PtL/4 Adjoins



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

BPA Map PtL/1 Adjoins



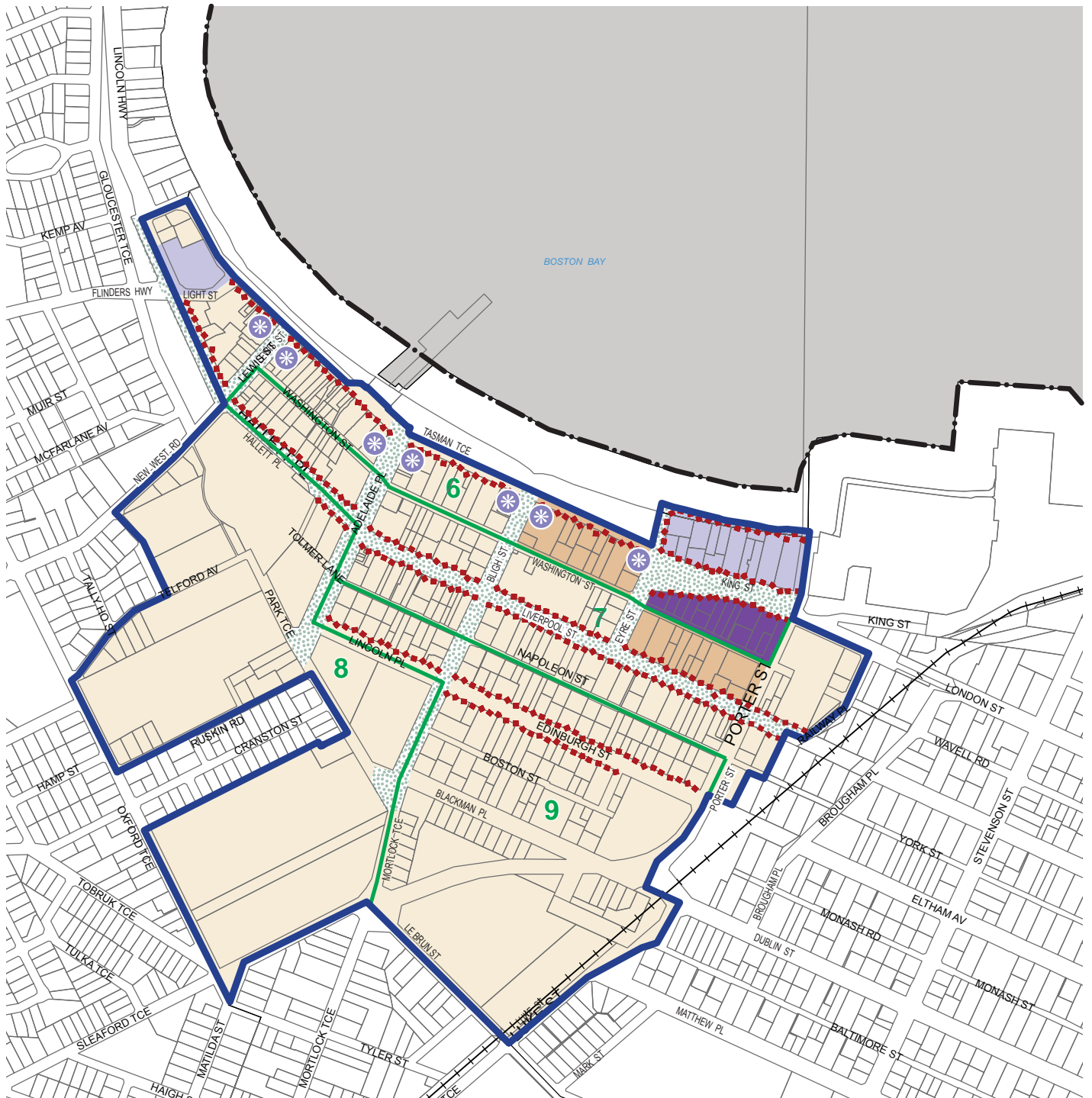
Bushfire Protection Area

BPA Map PtL/6

BUSHFIRE RISK

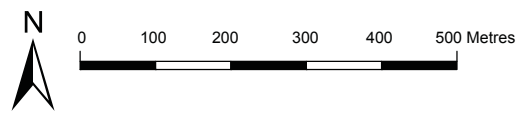
- High Bushfire Risk
- General Bushfire Risk
- Development Plan Boundary

