

# Development Plan

## Wakefield Regional Council

Consolidated - 9 February 2017

Please refer to the Wakefield Regional Council page on [www.sa.gov.au/developmentplans](http://www.sa.gov.au/developmentplans) to see any amendments not consolidated.



**Government of South Australia**  
Department of Planning,  
Transport and Infrastructure



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# **Introduction**

## Section





## Amendment Record Table

The following table is a record of authorised amendments and their consolidation dates for the Wakefield Regional Council Development Plan since its inception on 18 November 1999. 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]
18 November 1999	Amalgamation of Wakefield Plains (DC) and Blyth-Snowtown (DC) – General – [18 November 1999]
6 April 2000	Section 27(5) Amendment - Waste Disposal (Landfill) PAR ( <i>Ministerial</i> ) – [9 March 2000] Section 29(2)(a) and 29(2)(b) Amendments – [6 April 2000]
Not consolidated	Telecommunications Facilities State-wide Policy Framework PAR (Interim) ( <i>Ministerial</i> ) – [31 August 2000]
8 November 2001	Telecommunications Facilities State-wide Policy Framework PAR ( <i>Ministerial</i> ) – [30 August 2001]
14 February 2002	Organic Waste Processing (Composting) PAR (Interim) ( <i>Ministerial</i> ) – [20 December 2001]
13 February 2003	Organic Waste Processing (Composting) PAR ( <i>Ministerial</i> ) – [5 December 2002]
7 August 2003	Wind Farms PAR ( <i>Ministerial</i> ) – [24 July 2003] Industry (Bowmans) PAR – [7 August 2003]
7 July 2005	Primary Industry Zone PAR (Interim) – [7 July 2005]
8 June 2006	Primary Industry Zone PAR – [8 June 2006]
27 July 2006	Port Wakefield Town PAR – [27 July 2006]
25 January 2007	Bushfire Management (Part 2) PAR ( <i>Ministerial</i> ) – [14 December 2006]
23 April 2009	Better Development Plan (BDP) and General Development Plan Amendment – [23 April 2009]
7 October 2010	Bushfires (Miscellaneous Amendments) DPA ( <i>Ministerial</i> ) (Interim) – [10 December 2009] Statewide Bulky Goods DPA ( <i>Ministerial</i> ) (Interim) – [1 June 2010] Rural Living DPA – [7 October 2010]
11 August 2011	Bushfires (Miscellaneous Amendments) DPA ( <i>Ministerial</i> ) – [9 December 2010] Statewide Bulky Goods DPA ( <i>Ministerial</i> ) – [13 January 2011] Heritage DPA (Interim) – [11 August 2011]
22 March 2012	Statewide Wind Farms DPA (Interim) ( <i>Ministerial</i> ) – [19 October 2011] Rural Living DPA (Part 2 Township of Owen) – [22 March 2012]
9 August 2012	Hamley Bridge Residential and Township Review DPA – [19 July 2012] Heritage DPA – [9 August 2012]
10 October 2013	Termination of the Statewide Wind Farms DPA ( <i>Ministerial</i> ) and its removal from the Wakefield Regional Council Development Plan – [18 October 2012] Statewide Wind Farms DPA ( <i>Ministerial</i> ) – [18 October 2012] Section 29(2)(c) Amendment – [29 November 2012]
6 February 2014	Bowmans Industrial Zone Expansion DPA – [6 February 2014]
9 February 2017	Minor Amendments DPA – [9 February 2017]

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 Wakefield Regional Council.

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](http://www.saplanningportal.sa.gov.au).

### 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 Yorke Peninsula Regional Land Use Framework.

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 1993* and *Development Regulations 2008* 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
<b>Table of Contents</b>	Navigational aid to reference sections within the Development Plan by name and page number.
<b>Amendment Record Table</b>	Tabled information recording previously-authorised Development Plan amendments and their consolidation dates.
<b>Introduction</b> 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).
<b>Strategic Setting</b> Metro/Outer Metro/Regional Planning Strategy Council Strategy	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.
<b>Council Preface Map</b>	Map of the entire Development Plan boundary and its spatial relationship to other Development Plans' boundaries.
Assessment Section	Function
<b>General Provisions</b> 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"> <li>▪ site and design criteria</li> <li>▪ access and vehicle parking requirements</li> <li>▪ heritage and conservation measures</li> <li>▪ environmental issues</li> <li>▪ development constraints</li> <li>▪ infrastructure requirements</li> <li>▪ land use specific requirements.</li> </ul> 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.
<b>Zone Provisions</b>	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.  Generally, envisaged forms of development within a zone are identified and encouraged through carefully worded policies.

Assessment Section	Function
Desired Character Statements	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.
Objectives	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.
Principles of Development Control	These also provide lists of complying and non-complying development and any public notification provisions that vary from those in the Development Regulations.
Policy Area	Policy areas apply to a portion of a zone and contain additional objectives, desired character statements and principles of development control for that portion.
Precincts	Precincts are used to express policies for a small sub-area of a zone or a policy area.  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.
Procedural Matters	All zones have a procedural matters section that identifies and lists complying, non-complying and public notification categories for various forms of development.  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.
<b>Tables</b>	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.  Conditions for complying development are grouped into their respective tables.
<b>Mapping</b>	
Structure Plan Maps	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.
Council Index Maps	This is the first point of reference when determining the appropriate map(s) applying to a specific property.  An enlargement index map may be included where needed, eg for large townships.

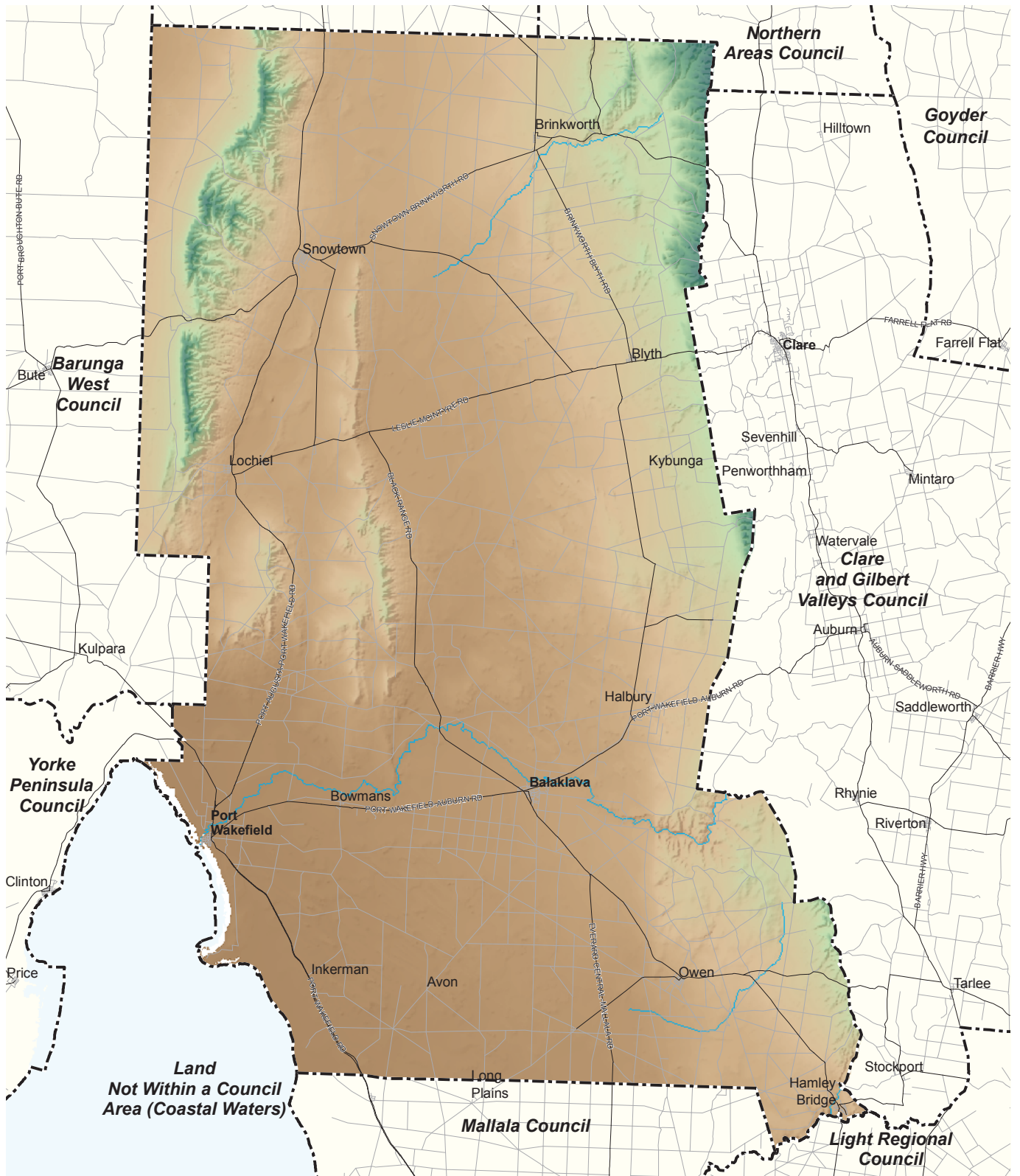
Assessment Section	Function
Extent Map Series Location Maps	<p>Individual overlay and spatial-based maps (based on the Council Index Maps) originate from a single Location Map and 'drill down' through relevant extent maps affecting that location.</p> <p>Note: the entire council area will always be represented as the first map in the extent map series and will commence as map 1.</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"> <li>▪ Transport</li> <li>▪ Hazards</li> <li>▪ Heritage</li> <li>▪ Natural Resources</li> </ul> <p>Note: issues that are not spatially defined to a cadastre can appear in this section; however they will be presented as illustrative maps only.</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	Concept Plans are used to depict graphically key features and conceptual layouts of how specific areas should be developed. Concept Plans appear at the end of the extent map series as a separate section. Concept Plans are consecutively numbered, commencing with number 1.

### Further info

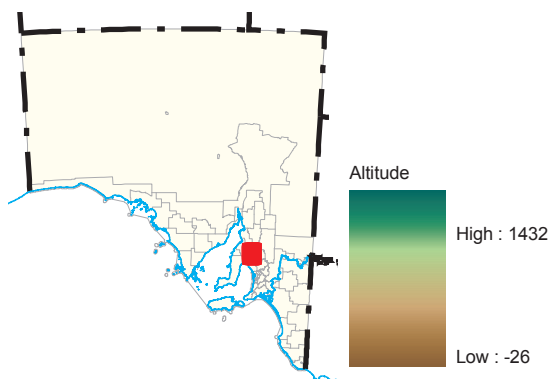
Contact the Wakefield Regional Council.

Visit the SA Planning Portal: [www.saplanningportal.sa.gov.au](http://www.saplanningportal.sa.gov.au).

Discuss your matter with your planning consultant.



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



## 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.

### 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

### General

- 9 Intensive animal keeping operations and their various 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
  - (e) 3000 metres of a defined and zoned township, settlement or urban area
  - (f) 20 metres of the boundaries of the allotment on which they are sited
  - (g) 500 metres of a dwelling (except for a dwelling directly associated with the intensive animal keeping facility).
- 10 Intensive animal keeping operations should include on site storage and treatment facilities for manure, used litter and other wastes and appropriate disposal of wastes.
- 11 Intensive animal keeping operations should include a drainage system to direct surface runoff from uncovered areas to appropriately designed wastewater lagoons.
- 12 Intensive animal keeping facilities and associated wastewater lagoons and liquid/solid waste disposal areas should be designed, managed and sited to avoid adverse impacts on other land uses.

### Kennels

- 13 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.
- 14 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.
- 15 Kennels should occur only where there is a permanently occupied dwelling on the land.

### Land-based Aquaculture

- 16 Land-based aquaculture ponds should be designed, constructed and sited to:
  - (a) prevent the risk of flooding from a 1-in-25 year average flood
  - (b) be outside the 1-in-100 year average return interval flood event area of a watercourse.

## **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 six 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 3 kilometres of an airport used by commercial aircraft. If located closer than 3 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*.

## **Bulk Handling and Storage Facilities**

### **OBJECTIVES**

- 1 Facilities for the bulk handling and storage of agricultural and other commodities sited and designed to minimise adverse impacts on the landscape and on and from surrounding land uses.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Facilities for the handling, storage and dispatch of commodities in bulk should be:
  - (a) located in bulk handling, industry or primary production type zones
  - (b) sited, designed and operated to minimise risks of contamination to the environment and adverse impacts on nearby sensitive land uses and from surrounding land uses.
- 2 Development of facilities for the handling, transportation and storage of bulk commodities should have:
  - (a) areas set aside on the site of the development for the marshalling and manoeuvring of vehicles attending the site
  - (b) roadways and parking areas surfaced in a manner sufficient to control dust emissions from the site
  - (c) vehicle circulation between activity areas contained within the site and without the need to use public roads
  - (d) landscaping, using locally indigenous plant species wherever practical, established within the site for the purpose of providing shade and shelter, and to assist with screening and dust filtration
  - (e) a buffer area for the establishment of dense landscaping adjacent road frontages
  - (f) security fencing around the perimeter of the site.
- 3 Temporary bunkers for storage should not compromise the efficient circulation and parking of vehicles within the site.
- 4 Access to and from the site should be designed to allow simultaneous movement of vehicles entering and exiting in a forward direction to minimise interference to other traffic using adjacent public roads.

## 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 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.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 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 one metre.

### **Retail Development**

- 7 A shop or group of shops with a gross leaseable area of greater than 250 square metres should be located within a centre zone.
- 8 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.
- 9 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.
- 10 Bulky goods outlets should only be located in centres and bulky goods zones.
- 11 Bulky goods outlets located within centre zones should:
- (a) complement the overall provision of facilities
  - (b) be sited towards the periphery of those zones 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 Development should provide for a public thoroughfare **not less than 15 metres wide** between the development and any coastal reserve.
- 11 Other than small-scale infill development in a predominantly urban zone, development adjacent to the coast should not be undertaken unless it has, or 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. 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 Except where otherwise specified in a particular zone or policy area, buildings on land abutting coastal reserves should be setback either a distance of 8 metres from any boundary with the reserve or in line with adjacent development, whichever is the greater distance.
- 13 Development that abuts or includes a scenic, conservation or recreational 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.
- 14 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.
- 15 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.
- 16 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.
- 17 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**

- 18 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 for land subsidence for 50 years at that site.
- 19 Commercial, industrial, tourism or residential development, and associated roads and parking areas 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 a further sea level rise of 0.7 metres above the minimum site level required by part (a).
- 20 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.
- 21 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.

### **Erosion Buffers**

- 22 Development should be setback a sufficient distance from the coast to provide an erosion buffer 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.

## **Community Facilities**

### **OBJECTIVES**

- 1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.
- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.
- 2 Community facilities should be integrated in their design to promote efficient land use.
- 3 Design of community facilities should encourage flexible and adaptable use of open space and facilities to meet the needs of a range of users over time.

## 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 two 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.

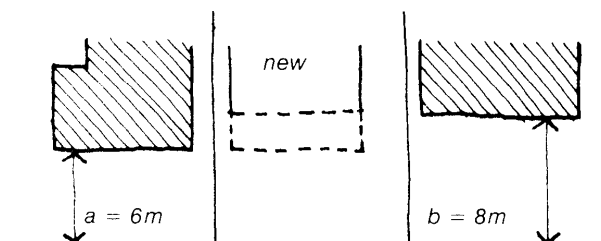
### PRINCIPLES OF DEVELOPMENT CONTROL

- 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 natural light to neighbouring buildings.
- 5 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.
- 6 Buildings and structures, including transportable or removable dwellings, should not be developed unless the external cladding, wall materials and roof sheeting are not damaged in any way, punctured, rusted, stained or weathered.
- 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 and service areas are screened from public view by an appropriate combination of built form, solid fencing 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 Except where specified in a particular zone or policy area, development fronting the primary street (excluding verandas, porches and similar) should be setback by either of the following distances:
  - (a) not less than the average of the setbacks of the adjoining buildings, if the difference between the setbacks of the adjoining buildings is greater than 2 metres
  - (b) the same distance as one or the other of the adjoining buildings, provided the difference between the setbacks of the two adjoining buildings is less than or equal to 2 metres (as shown in figure below).



When  $b - a \leq 2$ , setback of new dwelling =  $a$  or  $b$

- 19 Except where otherwise specified in a particular zone or policy area, buildings and structures should be setback from road boundaries having regard to the requirements set out in [Table WakR/1 - Building Setbacks from Road Boundaries](#).



- 20 Lesser setback distances may be considered where the proposed building will be substantially screened by existing vegetation, natural form and features of the land or adjacent existing buildings.
- 21 Except where otherwise specified in a Zone or Policy Area, 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.

### **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 so that the open spaces associated with the main activity areas face north for exposure to winter sun.
- 3 Buildings should be sited and designed to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings.
- 4 Roof pitches should facilitate the efficient use of solar hot water services and photovoltaic cells.
- 5 Development should be designed to minimise consumption of non-renewable energy through designing the roof of buildings with a north facing slope to accommodate solar collectors.
- 6 Public infrastructure, including lighting and telephones, should be designed to generate and use renewable energy.

## Forestry

### OBJECTIVES

- 1 Forestry development that is designed and sited to maximise environmental and economic benefits whilst managing potential negative impacts on the environment, transport networks and surrounding land uses and landscapes.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Forestry plantations should not be undertaken if they will either cause or require the clearance of valued trees or substantially intact strata of vegetation, or detrimentally affect the physical environment or scenic quality of the rural landscape.
- 2 Forestry plantations should not occur on land with a slope exceeding 20 degrees nor within a separation distance (which may include forestry firebreaks and vehicle access tracks) of 50 metres of either of the following:
  - (a) any dwelling including those on an adjoining allotment
  - (b) a reserve gazetted under the *National Parks and Wildlife Act 1972* or *Wilderness Protection Act 1992*.
- 3 Forestry plantations should:
  - (a) retain a minimum 5 metre width separation distance immediately to either side of a watercourse (a first or second order watercourse). This separation distance should contain native vegetation (including grasses) and unmodified topography to ensure water flow
  - (b) not involve cultivation (excluding spot cultivation) in drainage lines or within 20 metres of a major watercourse (a third order or higher watercourse)
  - (c) incorporate artificial drainage lines (ie culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.
- 4 Forestry plantations should incorporate:
  - (a) 7 metre wide external boundary firebreaks for plantations of 40 hectares or less
  - (b) 10 metre wide external boundary firebreaks for plantations of between 40 and 100 hectares
  - (c) 20 metre wide external boundary firebreaks, or 10 metres with an additional 10 metres of fuel-reduced plantation, for plantations of 100 hectares or greater.
- 5 Forestry plantations should incorporate vehicle access tracks:
  - (a) within all firebreaks
  - (b) of a minimum width of 7 metres with a vertical clearance of 4 metres
  - (c) that are aligned to provide straight through access at junctions, or if they are a no through access track they are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles
  - (d) that partition the plantation into units not exceeding 40 hectares in area.

- 6 Forestry plantations should ensure the clearances from power lines listed in the Table following are maintained when planting trees with an expected mature height of more than 6 metres:

<b>Voltage of transmission line</b>	<b>Tower or Pole</b>	<b>Minimum horizontal clearance distance between plantings and transmission lines (in metres)</b>
500 kV	Tower	38
275 kV	Tower	25
132 kV	Tower	20
132 kV	Pole	20
66 kV	Pole	20
Less than 66 kV	Pole	20

## 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 Development located to minimise the threat and impact of bushfires on life and property.
- 4 Expansion of existing non-rural uses directed away from areas of high bushfire risk.
- 5 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.
- 6 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.
- 7 Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.
- 8 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.
- 9 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:
  - (a) be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of natural hazards
  - (b) be sited, designed and undertaken with appropriate precautions being taken against fire, flood, coastal flooding, storm surge, landslip, earthquake, toxic emissions or other hazards such as vermin
  - (c) not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 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.
- 3 The location of critical community facilities or key infrastructure in areas of high natural hazard risk should be avoided.

### Flooding

- 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) occur on land where the risk of flooding is unacceptable having regard to personal and public safety and to property damage
  - (c) increase the potential hazard risk to public safety of persons during a flood event
  - (d) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
  - (e) cause any adverse effect on the floodway function
  - (f) increase the risk of flooding of other land
  - (g) 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 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
- (a) vegetation cover comprising trees and/or shrubs
  - (b) poor access
  - (c) rugged terrain
  - (d) inability to provide an adequate building protection zone
  - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 8 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.
- 9 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.
- 10 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.
- 11 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.

- 12 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.
- 13 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.
- 14 Olive orchards should be located and developed in a manner that minimises their potential to fuel bushfires.
- 15 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.

### **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 on contaminated land or on potentially contaminated land unless either of the following applies:
- (a) remediation of the site is undertaken to a standard that makes it suitable and safe for the proposed use
  - (b) the site will be maintained in a condition, or the development will be undertaken in a manner, that will not pose a threat to the health and safety of the environment or to occupiers of the site or land in the locality.

### 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 WakR/3 - State Heritage Places](#) or in [Table WakR/4 - Local 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 *Tables*.
  - (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 rooflines, 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.

## Historic Conservation Area

Refer to [Overlay Map\(s\) WakR/1 to WakR/28 – Heritage](#) to identify the **Historic Conservation Area**.

### OBJECTIVES

- 1 The conservation of areas of historical significance.
- 2 Development that promotes, conserves and enhances the cultural significance and historic character of identified places and areas.
- 3 Development that complements the historic significance of the area.
- 4 The retention and conservation of places such as land, buildings, structures and landscape elements that contribute positively to the historic character of the area.
- 5 Development that contributes to desired character.

### DESIRED CHARACTER

There are 18 **Historic Conservation Areas** within the Council area, these include:

- Edith Terrace / Wallace Street, Balaklava (Main Street) Historic Conservation Area 1
- Scotland Street, Balaklava (Residential) Historic Conservation Area 2
- Humphrey / Baker Streets, Balaklava (Residential) Historic Conservation Area 3
- Fisher / Charles Streets, Balaklava (Residential) Historic Conservation Area 4
- Ralli / John Streets, Balaklava (Residential) Historic Conservation Area 5
- Harley Street, Blyth (Main Street) Historic Conservation Area 6
- Burney Street, Blyth (Residential) Historic Conservation Area 7
- March Street, Bowmans (Residential) Historic Conservation Area 8
- Main Street, Brinkworth (Town Centre) Historic Conservation Area 9
- Light Street, Hamley Bridge (Town Centre) Historic Conservation Area 10
- Hill / Archer Streets, Hamley Bridge (Residential) Historic Conservation Area 11
- Stockport Road, Hamley Bridge (Residential) Historic Conservation Area 12
- Main Street, Owen (Town Centre) Historic Conservation Area 13
- Edward Street, Port Wakefield (Town Centre) Historic Conservation Area 14
- Cooper / Mine Streets, Port Wakefield (Residential) Historic Conservation Area 15
- Railway Terrace (East) / Fourth Street, Snowtown (Town Centre) Historic Conservation Area 16
- Fourth Street, Snowtown (Residential) Historic Conservation Area 17
- Railway Terrace (West), Snowtown (Residential) Historic Conservation Area 18.

Existing land uses within these areas consist of a variety of commercial, civic and residential uses.

Development in Town Centre and Main Street areas will maintain the pattern of existing development. This will involve the siting of new buildings aligned square to and on the street with minimal breaks between buildings other than where there has been an existing access to the rear of the site. Verandas should continue to be provided over the footpath and buildings should generally be single storey other than where adjoining existing two storey development.

Residential development will complement the scale, bulk and siting of existing development where a distinctive and attractive streetscape character exists. This will require development to have regard to elements such as siting, mass and proportion, building materials, ground floor height above natural ground level, roof form and pitch, facade articulation and detailing, verandas, eaves and parapets, fence styles and alignment, and landscaping.

Development will be consistent with the unique character of each area, derived from the siting, form and scale of existing development, to maintain and enhance the historic character of the area.

### **Edith Terrace / Wallace Street, Balaklava (Main Street) Historic Conservation Area 1**

The area illustrates the historic commercial and civic development of Balaklava circa 1875 to 1930. The historic character of the area is derived from:

- building scale: single and double storey commercial buildings
- streetscape: development aligned on street edge, with deep, pitched roof verandas supported by timber posts located over the footpath
- form: face stone walls dressed with red brick quoins; stuccoed raised parapets and stucco 'neoclassical' styled decoration/ elements to commercial premises, timber framed shopfront windows and doors, corrugated galvanised iron sheet cladding to walls and roofs; brick chimneys and steeply pitched roof forms
- street furniture: remnant 'Silent Cop' in intersection of two streets, locating the commercial centre of the town.

### **Scotland Street, Balaklava (Residential) Historic Conservation Area 2**

The area illustrates the pattern and scale of initial residential development along Scotland Street in Balaklava circa 1875 to 1915. The historic character of the area is derived from:

- building scale: single storey dwellings
- building style: predominantly 'villa' style
- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to Scotland Street and corrugated iron fencing to other boundaries
- form: symmetrical and projecting gable front facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet roofs, bullnose verandas and brick chimneys. Detailing of note includes: vertically proportioned, double hung timber windows and timber entry doors and projecting gables with half timbered facing.

### **Humphrey / Baker Streets, Balaklava (Residential) Historic Conservation Area 3**

The area illustrates the pattern and scale of initial residential development in Balaklava circa 1875 to 1915 of historic integrity, located along both sides of Humphrey and Baker Streets. The historic character of the area is derived from:

- building scale: modest scale, single storey dwellings
- building style: predominantly 'cottage' style
- streetscape: fronted by verandas, sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to front boundaries and corrugated iron fencing to other boundaries
- form: symmetrical facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet gable or hipped roofs, bullnose verandas and brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors and masonry parapets to side-gable roofs.

### **Fisher / Charles Streets, Balaklava (Residential) Historic Conservation Area 4**

The area illustrates the pattern and scale of initial residential development located along both sides of Fisher and Charles Streets in Balaklava circa 1875 to 1925. The historic character of the area is derived from:

- building scale: single storey residences
- building style: predominantly 'cottage' or 'villa' style
- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to the front boundary and corrugated iron fencing to other boundaries

- form: projecting gable front or symmetrical facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet gable or hipped roofs, bullnose and sloping verandas and brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors and projecting gables with half timbered facing.

### **Ralli / John Streets, Balaklava (Residential) Historic Conservation Area 5**

The area illustrates the pattern and scale of early twentieth century residential development in Balaklava circa 1905 to 1925. The historic character of the area is derived from:

- building scale: single storey dwellings
- building style: predominantly 'cottage' or 'villa' style
- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to the front boundary and corrugated iron fencing to other boundaries
- form: projecting gable front or symmetrical facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet gable or hipped roofs, bullnose and sloping verandas and brick chimney
- detailing: vertically proportioned, double hung timber windows and timber entry doors and projecting gables with half timbered facing.

### **Harley Street, Blyth (Main Street) Historic Conservation Area 6**

The area illustrates the historic commercial and civic development of Balaklava circa 1875 to 1930. A majority of shops include attached dwellings, illustrating past patterns of development. The historic character of the area is derived from:

- building scale: single storey commercial buildings
- streetscape: development aligned on street edge, with deep, pitched roof verandas supported by timber posts located over the footpath
- form: face stone walls dressed with red brick quoins; stuccoed raised parapets to commercial premises, projecting gable fronts and bullnose verandas to attached dwellings; timber framed shopfront windows and doors, corrugated galvanised iron sheet cladding to walls and roofs; brick chimneys and steeply pitched roof forms. Timber picket fences define the front garden of dwellings attached to shops.

### **Burney Street, Blyth (Residential) Historic Conservation Area 7**

The area illustrates the pattern and scale of residential development in Blyth 1875 to 1930. The historic character of the area is derived from:

- building scale: single storey dwellings
- building style: predominantly 'villa' style
- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to Burney Street and corrugated iron fencing to other boundaries
- form: projecting gable front or symmetrical facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet roofs, bullnose verandas and brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors and projecting gables with half timbered facing.

### **March Street, Bowmans (Residential) Historic Conservation Area 8**

The area illustrates the planned provision of housing for workers employed at the Bowmans siding of the 1923 broad gauge Salisbury to Snowtown rail line. March Street was subdivided and a row of houses erected circa 1923. The railway is now removed, but the dwellings remain as evidence of its existence. The historic character of the area is derived from:

- building scale: single storey detached and semi-detached dwellings

- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to March Street and Bowmans Rd and corrugated iron fencing to other boundaries
- form: face stone walls with red brick quoins; steeply pitched corrugated iron sheet half-gabled hipped roofs with integral pitched front verandas and brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors and simple timber framed verandas.

### **Main Street, Brinkworth (Town Centre) Historic Conservation Area 9**

The area is an intact illustration of the early development of the town of Brinkworth 1892 to 1920. The area is centred on Main Street – the commercial and civic centre of the town – and contains a representative selection of shops, banks, dwellings and public facilities of the period. The historic character of the area is derived from:

- building scale: single storey
- streetscape: development sited centrally on wide allotments, with consistent front and side setbacks, low height timber and wire fences to Main Street and corrugated iron fencing to other boundaries. Shop verandas overhang footpaths, supported by timber veranda posts
- dwellings: symmetrical fronted and projecting gable fronted dwellings, with face stone walls with red brick quoins; steeply pitched corrugated iron sheet gabled, or half-gabled hipped roofs with bullnose front verandas and brick chimneys. Detailing of note includes: vertically proportioned, double hung timber windows and timber entry doors, projecting gables with half timbered facing and simple timber framed veranda
- shops: corrugated iron gable roofed structures, with parapets, or gables facing the street and period timber framed shop windows and re-entrant doorways.

### **Light Street, Hamley Bridge (Town Centre) Historic Conservation Area 10**

The area is as an intact illustration of the early and continuing development of the Town of Hamley Bridge 1868 to 1930. The area is centred on Light Street and Gilbert Street – the commercial and civic centre of the town – and contains a representative selection of shops, banks, dwellings and public facilities of the period. Most buildings remain substantially unaltered in detail from this early period. The historic character of the area is derived from:

- building scale: single storey
- streetscape: development sited closely and aligned on the footpath boundary. Shop verandas overhang footpaths, supported by timber veranda posts
- shops: corrugated iron gable roofed structures, with decorative parapets or gables facing the street and period timber framed shop windows and re-entrant doorways. Styles vary in detail from Victorian-era pediments to shops through to the early twentieth century mannerist styled detailing of banks and an art-deco styled, glass panel fronted corner shop
- dwellings south side of Light Street: several attached dwellings are recessed behind shops, with one room of the front façade projecting onto small gardens to the side of shops. Dwellings continue the built characteristics of attached shops - face stone walls with red brick quoins; steeply pitched corrugated iron sheet gabled, or half-gabled hipped roofs with bullnose front verandas and brick chimneys. Detailing includes vertically proportioned, double hung timber windows and timber entry doors, projecting gables with half timbered facing and simple timber framed verandas. Low picket or woven wire fencing define the front garden edge along Light Street.

### **Hill / Archer Streets, Hamley Bridge (Residential) Historic Conservation Area 11**

The area illustrates the pattern and scale of residential development in Hamley Bridge circa 1870 to 1930. The high integrity and consistent provenance of dwellings within this area support the understanding of the residential character of Hamley Bridge during this period. The historic character of the area is derived from:

- building scale: single storey dwellings
- building style: predominantly 'villa' style
- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to Hill and Archer Streets and corrugated iron fencing to other boundaries

- form: projecting gable front facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet roofs, bullnose and sloping verandas and brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors and projecting gables and verandas with half timbered facing.

### **Stockport Road, Hamley Bridge (Residential) Historic Conservation Area 12**

The area illustrates the pattern and scale of residential development in Hamley Bridge circa 1884 to 1930. The area north of the railway line was subdivided in 1884 and initially named Duffield. The historic character of the area is derived from:

- building scale: single storey dwellings
- building style: predominantly 'villa' style
- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to Stockport Road and corrugated iron fencing to other boundaries
- form: projecting gable front facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet roofs, bullnose, or gable form verandas and brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors, projecting gables with half timbered facing and brick quoining to openings and corners.

### **Main Street, Owen (Town Centre) Historic Conservation Area 13**

The area is as an intact illustration of the early development of Owen circa 1880 to 1920. The area is centred on Main Street – the commercial and civic centre of the town – and contains a representative selection of shops, dwellings, churches and public facilities of the period. Of particular interest is the consistent style of pre-World War 1 dwellings and shops. The historic character of the area is derived from:

- building scale: single storey
- streetscape: development sited centrally on wide allotments, with consistent front and side setbacks, landscaped with trees and low height timber and wire fences to Main Street and corrugated iron fencing to other boundaries. Shop verandas overhang footpaths, supported by timber veranda posts
- shops: gable roofed structures, with parapets to the street and timber framed shop windows and re-entrant doorways
- dwelling form: symmetrical fronted and projecting gable fronted, with face stone walls with red brick quoins; steeply pitched corrugated iron sheet gabled, or half-gabled hipped roofs with bullnose front verandas and brick chimneys
- dwelling detailing: vertically proportioned, double hung timber windows and timber entry doors, projecting gables with half timbered facing and simple timber framed verandas.

### **Edward Street, Port Wakefield (Town Centre) Historic Conservation Area 14**

The area is as an intact illustration of the early development of Port Wakefield circa 1850 to 1920. The area is centred on Edward Street – the commercial and civic centre of the town – and contains a representative selection of shops, residences, churches and public facilities. Of particular interest is the number of early 1850 to 1880 cottages, row dwellings and shops, predominantly unaltered in detail. Further of interest is a consistent streetscape of circa 1920 'railway' cottages developed in a cul-de-sac on railway land beyond West Street. The historic character of the area is derived from:

- building scale: single storey
- streetscape: development sited centrally on wide allotments, with consistent front and side setbacks, landscaped with trees and low height timber and wire fences to front boundaries and corrugated iron fencing to other boundaries. Shop verandas overhang footpaths, supported by timber veranda posts
- shops: gable roofed structures, with parapets to the street and timber framed shop windows and re-entrant doorways
- dwelling form: row cottages and symmetrical fronted and projecting gable fronted dwellings, with face stone walls with red brick quoins; steeply pitched corrugated iron sheet gabled or hipped roofs with bullnose front verandas and brick chimneys
- dwelling detailing: gable roofed structures, with parapets to the street and timber framed shop windows and re-entrant doorways.

### **Cooper / Mine Streets, Port Wakefield (Residential) Historic Conservation Area 15**

The area is an illustration of the pattern and scale of residential development in Port Wakefield circa 1850 to 1920. The high integrity and consistent provenance of development within this area is of note and support the understanding of the residential character of Port Wakefield during this period. The historic character of the area is derived from:

- building scale: small scale, single storey detached and attached dwellings
- building style: predominantly 'cottage' style
- streetscape: small scale dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to Copper and Mine Streets and corrugated iron fencing to other boundaries
- form: symmetrical cottage front facades, with face stone walls with red brick quoins; steeply pitched corrugated iron sheet hipped roofs (some with half-gable ends), bullnose and sloping verandas and brick chimneys. Dwelling form typically incorporate two rooms with a pitched roof and additional rooms to the rear under a lean-to roof – but often stone in construction
- detailing: vertically proportioned, double hung timber windows and timber entry doors, low verandas and exposed masonry parapets to gable ends of cottages.

### **Railway Terrace (East) / Fourth Street, Snowtown (Town Centre) Historic Conservation Area 16**

The area is an intact illustration of the early development of Snowtown circa 1878 to 1945. The area is centred on Railway Terrace East and Fourth Street – the commercial and civic centre of the town – and contains a representative selection of shops, a hotel, a bank, the town hall, Masonic lodge and public facilities of the period. Of particular interest is the consistent style of pre-World War 1 era shops. The historic character of the area is derived from:

- building scale: single storey
- streetscape: development sited full width across allotments, with consistent front and side setbacks. Shop verandas overhang footpaths, supported by timber veranda posts
- public buildings: masonry in construction, scaled to suit their importance within the town. Facades dressed with stucco decoration and parapets. Decoration is 'classically inspired' in detail. Senior Citizens Hall is of unique value, clad with imported proprietary galvanised sheet profiled cladding
- shops: gable roofed structures, with parapets to the street and timber framed shop windows and re-entrant doorways.

### **Fourth Street, Snowtown (Residential) Historic Conservation Area 17**

The area is an illustration of the pattern and scale of residential development in Snowtown 1880 to 1925. The high integrity and consistent provenance of dwellings within this area is of note, supporting the understanding of the residential character of Snowtown during this period. The historic character of the area is derived from:

- building scale: single storey dwellings
- building style: predominantly 'villa' or 'cottage' style
- streetscape: dwellings sited centrally on allotments, with consistent front and side setbacks and low height timber and wire fences to Fourth Street and corrugated iron fencing to other boundaries
- form: projecting gable front or symmetrical facades, face stone walls with red brick quoins; steeply pitched corrugated iron sheet gable or hipped roofs, bullnose and sloping verandas and brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors and projecting gables with half timbered facing.

### **Railway Terrace (West), Snowtown (Residential) Historic Conservation Area 18**

The area is an illustration of the planned provision of housing for workers employed in Snowtown circa 1910 to 20. The houses were located within the initial railway reserve. The development remain as evidence of the presence of the railway in the local region. The historic character of the area is derived from:



- building scale: single storey detached dwellings
- streetscape: a unique collection of dwellings sited centrally allotments, with consistent front and side setbacks and low height timber and wire fences to Railway Terrace West and corrugated iron fencing to other boundaries
- form: face stone walls with red brick quoins, or clad with horizontal timber planking; steeply pitched corrugated iron sheet gable or half-gabled hipped roofs with integrally pitched or separate front verandas and Brick chimneys
- detailing: vertically proportioned, double hung timber windows and timber entry doors and simple timber framed verandas and porches.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless it is consistent with the desired character for the **Historic Conservation Area**.
- 2 Places such as land, buildings, structures and landscape elements that contribute to the historic character of the **Historic Conservation Area** identified on *Overlay Maps – Heritage* should be retained and conserved.
- 3 Buildings and structures should not be demolished in whole or in part, unless they are:
  - (a) structurally unsafe and/or unsound and cannot reasonably be rehabilitated
  - (b) inconsistent with the desired character for the policy area
  - (c) associated with a proposed development that supports the desired character for the policy area.
- 4 Development should take design cues from the existing historic built forms. In doing this, it is not necessary to replicate historic detailing, however design elements for consideration should be compatible with building and streetscape character, and should include but not be 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, pitches, openings, fencing and landscaping
  - (e) colour and texture of external materials
  - (f) visual interest.
- 5 New residential development should include landscaped front garden areas that complement the desired character.
- 6 The conversion of an existing dwelling into two or more dwellings may be undertaken provided that the building and front yard retain the original external appearance to the public road.
- 7 Second storey additions to single storey dwellings may include any of the following elements in their design:
  - (a) a sympathetic two storey addition that uses existing roof space or incorporates minor extensions to the roof space at the rear of the dwelling
  - (b) a second storey within the roof space, where the overall building height, scale and form is compatible with existing single storey development in the policy area

- (c) second storey windows having a total length less than 30 per cent of the total roof length along each elevation.
- 8 Front fences and gates should:
  - (a) reflect and conserve the traditional period, style and form of the associated building
  - (b) generally be of low timber pickets, low pier and plinth masonry, wrought iron, brush or masonry
  - (c) be no more than 1.2 metres in height.
- 9 Rear and side boundary fences located behind the front dwelling alignment should be no more than 1.8 metres in height.
- 10 Advertisements and/or advertising hoardings associated with places and areas of heritage significance should:
  - (a) be of a size, colour, shape and materials that enhances the character of the locality
  - (b) not dominate or detract from the prominence of any place and/or area of historic significance.
- 11 Development should respect the existing topography and the relationship of sites to street levels and to adjoining land, and not involve substantial cut and/or fill of sites.
- 12 The division of land should occur only where it will maintain the traditional pattern and scale of allotments.

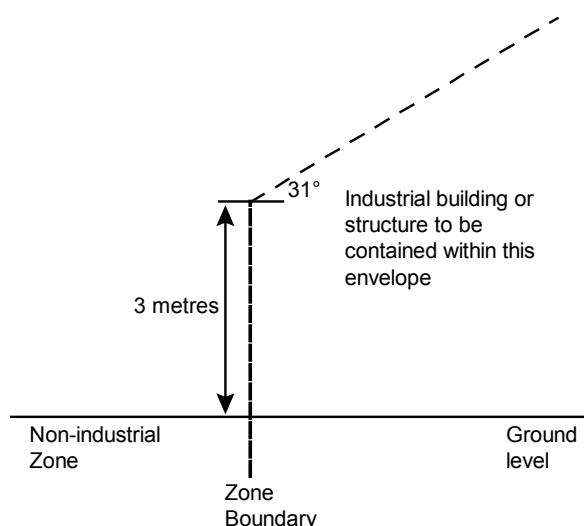
## Industrial Development

### 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.

### 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 Industrial development should be adequately separated from adjoining land uses where the development is likely to cause significant adverse impact on adjoining land uses.
- 3 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:



- 4 Industrial development should enable all vehicles to enter and exit the site in a forward direction, where practical.
- 5 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.

- 6 Building facades facing a non-industrial zone, public road, or public open space should:
  - (a) comprise quality contemporary architecture
  - (b) use a variety of building finishes
  - (c) not consist solely of metal cladding
  - (d) contain materials of low reflectivity
  - (e) incorporate design elements to add visual interest
  - (f) avoid large expanses of blank walls.
- 7 Industrial development should occur in a manner that minimises 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.
- 8 Landscaping should be incorporated as an integral element of industrial development along non-industrial zone boundaries.
- 9 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.
- 10 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 only 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 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.
- 8 In urban areas, electricity supply serving new development should be installed underground.

- 9 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.
- 10 Utility buildings and structures should be grouped with non-residential development where possible.
- 11 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 minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 3 Protect desired land uses from the encroachment of incompatible development.

### 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 impacts on existing and potential future land uses desired in the locality.
- 3 Development adjacent to a **Residential Zone** or residential area within a **Township Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 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 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

### Noise Generating Activities

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

- 9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise ( $L_{90,15min}$ ) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ( $LA_{90,15min}$ ) for the overall (sum of all octave bands) A-weighted level
<i>Adjacent land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise ( $L_{90,15min}$ ) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

### Air Quality

- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
  - (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
  - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

### Rural Interface

- 13 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.
- 14 Traffic movement, spray drift, dust, noise, odour and the use of frost fans and gas guns associated with primary production should not lead to unreasonable impact on adjacent land uses.
- 15 Existing primary production and mineral extraction should not be prejudiced by the inappropriate encroachment of sensitive uses such as urban development.
- 16 Development that is adjacent to land used for primary production (within either the zone or adjacent zones) should include appropriate setbacks and vegetative plantings designed to minimise the potential impacts of chemical spray drift and other impacts associated with primary production.



- 17 New urban development should provide a buffer of at least 40 metres wide (inclusive of any fuel break, emergency vehicle access or road) separating urban and rural activities.
- 18 Development located 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 hours of operation.

## 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 that is integrated with site features, including landscape and environmental features, adjacent land uses, the existing transport network and the availability of infrastructure.
- 4 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 an existing or proposed public road
  - (c) the intended use of the land would require excessive cut and fill
  - (d) the intended use, or the establishment of that use, is likely to lead to undue erosion of the subject land or land within the locality
  - (e) the area is unsewered and cannot accommodate an appropriate waste disposal system within the allotment to suit the intended development
  - (f) the intended use of the land would be contrary to the zone objectives
  - (g) any single allotments are created that sit within more than one zone.

### Design and Layout

- 3 Land divisions should be designed to ensure that areas of native vegetation and wetlands do not need to be cleared as a consequence of subsequent development or fragmented or reduced in size.

- 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 within an area identified as being an 'Excluded Area from Bushfire Protection Planning Provisions' on *Bushfire Protection Area Overlay 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.
- 6 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 existing native vegetation to facilitate that development
  - (e) will not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality.
- 7 The layout of a land division should provide for efficient solar access.
- 8 Within defined townships and settlements 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 storm drainage system that:
  - (a) creates, contains and retains all watercourses, drainage lines and native vegetation
  - (b) incorporates retention and/or detention devices to maintain the volume and rate of run-off as near as possible to pre-development levels
  - (c) enhances amenity
  - (d) 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) uneconomic costs to the community for the provision of services
  - (d) prejudice against the proper and orderly development of townships
  - (e) 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 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) provide shade and shelter
  - (g) assist in climate control within buildings
  - (h) maintain privacy
  - (i) maximise stormwater re-use
  - (j) complement existing native vegetation
  - (k) contribute to the viability of ecosystems and species
  - (l) 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 autumnal leaf fall in waterways
  - (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.

## Marine Aquaculture

### OBJECTIVES

- 1 Development in marine waters including marine aquaculture development that ensures fair and equitable sharing of marine and coastal resources and minimises conflict with water-based and land-based uses.
- 2 Maintenance of marine navigational safety.
- 3 Ecologically sustainable development of the marine aquaculture industry.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 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).
- 2 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.
- 3 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.
- 4 Marine aquaculture should be sited, designed, constructed and managed to minimise interference and obstruction to the natural processes of the coastal and marine environment.
- 5 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.
- 6 Racks, floats and other farm structures associated with marine aquaculture or other offshore development should where practicable be visually unobtrusive from the shoreline.



- 7 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.
- 8 Marine aquaculture should be developed to maintain existing rights of way within or adjacent to a site.
- 9 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 to serve the needs of the industry and community as a whole.
- 10 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*, unless a lesser distance is agreed with the Minister responsible for that *Act*.
- 11 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.
- 12 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.

## 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 allowed 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 water resources, including marine waters, ground water, surface water and watercourses.
- 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 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 14 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.
- 15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 16 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**

- 17 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.
- 18 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.
- 19 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.
- 20 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.
- 21 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off 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.

- 22 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.
- 23 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)
  - (g) protect ecosystems dependent on water resources.
- 24 Irrigated horticulture and pasture should not increase groundwater induced salinity.
- 25 Development should comply with the current *Environment Protection (Water Quality) Policy*.

### **Biodiversity and Native Vegetation**

- 26 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.
- 27 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, and their breeding grounds and habitats.
- 28 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.

- 29 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.
- 30 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.
- 31 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.
- 32 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.
- 33 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.
- 34 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.
- 35 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**

- 36 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 37 Development should be designed and sited to prevent erosion.
- 38 Development should take place in a manner that will minimise alteration to the existing landform.
- 39 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 to meet the needs of the community
  - (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 frontages 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 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.
- 9 Not more than one dwelling should be constructed on an allotment in a rural area (specifically within the **Primary Production Zone** as shown on *Zone Maps*) with the exception of accommodation for tourism, dependent persons or short term workers.

## **Outdoor 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 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.
- 2 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.
- 3 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.
- 4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 5 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.
- 6 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.

- 7 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.
- 8 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
  - (a) have a clearance of not less than 2400 mm 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.
- 9 Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 10 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.
- 11 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.
- 12 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**

- 13 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**

- 14 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.

- 15 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.
- 16 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.
- 17 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**

- 18 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**

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



## 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
  - (f) 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 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 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.

### **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 Residential allotments should be of varying sizes to encourage housing diversity.

### **Design and Appearance**

- 3 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.
- 4 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.
- 5 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.
- 6 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.

### **Garages, Carports and Outbuildings**

- 7 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.
- 8 Garages and carports facing the street should not dominate the streetscape.

### **Street and Boundary Setbacks**

- 9 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.
- 10 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.
- 11 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.
- 12 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.

### **Site Coverage**

- 13 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 garbage and recycling receptacles.

## **Private Open Space**

- 14 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.
- 15 Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the likely needs of the occupant(s), the location of the dwelling, and the dimension and gradient of the site.
- 16 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.
- 17 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.

## **Site Facilities and Storage**

- 18 Site facilities for group dwellings 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) garbage 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**

- 19 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, should be minimised 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.
- 20 Permanently fixed external screening devices should be designed and coloured to blend with the associated building's external material and finishes.

### **Noise**

- 21 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.
- 22 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.
- 23 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 on the same or adjacent sites.

### **Car Parking and Access**

- 24 Driveway crossovers should be single width and appropriately separated, and the number should be minimised to optimise the provision of on-street visitor parking.
- 25 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 needs 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).
- 26 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.
- 27 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.
- 28 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.
- 29 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**

- 30 Semi-basement or undercroft car parking should be suitably integrated with building form.
- 31 In the case of semi-basement car parks where cars are visible, adequate screening and landscaping should be provided.

### **Dependent Accommodation**

- 32 Dependent accommodation (i.e. 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
  - (b) the accommodation has a small floor area relative to the associated main dwelling(s)
  - (c) adequate outdoor space of a minimum of 20 square metres is provided for the use of all occupants
  - (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 associated dwelling.

### **Swimming Pools and Outdoor Spas**

- 33 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.

## **Short-Term Workers Accommodation**

### **OBJECTIVES**

- 1 A range of appropriately located accommodation types supplied to meet the housing needs of seasonal and short-term workers.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Accommodation intended to be occupied on a temporary basis by persons engaged in employment relating to the production or processing of primary produce including minerals should be located within existing townships or within primary production areas, where it directly supports and is ancillary to legitimate primary production activities or related industries.
- 2 Buildings used for short-term workers accommodation should:
  - (a) be designed and constructed to enhance their appearance
  - (b) provide for the addition of a carport, verandas or pergolas as an integral part of the building
  - (c) where located outside of townships, not jeopardise the continuation of primary production on adjoining land or elsewhere in the zone
  - (d) be supplied with service infrastructure such as power, water, and effluent disposal sufficient to satisfy the living requirements of workers.
- 3 Short-term workers accommodation should not be adapted or used for permanent occupancy.
- 4 A common amenities building should be provided for temporary forms of short-term accommodation such as caravan and camping sites.



## 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 **and especially from arterial roads as shown on *Overlay Maps - Transport***.
- 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, **and especially from arterial roads shown on *Overlay Maps - Transport***
  - (d) set well back from public roads, particularly when the allotment is on the high side of the road, **or adjacent to arterial roads shown on *Overlay Maps - Transport***.
- 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 rooflines 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 Driveways and access tracks should be designed and constructed to blend sympathetically with the landscape and to minimise interference with natural vegetation and landforms.
- 8 Development should be screened through the establishment of landscaping using locally indigenous plant species:
  - (a) around buildings and earthworks to provide a visual 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 excavation and 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 run-off.
- 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 landslide.
- 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 The excavation and/or filling of land outside townships and urban areas should:
  - (a) be kept to a minimum and be limited to a maximum depth or height no greater than 1.5 metres so as to preserve the natural form of the land and the native vegetation
  - (b) only be undertaken in order to reduce the visual impact of buildings, including structures, or in order to construct water storage facilities for use on the allotment
  - (c) only be undertaken if the resultant slope can be stabilised to prevent erosion
  - (d) result in stable scree slopes which are covered with top soil and landscaped so as to preserve and enhance the natural character or assist in the re-establishment of the natural character of the area.

## Supported Accommodation

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Supported accommodation (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 to meet the needs of residents.
- 2 Supported accommodation should be designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents that include:
  - (a) ground-level access or lifted access to all units
  - (b) internal communal areas and private spaces
  - (c) an interesting and attractive outlook from units and communal areas for all residents, including those in wheelchairs
  - (d) useable recreation areas for residents and visitors, including visiting children
  - (e) adequate living space allowing for the use of wheelchairs with an attendant
  - (f) spaces to accommodate social needs and activities, including social gatherings, internet use, gardening, keeping pets, preparing meals and doing personal laundry
  - (g) storage areas for items such as boats, trailers and caravans
  - (h) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles
  - (i) mail boxes and waste disposal areas within easy walking distance of all units.
- 3 Access roads within supported accommodation 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 should:
- (a) be conveniently located on site within easy walking distance of resident units
  - (b) be adequate for residents, staff, service providers and visitors
  - (c) include private parking spaces for independent living units
  - (d) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles
  - (e) include covered and secure parking for residents' vehicles
  - (f) have slip-resistant surfaces with gradients not steeper than 1-in-40
  - (g) allow ease of vehicle manoeuvrability
  - (h) be designed to allow the full opening of all vehicle doors
  - (i) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise
  - (j) be appropriately lit to enable safe and easy movement to and from vehicles.

## **Telecommunications Facilities**

### **OBJECTIVES**

- 1 Telecommunications facilities provided to meet the needs of 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 to meet the communication needs of the community
  - (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) where possible, incorporating the facility within an existing structures that may serve another purpose maintaining that structure's character
  - (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) Zones or Policy 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 a high quality 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, or settlements.

### **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 located within areas of high conservation value, high indigenous cultural value, high landscape quality or significant scenic beauty should demonstrate excellence in design to minimise potential impacts or intrusion.
- 10 Tourism developments in rural areas should generally be small scale 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, viticultural and 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 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.

## 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.
- 2 Development should not prejudice the potential future alignment and the establishment of the:
  - (a) National Highway One bypass route
  - (b) upgrade of Bussenchutts Road
  - (c) Balaklava to Port Wakefield Roadas shown on [Concept Plan Map WakR/1 - Port Wakefield Bypass and Connections Overview](#).

## **Movement Systems**

- 3 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.
- 4 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 5 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.
- 6 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 active transport modes.
- 7 Development generating high levels of traffic, such as schools, shopping centres and 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.
- 8 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.
- 9 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 10 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.
- 11 Driveway cross-overs affecting pedestrian footpaths should maintain the level of the footpath.
- 12 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 13 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 14 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

## **Cycling and Walking**

- 15 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.
- 16 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.
- 17 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 18 New developments should give priority to and not compromise existing designated bicycle routes. 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.
- 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 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
  - (a) limited to local roads
  - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to the road.
- 28 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 run-off
  - (d) avoid the removal of existing vegetation
  - (e) be consistent with Australian Standard AS 2890 Parking facilities.

### **Access for People with Disabilities**

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

## Vehicle Parking

- 31 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table WakR/2- Off street vehicle parking requirements](#) unless all the following conditions are met:
  - (a) the site is located in a designated area **as specified in Council's Car Parking Fund Policy**
  - (b) an agreement is reached between the Council and the applicant for a reduced number of parking spaces
  - (c) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.
- 32 Development should be consistent with Australian Standard AS 2890 Parking facilities.
- 33 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.
- 34 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.
- 35 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.
- 36 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.

- 37 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 38 Stormwater from parking areas should be collected for reuse, with overflow discharged to the Council stormwater system.
- 39 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 or minimise 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 storage 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 Wastewater storage lagoons should be avoided within a water protection area within the meaning of Part 8 of the *Environment Protection Act 1993*.
- 10 Wastewater storage lagoons should be sufficiently separated from adjacent land uses that may be sensitive to adverse odours.
- 11 Wastewater storage lagoons should be designed and constructed in accordance with the current *Environment Protection (Water Quality) Policy*.

## Waste Treatment Systems

- 12 Development that produces any effluent should be connected to an approved waste treatment system which may include sewage, community wastewater management systems, or on-site wastewater treatment and disposal methods.
- 13 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.
- 14 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.
- 15 Any domestic waste treatment system or effluent drainage field should be located within the allotment of the development that it will service.
- 16 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.



- 17 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.
- 18 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.

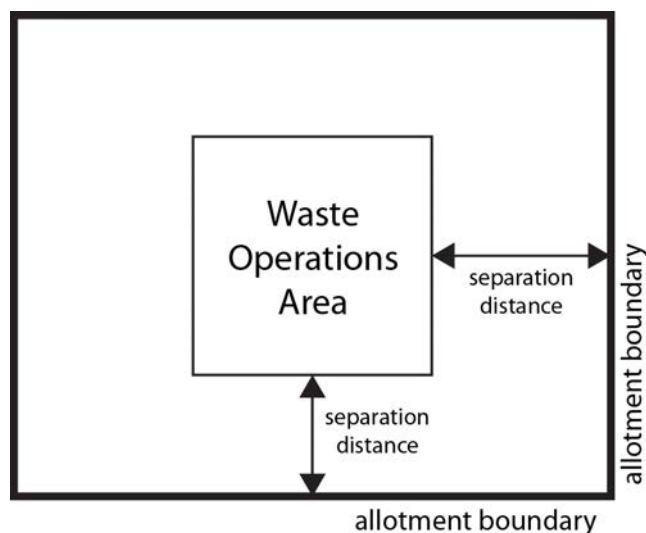
## Waste Management Facilities

### 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 be appropriately separated from sensitive land uses and environmentally-sensitive areas. The separation distance between the waste operations area and sensitive uses should be incorporated within the development site as illustrated in the figure below. The waste operations area includes all closed, operating and future cells.



- 5 Only land uses and activities that are compatible with both a waste management facility and any adjacent land uses may be located within the separation distance.
- 6 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.
- 7 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.
- 8 Landscaping should be provided to screen views of the processing facilities and operational areas.
- 9 Waste management sites should be accessed by appropriately constructed and maintained roads.
- 10 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.
- 11 Suitable access for emergency vehicles should be provided to and within waste management site.
- 12 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.
- 13 Plant, equipment or activities that could cause a potential hazard to the public should be enclosed by a security fence.
- 14 Litter control measures that minimise the incidence of wind blown litter should be provided.
- 15 The waste operations area of a landfill or organic waste processing facility should be sited:
- (a) at least 3 kilometres from an airport used by commercial aircraft to minimise the risk of bird strikes to aircraft
  - (b) at least 1.5 kilometres from an airport used by piston aircraft
  - (c) at least 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
  - (d) at least 250 metres from a public open space reserve, forest reserve, national park, conservation zone or policy area
  - (e) at least 100 metres from:
    - (i) the nearest surface water (whether permanent or intermittent)
    - (ii) a 1-in-100 year average return interval flood event area.
- 16 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.
- 17 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.
- 18 Where required, a leachate barrier should be provided between the operational areas and underlying soil and groundwater.
- 19 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 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

Facilities for the transportation, handling and storage of farm commodities in bulk are an essential component of the rural economy. The townships of Balaklava, Blyth, Brinkworth, Hamley Bridge, Hoyleton, Owen and Snowtown and contain essential infrastructure for the bulk handling and storage of farm commodities.

The facilities are integral to the rural economy and should be protected from encroachment by incompatible development or activities likely to be affected by continued operation of them. In particular the facilities at Snowtown are of strategic importance to the economy of the State.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - bulk handling and storage facilities
  - 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 and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 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	
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 are designated:

Category 1	Category 2
Bulk handling and storage facilities	Industry Road transport terminal or depot



## Coastal Conservation Zone

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

### OBJECTIVES

- 1 To enhance and conserve the natural features of the coast including visual amenity, landforms, fauna and flora.
- 2 Accommodation of the defence operations within the Port Wakefield Artillery Proof and Experimental Range.
- 3 Low-intensity recreational uses located where environmental impacts on the coast will be minimal.
- 4 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone extends along the 30 kilometre coastline of the Wakefield Regional Council and ranges up to 4 kilometres inland. Much of the northern portion of this zone, north of Port Wakefield, comprises the Clinton Conservation Park which is characterised by swampy tidal flats and mangrove areas.

The role of the zone is to ensure the conservation of coastal features and scenic quality, enable appropriate public access and ensure that development is not subject to coastal hazards. Development should be subservient to the conservation of the coastal environment in order to ensure that the fragile nature of this environment is protected and biodiversity maintained.

Due to the low-lying topography and tidal conditions of coastal land, there are many areas of particular environmental significance, especially the mangrove flats that are well established along much of the northern section of the zone. These need to be preserved due to their value as an important wildlife habitat and fish breeding ground.

The zone also accommodates the long-established Department of Defence's Port Wakefield Artillery Proof and Experimental Range and, because of its national importance, this facility needs to continue to function. The Range is located within the southern portion of the zone where public access to the coast is prohibited. It is a significant facility which benefits from the unique tidal, flat and shallow waters enabling recovery of spent ordnances for examination. Expansion of the Range's operations in terms of frequency of use is able to occur without unacceptable environmental impacts and provides an opportunity to maintain the district profile.

As much of the land adjoining the coast is flat, swampy and subject to tidal inundation, the inland areas of this zone generally have limited agricultural productivity. Agriculture should not, in general, be encouraged within the zone given the fragile nature of the environment.

Because of the presence of mangrove colonies, the restricted access associated with the proof range area, private property, lack of access roads and vast areas which are subject to tidal inundation, there are significant access constraints which tend to isolate much of the coastline. Therefore, there is limited capacity for recreational or other activities.

Due to restricted access elsewhere along the coast, Port Wakefield provides an important base for the commercial and recreational fishing industry within the region. In recognising the significance of the local fishing industry, Port Wakefield will continue to maintain this function. Recreation including interpretive facilities associated with the mangroves adjacent Port Wakefield may also provide a tourist/recreational attraction.

As the zone abuts the coast, it is currently being affected by coastal storm tide flooding and this risk will increase in the event of future sea level rise due to global warming. Development will therefore be required to be built to specific minimum site and floor levels to avoid these risks.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following forms of development are envisaged in the zone:
  - coastal protection works
  - conservation works
  - development associated with operations of the Port Wakefield Artillery Proof and Experimental Range
  - interpretive signage and facilities
  - small scale tourism/visitor facilities (excluding accommodation).
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 3 Buildings and structures should mainly be for essential purposes, such as shelters and toilet facilities associated with public recreation, navigation purposes or necessary minor public works.
- 4 Development involving the removal of shell grit or sand, other than for coastal protection works purposes, or the disposal of domestic and industrial waste should not be undertaken.
- 5 Expansion and further development of land used in association with the Port Wakefield Artillery Proof and Experimental Range should only be undertaken where no long-term environmental damage to the coast or the natural features is likely to occur, and where there is no material loss of access to the coast by the public.

### **Form and Character**

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Development should be designed and sited to be compatible with conservation and enhancement of the coastal environment and scenic beauty of the zone.
- 8 Development should:
  - (a) not adversely impact on the ability to maintain the coastal frontage in a stable and natural condition
  - (b) minimise vehicle access points to the area that is the subject of the development
  - (c) be landscaped with locally indigenous plant species to enhance the amenity of the area and to screen buildings from public view
  - (d) utilise external low reflective materials and finishes that will minimise glare and blend in with the features of the landscape.
- 9 Where public access is necessary in sensitive locations, walkways and fencing should be provided to effectively control access.

### **Land Division**

- 10 Land should not be divided except where:
  - (a) no additional allotments are created wholly or partly within the zone

- (b) there is no increase in the number of allotments with direct access to the coast or a reserve including by creation of land under rights of way or community titles.

## PROCEDURAL MATTERS

### Complying Development

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

No other forms of development are complying in the zone.

### 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 in association with conservation works or tourist information purposes.
Amusement machine centre	
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dam	
Dwelling	Except where used for the purposes of administering either or both of the: (a) <i>National Parks and Wildlife Act 1972</i> (b) <i>Wilderness Protection Act 1992</i> .
Educational establishment	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	

Form of Development	Exceptions
Land division	Except where both of the following apply: (a) no additional allotments are created wholly or partly within the zone (b) there is no increase in the number of allotments with frontage or direct access to the coast.
Marina	
Motel	
Motor repair station	
Nursing home	
Office	Except where used for the purposes of administering the <i>National Parks and Wildlife Act 1972</i> .
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Public service depot	
Road transport terminal	
Service trade premises	
Shop	
Stadium	
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*.

Further, the following forms of development are designated:

Category 1	Category 2
Alterations or additions to the existing Department of Defence establishment.	
Farming	

## Commercial Zone

Refer to the [Map Reference Tables](#) for a list of 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 Small-scale retail areas or showrooms associated with commercial activities.
- 4 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone accommodates a range of commercial and light industrial activities which provide a service function to the Port Wakefield township, National Highway One and the surrounding region.

It is envisaged that the amenity of the zone will be progressively improved through redevelopment, landscaping and streetscape improvement programs.

National Highway One is a major thoroughfare through Port Wakefield and a gateway to the Yorke Peninsula tourist region. It is expected that development along its alignment will be of a high standard of design including well articulated built form and landscaping to the Highway frontage.

Direct property access from National Highway One should be minimised where practical, to improve traffic flow and safety within the zone. It is envisaged that this could be achieved through the promotion of shared parking arrangements and access points.

The zone will play an important role in providing a buffer between the Highway and adjacent residential areas.

The Balaklava to Port Wakefield Road is proposed to be realigned through the zone and will provide for the safe and efficient movement of traffic through the township, in particular heavy vehicle movements to and from Bowmans and Balaklava. Development within the zone therefore needs to facilitate the orderly realignment of this road.

### 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 industry
  - service trade premises
  - shop with a gross leasable area less than 250 square metres
  - store
  - warehouse.

- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 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 250 square metres.
- 5 Consulting rooms or office development should not exceed a gross leasable floor area of 250 square metres unless ancillary to a commercial activity.

### Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Development should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/2 - Port Wakefield Bypass and Connections](#).
- 8 Development within the zone should facilitate the orderly realignment of the Balaklava to Port Wakefield Road intersection.
- 9 The minimum site and floor levels for all development (except for an ancillary carport, veranda or outbuilding) should be 3.50 metres and 3.75 metres Australian Height Datum respectively, and also ensure there are practical measures available to protect the development against a further sea level rise of 0.7 metres.

### Land Division

- 10 Land division should create allotments that vary in size and are suitable for a variety of commercial activities and should have:
  - (a) an area of not less than 1000 square metres
  - (b) an average width of at least 20 metres.

## 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	

Form of Development	Exceptions
Hospital	
Intensive animal keeping	
Nursing home	
Place of worship	
Pre-school	
Prescribed mining operations	
Road transport terminal	
Shop or group of shops	Except where it achieves one of the following: (a) the gross leasable area is less than 250 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	Except where it is in the form of a recycling collection depot.
Winery	
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
Bulky goods outlet	
Consulting room	
Light industry	
Motor vehicle related business other than wrecking yard	
Office	
Petrol filling station	
Service industry	
Service trade premises	
Shop with a gross leasable area less than 250 square metres	
Store	
Warehouse	

## Community Zone

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

### OBJECTIVES

- 1 A zone accommodating community, educational, recreational and health care facilities for the general public's benefit.
- 2 Development that is integrated in function and provides a co-ordinated base to promote efficient service delivery.
- 3 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone comprises the large areas of parklands around the built-up areas of Owen and Snowtown, major open space areas in Balaklava, Hamley Bridge, Brinkworth and Blyth, and the land adjacent to the Wakefield River in Balaklava. The parklands provide land for recreational and other community-orientated activities. The zone already contains these forms of uses, such as education facilities, oval, hospital, bowling club and general recreation, some residential development and a number of other activities, all of which make a significant contribution to the social infrastructure of the district. Although the zone is well used extensively for these and other purposes, it is desirable that its open nature is not prejudiced and that any new development is well integrated with the existing development and landscape.

Accordingly, new community or welfare-orientated development needs to demonstrate a significant long-term advantage to the district's residents and that it will not prejudice a prime function of the zone as an open space and public enjoyment resource. In any event, the scale of such facilities should be commensurate with the site and its locality. Agricultural activity in the zone may be acceptable where this can be undertaken without detracting from the amenity of the landscape or hindering with the public's enjoyment of the parkland environment.

The parklands add considerably to the pleasant character and appearance of the townships and care has to be taken to ensure that this open and attractive character is not overwhelmed by the new development.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - cemetery
  - community centre
  - consulting room
  - educational establishment
  - emergency services facility
  - golf course
  - hall
  - health facility
  - hospital
  - library
  - office associated with community services
  - outdoor recreation facility
  - place of worship
  - public administration office



- recreation area
  - recreation centre
  - theatre
  - welfare institution.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 3 Development should not be undertaken if it would inhibit or prejudice the integrated development of land within the zone for further community and institutional uses.

### Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Significant vegetation should be retained and supplemented by additional planting to enhance and beautify the appearance of the parklands.

## 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
Fuel depot	
Horticulture	
Industry	
Intensive animal keeping	
Major public service depot	
Motor repair station	
Petrol filling station	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	Except where it involves a community wastewater management scheme treatment and storage facility.

Form of Development	Exceptions
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Wrecking yard

### Public Notification

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

Further, the following forms of development are designated:

Category 1	Category 2
	Educational establishment
	Farming
	Hospital
	Recreation facility
	Welfare institution

## Conservation Zone

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

### OBJECTIVES

- 1 The conservation and enhancement of the natural environment and natural ecological processes for their historic, scientific, landscape, faunal habitat, biodiversity and cultural values.
- 2 Provision of opportunities for the public to experience and appreciate the significance of the native vegetation and original remnant natural habitat of the area through low impact recreational activities and interpretive facilities.
- 3 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone includes the Light and Gilbert Rivers, their confluence, floodplains and associated riparian flora and fauna communities. A key priority is the protection and enhancement of the biodiversity and water quality of the river systems. It is essential that the natural landform and water flows are retained.

Preservation and rehabilitation of existing native vegetation and the management of pest plants and removal of exotic flora will be the primary goal for the zone. Landscaping will ensure that remnant native vegetation is protected and that locally indigenous vegetation is utilised for revegetation purposes.

Walking trails and passive recreation areas will be limited to areas that are not of conservation importance. Development will be restricted to small scale facilities that support the management of the zone for conservation purposes or passive recreation in areas that are not of conservation value.

Buildings and other structures will not be located on land that is subject to flood hazard risk.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - directional, identification and/or interpretative advertisements and/or advertising hoardings for conservation management and tourist information purpose
  - scientific monitoring structures or facility
  - small-scale facility associated with the interpretation and appreciation of natural and cultural heritage such as public amenities, camping grounds, remote shelters or huts.
  - structures for conservation management purpose.
- 2 Development listed as non-complying is generally inappropriate.

#### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Development should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/6 – Hamley Bridge Area](#).

- 5 Development should use the following measures to avoid impacting detrimentally on the natural environment, processes and/or conservation qualities of land in the zone:
- (a) minimising the extent of earthworks
  - (b) minimising the extent of vehicle access servicing that development
  - (c) minimising the extent of locally indigenous vegetation removal
  - (d) being sited in an unobtrusive manner preferably below hilltops or prominent ridgelines
  - (e) screening the visual impact by planting locally indigenous species having due regard to bushfire risk
  - (f) utilising external low reflective materials and finishes that will minimise glare and blend in with the features of the landscape.
- 6 Where public access is necessary in the zone, the construction of recreational trails and appropriate fencing such as post and wire should be provided to control the movement of the public whilst minimising the impact on biodiversity.
- 7 Signage should only be installed where it is relevant to the conservation values and promotion of the objectives of the zone, and should be:
- (a) restricted to those needed for direction, identification and interpretation
  - (b) discrete in design, colour and of a size of no more than 2 square metres.

### Land Division

- 8 Boundary realignments should not occur unless to assist in the management of native vegetation.

## PROCEDURAL MATTERS

### Complying Development

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

No other forms of development are complying in the zone.