Concept Plan Maps



- 6** Mixed Use / Speciality Retail Policy Area
- 7** Retail Core Policy Area
- 8** Community / Education Policy Area
- 9** Non-Core Retail Policy Area
- Intensive Hard and Soft Landscaping to Streets
- Maximum 3 Storeys / 12 metres above natural ground level Building Height Limit
- Maximum 5 Storeys / 20 metres above natural ground level Building Height Limit
- Maximum 7 Storeys / 28 metres above natural ground level Building Height Limit
- Maximum 12 Storeys / 48 metres above natural ground level Building Height Limit

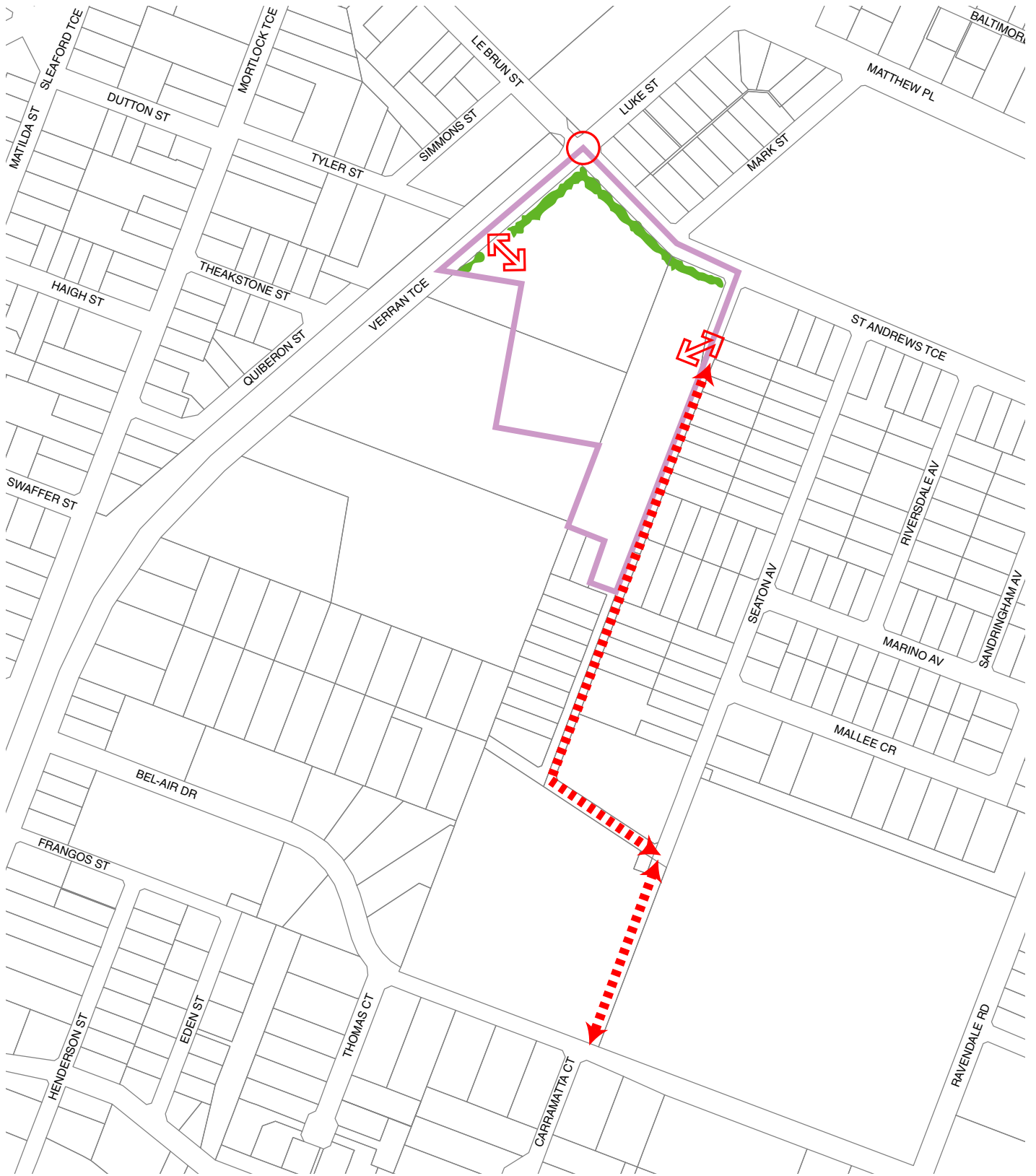
- Additional Storey on Corner Sites
- Active Frontage to New or Refurbished Development
- Policy Area Boundary
- Concept Plan Boundary
- Development Plan Boundary