### 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 in association with conservation works or tourist information purposes.
Amusement machine centre	
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	

Form of Development	Exceptions
Community centre	
Consulting room	
Crematorium	
Dairy	
Dam	
Dwelling	
Educational establishment	
Farm building	
Farming	
Fuel depot	
Horse keeping	
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
Marina	
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	

Form of Development	Exceptions
Shop	
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*.

## Industry Zone

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

### OBJECTIVES

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

### DESIRED CHARACTER

The zone accommodates large-scale industrial land uses in a rural setting as the activities are not suited to an urban environment. It is envisaged that the industries within the zone are significant contributors to local employment and the regional and local economy. It is also expected that development embody the principles of environmentally sustainable development.

This zone accommodates an area located approximately 3 kilometres south-east of Balaklava township, adjacent the Balaklava to Owen Road. This area is open, and is currently used for cropping and grazing and one established industry. Despite its ready access to road and rail, the locality is sparsely settled and reasonably isolated from permanent residential development.

The zone also accommodates **Bowmans Policy Area 1**, an area located immediately south of the Bowmans settlement with frontages to the Port Wakefield - Auburn Road and the National Rail network. This policy area includes the existing Bowmans Intermodal Facility which capitalises upon the area's strategic location relative to road and rail transport infrastructure.

Land contained within the zone is well positioned with respect to road, rail, water, power, and gas infrastructure. Key issues with development in this area relate to enhancing the visual environment, safe access, the need for screen planting, avoiding land contamination, and protection of the groundwater resources from contamination.

The zone is ideally located for future development which encompasses environmentally sustainable development, including value adding industries such as tanneries, and the production and manufacture of agricultural products and by-products. In particular, a straw pulp plant is one industry reliant on agricultural by-products that will add considerably to the value of this presently under-used resource. In addition, the expansion of the existing intermodal facility at Bowmans, encompassing a range of activities supporting not only the primary industries of farming and rural activities, including key activities supporting the mining sector and other manufacturing and distribution operations are envisaged.

Whilst recognising the desire to establish a range of activities, emphasis will be placed on establishing industries which contribute to the regional and district economy without causing adverse environmental impacts. The recycling and treatment of water and the establishment of buffer and screen planting are to be encouraged, as with the establishment of complementary activities.

The zone provides opportunities for large, medium and small-scale activities that can be established without impairment to the visual amenity of the area through setback and screen planting from well used public roads.

Acknowledging that industrial activities can impact on the environment and amenity through pollution, emphasis will be given to development which minimises adverse environmental impacts are encouraged.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the zone:
  - industry
  - intermodal activities
  - transport distribution
  - warehouse and storage facilities.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.

### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 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.
- 5 Any external plant and equipment (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned land, 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 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 including the ability to accommodate on-site wastewater infrastructure
  - (b) have an area of not less than 2500 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 20 metres.



## **Bowmans Policy Area 1**

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

### **OBJECTIVES**

- 1 A policy area developed with a diversity of industries and activities, including manufacturing, industries, warehouse, storage, bulk handling facilities transport related activities (such as intermodal facilities) and processing of commodities across all sectors.
- 2 A policy area in which a range of products and commodities are received, stored and dispatched in bulk via various transport methods operating on a 24 hour basis.
- 3 A policy area in which a range of activities and uses associated with the agricultural, mining, and primary industries sectors can be received, stored, processed and dispatched from the land.
- 4 Minimisation of risks associated with dangerous goods, hazardous substances, including airborne particulates.
- 5 Develop to ensure the management of vehicular movement and location of site access promotes safe and convenient traffic flows both within the policy area and to adjacent roads.
- 6 Development that contributes to the desired character of the policy area with the broad clustering of like/compatible activities together with appropriate buffers/separation from activities that would involve dangerous goods or hazardous materials.

### **DESIRED CHARACTER**

This policy area is located south of the Bowmans settlement, adjacent the Port Wakefield – Auburn Road and the National Rail network, and within 11 kilometres of the National Highway (A1). A significant inland port operates within the policy area, with a major integrated container handling depot arranging container supply, transportation and handling. The inland port is served by road and rail and ensures convenient access to and from ports including Adelaide, Melbourne, Darwin and Perth.

The policy area currently accommodates a range of large-scale agricultural manufacturing and processing facilities which maximise the areas proximity to key road and rail infrastructure. The policy area also accommodates the shipment of mineral products.

The policy area is ideally suited to provide for the storage, cleaning, refrigeration and distribution of an increased range of goods and products that maximise the locational advantages and proximity to National Road and Rail networks.

It is expected that the policy area will accommodate a full range of intermodal freight terminal facilities including marshalling yards, railway workshops and locomotive maintenance activities, covered loading and unloading areas and warehousing for the storage and handling of a shipping containers and a wide range of goods. The intermodal facility will be important for providing ancillary activities and services such as overnight accommodation, food preparation facilities to cater for crews and long haul drivers of heavy vehicles.

The policy area lends itself to uses such as various forms of industry, intermodal activities and transport distribution, warehouse and storage of goods. Future Development should be undertaken in accordance with the [Concept Plan Map WakR/7 - Bowmans](#).

The policy area is integral to the local, regional, and State economy and should be protected from encroachment by incompatible development or activities.

It is expected that development will provide for the safe and convenient movement of vehicles, appropriate building siting and design, and inclusion of separation distances and buffers to ensure the policy area operates effectively and minimises impact on the local community.

Future development within the intermodal facility will include the necessary assessments to ensure that the potential impacts of all vehicles travelling to and from the facility on the surrounding road network will be appropriately considered and managed.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following forms of development are envisaged in the policy area:
  - intermodal rail freight terminal facilities and associated rail infrastructure
  - office (ancillary to the intermodal rail freight terminal) and other on-site activities
  - railway rolling stock servicing facilities
  - temporary/overnight workers' accommodation (ancillary to the intermodal rail freight terminal) and for use by long haul drivers of heavy vehicles
  - warehouse and storage facilities (including associated offices)
  - bulk handling, storage and processing facilities
  - industry
  - transport-related facilities
  - road transport terminal
  - transportation distribution.
- 2 Development listed as non-complying is generally in appropriate.

### **Form and Character**

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Development should be carried out in accordance with [Concept Plan Map WakR/7 - Bowmans](#) including in relation to access to the Port Wakefield – Auburn Road.
- 5 No additional direct vehicular access or egress should be created to the Port Wakefield Road – Auburn Road.
- 6 Facilities for the handling, storage and dispatch of commodities in bulk should be sited, designed and operated to minimise risks of contamination to the environment and adverse impacts on nearby sensitive land uses and from surrounding land uses.
- 7 Development of facilities for the handling, transportation and storage of bulk commodities should have:
  - (a) areas set aside on the site of the development for the marshalling and manoeuvring of vehicles attending the site
  - (b) roadways and parking areas surfaced in a manner sufficient to control dust emissions from the site
  - (c) vehicle circulation between activity areas contained within the site and without the need to use public roads
  - (d) a buffer area for the establishment of dense landscaping adjacent road frontages
  - (e) security fencing around the perimeter of the site.

- 8 Building facades facing the Balaklava to Port Wakefield - Auburn Road 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.
- 9 Development should have:
- (a) a height not exceeding 30 metres
  - (b) not less than 20 per cent of the site area covered with landscaping planted and maintained as part of a park-like estate
  - (c) a landscaped buffer of not less than 10 metres in width around the site of the development.
- 10 Buildings and sites, where hazardous materials are stored, should be designed so that any spillage of hazardous materials can be contained.

### **Drainage**

- 11 Development should incorporate stormwater management techniques and strategies where appropriate to:
- (a) encourage the on-site detention and utilization of stormwater
  - (b) limit discharges to levels consistent with the capacity of existing or planned external stormwater systems so as not to increase the risk of flooding to downstream properties
  - (c) improve the quality of stormwater including the incorporation of traps for litter, grease and oil into the stormwater collection system
  - (d) avoid adverse impacts on receiving waters and land.

### **Stormwater**

- 12 Chemical or material storage areas and loading/unloading areas should be located under cover or within a building and designed to incorporate bunding or containment facilities to:
- (a) prevent the entry of external stormwater into the loading/unloading area
  - (b) contain any spilt materials and wash-down liquids from entering the stormwater system.

### **Land Division**

- 13 Land division should create allotments that are of a size and shape suitable for the intended use.
- 14 Land division should be undertaken in a co-ordinated manner and should ensure that:
- (a) allotments have an area of at least 1 hectare and frontage to a public road of 60 metres, unless intended for a specific purpose for which a lesser site requirement can be demonstrated
  - (b) sufficient land is reserved for the satisfactory management or detention of stormwater

- (c) roadways are designed to accommodate major stormwater flows in excess of the capacity of the underground drainage system.

**Traffic Impacts**

- 15 Expansion to the Bowmans Intermodal facility should have regard to the potential impacts that any expansion will have on the surrounding road network in regards to network capacity, efficiency and safety.
- 16 The assessment of the impacts of any additional traffic generated by the expansion and growth of the Intermodal facility should carefully consider the ongoing operational capacity and safety of the surrounding road network to ensure that it is not compromised.

## 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	Except where it is: (a) ancillary to and in association with the intermodal rail freight terminal (b) located on the same allotment.
Educational establishment	Except where it is: (a) ancillary to and in association with industrial development (b) located on the same allotment.
Horticulture	Except where it is located within <b>Bowmans Policy Area 1</b> .
Hospital	
Hotel	
Intensive animal keeping	
Motel	
Nursing home	
Office	Except where it is: (a) ancillary to, and in association with a, development envisaged in the zone (b) necessary to support the operation of the development (c) located on the same allotment as the development.
Pre-school	
Place of worship	
Shop or group of shops	Except where the gross leasable area is less than 100 square metres.
Tourist accommodation	

## Public Notification

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

Further, the following forms of development are designated:

Category 1	Category 2
Within <b>Bowmans Policy Area 1</b> : <ul style="list-style-type: none"><li>▪ bulk handling and storage facilities</li><li>▪ industry</li><li>▪ intermodal facility and associated infrastructure</li><li>▪ office - ancillary to other use or activity on the site</li><li>▪ road transport terminal</li><li>▪ store</li><li>▪ temporary/overnight workers' accommodation</li><li>▪ warehouse.</li></ul>	Fuel depot located within <b>Bowmans Policy Area 1</b> .

## Light Industry Zone

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

### OBJECTIVES

- 1 A zone accommodating a range of light industrial, storage and warehouse land uses.
- 2 Protection of adjoining residential areas and the attractiveness of the approach into Balaklava along Gwy Terrace through the use of landscape buffers.
- 3 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

Industrial development within the district should continue to focus on Balaklava with the towns of Blyth, Hamley Bridge, Owen and Snowtown providing opportunity for smaller scale industries serving the local community.

This zone has extensive common boundaries with the adjoining residential zones or abuts existing housing and, as such, it is imperative that industries locating in zone are small-scale in nature, produce minimal noise and traffic and have hours of operation limited to normal waking hours for adjoining residents.

Development will be designed to locate activities that might give rise to noise or emissions that may affect residential amenity as far as possible from nearby houses.

Offices should generally be located at the front of the development.

Landscaping will be implemented along road frontages and site boundaries to enhance the character of the area in which the facilities are located. Where practicable, landscaped areas are to be irrigated using rainwater.

Fencing and landscaping are an important part of providing screening to industrial land uses and landscaping will incorporate significant tree planting, both as a means of screening industrial activity and providing shade to buildings and car parking areas.

Development will ensure stormwater can be managed to avoid overloading the downstream stormwater systems, this will include disposal, retention or detention of stormwater on site.

Development will provide for the maximum on site storage and reuse of stormwater.

At Hamley Bridge, much of the zone is already subdivided into small allotments, which, by themselves, are of unsuitable dimension for industrial development. Prior to development of the land, allotments will be rearranged to create sites having an area of 1500 square metres with 30 metres frontages to Makin Street.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - light industry
  - service industry
  - store
  - warehouse.

- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.

### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Development abutting Gwy Terrace at Balaklava should:
- (a) not have direct access onto Gwy Terrace or Adelaide Road
  - (b) not exceed 20 metres in building height
  - (c) have at least 10 per cent of the site area covered with landscaping
  - (d) provide for a landscape buffer not less than 5 metres in width adjacent the educational establishment to the north of the zone.
- 5 The total floor area of buildings should not exceed 50 per cent of the site area of the allotment.
- 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 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
  - (c) have a frontage to a public road of at least 20 metres.

## 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	



Form of Development	Exceptions
Consulting room	
Dairy	
Dwelling	
Educational establishment	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
General industry	
Motel	
Nursing home	
Office	Except where it is: (a) ancillary to and in association with industrial development (b) located on the same allotment.
Place of worship	
Pre-school	
Restaurant	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres.
Special industry	
Stock sales yard	
Stock slaughter works	
Tourist accommodation	
Waste reception, storage, treatment or disposal	Except where it is in the form of a recycling collection depot.
Wrecking yard	

### Public Notification

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

## Primary Production Zone

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

### OBJECTIVES

- 1 Economically productive, efficient and environmentally sustainable primary production.
- 2 Allotments of a size and configuration that promote the efficient use of land for primary production.
- 3 Protection of primary production from encroachment by incompatible land uses and protection of scenic qualities of rural landscapes.
- 4 Accommodation of wind farms and ancillary development.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone accommodates a wide range of farming practices which contribute to local employment, and the local economy, where sustainable farm management is practised and where an attractive well vegetated landscape exists.

This zone covers the majority of the council area, excluding the townships and several special zones. The predominant uses are livestock grazing and cereal cropping which are generally farmed on relatively large land holdings as well as intensive animal keeping.

Agricultural production within the region contributes the most significant component to the local economy, and generates additional employment and revenue through related spin-off activities including processing, manufacturing, transportation and local service towns. The climate, soil and landform characteristics of this zone favour the continuance of agricultural production and livestock grazing and it is desirable not only that these activities continue as the primary economic base to the district, but also that good land management techniques be continued to control proclaimed pest plants, vermin, and soil erosion. The pattern of occupation with homesteads, ancillary buildings, and paddocks enclosing crops and livestock dominate the environment and firmly establish an open, rural appearance.

Produce farmed within the district is mainly transported and sold to the Adelaide market.

The zone also contains the majority of the mineral resources in the council area including sand, gypsum, and aggregate. Major coal reserves are located near Bowmans, Beaufort and Lochiel which have long-term potential as a future State energy resource for electricity production. This resource should be protected.

Little intensification of the present extent of settlement is warranted. In many ways, a proliferation of intensive development and occupation of the zone would threaten its proper function and render the rural landscape susceptible to competing demands and undesirable change. To maintain the agricultural importance and stability of the zone, it is vital that the size of the land holdings is not significantly reduced, or densities increased, and that future pressures for development in the zone will not result in the conversion of agricultural land to less productive uses.

The natural conditions existing throughout the region are well suited to support a highly productive agricultural industry. Rural-based activities should continue to operate and expand within the region, provided sound management techniques can be demonstrated, and the long-term productivity of the land is ensured.

In addition to the coal resource, opportunities for the diversification of the rural sector should be expanded and developed in appropriate locations. Value-adding industries should be developed to complement and expand upon the existing rural activities within the region. In particular, poultry and pig meat production is expected to increase significantly. Poultry sheds, piggeries and feedlots are core components of the State's chicken meat, pork and beef industries and the Wakefield district is a key location for such facilities. To ensure the on-going efficient operation of these facilities, it is imperative that residential use in the form of dwellings, and their location, be restricted in the zone in order to maintain acceptable separation distances.

A wide agricultural base is sound business practice which should be further encouraged.

This zone should continue to accommodate grazing and cropping and intensive animal keeping as the dominant land uses without restricting other forms of compatible development, including land-based aquaculture, which contribute to agricultural productivity and the rural character.

There are a number of small settlements and sections which exist throughout the zone. In many instances, these remain in agricultural production or vacant and few have dwellings on them. However, significant potential exists for the fragmentation of rural land and subsequent erosion of agricultural productivity. Development of the closely divided areas for residential and non-agricultural purposes creates undesirable demands on public infrastructure, roads and resources that the community cannot afford. Urban development should therefore occur within defined townships.

The maintenance of sustainable farm management is paramount to the long-term protection of rural productivity. Erosion control, general land care and water management need to be addressed to ensure future agricultural productivity.

Wind farms and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) are envisaged within the zone and constitute a component of the zone's desired character. These facilities will need to be located in areas where they can take advantage of the natural resource upon which they rely and, as a consequence, components (particularly turbines) may need to be:

- located in visually prominent locations such as ridgelines
- visible from scenic routes and valuable scenic and environmental areas
- located closer to roads than envisaged by generic setback policy.

This, coupled with the large scale of these facilities (in terms of both height and spread of components), renders it difficult to mitigate the visual impacts of wind farms to the degree expected of other types of development. Subject to implementation of management techniques set out by general / council wide policy regarding renewable energy facilities, these visual impacts are to be accepted in pursuit of benefits derived from increased generation of renewable energy.

Throughout the district there are a number of flood prone localities which are affected by either tidal inundation or stormwater laden watercourses overflowing the defined channel. Localised flooding exists at Hamley Bridge and in the rural areas north-west of Balaklava adjacent to the Wakefield River.

In the rural areas surrounding Port Wakefield and Bowmans where there is a risk of property damage from flooding, new development should be sited and constructed so as to be protected from inundation.

The zone encircles all the towns in the district and it is important that farming activities including chemical spraying are managed to minimise impacts on those towns. In particular, the scenic environment surrounding Hamley Bridge should be preserved by careful siting of buildings and controlling the intensity of development.

Although some of the land has long been cleared for agricultural production and grazing, significant tracts of native vegetation still remain. The areas of bushland scattered throughout the district and along the road reserves are important features needing protection. The protection of district assets such as these contributes to the character and attractiveness of the rural landscape. These features should be further enhanced by supplementary planting.

Minerals, especially the major coal resource, needs to be preserved for future generations though farming can continue as an effective interim use.

The bulk handling and storage facilities are of strategic importance to the economy of the State and should be protected from encroachment by incompatible development. Facilities at Nantawarra are also essential infrastructure and should be protected.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 The following forms of development are envisaged in the zone:
  - commercial forestry
  - dairy farming
  - diversification of existing farming activities through small scale tourist accommodation:
    - within existing buildings; or
    - in the form of farm stay, guesthouse, rural or nature retreat, or bed and breakfast accommodation as an integral part of the farm buildings complex
  - farming
  - horticulture
  - intensive animal keeping
  - wind farm and ancillary development
  - wind monitoring mast and ancillary development.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 3 Wind farms and ancillary development should be located in areas which provide opportunity for harvesting of wind and efficient generation of electricity and may therefore be sited:
  - (a) in visually prominent locations
  - (b) closer to roads than envisaged by generic setback policy.
- 4 Industry and warehousing should only be developed if it supports primary production, processing, storage and distribution of local primary produce or products produced on the same site, and should be developed where:
  - (a) it has a direct relationship with primary production
  - (b) it is unlikely to limit or inhibit the use of adjoining land for primary production
  - (c) the particular use requires a site in proximity to a particular natural resource or other product or materials sourced from the locality
  - (d) it will not result in the alienation of land or water resources identified as significant for primary production or ecological reasons
  - (e) the use would be inappropriate within a township.
- 5 A shop should be:
  - (a) ancillary to primary production or processing uses, or tourist accommodation or other tourist development
  - (b) located on the same site as the primary use.

- 6 Buildings should primarily be limited to farm buildings, a detached dwelling associated with primary production on the allotment and residential outbuildings that are:
  - (a) grouped together on the allotment and setback from allotment boundaries to minimise the visual impact of buildings on the landscape as viewed from public roads
  - (b) screened from public roads and adjacent land by existing vegetation or landscaped buffers.
- 7 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 **or approved** intensive animal keeping operation unless used in association with that activity
  - (d) it does not result in more than one dwelling per allotment.
- 8 **Intensive animal keeping facilities should only be established on an allotment which has an area in excess of 20 hectares.**

### **Form and Character**

- 9 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 10 Development should not occur within 500 metres of a National Park, Conservation Park, Wilderness Protection Area or significant stands of native vegetation if it will increase the potential for, or result in, the spread of pest plants.
- 11 **Buildings should not be erected within 50 metres of the banks of the Wakefield, Gilbert and Light Rivers.**

### **Land Division**

- 12 For land not within a policy area, land division, including boundary realignments, should only occur where it will promote economically productive, efficient and sustainable primary production and not create any **additional allotments**.
- 13 Land division involving boundary realignments should only occur where the number of resulting allotments of less than **100 hectares** is not greater than the number that existed prior to the realignment.

## Beaufort Flood Protection Policy Area 2

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

### OBJECTIVES

- 1 Land used for low intensity farming and grazing.
- 2 Protection of life and property from the effects of flooding.
- 3 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area sits within the **Primary Production Zone** and therefore can accommodate a range of farming practices provided development does not lead to a potential hazard should a flood occur.

Beaufort is susceptible to flooding and investigations undertaken by the Transport SA have provided detailed flood prone mapping of the area. Buildings and structures should only be developed in this area if they are ancillary to farming and meet the required floor level calculation.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the policy area:
  - low intensity farming and grazing
  - buildings and structures associated with farming activities or a detached dwelling
  - wind farm and ancillary development
  - wind monitoring mast and ancillary development.

#### Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Buildings and structures should not be constructed unless the floor level of such a building or structure is at least 300 millimetres above the estimated 1-in-100 year average return interval flood level contour defined on [Concept Plan Map WakR/4 - Rural Beaufort](#).
- 4 Fencing should be of an open design such as post and wire strand construction so as to not impede floodwaters, with additional flood release provisions in defined watercourse channels.
- 5 Buildings and structures should, collectively, be limited to no more than 25 per cent site coverage of an allotment.

#### Land Division

- 6 Land division should not be undertaken unless no additional allotments are created and the shape and boundaries of the allotments resulting from the land division will enable better land management than currently exists.

## 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	Advertisement and/or advertising hoarding where the development achieves at least one of (a) or (b): <ul style="list-style-type: none"> <li>(a) is adjacent to a road with a speed limit of less than 80 km/h</li> <li>(b) has an advertisement area of 2 square metres or less and achieves all of the following:               <ul style="list-style-type: none"> <li>(i) the message contained thereon relates entirely to a lawful use of land</li> <li>(ii) the advertisement is erected on the same allotment as the use it seeks to advertise</li> <li>(iii) the advertisement will not result in more than two advertisements on the allotment.</li> </ul> </li> </ul>
Camping area where it is located within <b>Beaufort Flood Protection Policy Area 2</b> .	
Caravan park where it is located within <b>Beaufort Flood Protection Policy Area 2</b> .	
Community centre	
Consulting room	
Dairy where it is located within <b>Beaufort Flood Protection Policy Area 2</b> .	
Dwelling	Except for a detached dwelling that will not result in more than one dwelling on the allotment and achieves all of (a), (b) and (c) or (d): <ul style="list-style-type: none"> <li>(a) the allotment is at least 100 hectares</li> <li>(b) it is not located within 500 metres from the operative portion of the approved landfill operations on Sections 390 and 393 Hundred of Inkerman</li> <li>(c) it is not located within 500 metres of a boundary of an allotment that contains an existing or approved intensive animal keeping operation in the form of a poultry shed, piggery or feedlot</li> <li>(d) it is directly related to the on-site management of an approved or existing intensive animal keeping use on the allotment.</li> </ul>
Dwelling where it is located within <b>Beaufort Flood Protection Policy Area 2</b> .	Except for a detached dwelling where the proposed floor level is at least 300 millimetres above the estimated 1-in-100 year average return interval flood level contour defined on <a href="#">Concept Plan Map WakR/4 - Rural Beaufort</a> .
Educational establishment	

Form of Development	Exceptions
Horticulture involving the growing of olives	Except where the location for the growing of olives achieves (a) and (b): <ul style="list-style-type: none"> <li>(a) at least 500 metres from all of the following:               <ul style="list-style-type: none"> <li>(i) a National Park</li> <li>(ii) a Conservation Park</li> <li>(iii) a Wilderness Protection Area</li> <li>(iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area</li> </ul> </li> <li>(b) 50 metres from the edge of a substantially intact stratum of native vegetation 5 hectares or less in area.</li> </ul>
Hospital	
Hotel	
Indoor recreation centre	
Industry where it is located within <b>Beaufort Flood Protection Policy Area 2.</b>	
Intensive animal keeping where it is located within <b>Beaufort Flood Protection Policy Area 2.</b>	
Land division where it is not located within <b>Beaufort Flood Protection Policy Area 2.</b>	Except for a land division involving one of the following circumstances: <ul style="list-style-type: none"> <li>(a) it is for a boundary rationalisation, where the number of resulting allotments of less than 100 hectares is not more than the number that existed prior to rationalisation</li> <li>(b) it is for the creation of an allotment not greater than one hectare in area (excluding any area not greater than 10 metres wide that may be required for driveway access) to contain a habitable dwelling which existed on 21 January 1982</li> <li>(c) it is for the purpose of accommodating an approved and developed intensive animal keeping development.</li> </ul>
Land division where it is located within <b>Beaufort Flood Protection Policy Area 2.</b>	Except where no additional allotments are created partly or wholly within the policy area.
Motel	
Motor repair station	
Nursing home	
Office	Except where ancillary to and in association with primary production or tourism development.
Petrol filling station	
Place of worship	
Pre-school	
Primary school	
Service trade premises	



Form of Development	Exceptions
Shop or group of shops	Except where all of the following apply: (a) the gross leasable area is less than 40 square metres (b) they are ancillary to and in association with primary production or tourism development (c) they are not located within <b>Beaufort Flood Protection Policy Area 2.</b>
Store where it is located in <b>Beaufort Flood Protection Policy Area 2.</b>	
Warehouse where it is located in <b>Beaufort Flood Protection Policy Area 2.</b>	
Waste reception, storage, treatment or disposal where it is located within <b>Beaufort Flood Protection Policy Area 2.</b>	
Wrecking yard	

### Public Notification

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

Further, the following forms of development are designated:

Category 1	Category 2
	Aquaculture Horticulture Industry Intensive animal keeping Tourist accommodation in association with a dwelling Wind farms and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) where the base of all wind turbines is located at least 2000 metres from: (a) an existing dwelling or tourist accommodation that is not associated with the wind farm (b) a proposed dwelling or tourist accommodation for which an operable development plan consent exists (c) the boundaries of any Airfield, Airport, Centre, Community, Fringe, Historic Conservation, Home Industry, Living, Mixed Use, Residential, Settlement, Tourist, Township or Urban Zone, Policy Area or Precinct or any Heritage Area (including within the area of an adjoining Development Plan) Wind monitoring mast and ancillary development

## 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 **and, in particular, supporting the operations of the Balaklava Golf Course and the Balaklava Racecourse.**
- 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.
- 4 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

This zone accommodates two key recreational/sporting facilities of regional significance, namely the Golf Course located some 2 kilometres northeast of the town of Balaklava adjacent the main Port Wakefield-Auburn Road, and the Balaklava Racecourse and associated facilities located on the western edge of the town's built-up area. Both are highly developed resources in terms of their function and collectively they provide a range of sporting and recreational opportunities, attracting players or visitors/spectators from across the Mid North region and beyond, especially in the case of the racecourse.

These activities require the development of dedicated facilities not normally found in conventional open space areas, and acknowledge there is a need to make provision for specialised events, stadium/grandstand, race track, exhibition facilities and horse-related enterprises.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - car parking
  - clubrooms associated with sports facilities
  - community centre
  - community hall
  - educational establishment
  - emergency services facility
  - entertainment, cultural and exhibition facilities
  - golf course
  - indoor and outdoor recreation facilities
  - library
  - lighting for night use of facilities
  - meeting hall
  - office associated with community or recreation facilities
  - playground
  - shops or groups of shops ancillary to recreation development
  - showground
  - sports grounds and associated facilities

- theatre
  - special event
  - spectator and administrative facilities ancillary to recreation development
  - swimming pool.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 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 250 square metres.

### **Form and Character**

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 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.
- 6 All car-parking areas should be shaded and screened with vegetation to improve the amenity of the zone.

### **Land Division**

- 7 No additional allotments should be created wholly or partly within the zone.
- 8 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.

## Balaklava Racecourse 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 focussed on the Balaklava Racecourse and developed with a range of horse industry related activities including horse racing, horse training, horse keeping, horse breeding, veterinary services and other related facilities.
- 2 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

This policy area incorporates the Balaklava Racecourse which is a significant horse racing facility providing a key focus for regional race meetings as well as a basis for the establishment of associated horse industry uses. The racecourse facilities are well established and are used for a range of activities associated with the horse racing industry including horse racing and training, horse sales, horse keeping, horse breeding, veterinary services and other related services.

The Balaklava Racecourse is the dominant feature within the policy area and provides a solid foundation to attract horse industry activities.

Considerable opportunities exist to enhance these activities and take advantage of the facilities that have been developed, not only (but predominantly) for horse racing and training and the like but also for more general recreation and community-related uses that would advantage the district.

Key design and management aspects that have to be considered with the development of the policy area include the provision of safe and convenient access arrangements for vehicles associated with the transport of horses to and from the racecourse and the maintenance of the area's attractive environment.

To ensure the policy area retains its attractive overall open and semi-rural outlook, vegetated buffer strips along the racecourse boundaries and public roads are needed in the form of buffer landscape areas to the perimeter of the site to help screen buildings, structures, horse yards and stabling in order to enhance visual amenity. Particular attention to the location and type of landscaping relative to the direction of prevailing winds is needed to minimise adverse impact on Balaklava township arising from horse-related activities.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 In addition to those uses listed in the zone, the following forms of development are envisaged in the policy area:
  - horse breeding and keeping, horse racing and training, horse sales
  - office associated with the administration of horse racing
  - racecourse
  - veterinary services.

#### Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should ensure that access points serving the racecourse allow for the safe and secure movement of vehicles associated with transport of horses and that areas for the manoeuvring and parking of such vehicles and facilities for the loading and unloading of horses are provided.

## 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	
Crematorium	
Dwelling	
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 or the administration of horse racing within <b>Balaklava Racecourse Policy Area 3</b> .
Petrol filling station	
Place of worship	
Public service depot	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres
Stock sales yard	Except where it involves horse sales within <b>Balaklava Racecourse Policy Area 3</b> .
Stock slaughter works	
Store	Except where associated with the functions of the racecourse within <b>Balaklava Racecourse Policy Area 3</b> .
Warehouse	

Form of Development	Exceptions
Waste reception, storage, treatment or disposal	
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 maps that relate to this zone.

### OBJECTIVES

- 1 A residential zone comprising a range of dwelling types.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 Retention of buildings, items and streetscapes of historic character and charm.
- 4 In Port Wakefield, low and medium-density permanent and holiday accommodation overlooking recreational areas.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone will provide pleasant, safe and convenient living environments for residents together with an appropriate range of recreation, education, community and aged care facilities. The residential areas of Balaklava and Hamley Bridge serve the towns and their surrounds. Port Wakefield residential areas suffer from the coastal conditions and the high-saline water table.

Residential development has traditionally been developed at low densities on generally large allotments, comprising in the main single storey detached dwellings. This trend is expected to continue however increased density of development is also supported, recognising a need to meet the demands of the ageing population and to provide affordable housing.

Opportunities exist within these towns to provide infill development on vacant allotments and to provide smaller allotment development in appropriate locations. It is likely that infill development will occur in the medium-term as familiarity with the concept of closer development becomes more acceptable. As pressure on urban services grows, the benefits of infill development will encourage further division and consolidation within residential areas.

The character of development in the zone varies greatly from streetscapes dominated by pre 1950s housing interspersed with more contemporary development to more recent housing estates.

New development in established residential areas will complement the scale, bulk, siting and positive elements of existing dwellings where a distinctive and attractive streetscape character exists. This will require that new development has regard to elements such as siting, mass and proportion, building materials, ground floor height above natural ground level, roof form and pitch, facade articulation and detailing, verandas, eaves and parapets, fence styles and alignment, and landscaping.

Buildings fronting a public road will address the street by providing a legible entry to the street, use of windows, verandas and other features, rather than presenting side walls or blank walls to the street frontage.

Garages throughout the zone will be sited and be of a scale to ensure that they do not dominate the dwelling or the streetscape to which they relate.

Environmentally sustainable development practices including the installation of rainwater tanks, solar systems, and building orientation and design are encouraged.

Land division within the zone will provide public road links to adjoining undeveloped land where necessary, and for this purpose community title division of land will not be appropriate where public road links are preferred.

### **Port Wakefield**

This zone in Port Wakefield abuts the **Coastal Conservation Zone** and portions of this land are low lying and may be affected by coastal storm tide flooding, and this risk will increase in the event of future sea level rise due to global warming.

The historic character of the township arises from the pattern of development, original stone buildings, street layout, pepper trees, public spaces and streetscapes which retain much of their original form. These aspects will be retained and restored.

Future development will enhance the use of the Port Wakefield Golf Course as a key recreational area for the township and surrounding region. Opportunities exist to expand the Port Wakefield Golf Course in conjunction with a coordinated residential development and appropriate stormwater detention measures. The golf course currently accommodates the Port Wakefield community wastewater management scheme treatment plant, with reclaimed water currently used to irrigate the golf course. This activity will be allowed to continue and be expanded as necessary to accommodate township growth.

In Port Wakefield, a mix of low and medium density residential forms, including permanent and holiday accommodation, as an extension to the caravan park and overlooking the residential areas is to be encouraged. Development along the waterfront will be in keeping with the waterfront environment, with pedestrian access linking the waterfront, open space areas and the residential parts of the town and to facilitate public access associated with the waterfront's boating and recreation-based activities.

### **Hamley Bridge**

The zone in Hamley Bridge incorporates existing residential development and greenfield land to the south and west of Hamley Bridge; between the existing built up area and the Light and Gilbert Rivers.

The greenfield area is located on land that slopes towards the two rivers. Land division, including the design of roads and allotment configuration will be sensitive to the natural landform and incorporate stands of native vegetation into areas of public open space, while maximising views to these areas. Public access to the Gilbert and Light Rivers should be provided away from areas of conservation significance to minimise the spread of weed species. Water sensitive urban design principles and stormwater management will be incorporated in the design of land division and residential development to protect and enhance the biodiversity and water quality of the river systems.

It is essential that new development integrates with the established character of the town and that strong pedestrian linkages with the town centre are developed. New development will be progressively staged so that infrastructure can be efficiently and economically provided.

Upgrading of the intersections at Albert Street and Hamley Bridge Road and Hill Street and Hamley Bridge Road will be completed prior to the commencement of stage 2 of the development.

It is expected that new development will be connected to the Community Wastewater Management System.

Parts of the zone are located in proximity to road and rail corridors and agricultural land uses. Buffers to these potential sources of land use conflict will be provided within the boundaries of the zone.

## **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
  - primary and secondary schools
  - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
  - 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings with 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 needs of 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.

### Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Development should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/6 - Hamley Bridge Area](#).
- 8 Development should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/2 - Port Wakefield Bypass and Connections](#).
- 9 Development should facilitate the retention and orderly expansion of the Port Wakefield Golf Course in association with residential housing.
- 10 No development should occur on the land to the west of the existing built up area of Hamley Bridge, to the Light and Gilbert Rivers until a master plan for the land has been approved by the Council.
- 11 At Port Wakefield the minimum site and floor levels for all development (except for a carport, veranda or outbuilding associated with an existing dwelling) should be 3.50 metres and 3.75 metres Australian Height Datum respectively, and also ensure there are practical measures available to protect the development against a further sea level rise of 0.7 metres.
- 12 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 33 per cent of the allotment or building site frontage width, whichever is the lesser distance.
- 13 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	6 metres – single storey. 8 metres – two storey.
Minimum setback from secondary road frontage	1.5 metres – single storey. 4 metres – two storey.

Parameter	Value
Minimum setback from side boundaries	1.2 metres
Minimum setback from rear boundary	6 metres
Maximum site coverage	50 per cent
Maximum building height (from natural ground level)	8 metres
Minimum area of private open space	40 square metres plus 20 square metres per bedroom for a dwelling of more than one bedroom.
Minimum number of on site car parking spaces (one of which should be covered)	2

- 14 Sheds, garages, carports and similar outbuildings, whether free standing or not, should be designed within the following parameters:

Parameter	Value
Maximum floor area	72 square metres
Maximum building height (from natural ground level)	3.6 metres
Maximum wall height (from natural ground level)	3 metres
Minimum setback from side and rear boundaries	1 metre
Minimum setback from a public road or public open space area	No closer than the dwelling with which it is associated.

- 15 Where a dwelling is connected to a community wastewater management system, a dwelling should have a minimum site area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Site area (square metres)	Minimum frontage (metres)
Detached	600 minimum	15
Semi-detached	450 minimum	10
All other dwelling types	450 average	10

- 16 Where a dwelling is unable to be connected to a community wastewater management system, the dwelling should have an allotment area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Site area (square metres)	Minimum frontage (metres)
Detached	1200 minimum	20
Semi-detached	620 average	20
All other dwelling types	620 average	12

- 17 All dwellings should be connected to a rainwater tank of not less than 5000 litre capacity, connected to, and for use in the dwelling

### Land Division

- 18 Unless for the purpose of dividing an existing or approved dwelling development, land division should not create a vacant allotment with an area less than 600 square metres, or less than 1200 square metres where not connected to a community wastewater management system.
- 19 Land division and Residential development in Hamley Bridge should be connected to the community waste water management system.
- 20 Prior to the commencement of development on stage 2 of the land west of Hamley Bridge, as shown in [Concept Plan Map WakR/6](#), the intersection of Hamley Bridge Road, Barry Street and Albert Street should be upgraded to provide either a protected right hand turning lane into Barry Street or widening of the road at the intersection to permit through traffic when a vehicle is turning right into Barry Street from the Hamley Bridge Road.

### Affordable Housing

- 21 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 22 Affordable housing should be distributed throughout the zone area to avoid over-concentration of similar types of housing in a particular area.
- 23 Affordable housing should not be established where effluent is required to be disposed of on site.
- 24 Dwellings constituting affordable housing 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	Detached Dwelling	Semi-detached Dwelling	Group Dwelling	Residential flat building	Row Dwelling
Site area (square metres)	450 minimum	300 minimum	300 minimum	300 average	300 minimum
Minimum area of private open space for ground level dwellings (square metres)	20 square metres per bedroom	20 square metres per bedroom	20 square metres per bedroom	20 square metres per bedroom	20 square metres per bedroom
Minimum area of private open space in the form of a balcony for dwellings above ground level (square metres)	6	6	6	6	6
Minimum number of on site car parking spaces (one of which should be covered)	2	2	2	2	2

## 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 an advertisement and/or advertising hoarding satisfies all of the following: (a) the message contained thereon relates entirely to a lawful use of land (b) the advertisement is erected on the same allotment as the use it seeks to advertise.
Amusement machine centre	
Consulting rooms	Except where: (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.
Crematorium	
Dairy	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hotel	
Industry	
Intensive animal keeping	
Motor repair station	
Office	Except where: (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.
Petrol filling station	
Public service depot	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where: (a) the gross leasable area is less than 150 square metres (b) the site does not front an arterial road.

Form of Development	Exceptions
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 are designated:

Category 1	Category 2
Aged accommodation	Motel
Caravan park	
Group dwelling	
Residential flat building	
Row dwelling	

## Rural Living Zone

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

### OBJECTIVES

- 1 A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.
- 2 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone provides for low density residential living consisting of detached dwellings on large allotments and associated small-scale, non-intensive rural activities. To help achieve a desirable level of amenity, it is expected that the numbers of non-domestic animals, such as sheep, goats and poultry kept on an allotment will be limited to maintain appropriate pasture cover and nuisance to adjoining land owners.

Development will be set well back from boundaries and properties within the zone and will be well landscaped with locally indigenous plant species to promote privacy and to provide for the screening of buildings and structures from neighbouring properties and public roadways.

Development will be largely self sufficient in terms of water supply and effluent disposal. To maximize water re-use, development should be provided with on-site sewage treatment systems that allow re-use of water for irrigation.

#### Balaklava

The **Balaklava Horse Agistment Policy Area 4** will become the prime focus on horse industry-related development in association with the Balaklava Racecourse.

#### Port Wakefield

At Port Wakefield, the zone is bordered by the Wakefield River which should be progressively rehabilitated and re-vegetated as part of ongoing improvement programs. It is expected that public access to the river will be maintained as part of the development of the zone.

Development at Port Wakefield will facilitate the orderly realignment of the Balaklava to Port Wakefield Road intersection and the establishment of the possible National Highway One bypass. Both the Balaklava Road and National Highway One are important transportation routes in the region with both handling high volumes of heavy commercial traffic. Development in the zone, including the division of land, will therefore be designed to minimise noise intrusion from the movement of vehicles along these roads.

Direct property access from these roads or any other arterial road should not occur.

#### Owen

That part of the zone located to the south of Owen and is bound by Water Tank Road to the west, V. Hancocks Road to the north and the southern boundary of the zone contains a number of land locked parcels which constrain the future development of these allotments. No development should occur on these properties until legal road access is provided.

Land within the zone, north of the Pinery-Owen Road at Owen may be subject to inundation during heavy rainfall events as a result of an undefined watercourse that flows across the land. All development within this part of the zone will be designed and sited to minimise potential flooding risks.

## Hamley Bridge

At Hamley Bridge the zone is bordered by the Light River which will be progressively rehabilitated and re-vegetated as part of ongoing improvement programs. Land division in the zone will be limited until such time as legal access via common land in a community title is provided to South Street.

New development in the zone will be set well back from the Light River and located in areas free of flood hazard risk. Development should ensure that buffers to the rail corridor and agricultural uses are provided within the zone to mitigate land use conflict and impacts on sensitive land uses.

The keeping of non domestic animals will be limited by the need to maintain pasture cover and to minimise the potential for erosion or pollution of the Light River.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the zone:
  - detached dwelling
  - domestic outbuilding in association with a detached dwelling
  - domestic structure
  - dwelling addition
  - farming
  - farm building
  - stable.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 3 There should be no more than one dwelling per allotment.
- 4 The keeping of animals should be ancillary to and in association with the residential use of the land.
- 5 Except where located in **Balaklava Agistment Policy Area 4**, the keeping of horses should only be undertaken if the horses are accommodated within a stable or shelter with supplementary feeding to maintain pasture cover.

### Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Development at Port Wakefield should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/2 – Port Wakefield Bypass and Connections](#).
- 8 Development should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/6 – Hamley Bridge Area](#).
- 9 Development within the zone at Port Wakefield should facilitate the orderly realignment of the Balaklava to Port Wakefield Road intersection and possible National Highway One bypass.
- 10 The minimum site and floor levels for all development (except for a carport, veranda or outbuilding associated with an existing dwelling) not located within **Balaklava Agistment Policy Area 4** should be 3.50 metres and 3.75 metres Australian Height Datum respectively, and also ensure there are practical measures available to protect the development against a further sea level rise of 0.7 metres.
- 11 Development should be provided with on-site rainwater storage having a minimum capacity of 22 730 litres.

- 12 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	25 metres
Minimum setback from secondary road frontage	10 metres
Minimum setback from <b>Primary Production Zone</b> boundary	40 metres
Minimum setback from side boundaries	10 metres
Minimum setback from rear boundary	10 metres
Maximum site coverage	10 per cent
Maximum building height (from natural ground level)	One storey
Minimum number of on site car parking spaces (One of which should be covered)	2

- 13 Sheds, garages, carports and similar outbuildings, whether free standing or not, should be designed within the following parameters:

Parameter	Value
Maximum floor area (except sheds)	100 square metres
Maximum building height (from natural ground level)	3.5 metres
Maximum wall height (from natural ground level)	3 metres
Minimum setback from side and rear boundaries	10 metres
Minimum setback from a public road or public open space area	No closer than the dwelling with which it is associated

- 14 Sheds should comprise a maximum floor area of 300 square metres or 10 per cent of the allotment whichever is lesser.

### Land Division

- 15 Land division should comply with the following minimum site areas and dimensions:
- at Balaklava and Blyth, not less than 1 hectare
  - at Port Wakefield, not less than 2500 square metres
  - at Halbury or Owen, no further division, other than as required to provide access to existing land locked allotments
  - at Hamley Bridge, not less than 5000 square metres.
- 16 The depth of an allotment should not exceed three times its average width.



## Balaklava Agistment Policy Area 4

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

### OBJECTIVES

- 1 A policy area accommodating a range of horse-related activities, such as horse agistment, breeding, stabling and training, ancillary to residential development.
- 2 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

The policy area is intended to accommodate a range of land uses associated with the horse racing industry, including horse racing, training, horse sales, breeding, horse keeping, veterinary services and other related services, in association with residential development on large allotments.

This area is suitable for horse keeping and training uses being adjacent the Balaklava Racecourse and located in a semi-rural setting.

To ensure the policy area retains its attractive rural outlook, and to minimise impacts of odour, noise and other forms of pollution, vegetated buffer areas along property boundaries and public roads will be provided. Particular attention to the location and type of landscaping relative to the direction of prevailing winds is needed to minimise adverse impact on Balaklava township arising from horse-related activities.

The maintenance of an attractive environment, in keeping with the area's close proximity to the town, is a paramount consideration in developing the policy area. The number of horses kept on an allotment and the manner in which they are kept needs to be managed so as to avoid negative environmental effects on the locality from pollution, noise, light, dust, odour and the like.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 In addition to those uses listed in the zone, the following forms of development are envisaged in the policy area:
  - horse agistment, breeding and training
  - horse exercise yards
  - horse stables.
- 2 A horse industry related use should only be established in association with an existing or proposed dwelling on the same allotment.

#### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 4 Non-residential buildings and structures should be setback at least 30 metres from Racecourse Road.

#### Land Division

- 5 Land division should create allotments with a minimum area of 1 hectare and a minimum primary road frontage of 100 metres.

## 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	Advertisement and/or advertising hoarding where the development achieves at least one of (a) or (b): <ul style="list-style-type: none"> <li>(a) is adjacent to a road with a speed limit of less than 80 km/h</li> <li>(b) has an advertisement area of 2 square metres or less and achieves all of the following:               <ul style="list-style-type: none"> <li>(i) the message contained thereon relates entirely to a lawful use of land</li> <li>(ii) the advertisement is erected on the same allotment as the use it seeks to advertise</li> <li>(iii) the advertisement will not result in more than two advertisements on the allotment.</li> </ul> </li> </ul>
Amusement machine centre	
Crematorium	
Dairy	
Dwelling	Except where it achieves either (a) or (b): <ul style="list-style-type: none"> <li>(a) it is a detached dwelling</li> <li>(b) the allotment is located within the town of Owen and has legal access to a public road by way of Torrens or community title.</li> </ul>
Fuel depot	
General industry	
Hotel	
Intensive animal keeping	
Land division	Except where it achieves one of the following within: <ul style="list-style-type: none"> <li>(a) <b>Balaklava Horse Agistment Policy Area 4</b>, an allotment not less than 1 hectare.</li> <li>(b) Port Wakefield, an allotment not less than 2500 square metres.</li> <li>(c) Blyth, an allotment not less than 1 hectare.</li> <li>(d) Halbury or Owen, no further division, other than as required for access to existing land parcels that have no legal access</li> <li>(e) Hamley Bridge, an allotment of not less than 5000 square metres <b>and</b> all land within lots 205 in CT 5671/454 and 302 in CT 5800/271 has access via a common (Community Title) driveway to South Street of not less than 10 metres in width.</li> </ul>
Major public service depot	

Form of development	Exceptions
Motor repair station	
Petrol filling station	
Residential flat building	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 80 square metres.
Special industry	
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
	Horse keeping

## Settlement Zone

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

### OBJECTIVES

- 1 Small-scale services and facilities grouped together to meet the needs of the local community and the visiting public.
- 2 Low density residential development contained within the boundaries of the settlement.
- 3 Preservation of the native vegetation and unique flora within the Halbury Parklands.
- 4 Avoidance of incompatible land uses in the vicinity of the handling, storage and transportation facilities associated with the Brinkworth and Hoyleton silos.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The small rural settlements of Avon, Bowmans, Halbury, Hoyleton, Kybunga, Lochiel and Pinery fulfil a useful urban function in the district, although none have developed to a significant extent.

Opportunities should be available for the provision of additional residential development and service facilities to satisfy demand of the local community and the travelling public. It is desirable that such additional development is complementary to, and does not compete with, the services and prime urban function of other townships.

Facilities for the handling, storage and transportation of farm commodities in bulk are an essential component of the rural economy. The settlements of Brinkworth and Hoyleton contain essential infrastructure for the bulk handling and storage of farm commodities. These facilities are integral to the rural economy and should be protected from encroachment by incompatible development or activities likely to be affected by their continued operation.

The parklands surrounding Halbury contain remnant vegetation of national significance and therefore needs to be protected from inappropriate development and uncontrolled access.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - detached dwelling
  - domestic outbuilding in association with a detached dwelling
  - domestic structure
  - dwelling addition
  - local community facilities
  - local shops under 250 square metres in size
  - recreation area
  - small scale tourist development
  - supported accommodation.

- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 3 Business and commercial development should be limited in scale and function to support the local needs of the settlement and travellers using the main road.
- 4 Industry uses should be restricted to light and service industry activities that provide small-scale facilities to the community or are agriculturally based industries that process local produce.

### Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Local service facilities should be grouped together in proximity to existing facilities.
- 7 Detached dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	6 metres - single storey 8 metres - two storey
Minimum setback from secondary road frontage	1.5 metres - single storey 2.5 metres - two storey
Minimum setback from side boundaries	1.2 metres
Minimum setback from rear boundary	6 metres
Maximum site coverage	40 per cent
Maximum building height (from natural ground level)	6 metres
Minimum area of private open space	40 square metres, plus an additional 20 square metres per bedroom for any dwelling of more than one bedroom.
Minimum number of on site car parking spaces (One of which should be covered)	2

- 8 Sheds, garages, carports and similar outbuildings, whether free standing or not, should be designed within the following parameters:

Parameter	Value
Maximum floor area	72 square metres
Maximum building height	3.6 metres
Maximum wall height (from natural ground level)	3 metres
Minimum setback from side and rear boundaries	1 metre
Minimum setback from a public road or public open space area	No closer than the dwelling with which it is associated.

- 9 A dwelling should have a minimum site area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Site area (square metres)	Minimum frontage (metres)
Detached	1200 minimum	20
Semi-detached	620 minimum	12
All other dwelling types	620 average	12

- 10 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

### Land Division

- 11 Allotments should vary in size and be suitable to facilitate a use of land consistent with the objectives for the zone and, unless for the purpose of dividing an existing dwelling development, should have an:
- area of not less than 1200 square metres
  - average width of at least 20 metres.

## 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
Crematorium	
Dairy	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Intensive animal keeping	
Residential flat building	
Road transport terminal	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres.
Special industry	
Stock sales yard	

Form of Development	Exceptions
Stock slaughter works	
Store	
Waste reception, storage, treatment or disposal	Except where it is in the form of a recycling collection depot.
Wrecking yard	

### **Public Notification**

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

## Tourist Accommodation Zone

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

### OBJECTIVES

- 1 A zone accommodating a range of tourist related accommodation and recreational facilities.
- 2 Development designed, constructed and sited to complement the natural features of the adjoining coastal and rural environment.
- 3 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The **Tourist Accommodation Zone** at Port Wakefield is centred around the caravan park and wharf area adjacent to Wakefield River. Its relationship with the river provides an attractive location for tourist accommodation and passive recreational activities.

The caravan park is identified as a key asset within the township and opportunities for its expansion should be explored.

Development within the zone should maintain public access to the foreshore, playground area, swimming lake and wharf. The foreshore area and swimming lake in particular should be developed and enhanced as an attractive, well landscaped area for passive recreational activities.

Part of the zone, adjacent to the wharf area, is occupied by numerous small shack homes, many of which are now permanently occupied. It is envisaged that this area will be progressively redeveloped with a tourist accommodation focus.

Development within lower lying areas of the zone, adjacent to the Wakefield River, should have regard to the potential for inundation from sea level rise.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - caravan park
  - recreation activities
  - tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.

#### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Buildings, including the alteration or replacement of existing buildings, should have the following characteristics:
  - (a) exhibit a simple form and design, and embrace low pitched roof treatments



- (b) make use of natural materials which have low light reflective qualities with finishes having muted, natural colours which blend with the natural setting of the site
  - (c) incorporate veranda and pergola treatments so as to reduce the impact of vertical external walls
  - (d) provide for landscape buffers where adjoining residential and natural areas
  - (e) have a maximum height of 8.5 metres AHD.
- 5 Strong thematic landscaping with locally indigenous plant species should be instituted on individual sites to improve the landscape, provide shade and shelter, create interest and define different activity areas.
  - 6 All car parking areas should be shaded and screened with vegetation to improve the amenity of the zone.
  - 7 Advertisements should be small in scale, unobtrusive and discrete in terms of siting, colours, design and illumination.
  - 8 The minimum site and floor levels for all development (except for an ancillary carport, veranda or outbuilding) should be 3.50 metres and 3.75 metres Australian Height Datum respectively, and also ensure there are practical measures available to protect the development against a further sea level rise of 0.7 metres.

### Land Division

- 9 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.

## 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	
Crematorium	
Dwelling	Except for the alteration or replacement of an existing freehold dwelling.
Fuel depot	
Hospital	
Industry	
Intensive animal keeping	
Motor repair station	
Nursing home	

Form of Development	Exceptions
Petrol filling station	
Place of worship	
Public service depot	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 100 square metres.
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*.

## Town Centre Zone

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

### OBJECTIVES

- 1 A centre accommodating a wide range of retail, office, administrative, community, cultural and entertainment facilities appropriate to the needs of the community.
- 2 Conservation and upgrading of buildings of historic character.
- 3 Retention of the historic character, integrated streetscape character, street layout and public spaces located at Hamley Bridge.
- 4 Rationalisation of vehicular access, car parking and major pedestrian movement paths to provide a safer, more efficient and more attractive environment.
- 5 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The zone provides a focus for the main retail, cultural and administrative centres in the district, namely those at Balaklava, Hamley Bridge and Port Wakefield.

The Balaklava town centre is the main centre within the district and, although important metropolitan and regional centres such as Gawler, Clare and Kadina are accessible, the role of this centre will continue to provide a key district function. It reflects the main focal point for the business and commercial activities in the district. The current land uses and built-form reflects the strength of the town; future development should generate a cohesion between the existing features to create an attractive centre as it continues to develop.

The Balaklava town centre is concentrated on the area contained within Gwy Terrace, Railway Terrace, Howe, Wallace, Humphrey and Scotland Streets, and Edith Terrace. Rationalisation of development using inefficient and undersized properties should occur, together with the amalgamation of land, establishment of supplementary off-street car parking, improved pedestrian linkages, defined roadworks and upgraded streetscapes. Development of land south of George Street, within proximity to Scotland Street, Wallace Street or south of Edith Terrace, should not prejudice the eventual establishment of a major car park to serve the Balaklava town centre.

Large paved areas and poor road junctions have impaired the character of the centre so the creation and maintenance of a high-level of amenity can be helped through the implementation of suitable landscaping and the treatment of pedestrian footpaths and walkways with block paving where appropriate.

Improved road definition/junction details, additional streetscaping and co-ordinated parking will enhance its attractiveness. Further residential growth within Balaklava and the district is needed to underpin the viability of the Balaklava town centre. A positive programme is needed to ensure residents of the district shop locally to maintain and enhance the centre's viability.

The zone also embraces the **Historic Conservation Area** at Hamley Bridge, a locality where the historic character, as expressed by the established streetscape and built-forms, reflects many original elements of its development. Hamley Bridge is a dormitory town that also has potential as a tourism focus for the district. The town reflects many original elements of its development, having been an important centre for agricultural production in the region but has not suffered development pressures. As such, its centre has been substantially preserved and enjoys a high visual quality reflecting significant heritage streetscapes.

It is therefore important that these attributes are conserved and that new development and restoration work enhances the integrity of buildings, structures and trees within this policy area to create a unique historic village character that is likely to be sought out by tourist and special interest groups. Such buildings and their uses are essential to the character of Hamley Bridge. The retention and maintenance of existing buildings and historic sites is of importance to ensure that the charm and attraction of the policy area is not threatened. Nor should the introduction of new uses detract from the essential features of the streetscape character. The historic character of the policy area is largely derived from the development pattern, street layout, public spaces and style of streetscapes which retain much of the original construction form, including slate gutters and road pavements, and buildings. These aspects should be retained and restored. Likewise, new buildings or re-development of existing buildings should, wherever practicable, incorporate verandas supported on timber posts.

Opportunity exists to exploit the tourism potential of the historic character of the township, especially the Hamley Bridge Railway Station. Whilst some restoration and repainting is needed, Hamley Bridge has significant potential when linked with the historic railway station and the Light River.

A balance is needed between further new development and the need to preserve the historic elements of the policy area. This can be achieved if further development respects the cultural and streetscape significance by the careful choice of materials, scale and positioning of buildings, and restrained signage.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the zone:
  - bulky goods outlet
  - café
  - consulting room
  - cultural centre
  - entertainment facility
  - fitness studio
  - hotel
  - meeting room
  - motor repair station **but not in the Historic Conservation Area**
  - office
  - petrol filling station
  - restaurant
  - service trade premises
  - shop
  - tourist facility.
- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 3 A dwelling should be established only where it is associated with and ancillary to an existing, or part of a proposed use envisaged for the zone.

### Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development of land at Balaklava south of George Street, within proximity to Scotland Street, Wallace Street or south of Edith Terrace, should not prejudice the eventual establishment of a major car park to serve the Balaklava town centre.
- 6 Buildings and structures should be designed and constructed in sympathy with adjoining buildings so as to complement and enhance the existing character and appearance of the streetscape. Particular regard should be taken of the scale of buildings and roof heights, orientation to the street, set-backs, façade treatment, profile, verandas, construction materials and colours.

- 7 Land uses and the design and appearance of new buildings and alterations to existing buildings in the **Historic Conservation Area** should respect the present composition and small-scale historic character of the town centre in terms of scale, siting and built-form (including materials and colours). New buildings or re-development of existing buildings should, wherever practicable, incorporate verandas supported on timber posts.
- 8 The height of buildings in the **Historic Conservation Area** should not exceed 7 metres above natural ground level.
- 9 The minimum site and floor levels for all development (except for an ancillary carport, veranda or outbuilding) in the **Historic Conservation Area** and **Port Wakefield Policy Area 5** should be 3.50 metres and 3.75 metres Australian Height Datum respectively, and also ensure there are practical measures available to protect the development against a further sea level rise of 0.7 metres.

## Port Wakefield Policy Area 5

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

### OBJECTIVES

- 1 A policy area that supports the role of Port Wakefield as a highway service centre and accommodates local retailing activities.
- 2 Development that contributes to the desired character of the policy area.

### DESIRED CHARACTER

This policy area is part of the **Town Centre Zone** and provides a focus for a wide range of retail, office, administrative, community, cultural and entertainment facilities appropriate to the needs of the township, the surrounding region and the role of Port Wakefield as a key service centre for National Highway One. It is envisaged that the development of the policy area will occur in an orderly, economic and co-ordinated manner and have regard to its relationship with the adjoining **Residential Zone** and to its location adjacent a major highway.

The primary function of the area will be to accommodate every day retailing activities including a supermarket and retailing that supports the role of Port Wakefield as a highway service centre. Service trade premises and bulky goods outlets will be allowed provided such development is of a scale that offers only a limited capacity in order to ensure that it does not dominate the primary function of the policy area or occupy valuable land required for every day retailing activities.

Development needs to ensure that a high quality of presentation to both the adjacent highway and residential area, through well articulated building design, site layout and landscaping, is achieved. Service areas adjacent to the **Residential Zone** are discouraged.

Signage should be minimised along the highway as should the number of individual vehicle access points.

Shared access and parking arrangements are highly desirable.

Building design has to incorporate structural elements that provide shelter for pedestrians. Pedestrian movement between the policy area and the adjoining residential area should be encouraged.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 In addition to those uses listed in the zone, the following forms of development are envisaged in the policy area:
  - licensed premises.

#### Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/3 - Port Wakefield Town Centre Zone](#).
- 4 Not more than two free standing advertising signs should be established along the National Highway One frontage of the policy area.

- 5 Free standing advertising signs should be located in close proximity to major entry points and limited in height to no more than 10 metres.
- 6 Advertising on buildings should cover no more than 15 per cent of the area of a single wall face.

## 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 a dwelling that is: (a) ancillary to and in association with a non-residential development (b) located on the same allotment.
Farming	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Intensive animal keeping	
Light industry	Except where it is located within <b>Port Wakefield Policy Area 5</b> .
Major public service depot	
Motor repair station	Except where outside of the Historic Conservation Area.
Road transport terminal	
Special industry	
Stock sales yard	
Stock slaughter works	
Warehouse where it is located within the <b>Historic Conservation Area</b> .	
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
Bulky goods outlet	
Café	
Consulting room	
Cultural centre	
Entertainment facility	
Fitness studio	
Hotel	
Meeting room	
Motor repair station but not in the Historic Conservation Area	
Office	
Petrol filling station	
Restaurant	
Service trade premises	
Shop	
Tourist facility	

## Township Zone

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

### OBJECTIVES

- 1 Services and facilities grouped together to meet the needs of the local community and the visiting public.
- 2 Increased mix in the range of dwellings available to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Conservation and enhancement of the scale, main road streetscape and scenic rural setting of the township.
- 4 Development that contributes to the desired character of the zone.

### DESIRED CHARACTER

The townships of Blyth, Brinkworth, Lochiel, Owen and Snowtown fulfil an intermediate role between Balaklava, the major town in the district, and the smaller settlements. Importantly, they provide a minor service function and complement those services provided in the towns of Balaklava and Port Wakefield.

All the townships have a quiet dormitory character which has developed with a mix of land uses, notably a range of local services for the resident population and the surrounding rural area, that successfully co-exist. The traditional use of the parklands as an open space frame to many of the townships should continue.

Development should primarily focus on the provision of day-to-day facilities and services to the town population and surrounding rural area. As no significant growth is expected, development opportunities within the towns are limited. The further consolidated of residential development through infilling and the use of existing vacant allotments is expected to continue. Limited development of local service facilities is appropriate where the location and operation of these activities will not have an adverse impact.

Development which is likely to improve the living environment and the service function of the townships is encouraged provided such activities are small-scale and will not create an adverse impact. The pleasant, compact and convenient living environment that each town exhibits is a paramount consideration.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - community facilities
  - domestic outbuilding in association with a dwelling
  - domestic structure
  - dwelling
  - dwelling addition
  - educational establishment
  - open space
  - recreation area
  - shops where the gross leasable area is less than 250 square metres
  - small-scale commercial development
  - small scale light and service industry development
  - small-scale tourist development
  - supported accommodation.

- 2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.
- 3 Residential development should be mainly in the form of low-density detached dwellings, with a limited range of increased density development.
- 4 Business and commercial development should be of a scale and function consistent with the role of the township as a local service centre supplying a range of goods and services to the local community, the surrounding district and visitors to the area.
- 5 Industry uses should be restricted to light and service industry activities that provide small-scale facilities to the community or are agriculturally based industries that process local produce.

### Form and Character

- 6 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 7 Development at Blyth should be carried out in accordance with the concepts shown on [Concept Plan Map WakR/5 - Blyth Township](#).
- 8 Buildings used for industrial purposes should not occupy more than 50 per cent of the area of the allotment on which they are situated and be sited at least 5 metres from the side and rear boundaries of the allotment.
- 9 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.
- 10 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage	6 metres - single storey 8 metres - two storey
Minimum setback from secondary road frontage	1.5 metres - single storey 2.5 metres - two storey
Minimum setback from side boundaries	1.2 metres
Minimum setback from rear boundary	6 metres
Maximum site coverage	40 per cent
Maximum building height (from natural ground level)	6 metres
Minimum area of private open space	40 square metres plus 20 square metres for each bedroom in a dwelling of more than one bedroom.
Minimum number of on site car parking spaces (One of which should be covered)	2

- 11 Development of a business, commercial or industrial nature should be consolidated with existing facilities to establish identifiable service centres.

- 12 Sheds, garages, carports and similar outbuildings, whether free standing or not, should be designed within the following parameters:

Parameter	Value
Maximum floor area	72 square metres
Maximum building height (from natural ground level)	3.6 metres
Maximum wall height (from natural ground level)	3 metres
Minimum setback from side and rear boundaries	1 metre
Minimum setback from a public road or public open space area	No closer than the dwelling with which it is associated

- 13 Where a dwelling is connected to a community wastewater management system, the dwelling should have an allotment area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Site area (square metres)	Minimum frontage (metres)
Detached	600 minimum	15
Semi-detached	450 minimum	10
All other dwelling types	450 average	10

- 14 Where a dwelling is unable to be connected to a community wastewater management system, the dwelling should have an allotment area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Minimum site area (square metres)	Minimum frontage (metres)
Detached	1200 minimum	20
Semi-detached	600 minimum	12
All other dwelling types	600 average	12

## Land Division

- 15 Allotments should vary in size and be suitable to facilitate a use of land consistent with the objectives for the zone and, unless for the purpose of dividing an existing dwelling development, should have:
- an area of not less than 600 square metres or 1200 square metres where not connected to a community wastewater management system
  - an average width of at least 15 metres or 20 metres where not connected to a community wastewater management system.

## 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
Crematorium	
Dairy	
Farm building	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Intensive animal keeping	
Road transport terminal	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres
Special industry	
Stock sales yard	
Stock slaughter works	
Store	
Waste reception, storage, treatment or disposal	Except where it is in the form of a recycling collection depot.
Wrecking yard	

### Public Notification

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

Further, the following forms of development are designated:

Category 1	Category 2
Aged accommodation	Light industry
Dwelling	Service industry
Nursing home	Shop or group of shops



# **Table Section**





## Table WakR/1 - Building Setbacks from Road Boundaries

Road boundary	Setback distance from road boundary (metres)
Within townships and settlements (except for the <b>Industry Zone, Light Industry Zone and Town Centre Zone</b> )	20 metres - Gwy Terrace and Adelaide Road in Balaklava 6 metres - all other roads (or 8 metres for two storey buildings) 1.5 metres - for the minor road boundary in the case of a corner allotment (or 2.5 metres for two storey buildings)
Within the <b>Industry Zone and Light Industry Zone</b> (excluding <b>Bowmans Policy Area 1</b> )	50 metres - Balaklava to Owen main road 20 metres - Gwy Terrace and Adelaide Road 8 metres - all other roads
Within the <b>Industry Zones - Bowmans Policy Area 1</b>	50 metres - for buildings having a height of 10 metres or more 40 metres - for buildings having a height between 4 and 10 metres 30 metres - buildings less than 4 metres in height and all other development
Within the <b>Town Centre Zone</b> :	
- excluding <b>Port Wakefield Policy Area 5</b>	Nil
- <b>Port Wakefield Policy Area 5</b>	At least the height of the building
Within the Recreation Zone	30 metres
National Highway One	50 metres
Outside townships and settlements	25 metres - for buildings having a maximum height of up to 10 metres 25 metres plus 5 metres for every additional metre - for buildings in excess of 10 metres in height

## Table WakR/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
Aged persons' home	1 per 10 residents plus 1 per 2 staff plus 1 per 5 residents (for visitors)
Bank	1 per 15 square metres of gross leasable area
Boarding or guest house Hostel Hospital Nursing home	1 per 2 beds
Bowling club	20 per bowling green
Community centre Clubrooms Gymnasium Hall Bowling alley Amusement centre	1 per 10 square metres of gross leasable area
Consulting room	4 for the first surgery plus 2 for each additional surgery
Dwelling	2 per dwelling one of which is to be covered
Funeral parlour	1 per 5 chapel seats plus provision for vehicles operated by the parlour
General, light, service or special industry Service trade premises Motor repair station	1 per 75 square metres of gross leasable area or 1 per 2 employees (whichever provides the greater number of spaces)
Hotel	1 per 2 square metres of bar floor area plus 1 per 10 square metres of lounge bar or beer garden floor area; or 1 per 3 guest rooms (whichever provides the greater number of spaces)
Marina	1 per 2 berths
Motel	1 per accommodation unit plus 1 per 10 square metres of gross leasable area of restaurant where provided
Office	1 per 25 square metres of gross leasable area with a minimum of 4 car parking spaces
Place of worship Public meeting hall	1 per 5 seats
Restaurant	1 per 10 square metres of gross leasable area
Service station	10 spaces per station for customer and employee use
Shop (excluding restaurant)	1 per 15 square metres of gross leasable floor area
Store Warehouse	1 per 75 square metres of gross leasable area or 1 per 3 employees (whichever provides the greater number of spaces)
Squash or tennis courts	3 per court
Theatre	1 per 5 seats

## Table WakR/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
Off Balaklava to Auburn Road BALAKLAVA	Dunn's Bridge over the River Wakefield [Bowstring Truss]	S2085 S2092	D36476 D36476	N/A N/A	a	12936
Balaklava-Adelaide Road, near BALAKLAVA	Fry's Clump	S153	H140300	CT 5398/830		12937
9 Edith Terrace BALAKLAVA	Royal (previously Balaklava) Hotel	A8	F101747	CT 5113/124		12943
20 Edith Terrace BALAKLAVA	ANZ Bank (former Bank of Adelaide Balaklava Branch)	A3	F122524	CT 5215/134		12946
2 George Street BALAKLAVA	Dwelling ('The Matchbox House')	A447	F175767	CT 5814/850		12940
11 Howes Street BALAKLAVA	Balco Australia (sometime Westpac Bank, former Commercial Bank of Australia Balaklava Branch)	A535	F175855	CT 5462/129		12944
Main Intersection BALAKLAVA	Silent Cop, Balaklava			N/A	b f	12945
May Terrace BALAKLAVA	Museum (former Lutheran Hall, former Balaklava Church of Christ)	A103	F216255	CT 5805/757		12948
Port Wakefield-Auburn Road, near BALAKLAVA	Devil's Garden (portion of the former Gulf Road)	S636	H230800	CT 5674/364		12938
4 Railway Terrace BALAKLAVA	Terminus Hotel	A2	F137737	CT 5251/738		12941
Railway Terrace BALAKLAVA	Balaklava Railway Station Complex, including goods shed, passenger station, turntable, silos and crane	Q10 A9	D61872 D61872	CT 5948/589 CT 5957/817		12942
8 Wallace Street BALAKLAVA	Balaklava Town Hall (former Balaklava and Dalkey Institute)	A106	D38946	CT 5185/493		12947
Werocata Road, near BALAKLAVA	'Werocata' Homestead, Water Tower and Woolshed	A3	D24642	CT 5780/894	a g	14625

Wakefield Regional Council  
Table Section  
WakR/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
33-35 Moore Street BLYTH	Dwelling	A77&78	D431	CT 5098/233		14412
15-17 Gilbert Street HAMLEY BRIDGE	Dwelling - Attached Houses	A300	D78155	CT 6013/414		12996
Gilbert Street HAMLEY BRIDGE	Hamley Bridge Institute and Soldiers' Memorial	A225	F174692	CT 5543/915	f	12997
Hamley Bridge Road HAMLEY BRIDGE	Bridge over the River Light [Metal Truss]			N/A N/A		10058
Railway Terrace HAMLEY BRIDGE	Former Hamley Bridge Railway Station, including main station building, two water tanks, underground tank, station-master's house, signal cabin, two platforms, platform shelters and crane	A9 A10 A55,56 & 57 A54	D43603 D43603 D61794 D61794	CT 5305/108 CT 5305/109 CT 5949/749 CT 5952/913		13000
Salter Springs Road HAMLEY BRIDGE	'Monta Flora' Homestead and Cottage	S43	H140100	CT 5885/591	a b	12991
HAMLEY BRIDGE	Durbin's (former HJ Charlton's, former JT Quinn's) Brickyard (Ruin)	A150 A151	D59653 D59563	CT 5878/934 CT 5878/935		12998
Charles Terrace HOYLETON VIA CLARE	Hoyleton Railway (former Tramway) Goods Shed	A96	F163636	CT 5305/60		12692
Sichem Road, near OWEN	Sichem Cemetery	A391	F175711	CT 5811/998		14623
Burra Street PORT WAKEFIELD	Former Council Offices & Port Wakefield Institute	A155	T140602	CT 5840/621	a b f	14654
2 West Street PORT WAKEFIELD	Museum (former Port Wakefield Police Station/Courthouse)	A152	T140602	CR 5759/805		10109
Highway One, near SNOWTOWN	Uplands Homestead Complex	S13	H210200	CT 5530/816		13008

Note: this table was last updated on 5 August 2011 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.