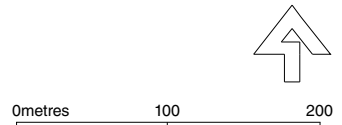
PORT LINCOLN

Concept Plan Map PtL/1

REGIONAL TOWN CENTRE ZONE

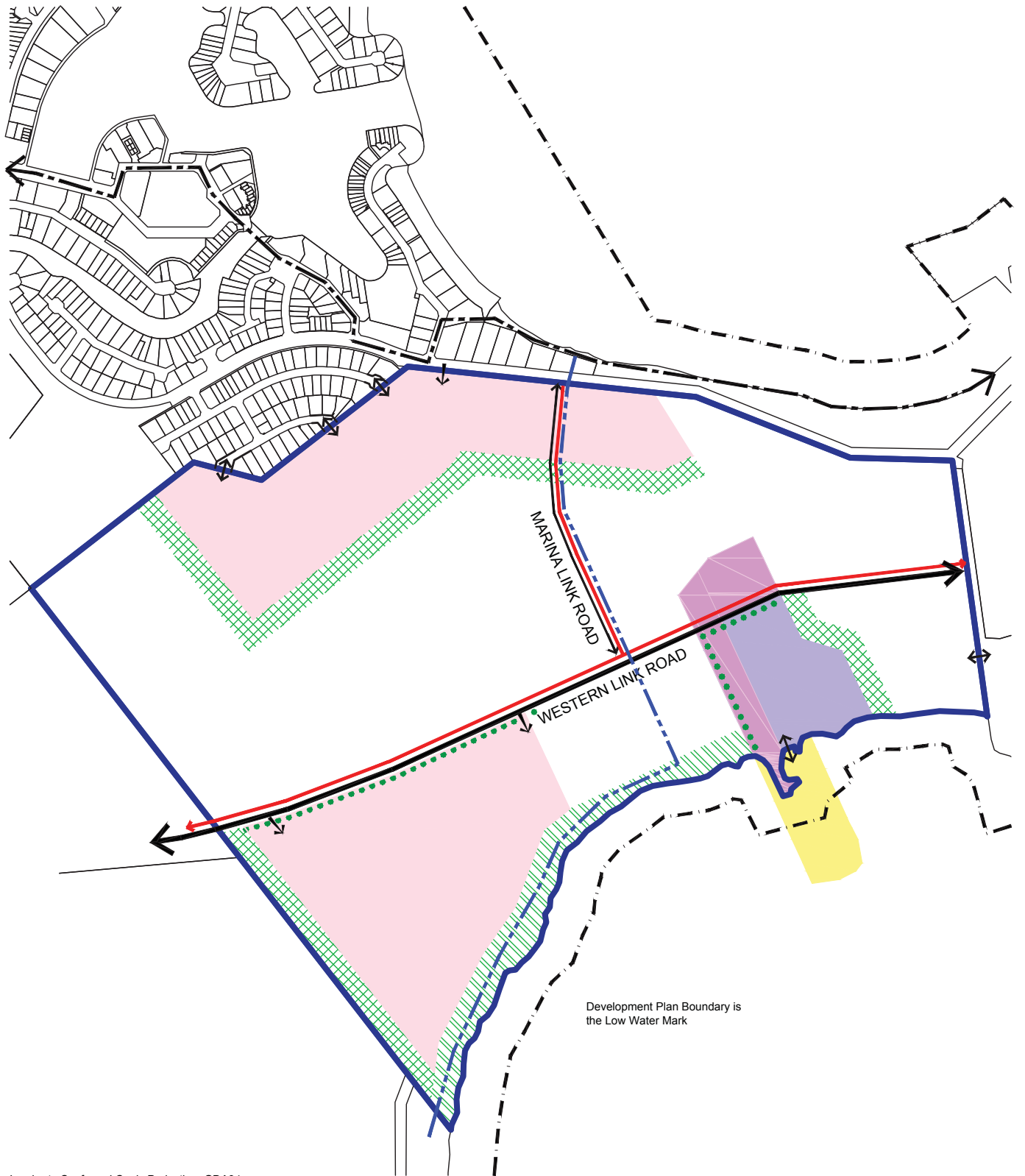


-  Vehicle Access Points
-  Future Road Link
-  Proposed Landscaping
-  Future Signalled Intersection
-  Bulky Goods Zone Boundary



Concept Plan Map PtL/2

TRAFFIC MANAGEMENT AND LANDSCAPING CORNER VERRAN AND ST ANDREWS TERRACES



Lamberts Conformal Conic Projection, GDA94

- Residential
- Light Industry
- General Industry
- Wharf
- Coastal Reserve
- Buffer
- Primary Access
- Connection Road
- 10m Buffer (vegetation, mound)
- Shared use path
- Parnkalla Trail
- Proposed Parnkalla Trail
- Concept Plan Boundary