## Table WakR/4 - Local Heritage Places

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
1 Baker Street BALAKLAVA	Balaklava Church of Christ; Church and stone hall excluding later additions.	A27	T140201	CT 5820/123	a c	25957
6 Edith Terrace BALAKLAVA	Former Cells and Courthouse; Masonry structure only	A72	T140201	CT 5434/37	a	25951
Fisher Street BALAKLAVA	Balaklava Uniting Church; Church, hall behind, memorial garden, brick pillar fence surrounding site. Exclude concrete block parts of fence, recent additions between church and hall	A4 A10	F1066284 F110172	CT 5176/604 CT 5204/808	a c e f	25958
19 Humphrey Street BALAKLAVA	Residence; Main residence including integral veranda and brick fence abutting footpath	A26	F175867	CT 5604/927	d	25956
30 Humphrey Street BALAKLAVA	Residence; Stone building. Exclude later besser block additions to rear.	A39	T140201	CT 5472/400	d	25959
May Terrace BALAKLAVA	St Andrews Catholic Church; Church building	A64	T140201	CT 5358/391	a c	25960
1 May Terrace BALAKLAVA	Former Teachers Residence; Masonry section of residence and wrap around veranda	A61	T140201	CT 5391/675	c	25962
Scotland Street BALAKLAVA	Balaklava Anglican Christ Church; Masonry church buildings	A22	T140201	CT 5789/656	a c	25952
23 Scotland Street BALAKLAVA	Former St Josephs Convent School; Hall of limestone construction - exclude lean-tos either side	A430	F175750	CT 5662/187	c	25961
10 Wallace Street BALAKLAVA	Balaklava Post Office; Masonry building including entry porch	A102	D19759	CT 5312/77	a c	25955
29 Wallace Street BALAKLAVA	Bank SA (Former Savings Bank of SA); Bank and attached residence. Exclude lean-to structure	A465	F175785	CT 5612/522	a	25954
31 Wallace Street BALAKLAVA	Former Butcher Shop and Residence; Shop and masonry part of attached residence	A455 A456	F175775 F175776	CT 5534/968 CT 5761/8	a	25953
51 Wallace Street BALAKLAVA	Balaklava Primary School; Main building (limestone) and verandas only. Exclude later additions (rendered) facing school ground	A95	F215683	CT 5819/419	c	25963

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Table Section  
WakR/4 - Local Heritage Places

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
Werocata Road BALAKLAVA	Balaklava Showground / Building; Whole of masonry building	A1	D39738	CR 5228/920	a b c	25950
Werocata Road BALAKLAVA	Balaklava Showground / Pavilion; Grandstand structure	A1	D39738	CR 5228/920	a b c	25949
BALAKLAVA	Former Erith Church and School; Whole of masonry building	Sec30C	H140200	CT 5487/970	a c	25965
BALAKLAVA	Balaklava Cemetery; Late 19 <sup>th</sup> C to mid 20 <sup>th</sup> C headstones	S117 S175	H140200 H140200	CR 5759/781 CT 5877/122	a	25964
2 August Street BLYTH	Blyth Primary School; Stone building. Exclude later besser block additions to rear.	A161	D447	CT 5395/905	c	25976
11 Burney Street BLYTH	Church of St Margaret (Former Church of England Mission Hall); Whole building	A156	D447	CT 5818/938	a c	25977
Guilford Street BLYTH	Blyth Railway Station Complex; Corrugated galvanised iron goods shed, railway station building, and large corrugated galvanised iron grain store shed	A2 (part) A50 (part)	D36817 D45459	CT 5159/107 CT 5354/209	a	25970
15 Guilford Street BLYTH	Blyth Post Office and Residence; Brick building, front veranda	A2	D12548	CT 5114/494	a c	25975
19-21 Guilford Street BLYTH	Residence, Former Lloyd Coffee House; Masonry building , wrap-around veranda	A145	D447	CT 5603/685	a c	25974
5 Harley Street BLYTH	ANZ Bank (Former Bank of Adelaide); Bank building, adjacent residence and surrounding veranda	A22	D431	CT 5418/717	a	25969
10 Harley Street BLYTH	Blyth Institute; Masonry building hall. Exclude lightweight lean-to to the rear of building. Exclude toilet block at rear.	A110	D431	CT 5841/783	a b c	25968
18 Harley Street BLYTH	Shop (Jarvis) Former Bank; Shop/residence building, shop front openings and front veranda	A762	F190514	CT 5818/266	a	25967
20 Harley Street BLYTH	Blyth Hotel; Two storey hotel and veranda/balcony. Single storey 'travellers rooms' building adjacent.	A141 A142	D447 D447	CT 5260/418 CT 5260/418	a c	25966
7 Moore Street BLYTH	Former Uniting Church; Masonry church buildings. Exclude fibrous cement transportable in rear yard	A123	D431	CT 5580/736	a c	25978

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
15 Moore Street BLYTH	Blyth Cinema (Former Masonic Hall); Masonry building	A116 A117	D431 D431	CT 5430/955	a b c	25971
16 Moore Street BLYTH	Former St Petri Lutheran Church; Stone church building and tower	A48	D431	CT 5432/339	a c f	25972
South Terrace BLYTH	Blyth War Memorial; Stone obelisk	S495	H230300	CT 5759/824	e f	25973
BLYTH	Blyth Cemetery; Cemetery headstones and reserve	A501	D29447	CT 5095/763	a	25837
1 Junction Street BRINKWORTH	Brinkworth Post Masters Residence; Masonry building	A36	D1519	CT 5480/359	a	25850
1 Junction Street BRINKWORTH	Second Brinkworth Post Office; Masonry building	A36	D1519	CT 5480/359	a c	25849
Main Street BRINKWORTH	Brinkworth Railway Station Complex; Corrugated galvanized sheet metal clad goods shed with platform both sides; steel cargo crane; steel water tower, signage and stand; railway turntable and water standpipe.	A32	D77195	CT 6028/47	a	25853
35 Main Street BRINKWORTH	Former ANZ Bank / Bank of Adelaide; Bank chamber and attached residence	A10	D1519	CT 5701/957	a	25851
41 Main Street BRINKWORTH	Brinkworth General Store; Masonry building, veranda over footpath	A7	D1519	CT 5382/822	a	25848
51 Main Street BRINKWORTH	Former SS Sergeant & Son Office; Masonry building	A100	D36208	CT 5121/196	a	25847
59 Main Street BRINKWORTH	Brinkworth Police Station; Station building veranda, and separate masonry cells and stable/store rooms	A41 (part)	D1704	CT 5807/485	a	25846
61 Main Street BRINKWORTH	Former ES&A Bank and Residence; Residence, bank chamber, wrap around veranda	A842	F190594	CT 5473/52	a	25845
63 Main Street BRINKWORTH	Former Post Office; Whole of building, veranda over footpath and veranda to residence.	A841	F190593	CT 5664/577	a c	25844
74-78 Main Street BRINKWORTH	Junction Hotel; Hotel, adjacent 'sample' rooms building, footpath veranda	A101	D52167	CT 5696/87	a c	25843
80 Main Street BRINKWORTH	Brinkworth Soldiers Memorial Hall; Front section only	A7 A5 A6	D1506 D1506 D1506	CT 5702/45 CT 5787/798 CT 5787/799	a b c	25842

**Wakefield Regional Council**  
**Table Section**  
**WakR/4 - Local Heritage Places**

<b>Property Address</b>	<b>Description and/or Extent of Listed Place</b>	<b>Lot No. or Part Sec</b>	<b>Plan No.</b>	<b>Certificate of Title</b>	<b>Section 23(4) Criteria</b>	<b>Heritage NR</b>
86 Main Street BRINKWORTH	Residence, Former Shop / Cool Room; Limestone structure. Exclude later lean-to additions.	A11	D1506	CT 5884/325	a	25841
100 Main Street BRINKWORTH	Brinkworth Uniting Church; Church and attached Sunday school buildings	A23 A22	D1566 D1506	CT 5201/204 CT 5201/208	a c	25840
131 Main Street BRINKWORTH	St John's Lutheran Church; Church building	A2	F15546	CT 5485/62	a c	25839
133 Main Street BRINKWORTH	Former Brinkworth Catholic Church; Church, including stained glass windows	A1	F15546	CT 5475/914	a c d	25838
Oval Avenue BRINKWORTH	Oval Pavilion; Whole of grandstand, including seating shelter and lean-to behind	A886	F190638	CT 5799/271	a	25856
83 Oval Avenue BRINKWORTH	Railway Cottage	A103	D27955	CT 5081/531	a	25854
98 Oval Avenue BRINKWORTH	Railway Cottage	A102	D27955	CT 5081/530	a	25855
4 South Street BRINKWORTH	Brinkworth Anglican Church; Church building	A850	F190602	CT 5620/289	a c d	25852
BRINKWORTH	Condowie Lutheran Cemetery; Headstones and cemetery reserve	A815	F190567	CT 5712/110	a	25858
HALBURY	Hoyleton Cemetery; Gravestones and cemetery reserve	A293	F175613	CT 5818/271	a	25880
12 Albert Street HAMLEY BRIDGE	St Mary's Roman Catholic Church (Our Lady of the Nativity); Church building	A46 A47	D1714 D1714	CT 5358/129	a c	25859
Florence Street HAMLEY BRIDGE	Hamley Bridge School; Masonry school building, masonry lean-to to front and front verandas	A1	D710	CT 5067/414	c	25870
18 Gilbert Street HAMLEY BRIDGE	Uniting (Former Congregational) Church; stone church and stone additions to rear	A7	D270	CT 5207/537	a c	25861
21 Gilbert Street HAMLEY BRIDGE	Hamley Bridge Bungalow; Residence	A230	F174697	CT 5856/332	d	25863
24 Gilbert Street HAMLEY BRIDGE	Hamley Bridge U.A.O.D Hall; Hall	A4	D270	CT 5185/981	a b c	25864
26 Gilbert Street HAMLEY BRIDGE	Former Methodist Church; Church building and masonry additions to rear	A3	D270	CT 5467/2	a c	25865
3 Light Street HAMLEY BRIDGE	General Store; Pair of masonry shops and veranda over footpath	A267	F174734	CT 5734/293	a	25871



Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
17 Light Street HAMLEY BRIDGE	Hamley Bridge Hotel; Two storey masonry building. Exclude sheds to rear from listing, main hotel only	A261	F174728	CT 5387/788	c	25866
14 Makin Street HAMLEY BRIDGE	Former Hamley Bridge Masonic Hall; Stone hall, excluding concrete block additions.	A209	F174676	CT 5439/916	a b c	25872
31 Makin Street HAMLEY BRIDGE	St Thomas Church of England; Church	A278	F174745	CT 5830/27	a c	25868
55 Makin Street HAMLEY BRIDGE	House, Former Finey Residence; Residence, front veranda, entry steps and sides walls	A9 A8 A7 A10	D710 D710 D710 D710	CT 5466/618 CT 5466/619 CT 5466/620 CT 5467/227	d e	25873
6 Railway Terrace HAMLEY BRIDGE	Hamley Bridge Police Station; Stone building, front veranda, stone cells/garage/store to rear. Exclude side lean-to addition and brick lean-to additions to rear of police station	A97	D21661	CT 5967/23	a	25867
Stockport Road HAMLEY BRIDGE	Showground Pavilion; Whole of pavilion	A302	F174203	CT 5782/562	a	25874
19 Stockport Road HAMLEY BRIDGE	Hamley Bridge Villa; Residence, front veranda	A5	D1676	CT 5820/121	d	25862
HAMLEY BRIDGE	Hamley Bridge Cemetary; Headstones and cemetery reserve	A91	F174489	CT 5827/282	a	25875
HAMLEY BRIDGE	Railway Bridge (over Light River)	A201	F217082	CT 5689/466	a	25876
HAMLEY BRIDGE	Railway Bridge (over Gilbert River); Piers, buttresses, steel carriageway	Pc 323 A327	F217076 F217077	CT 5670/967 CT 5670/967	a	25877
HART	Hart Weighbridge; Shed, weighbridge and weights, "Hart" sign	A105	F215955	CT 5803/24	a	25878
Terminus Street HOYLETON	Hoyleton hotel; Hotel building and wrap-around veranda	A8	F100827	CT 5101/247	c	25879
Terminus Street HOYLETON	Former Hoyleton School; School building, attached residence, front veranda and stone lean-to	A22 A23	D267 D267	CT 5222/321	c	25881
Barr Street LOCHIEL	Shop and Residence; Shop and veranda only	A11 (part)	T210202	CT 5322/122	a	25888
Ellis Street LOCHIEL	Former Lochiel School; Masonry building, excluding lean-to structures	A40	T210202	CT 5734/65	c	25886
Frances Terrace LOCHIEL	Lochiel Hall; Hall, excluding concrete block additions	A17	T210202	CT 5807/559	a b c	25887

Wakefield Regional Council  
Table Section  
WakR/4 - Local Heritage Places

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
Frances Terrace LOCHIEL	Lochiel Community Uniting Church; Stone church, stone additions to rear	A13	T210202	CT 5580/40	a c	25883
LOCHIEL	Lochiel Cemetery; Gravestones and cemetery reserve	S664 S660	H210200 H210200	CR 5759/819 CT 5874/800	a	25885
LOCHIEL	Former Treloar House and Outbuildings; Vernacular buildings	S9	H210200	CT 5555/347	a	25889
LOCHIEL	Stone Tank / Well; Well, stone surround wall	A100	F217795	CT 5730/443	a	25884
MOUNT TEMPLETON	St Mary of Bethany Anglican Church; Church building	A91	F178393	CT 5832/426	a c d	25891
MOUNT TEMPLETON	Mount Templeton Peace Hall; Stone hall	A30	D59535	CT 5876/629	a b c e	25890
9 First Street OWEN	Former St Lukes Anglican church; Church excluding newer addition	A54	T140301	CT 5139/614	a c	25901
Main Street OWEN	WW1 Memorial; masonry obelisk	A11	T140301	CT 5737/623	e	25899
2-4 Main Street OWEN	Former shops; Shops x 2	A10	T140301	CT 5173/774	a	25893
2-4 Main Street OWEN	Former Tooheys Drapery Shop and residence; Shop and veranda	A236 A235	F175556 F175555	CT 5458/884 CT 5458/885	a	25894
3 Main Street OWEN	Former Bank of Adelaide 1904; Bank chamber and attached residence	A33	T140301	CT 5834/878	a	25898
12 Main Street OWEN	Former Church of Christ 1906-1980's; Limestone church	A64	T140301	CT 5819/84	a c	25895
20 Main Street OWEN	Former Post Office; Rendered building including corner porches	A2	F12263	CT 5489/568	a c	25896
21 Main Street OWEN	Uniting (Former Methodist) Church 1908 - present; Church and attached masonry hall	A104	T140301	CT 5468/582	a c	25897
10 Railway Terrace OWEN	Institute Hall from 1906; Limestone and brick sections of building	A202	T140301	CR 5759/795	a b c	25900
Second Street OWEN	Owen School 1908 to present; Red brick school building including cgi lean-to structures	A109 A110 A108 A123 A107	T140301 T140301 T140301 T140301 T140301	CT 5727/299 CT 5760/923 CT 5775/977 CT 5824/256 CT 5837/659	c	25892
OWEN	Rosslyn Farm; Homestead and stone outbuildings	S127	H140300	CT 5519/195	a	25905

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
OWEN	Owen Cemetery 1880-present; Cemetery	S598	H140300	CT 5855/105	a	25903
OWEN	Stone tank and trough; Tank and trough	S338	H140300	CT 5351/543	a	25904
12 Burra Street PORT WAKEFIELD	St Alban's Hall (1905); Masonry part of building only	A168	F175488	CT 5620/19	a c	25917
12 Burra Street PORT WAKEFIELD	Previously St Alban's Anglican Church (1874); Whole of building	A168	F175488	CT 5620/19	a c	25916
15 Burra Street PORT WAKEFIELD	Former Council offices 1881; Limestone building	A156	T140602	CT 5845/431	a c	25915
17 Burra Street PORT WAKEFIELD	Flour Mill residence built 1875; Residence, wrap-around veranda	A1	F2112	CT 5512/771	e	25912
18 Burra Street PORT WAKEFIELD	Former Hospital; Limestone building and front veranda	Pcs 93 Pcs 94	F178362 F178362	CT 5392/242	a	25926
23 Burra Street PORT WAKEFIELD	Port Wakefield Hotel since 1849; Two storey hotel, veranda/balcony and stone boundary wall	A72	T140602	CT 5196/137	c	25918
Drake Crescent PORT WAKEFIELD	Salt Mine managers residence; Masonry residence, veranda and masonry boundary fence	A173	F175493	CT 5741/373	e	25913
25 Edward Street PORT WAKEFIELD	Catholic Church since 1879; Whole of building, rendered masonry fence and gates to Edward Street	A1	D65188	CT 5972/37	a c	25911
30 Edward Street PORT WAKEFIELD	Rising Sun Hotel since 1856; Two storey hotel, front veranda and balcony	A104	D83435	CT 6063/852	c	25925
31 Edward Street PORT WAKEFIELD	Early residence; Cottage and veranda to front	A165	F175485	CT 5851/501	a d	25923
31A Edward Street PORT WAKEFIELD	Former Council and CWA building; Building and veranda	A154	F175474	CT 5777/701	a c	25924
38 Edward Street PORT WAKEFIELD	Former bank and residence 1877; Bank building, attached residence, outbuildings and surrounding stone wall timber front fence	A171	F175491	CT 5647/679	a e	25922
42 Edward Street PORT WAKEFIELD	Former Post Office; masonry building, veranda, excluding posts	A150 A151	T140602 T140602	CT 5413/143	a c	25919

**Wakefield Regional Council**  
**Table Section**  
**WakR/4 - Local Heritage Places**

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
18 Mine Street PORT WAKEFIELD	Primary School since 1878; Masonry school building and enclosed lean-to veranda; masonry portion of adjacent headmasters residence	A91 A90	T140602 T140602	CR 5758/43 CT 5988/440	c	25910
21 Mine Street PORT WAKEFIELD	Uniting Church; Whole of building	A105	T140602	CT 5467/234	a c e	25908
21 Mine Street PORT WAKEFIELD	First Methodist Chapel in Port Wakefield 1868	A105	T140602	CT 5467/234	a c	25907
41 North Street PORT WAKEFIELD	Previous Port Henry Arms Inn and stagecoach relay station 1840's; Limestone building, outbuildings, perimeter limestone boundary wall	A2	F142826	CT 5261/556	a c	25914
Wakefield Street PORT WAKEFIELD	Former Railway refreshment room; Masonry building	S496	H140600	CR 5759/802	a	25920
Wakefield Street PORT WAKEFIELD	Crane and Raised Platform associated with railway station; Goods crane and raised platform	S496	H140600	CR 5759/802	a	25921
2 West Street PORT WAKEFIELD	Court House Residence; Whole of stone building, including veranda to front	A152	T140602	CR 5759/805	a	25906
Wharf Place PORT WAKEFIELD	Wharf est.1850 as Port Henry; Whole of building	S497	H140600	CR 5757/748	a b c	25909
PORT WAKEFIELD	Memorial Arch; Archway and gates	A149	T140602	CR 5759/804	e f	25927
PORT WAKEFIELD	Former Malakhoff School; Limestone building	S432	H140600	CT 5667/962	a c	25928
PORT WAKEFIELD	Cemetery since 1891; Headstones	S657	H230700	CT 5759/889	a	25930
PORT WAKEFIELD	Pareora Homestead; Dwelling and verandas, excluding later lean-tos; Stone sheds	A23	D57659	CT 5889/45	a	25931
1-3 Fourth Street SNOWTOWN	Former Bank 1882; Bank building/residence, excluding later porch and entrance wall and canopy.	A117	T210101	CT 5258/907	a	25942
28 Fourth Street SNOWTOWN	Previous Butchery/bakery 1889; Masonry shops, veranda over footpath, attached residence	A1	F17838	CT 5346/22	a	25943
30 Fourth Street SNOWTOWN	Former drapery/girl guide hall; Masonry shops, excluding shopfront (currently missing)	A2	F17838	CT 5474/555	a	25944
High Street SNOWTOWN	Catholic Church since 1936; Brick church	A195 A196	T210101 T210101	CT 5358/152 CT 5837/497	a c	25933

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	Heritage NR
11-13 High Street SNOWTOWN	Former bakery; Masonry shop, lean-to to side, veranda over footpath, attached residence	A1	F142282	CT 5332/349	a	25945
Railway Terrace West SNOWTOWN	Former Railway Station and complex; Railway station	A25	D81052	CT 6049/356	a f	25935
1 Railway Terrace East SNOWTOWN	Former Railway house; residence and front veranda	A6	D30491	CT 5151/763	a	25936
17 Railway Terrace SNOWTOWN	Previous Methodist church since 1909; Stone church, excluding later concrete cgi structure to rear	A161	T210101	CT 5467/237	a c	25932
22-24 Railway Terrace East SNOWTOWN	Institute and Memorial Hall 1881; Whole of building	A139 A140	T210101 T210101	CT 5759/812	a b c f	25937
26 Railway Terrace East SNOWTOWN	Rare clad shed; Shed	A138	T210101	CT 5836/636	d	25938
32 Railway Terrace East SNOWTOWN	Snowtown Hotel since 1879; Two storey hotel, with attached single storey section, veranda/balcony	A125 A160 A1135	T210101 T210101 T210101	CT 5274/846 CT 5274/847 CT 5332/347	c	25939
42 Railway Terrace East SNOWTOWN	Former Post Office; Masonry building, front veranda and hoods over windows.	A324	T210101	CT 5616/770	a c	25940
44-46 Railway Terrace East SNOWTOWN	Former Masonic Lodge; Hall	A1	F3912	CT 5505/499	a b c	25941
SNOWTOWN	Hummocks Station 1860's; Homestead, barn/stables, shearing quarters/shearing shed	A5	D29196	CT 5075/667	a	25948
SNOWTOWN	Salt Lake industrial shed; Corrugated galvanized sheet metal clad shed with metal louvres to gable section.	S326	H210100	CT 5678/826	a	25946
SNOWTOWN	Snowtown/Condownie Cemetery since 1876; Gravestones and cemetery reserve	S304 S302	H230400 H230400	CR 5759/825 CT 5876/602	a	25947



# **Mapping Section**

**Map Reference Tables**  
**Spatial Extent Maps**  
**Bushfire Risk BPA Maps**  
**Concept Plan Maps**





## Map Reference Tables

### Index Maps

#### Index Map Reference

[Council Index Map](#)

### Zone Maps

Zone Name	Zone Map Numbers
Bulk Handling Zone	WakR/2, WakR/3, WakR/18, WakR/21, WakR/22
Coastal Conservation Zone	WakR/12, WakR/14, WakR/15, WakR/16, WakR/25, WakR/26, WakR/27, WakR/28
Commercial Zone	WakR/26, WakR/28
Community Zone	WakR/2, WakR/3, WakR/4, WakR/18, WakR/20, WakR/21, WakR/22, WakR/23, WakR/24
Conservation Zone	WakR/20, WakR/29, WakR/30, WakR/31
Industry Zone	WakR/11, WakR/13
Light Industry Zone	WakR/3, WakR/4, WakR/18, WakR/20, WakR/21, WakR/22, WakR/23, WakR/24, WakR/31
Primary Production Zone	WakR/1, WakR/2, WakR/3, WakR/4, WakR/5, WakR/6, WakR/7, WakR/8, WakR/9, WakR/10, WakR/11, WakR/12, WakR/13, WakR/14, WakR/15, WakR/16, WakR/17, WakR/18, WakR/19, WakR/20, WakR/21, WakR/22, WakR/23, WakR/24, WakR/25, WakR/26, WakR/28, WakR/29, WakR/31
Recreation Zone	Wak/13, WakR/21, WakR/23
Residential Zone	WakR/20, WakR/21, WakR/22, WakR/23, WakR/24, WakR/26, WakR/27, WakR/28, WakR/29, WakR/30, WakR/31
Rural Living Zone	WakR/4, WakR/10, WakR/18, WakR/20, WakR/21, WakR/23, WakR/26, WakR/31
Settlement Zone	WakR/5, WakR/6, WakR/7, WakR/10, WakR/11, WakR/17, WakR/19
Tourist Accommodation Zone	WakR/27
Town Centre Zone	WakR/20, WakR/21, WakR/22, WakR/28, WakR/31
Township Zone	WakR/2, WakR/3, WakR/4, WakR/18

### Historic Conservation Area Maps

Policy Area Name	shown within Overlay Maps – Heritage
Historic Conservation Area	WakR/2, WakR/3, WakR/4, WakR/11, WakR/18, WakR/20, WakR/21, WakR/22, WakR/27, WakR/28

## Policy Area Maps

Policy Area Name	Policy Area Map Numbers
Bowmans Policy Area 1	WakR/11
Beaufort Flood Protection Policy Area 2	WakR/8, WakR/9
Balaklava Racecourse Policy Area 3	WakR/21, WakR/23
Balaklava Agistment Policy Area 4	WakR/21, WakR/23
Port Wakefield Policy Area 5	WakR/28

## Overlay Maps

Issue	Overlay Map Numbers
Location	WakR/1, WakR/2, WakR/3, WakR/4, WakR/5, WakR/6, WakR/7, WakR/8, WakR/9, WakR/10, WakR/11, WakR/12, WakR/13, WakR/14, WakR/15, WakR/16, WakR/17, WakR/18, WakR/19, WakR/20, WakR/21, WakR/22, WakR/23, WakR/24, WakR/25, WakR/26, WakR/27, WakR/28
Transport	WakR/1, WakR/2, WakR/3, WakR/4, WakR/5, WakR/8, WakR/9, WakR/10, WakR/11, WakR/12, WakR/13, WakR/14, WakR/15, WakR/16, WakR/18, WakR/20, WakR/21, WakR/22, WakR/23, WakR/24, WakR/26, WakR/28
Development Constraints	WakR/1, WakR/12, WakR/14, WakR/15, WakR/16, WakR/25, WakR/26, WakR/27, WakR/28
Heritage	WakR/1, WakR/2, WakR/3, WakR/4, WakR/5, WakR/7, WakR/11, WakR/13, WakR/15, WakR/18, WakR/20, WakR/21, WakR/22, WakR/23, WakR/24, WakR/25, WakR/27, WakR/28
Natural Resources	WakR/1, WakR/12, WakR/14, WakR/15, WakR/16, WakR/25, WakR/27, WakR/28

## Bushfire Protection Overlay Maps

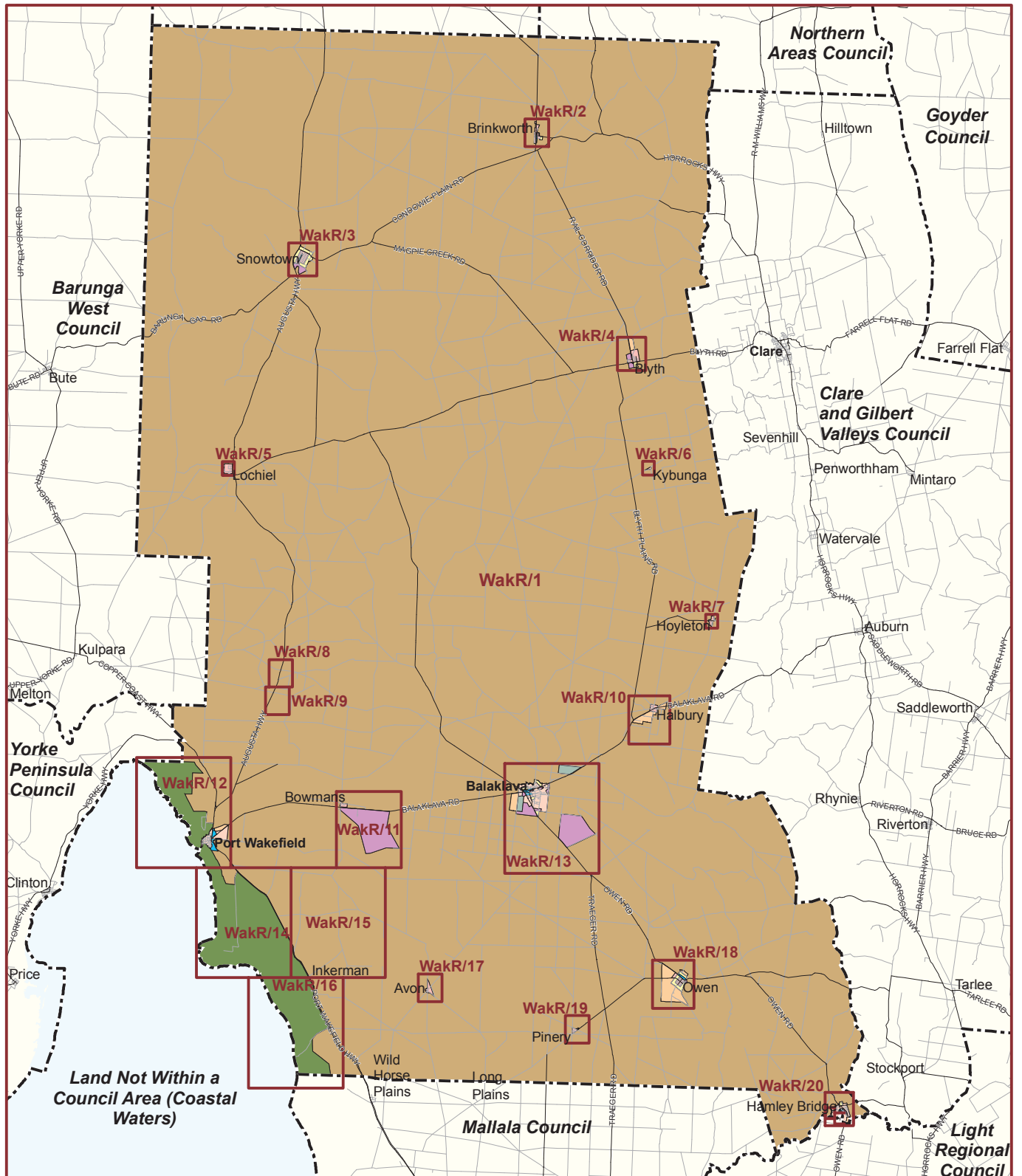
Bushfire Map Type	BPA Map Numbers
Bushfire Protection - Bushfire Risk	WakR/1, WakR/2, WakR/3, WakR/4, WakR/5, WakR/6, WakR/7, WakR/8, WakR/9, WakR/10, WakR/11, WakR/12, WakR/13, WakR/14, WakR/15, WakR/16, WakR/17, WakR/18

## Concept Plan Maps

Concept Plan Title	Concept Plan Map Numbers
Port Wakefield Bypass and Connections Overview	WakR/1
Port Wakefield Bypass and Connections	WakR/2
Port Wakefield Town Centre Zone	WakR/3
Rural Beaufort	WakR/4
Blyth Township	WakR/5
Hamley Bridge Area	WakR/6
Bowmans	WakR/7

# **Spatial Extent Maps**

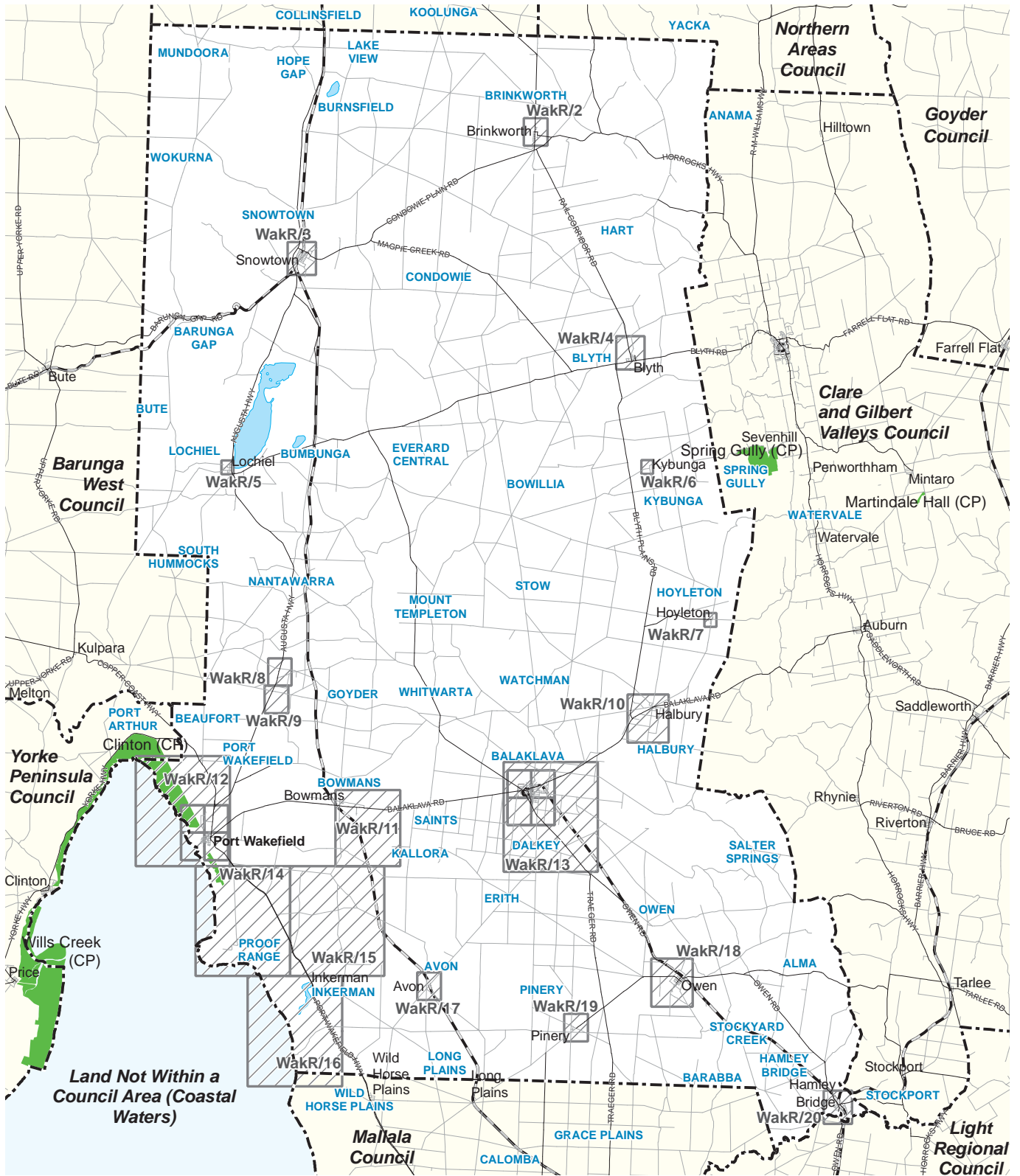




For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps WakR/1 to Map WakR/31 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the 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.

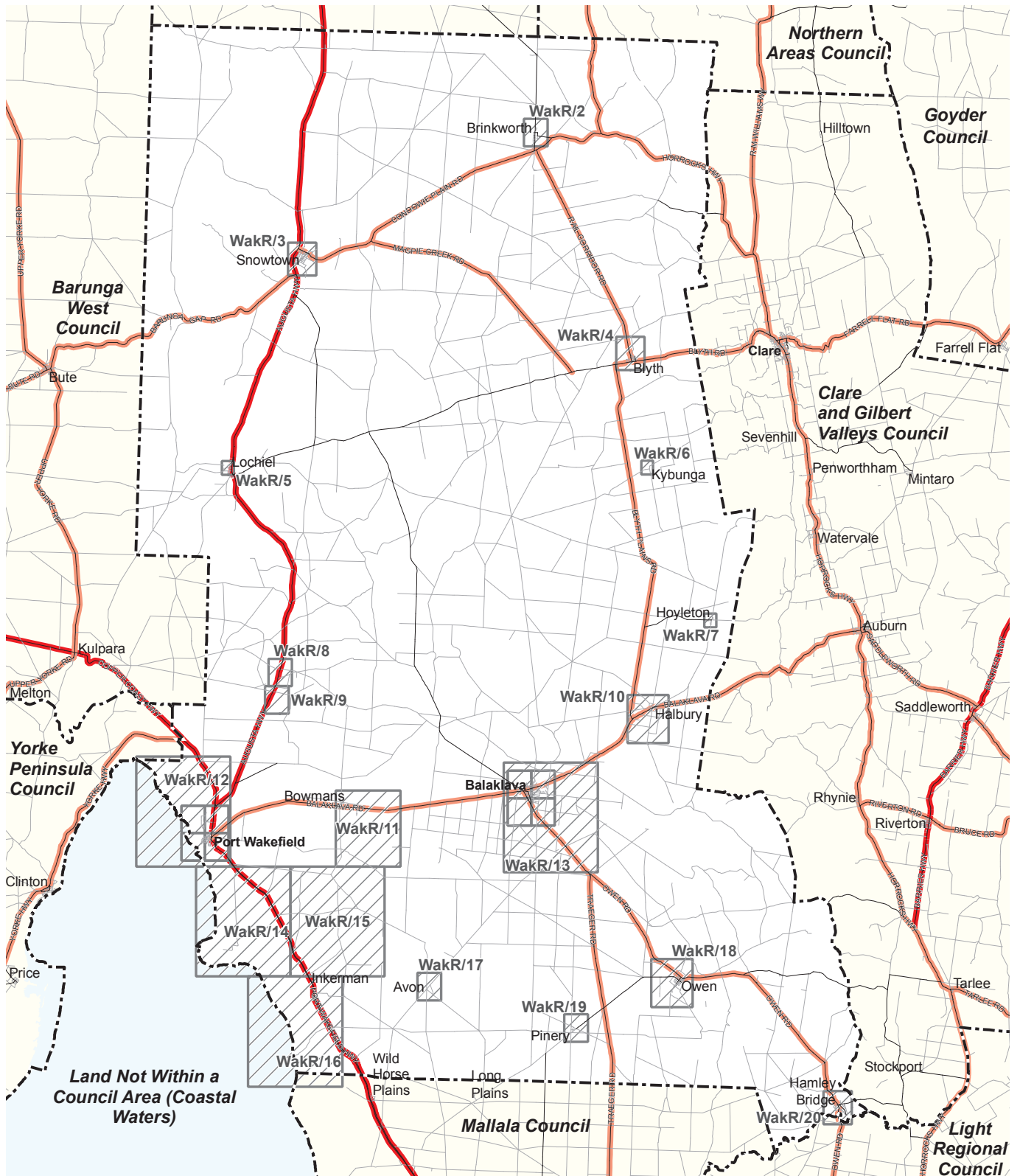


# Council Index Map



- C Council Office
- Railways
- Conservation Park
- Waterbodies
- Development Plan Boundary

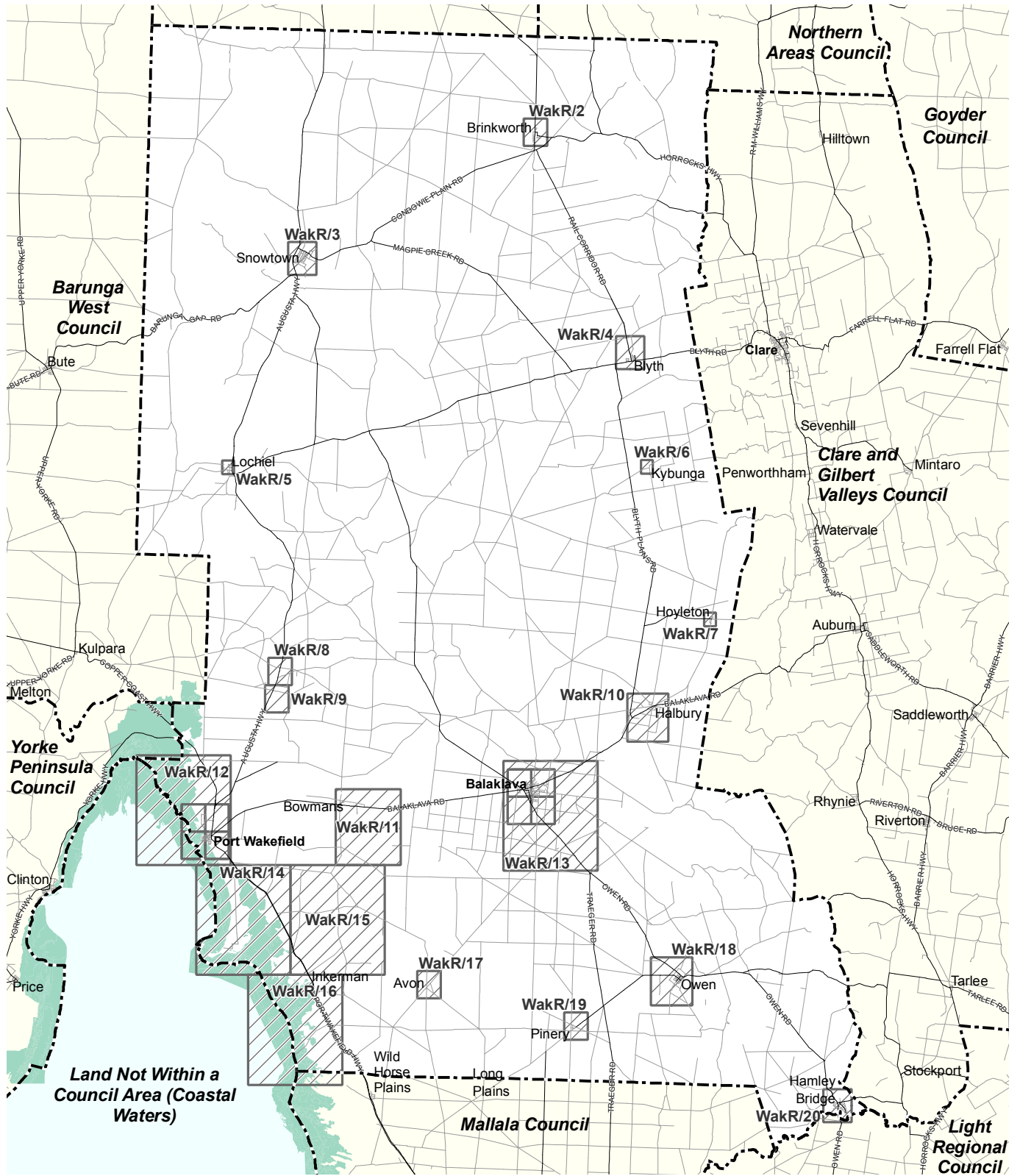
# Location Map WakR/1



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

# Overlay Map WakR/1

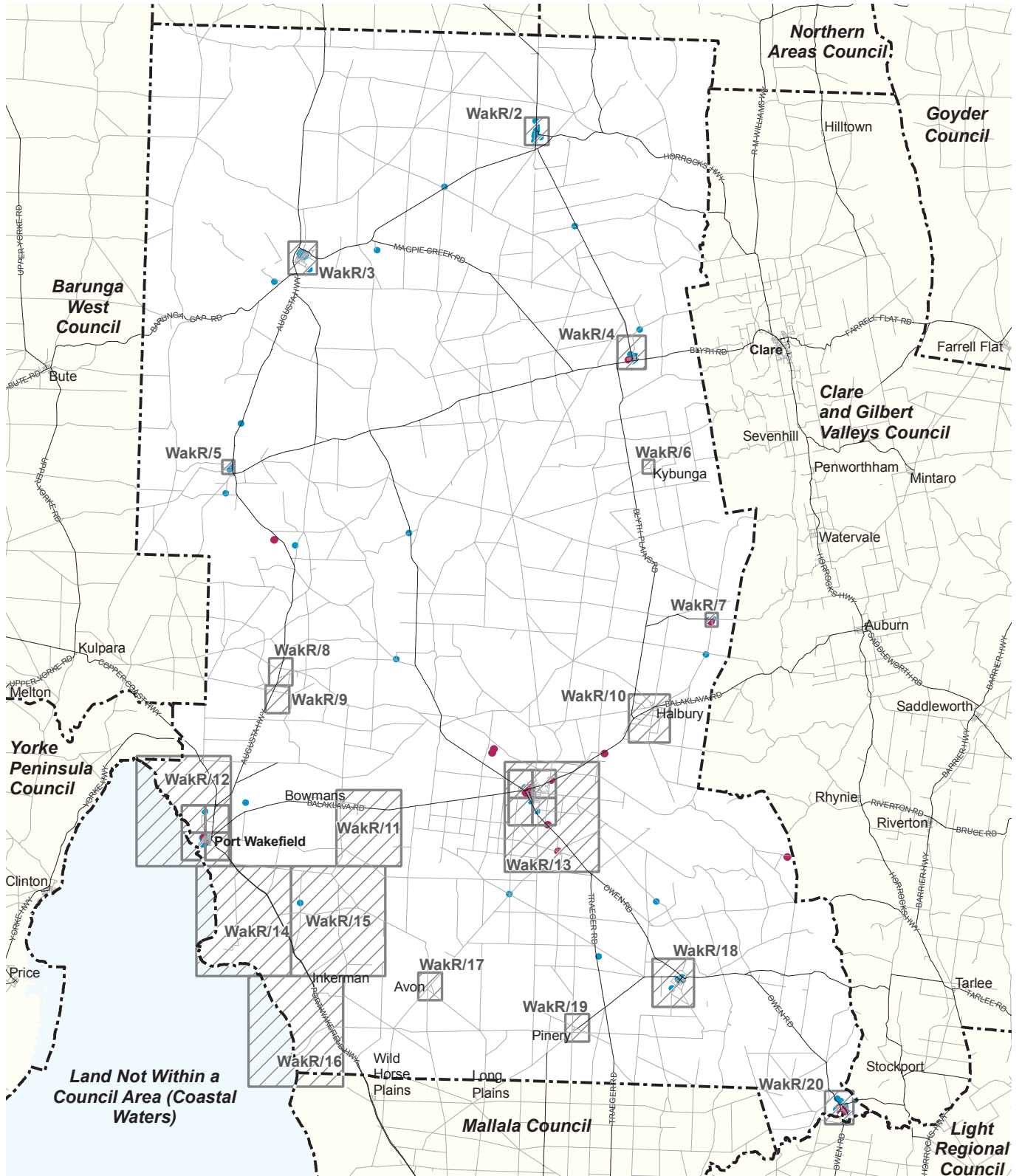
## TRANSPORT



# Overlay Map WakR/1 DEVELOPMENT CONSTRAINTS

- Coastal Acid Sulfate Soils
- Development Plan Boundary





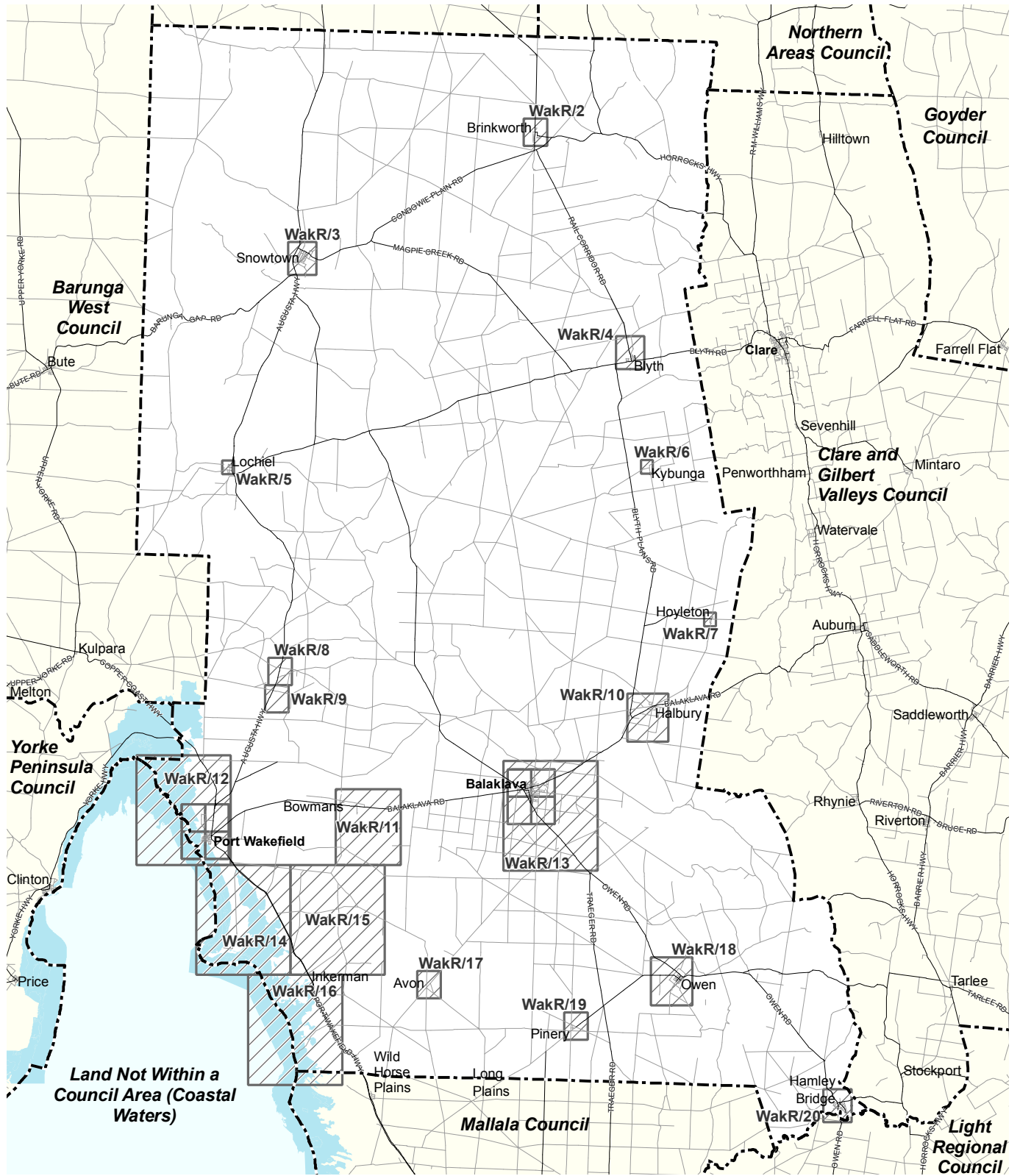
Heritage points are indicative only.  
 For further information on State and Local Heritage Places and Contributory items please refer to the relevant tables within this document.



# Overlay Map WakR/1

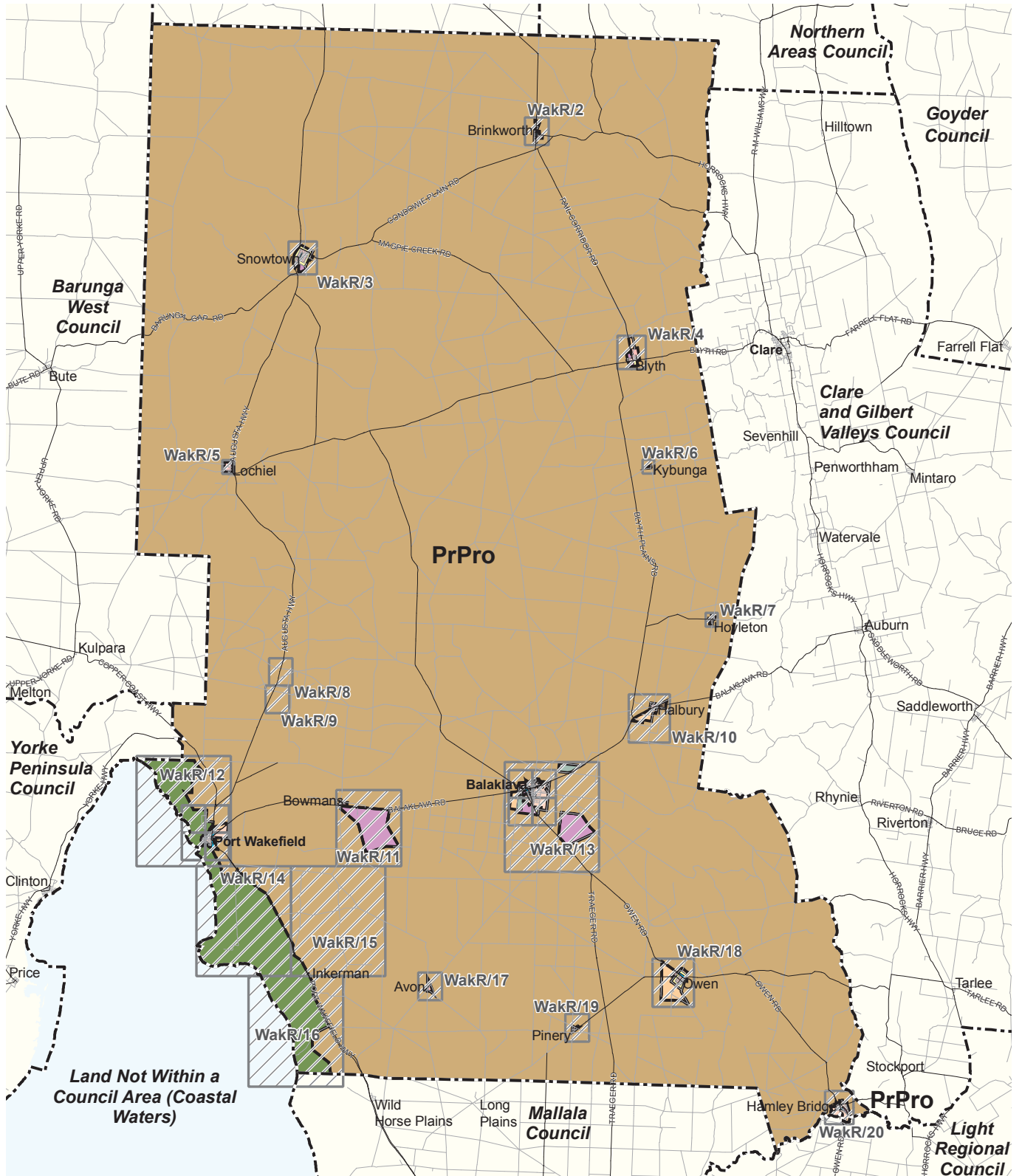
## HERITAGE

- State heritage place
- Local heritage place
- Development Plan Boundary



# Overlay Map WakR/1 NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary



See enlargement map for accurate representation.



- Zones**
- Primary Production
  - Zone Boundary
  - Development Plan Boundary

# Zone Map WakR/1

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

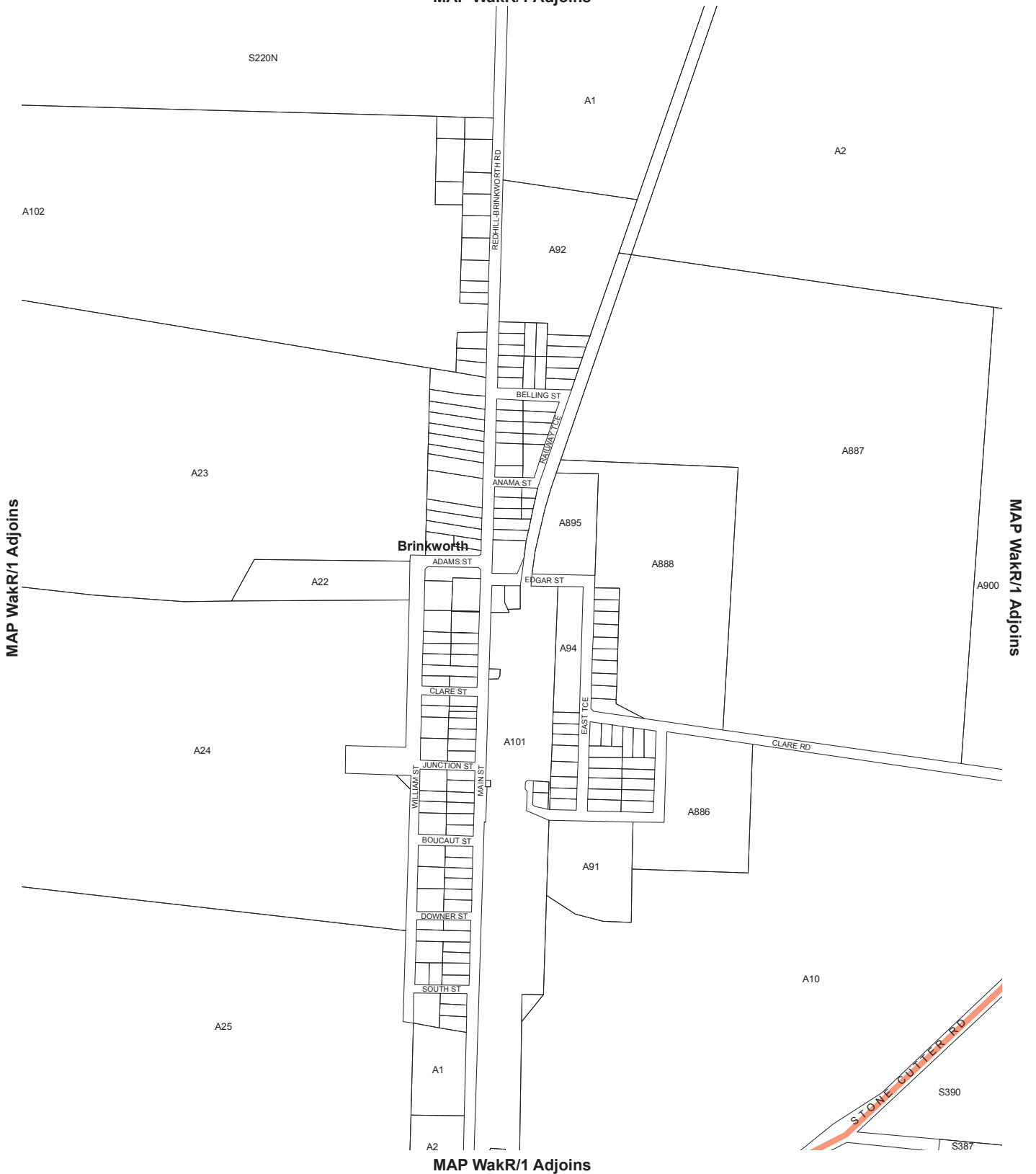


BRINKWORTH

# Location Map WakR/2

- S** School
- H** Other Health Services
- P** Police Station

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins



BRINKWORTH

# Overlay Map WakR/2 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

Secondary Arterial Roads

MAP WakR/1 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.

Historic Conservation Area  
9 Main St, Brinkworth (Town Centre)



- Local heritage place
- Historic Conservation Area

# BRINKWORTH

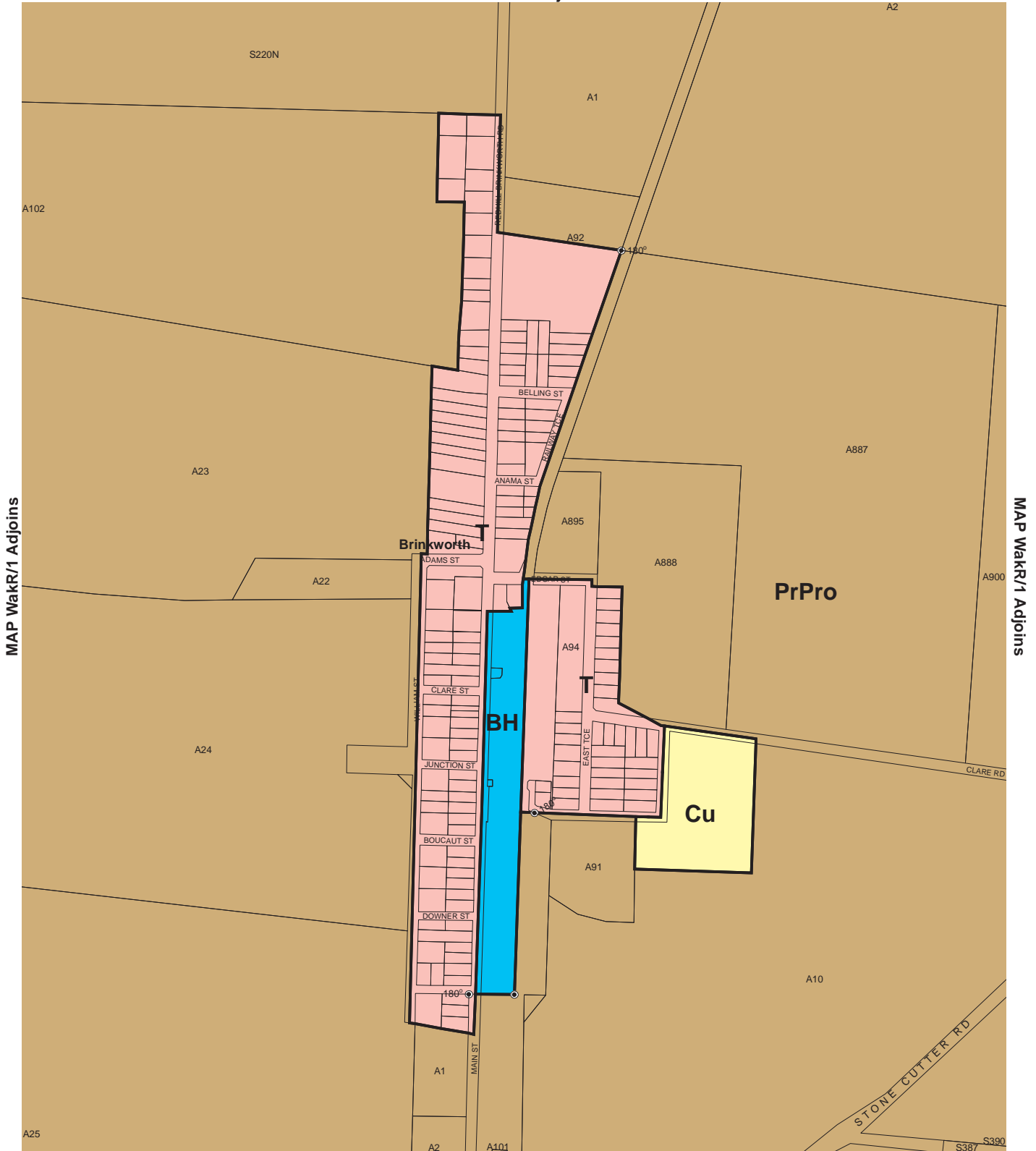
# Overlay Map WakR/2

# HERITAGE

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



BRINKWORTH

# Zone Map WakR/2

- Zones**
- Bulk Handling
  - Community
  - Primary Production
  - Township
  - Zone Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins



SNOWTOWN

# Location Map WakR/3

- School
- Public Library
- Other Health Services
- Hospital
- Police Station
- Railways
- Tourist Routes



MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

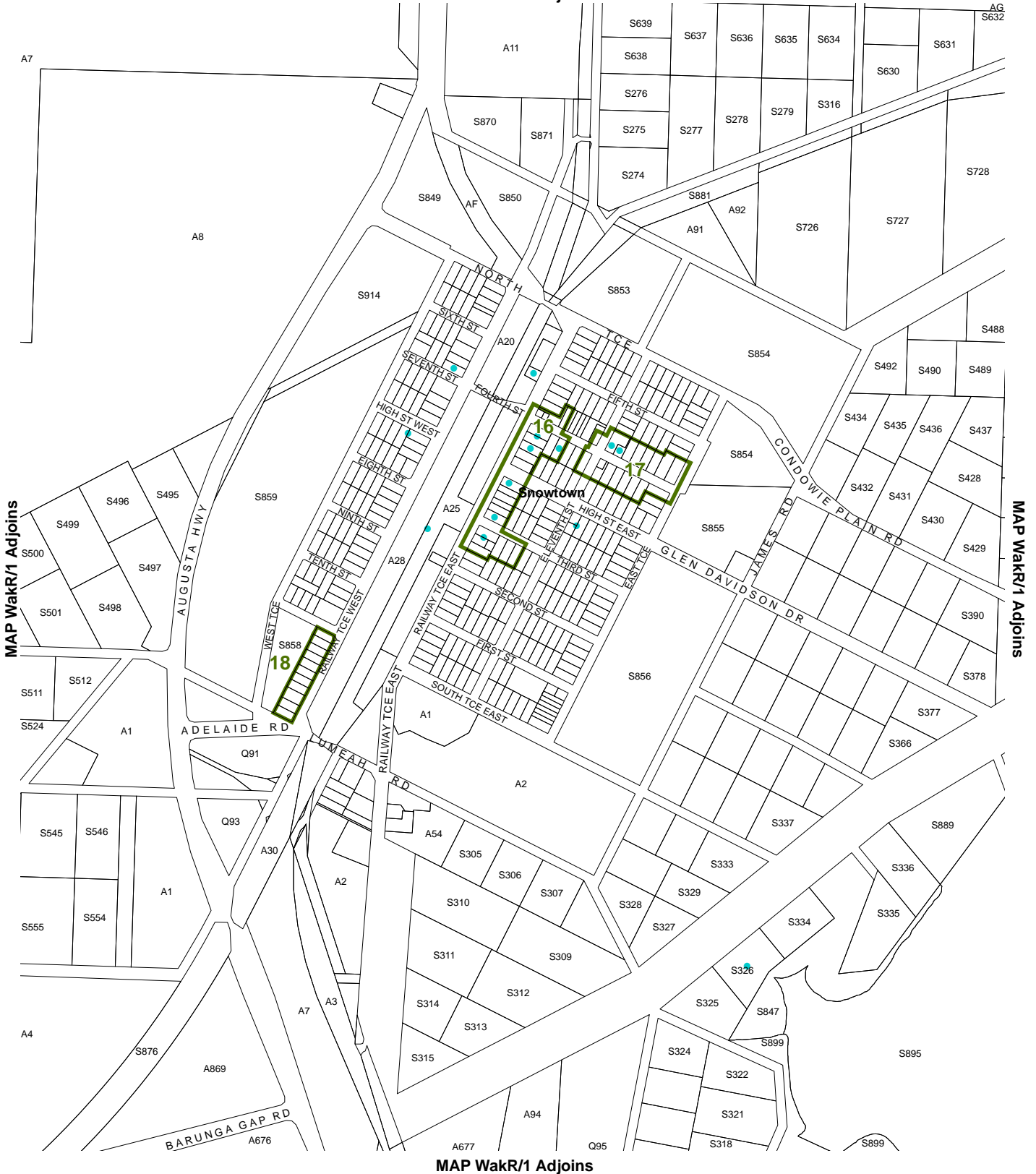


SNOWTOWN

# Overlay Map WakR/3 TRANSPORT

- Primary Arterial Roads
- Secondary Arterial Roads

MAP WakR/1 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.

- Historic Conservation Area**
- 16 Railway tce East/Fourth st, Snowtown (town centre)
  - 17 Fourth st, Snowtown (residential)
  - 18 Railway tce West, Snowtown (residential)

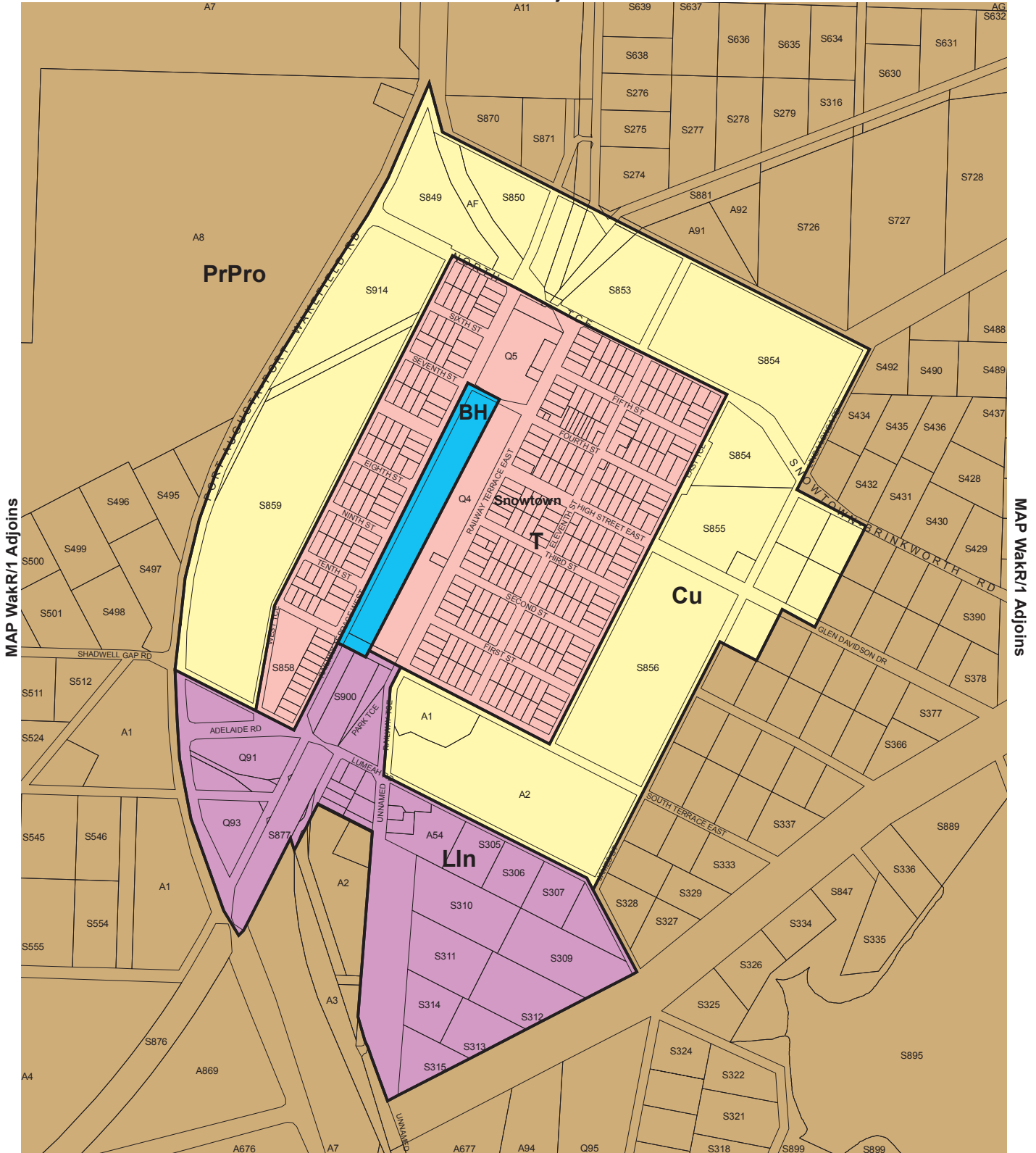


**SNOWTOWN**

**Overlay Map WakR/3  
 HERITAGE**

- Local heritage place
- Historic Conservation Area

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



0 500 m

SNOWTOWN

# Zone Map WakR/3

- Zones**
- Bulk Handling
  - Community
  - Light Industry
  - Primary Production
  - Township
  - Zone Boundary

MAP WakR/1 Adjoins

BLYTH



MAP WakR/1 Adjoins

BLYTH

# Location Map WakR/4

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins



BLYTH

# Overlay Map WakR/4 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

Secondary Arterial Roads

MAP WakR/1 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.