PORT LINCOLN

Concept Plan Map PtL/3

PROPER BAY

PORT LINCOLN COUNCIL
Consolidated - 6 February 2018



Proposed intersection and rail crossing

Proposed closure of existing rail crossing

Existing rail line

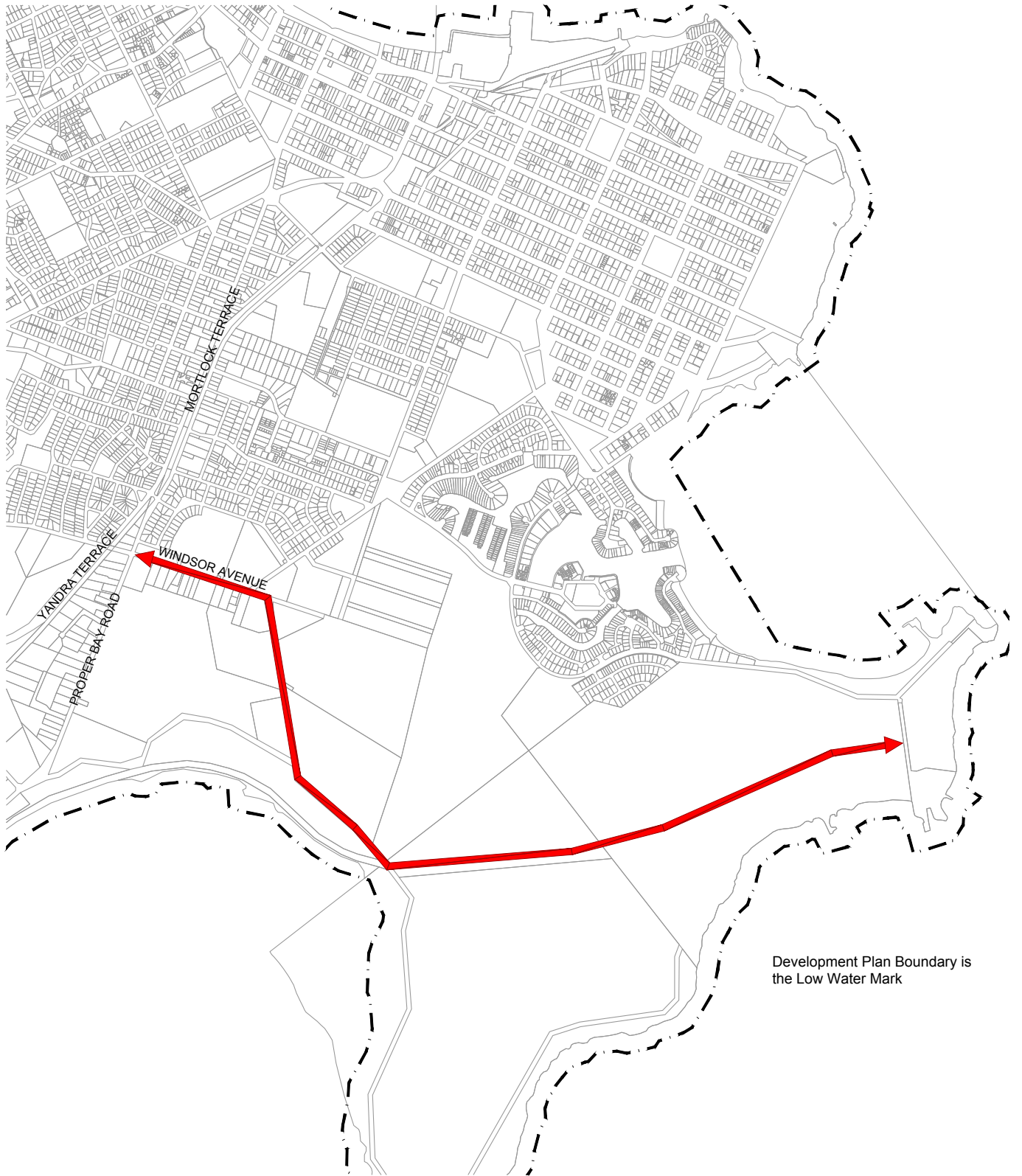
Unmade road reserve




0 25m 125m

PORT LINCOLN

Concept Plan Map PtL/4 TRAFFIC MANAGEMENT (ANNE STREET CROSSING)