**Historic Conservation Area**

- 6 Harley st, Blyth (main street)
- 7 Burney st, Blyth (residential)



BLYTH

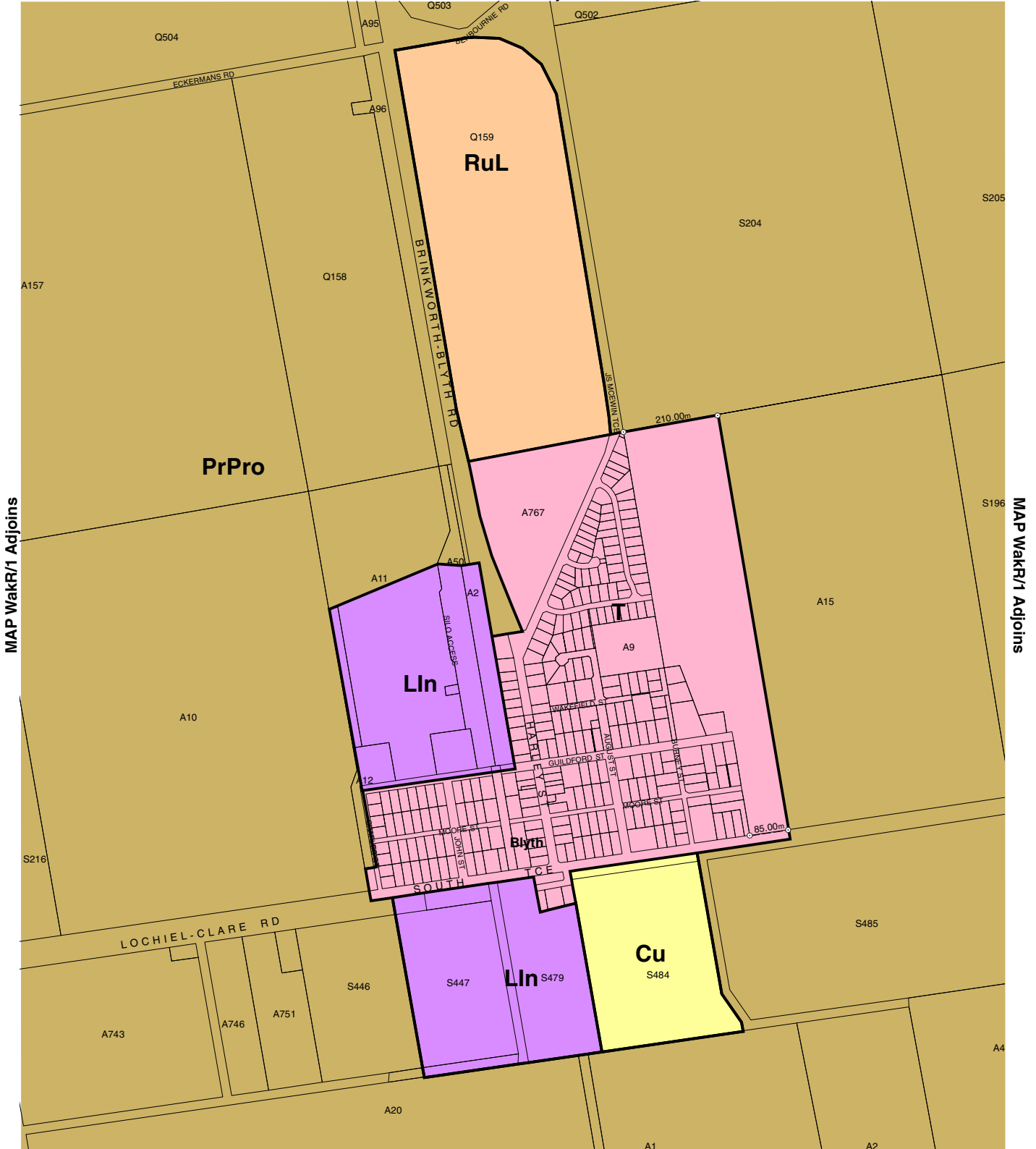
# Overlay Map WakR/4 HERITAGE

- Local heritage place
- State heritage place
- Historic Conservation Area

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



- Zones**
- Cu Community
  - LIn Light Industry
  - PrPro Primary Production
  - RuL Rural Living
  - T Township
  - Zone Boundary

**BLYTH**

# Zone Map WakR/4

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins



LOCHIEL

# Location Map WakR/5



MAP WakR/1 Adjoins



LOCHIEL

# Overlay Map WakR/5 TRANSPORT

WAKEFIELD REGIONAL COUNCIL  
Consolidated - 9 February 2017

 Primary Arterial Roads

MAP WakR/1 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.



LOCHIEL

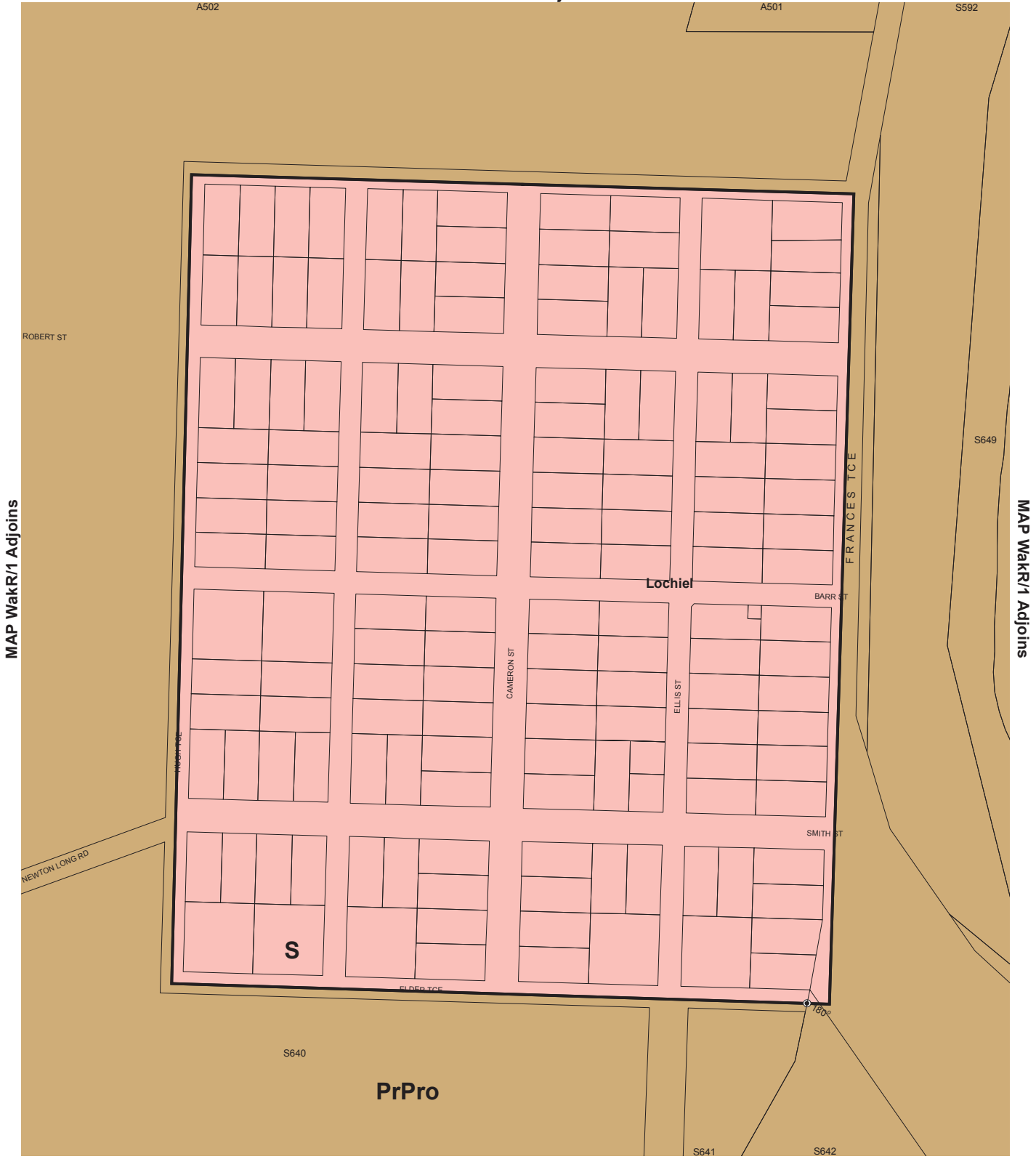
# Overlay Map WakR/5 HERITAGE

• Local heritage place

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



Lamberts Conformal Conic Projection, GDA94



LOCHIEL

# Zone Map WakR/5

- Zones**
- PrPro Primary Production
  - S Settlement
  - Zone Boundary

MAP WakR/1 Adjoins

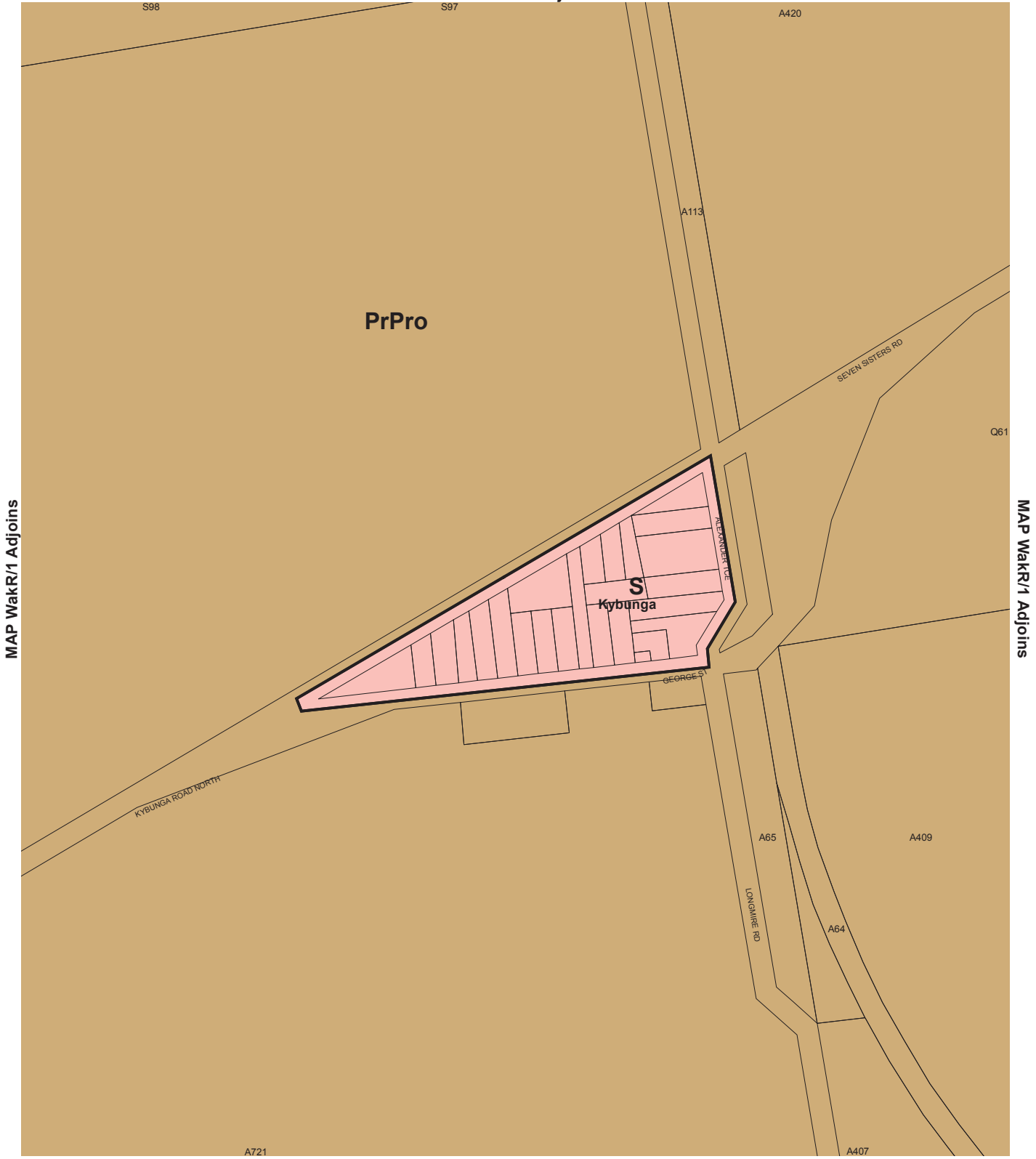


0 250 m

KYBUNGA

# Location Map WakR/6

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

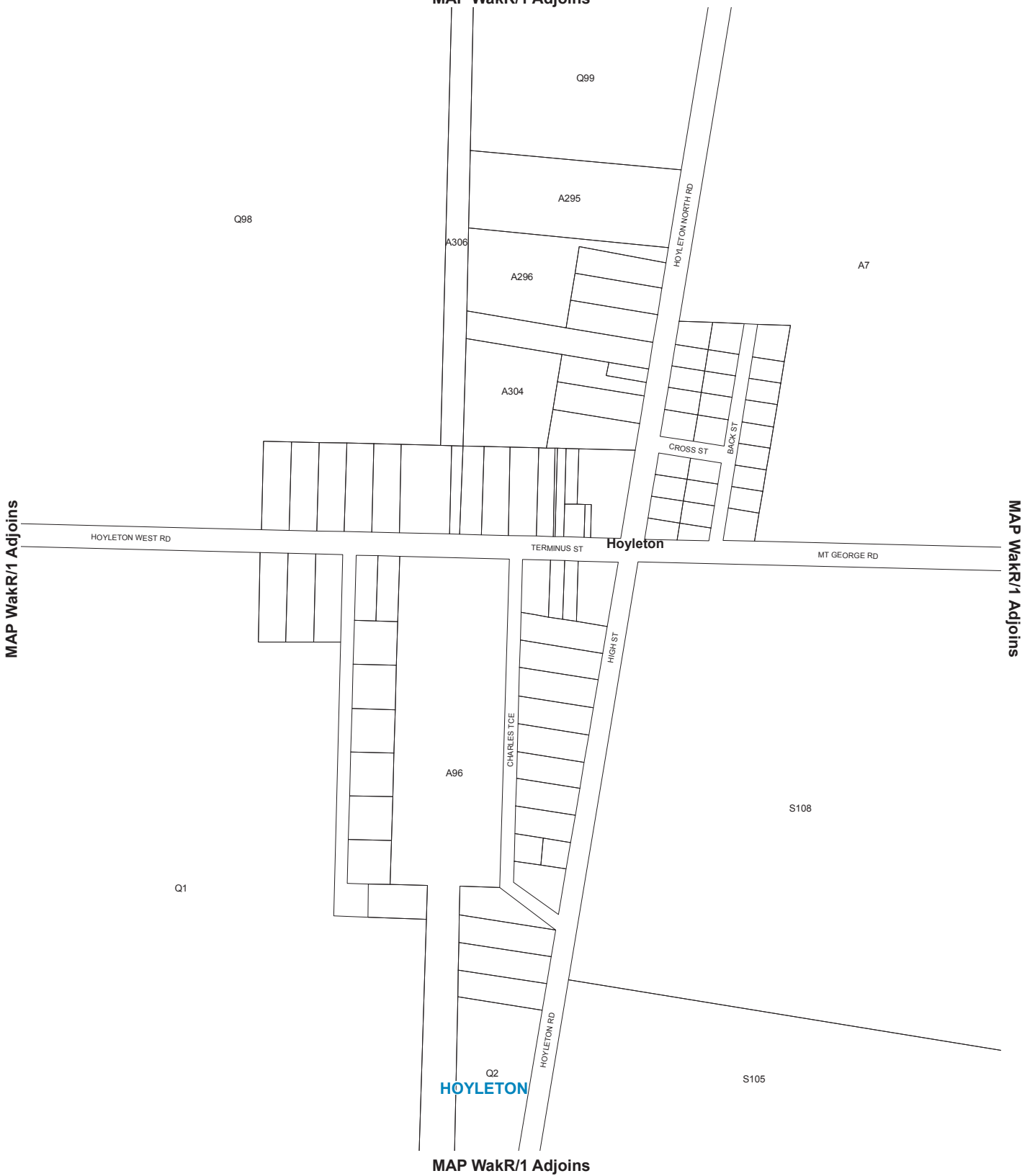


KYBUNGA

# Zone Map WakR/6

- Zones**
- PrPro Primary Production
  - S Settlement
  - Zone Boundary

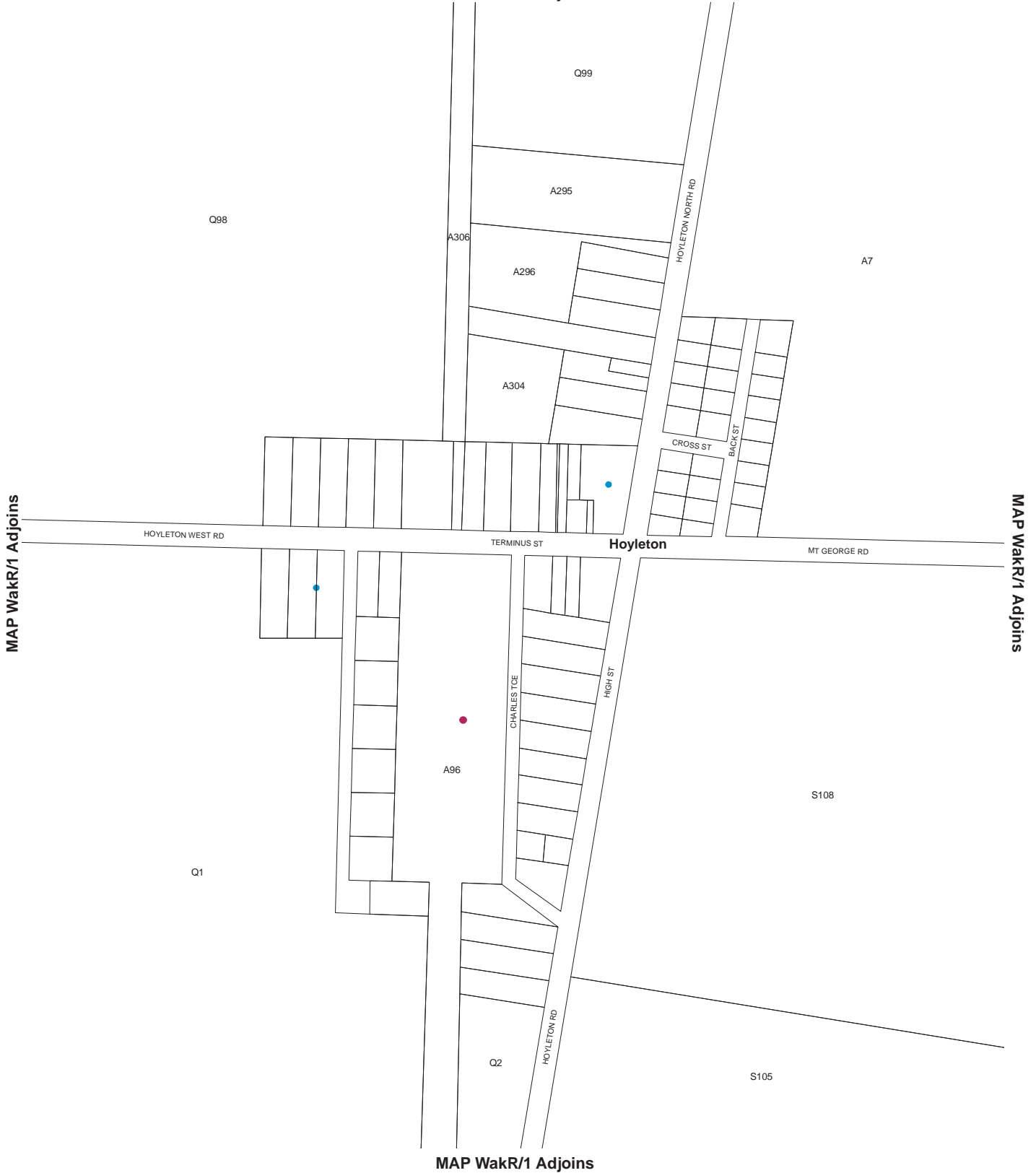
MAP WakR/1 Adjoins



HOYLETON

# Location Map WakR/7

MAP WakR/1 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.



HOYLETON

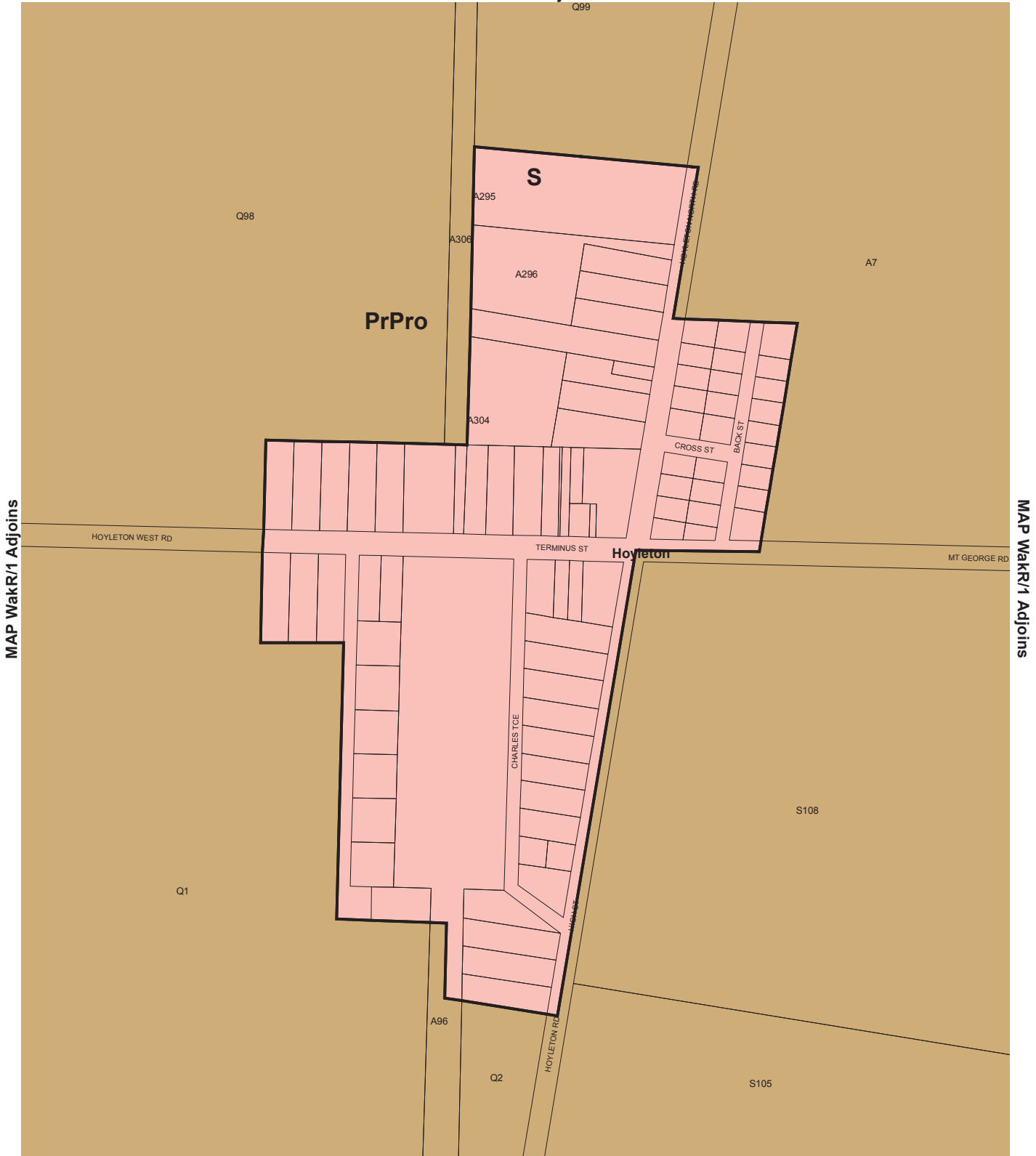
# Overlay Map WakR/7 HERITAGE

- Local heritage place
- State heritage place

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



HOYLETON

# Zone Map WakR/7

Zones

- PrPro Primary Production
- S Settlement
- Zone Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017



MAP WakR/1 Adjoins



MAP WakR/9 Adjoins



BEAUFORT

# Location Map WakR/8

— Tourist Routes

MAP WakR/1 Adjoins



MAP WakR/9 Adjoins



BEAUFORT

# Overlay Map WakR/8 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Primary Arterial Roads

MAP WakR/1 Adjoins



MAP WakR/9 Adjoins

Lamberts Conformal Conic Projection, GDA94



BEAUFORT

# Zone Map WakR/8

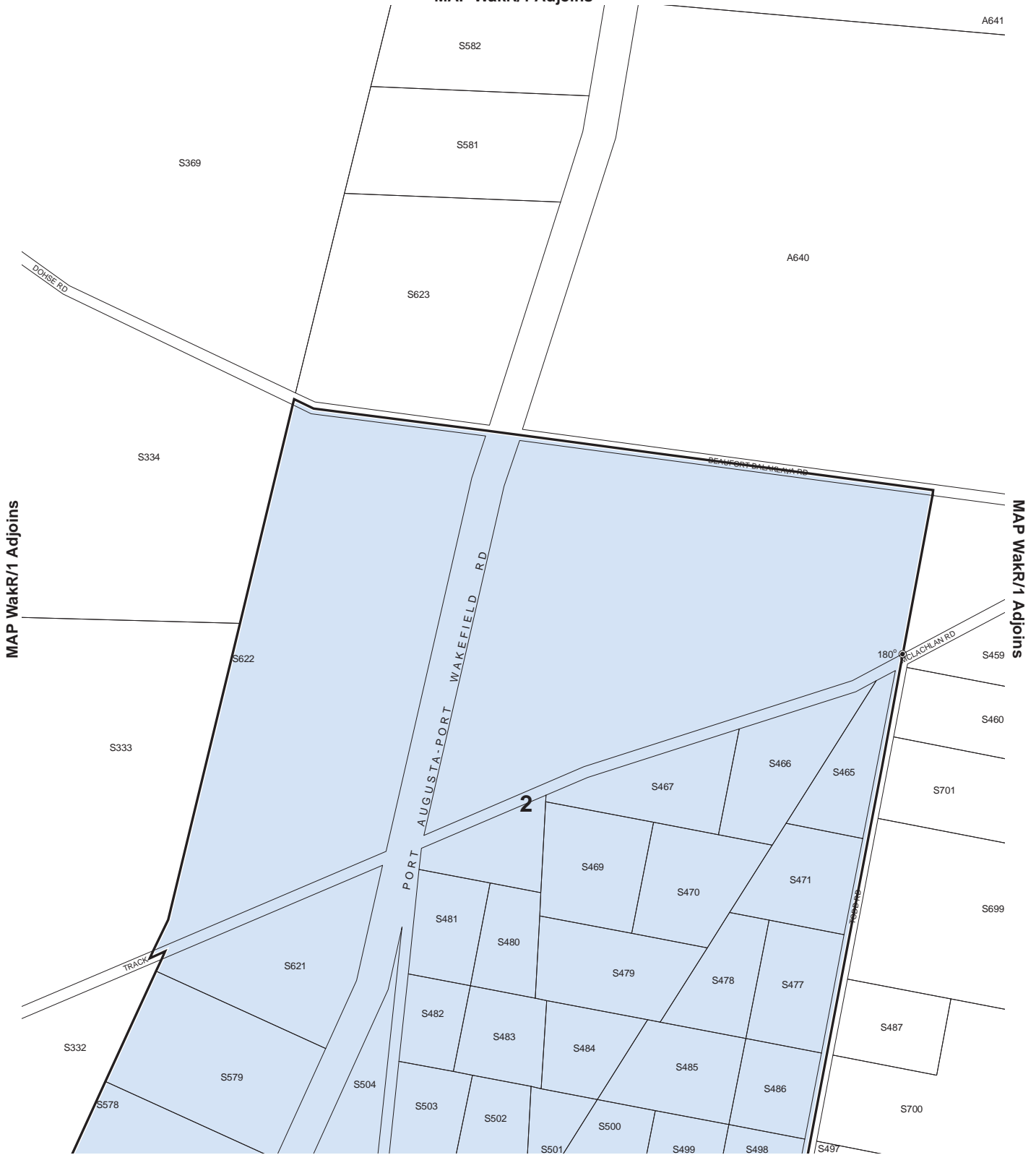
Zones

- PrPro Primary Production
- Zone Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area  
2 Beaufort Flood Protection



BEAUFORT

# Policy Area Map WakR/8

 Policy Area Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/8 Adjoins



BEAUFORT

# Location Map WakR/9

MAP WakR/8 Adjoins



BEAUFORT

# Overlay Map WakR/9 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Primary Arterial Roads

MAP WakR/8 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



BEAUFORT

# Zone Map WakR/9

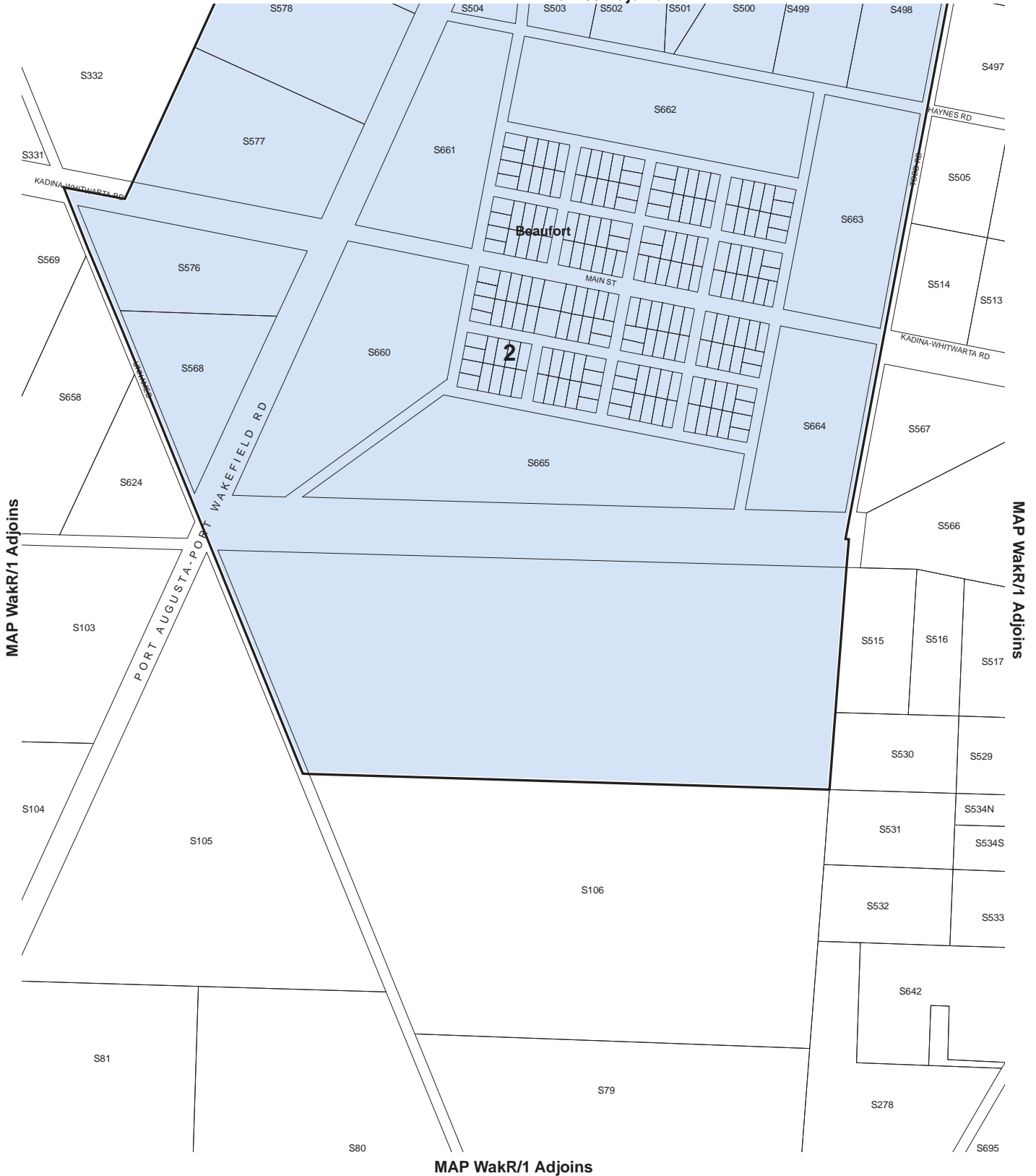
Zones

- PrPro Primary Production
- Zone Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/8 Adjoins



Lamberts Conformal Conic Projection, GDA94

**Policy Area**  
2 Beaufort Flood Protection



0 500 m

**BEAUFORT**

# Policy Area Map WakR/9

 Policy Area Boundary

**WAKEFIELD REGIONAL COUNCIL**

Consolidated - 9 February 2017



MAP WakR/1 Adjoins



MAP WakR/1 Adjoins



HALBURY

# Location Map WakR/10

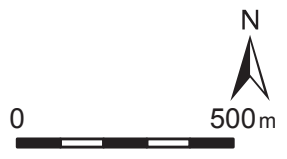
MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