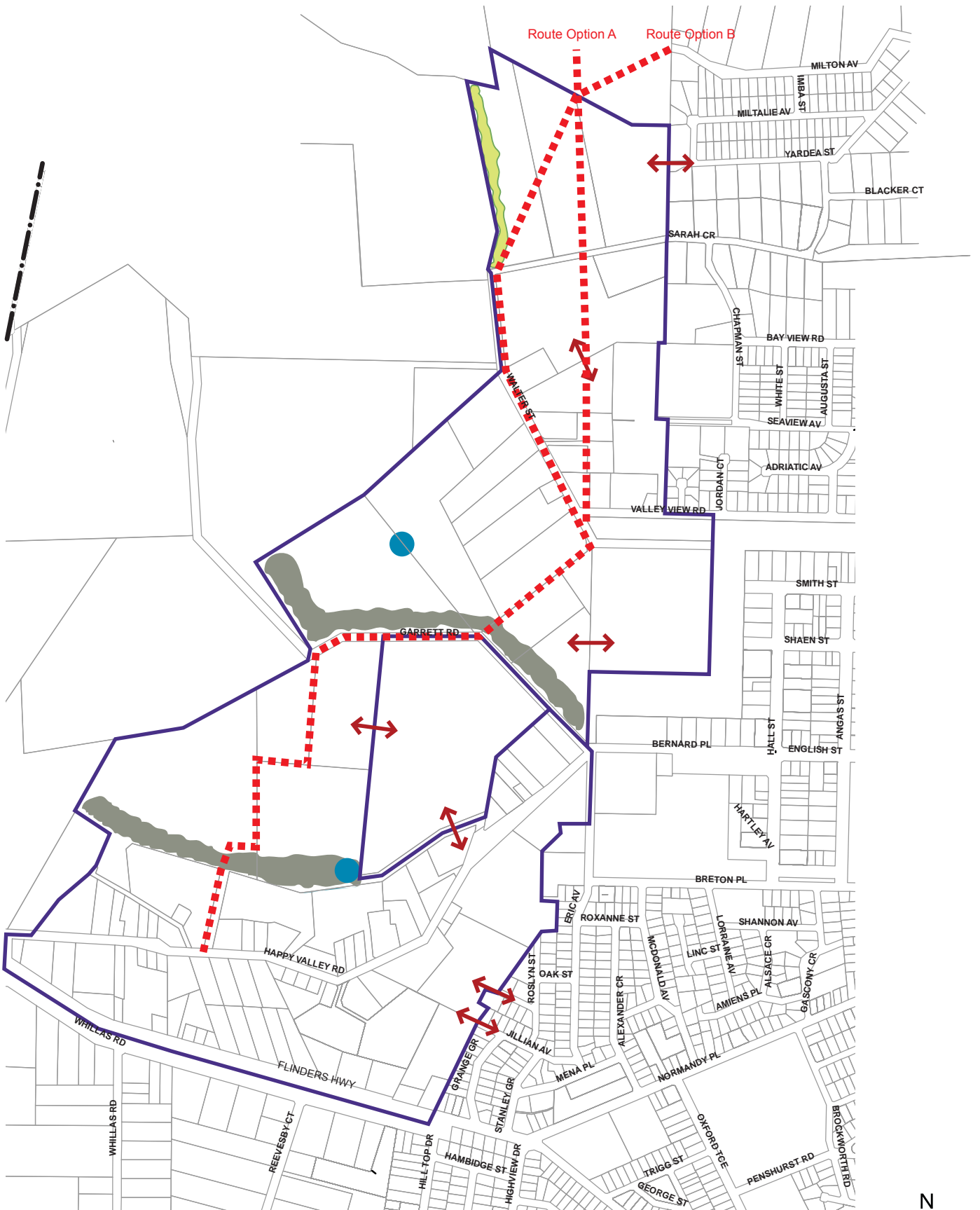









Development Plan Boundary is the Low Water Mark

 Proposed Western Link Road



PORT LINCOLN
Concept Plan Map PtL/5
WESTERN LINK ROAD



-  Potential Detention / Retention Basin
-  Landscaped Buffer
-  Reserve
-  Future Road Links (Indicative)
-  Access Point
-  Concept Plan Boundary
-  Development Plan Boundary

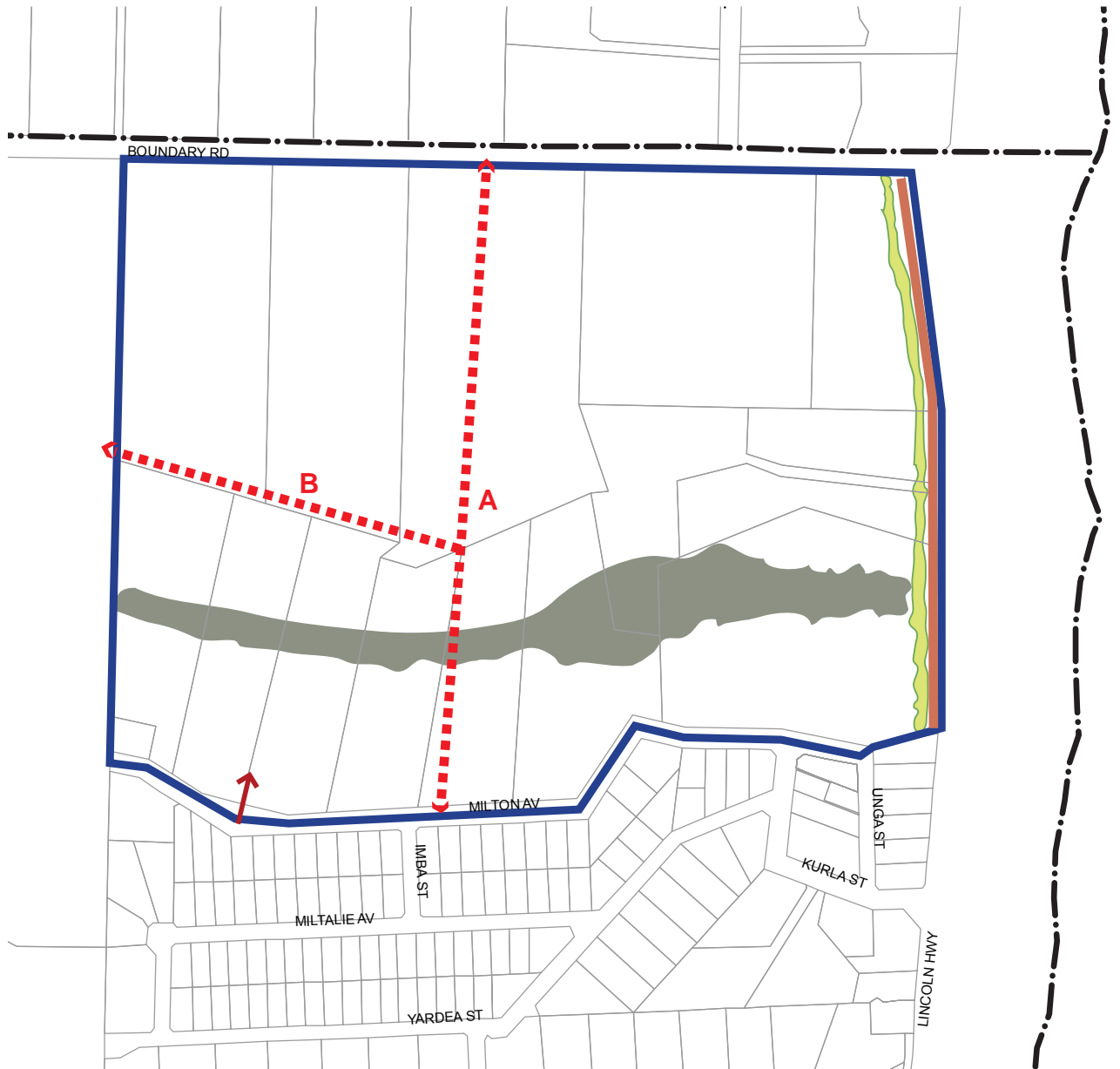









PORT LINCOLN

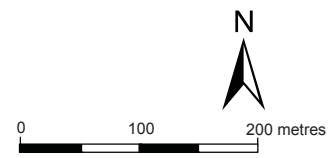
Concept Plan Map PtL/6

HAPPY VALLEY ENVIRONS

PORT LINCOLN (CITY)
Consolidated - 6 February 2018

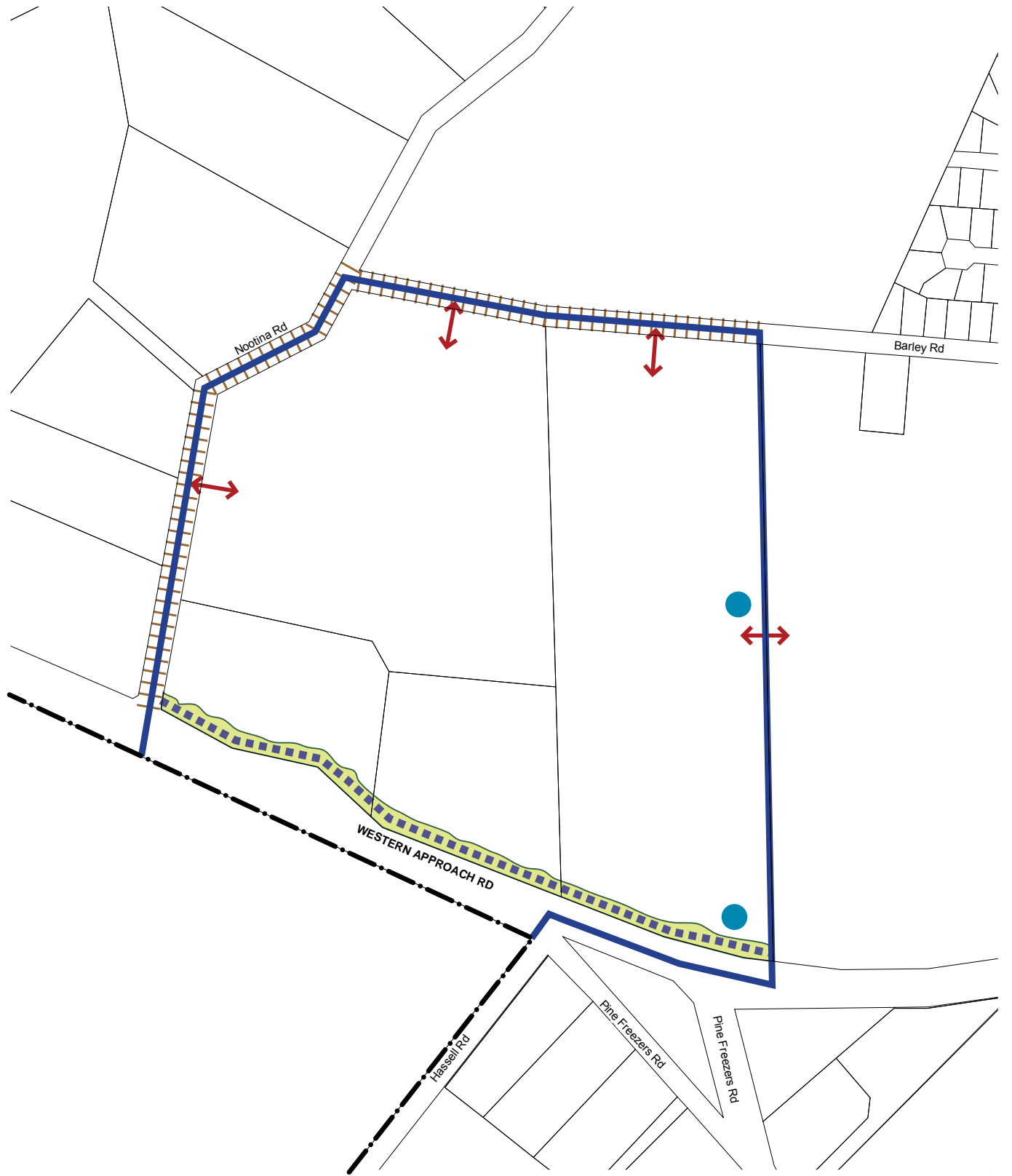









-  Landscaped Buffer
-  Reserve
-  Future Road Links (Indicative) A and B
-  Access Point
-  No Road Access
-  Concept Plan Boundary
-  Development Plan Boundary

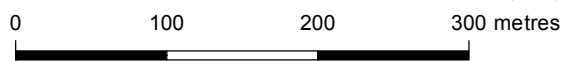


PORT LINCOLN

Concept Plan Map PtL/7 NORTHERN



-  Potential Detention / Retention Basin
-  Road Buffer
-  Stormwater Channel
-  Future Road Upgrade
-  Access Point
-  Concept Plan Boundary
-  Development Plan Boundary



Concept Plan Map PtL/8

SOUTHERN