MAP WakR/1 Adjoins

MAP WakR/1 Adjoins



HALBURY

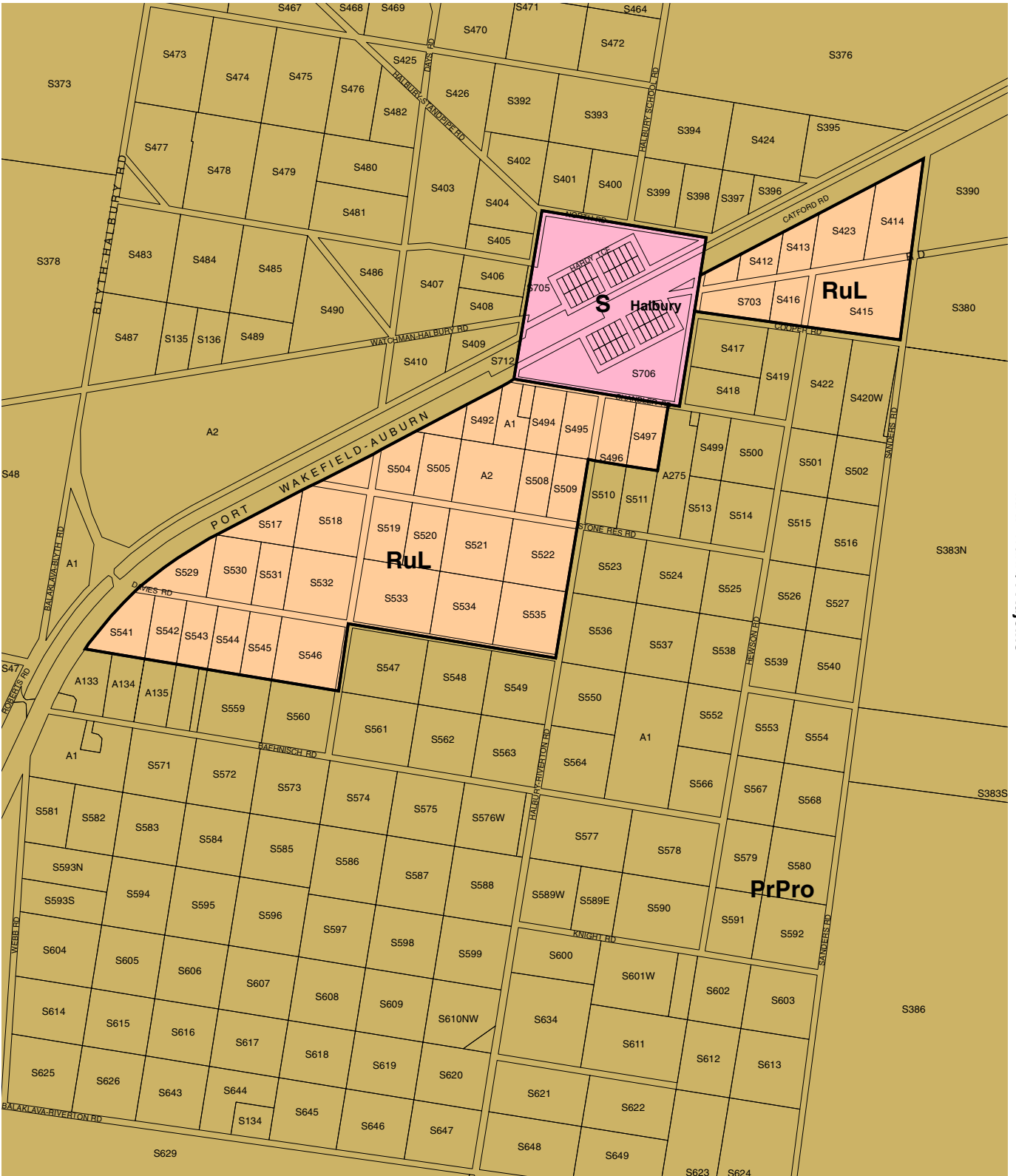
# Overlay Map WakR/10 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Secondary Arterial Roads

MAP WakR/1 Adjoins

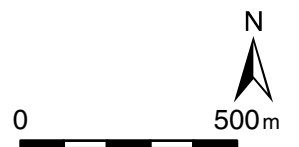


MAP WakR/1 Adjoins

MAP WakR/1 Adjoins

MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



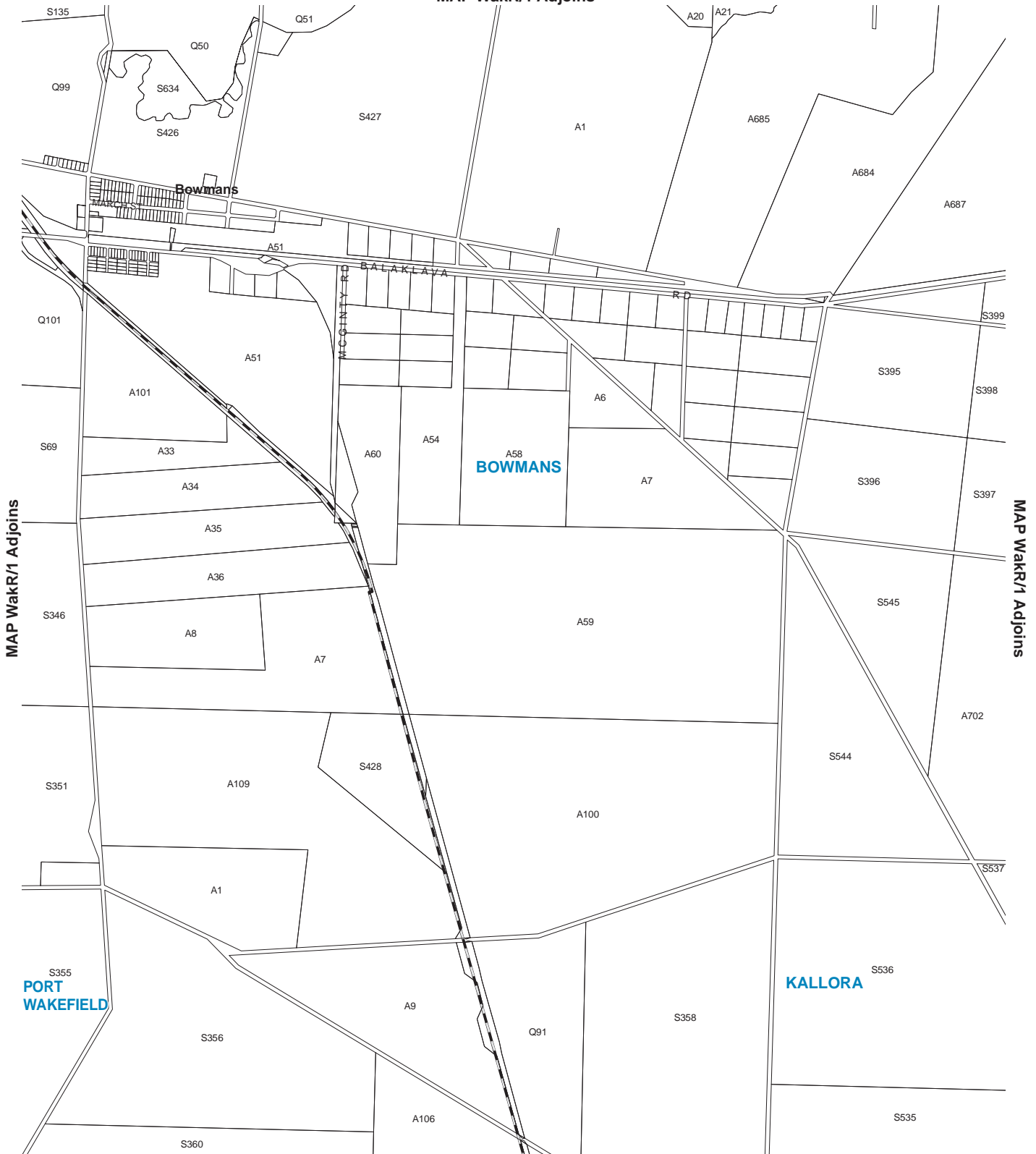
HALBURY

# Zone Map WakR/10

Zones

- PrPro Primary Production
- RuL Rural Living
- S Settlement
- Zone Boundary

MAP WakR/1 Adjoins

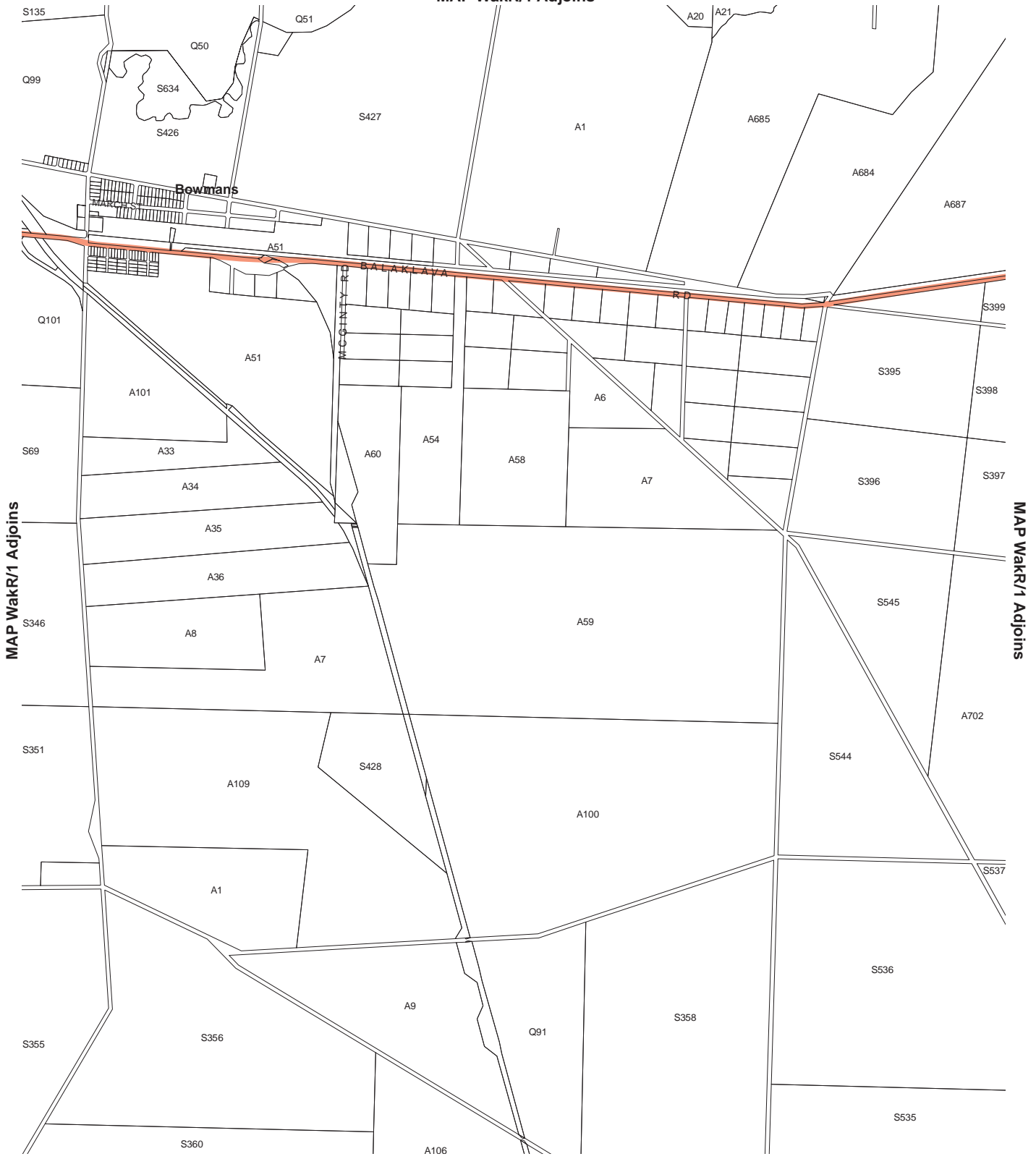


BOWMANS

# Location Map WakR/11

 Railways

MAP WakR/1 Adjoins



MAP WakR/15 Adjoins

MAP WakR/1 Adjoins



**BOWMANS**

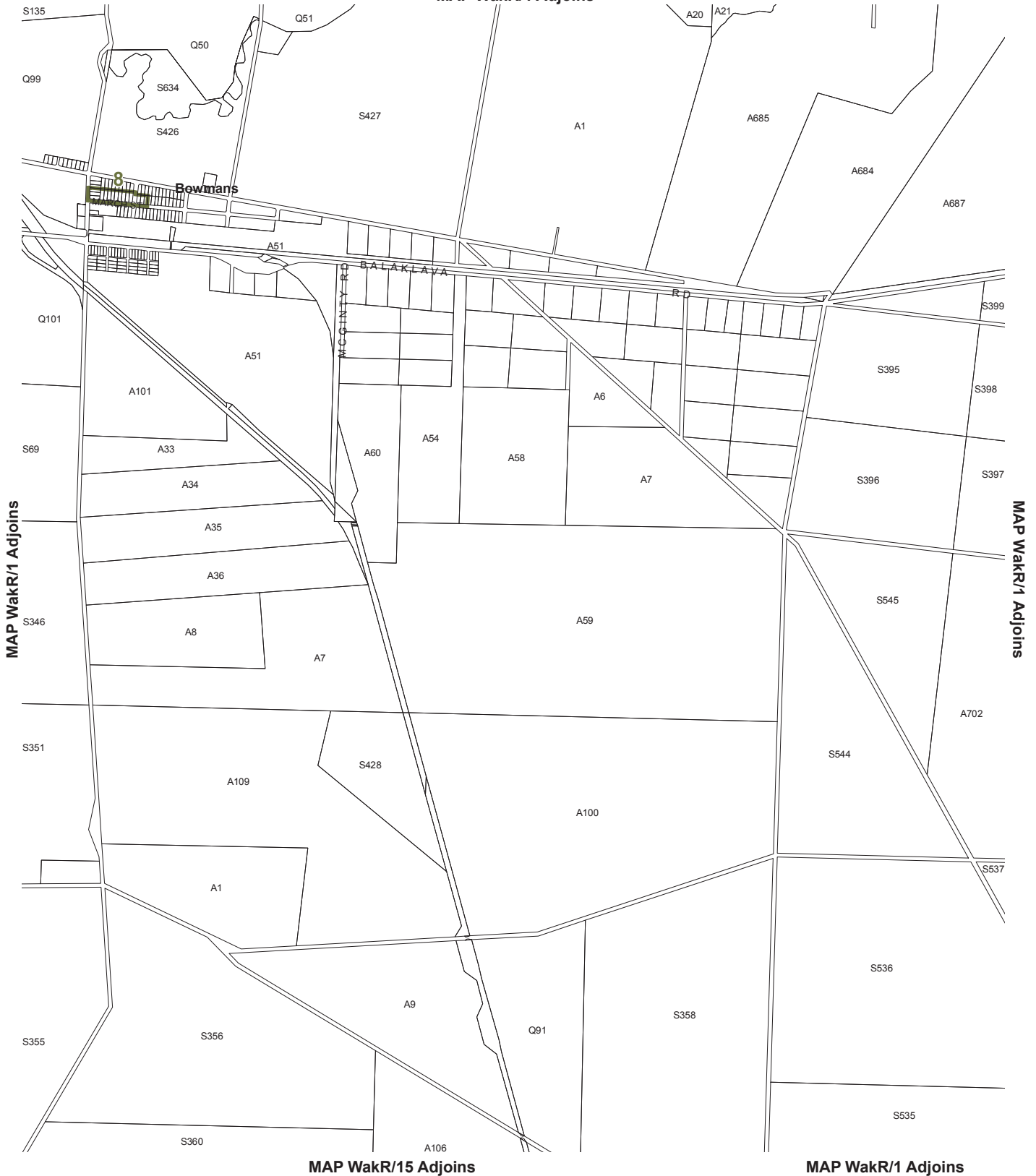
# Overlay Map WakR/11 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Secondary Arterial Roads

**MAP WakR/1 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.


**Historic Conservation Area**  
8 March st, Bowmans (residential)



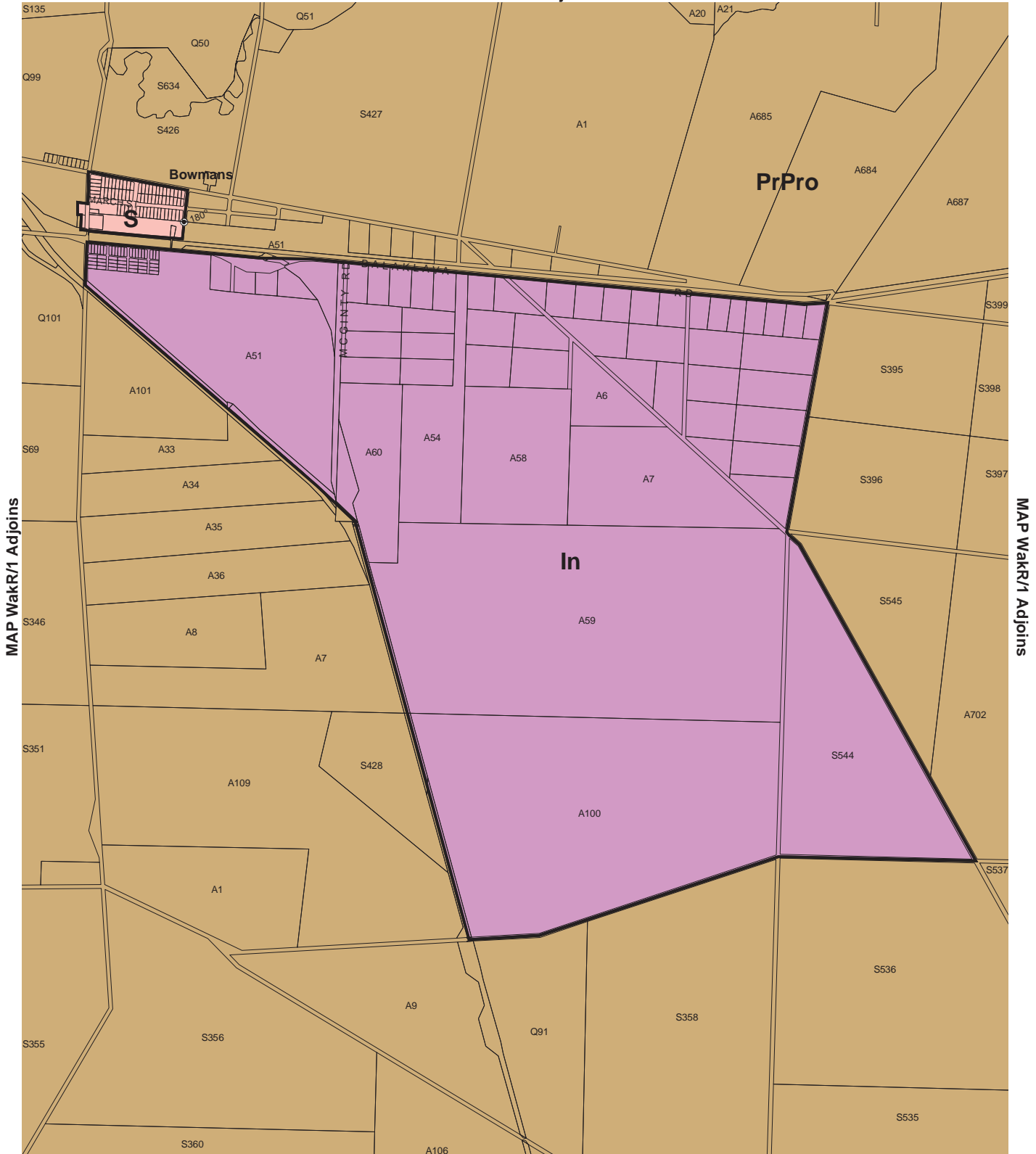
**BOWMANS**

# Overlay Map WakR/11 HERITAGE

**WAKEFIELD REGIONAL COUNCIL**  
Consolidated - 9 February 2017

 Historic Conservation Area

MAP WakR/1 Adjoins



MAP WakR/15 Adjoins

MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



BOWMANS

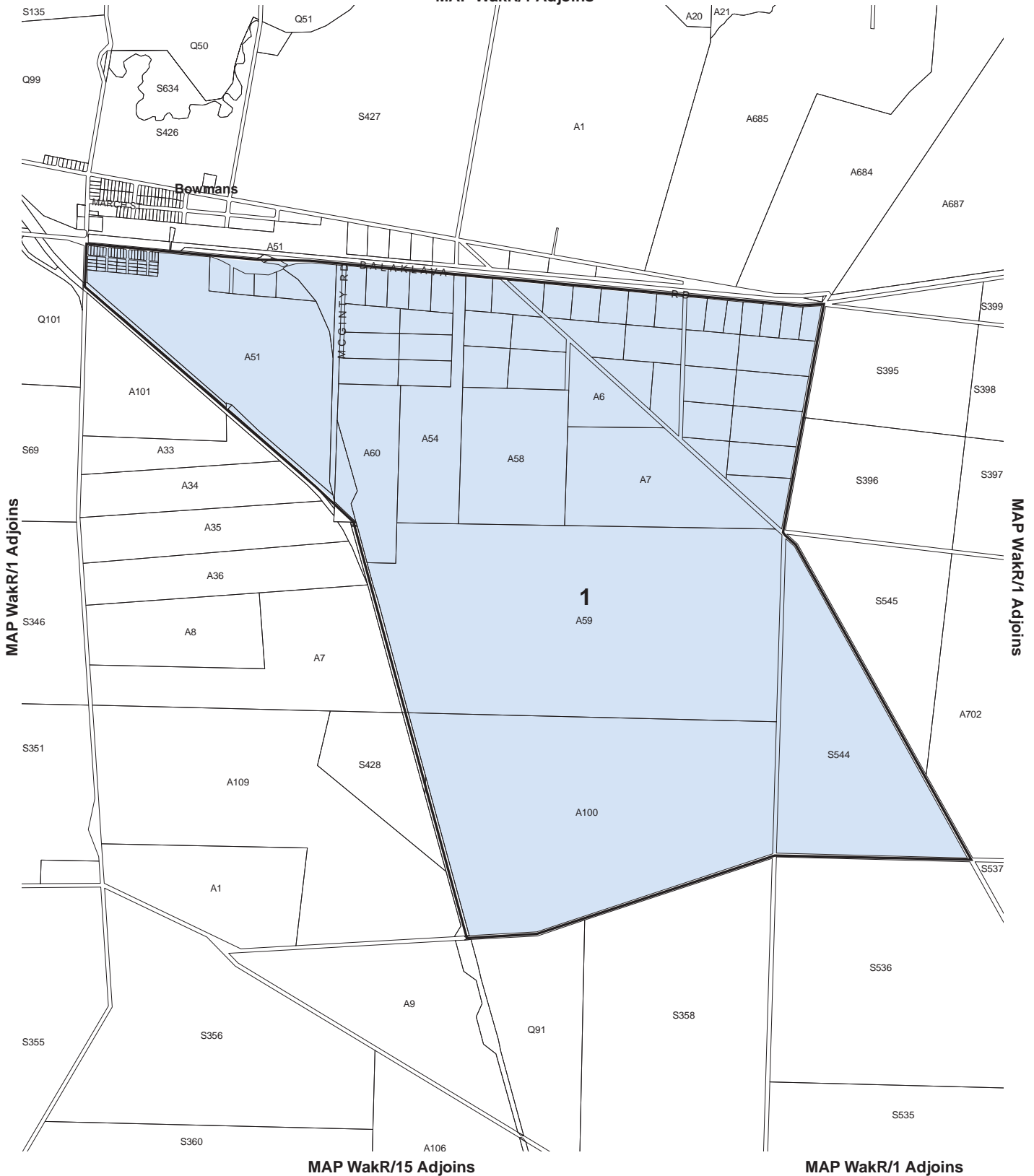
# Zone Map WakR/11

- Zones**
- Industry
  - Primary Production
  - Settlement
  - Zone Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area  
1 Bowmans



**BOWMANS**

# Policy Area Map WakR/11

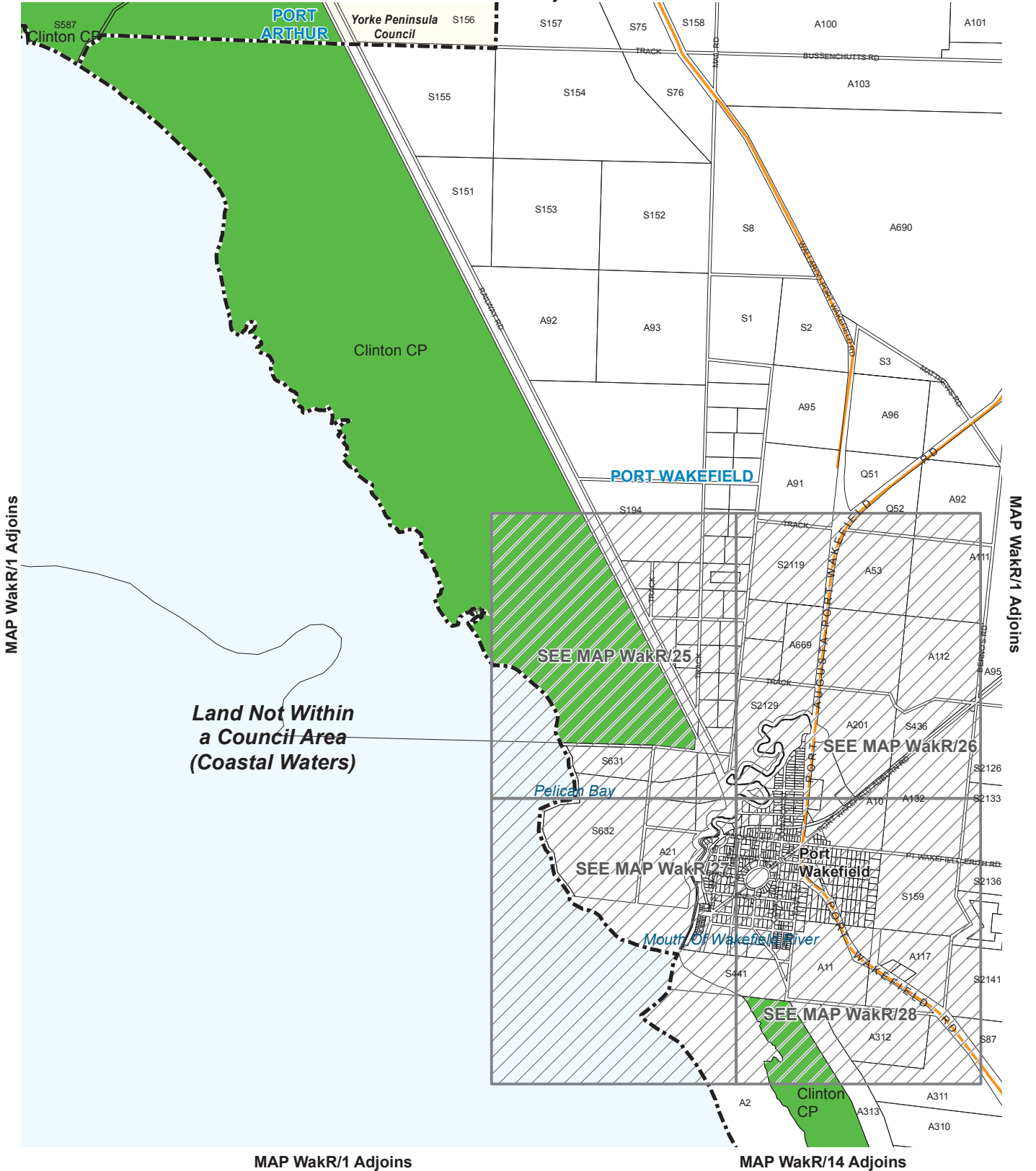
 Policy Area Boundary

**WAKEFIELD REGIONAL COUNCIL**

Consolidated - 9 February 2017






MAP WakR/1 Adjoins



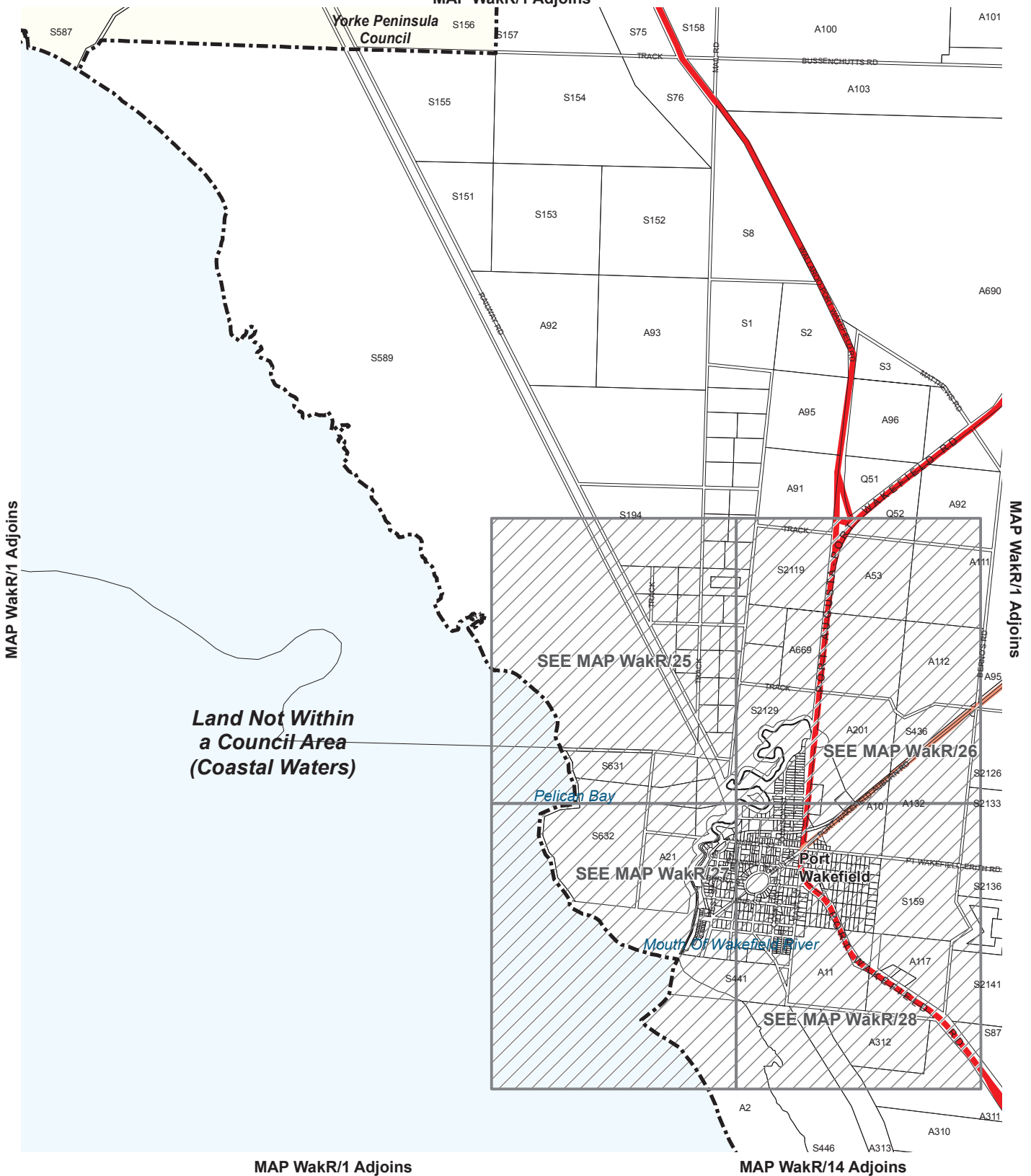
Land Not Within  
a Council Area  
(Coastal Waters)

# Location Map WakR/12

-  Tourist Routes
-  Conservation Park
-  Development Plan Boundary

MAP WakR/1 Adjoins

Yorke Peninsula Council



Land Not Within a Council Area (Coastal Waters)

SEE MAP WakR/25

SEE MAP WakR/26

SEE MAP WakR/27

SEE MAP WakR/28

MAP WakR/1 Adjoins

MAP WakR/14 Adjoins



# Overlay Map WakR/12 TRANSPORT

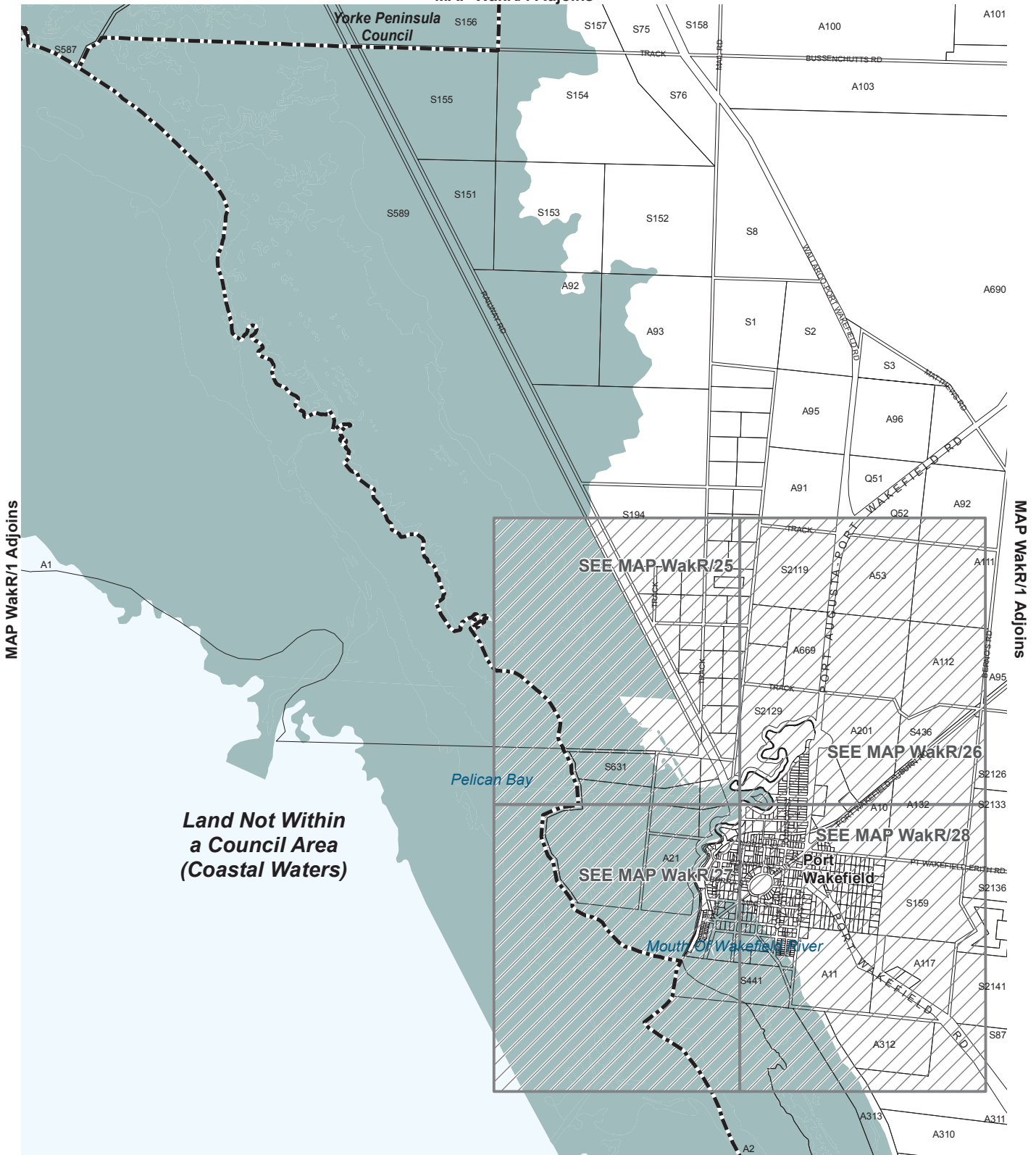
WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

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

MAP WakR/1 Adjoins

Yorke Peninsula Council



Land Not Within a Council Area (Coastal Waters)

MAP WakR/1 Adjoins

MAP WakR/14 Adjoins

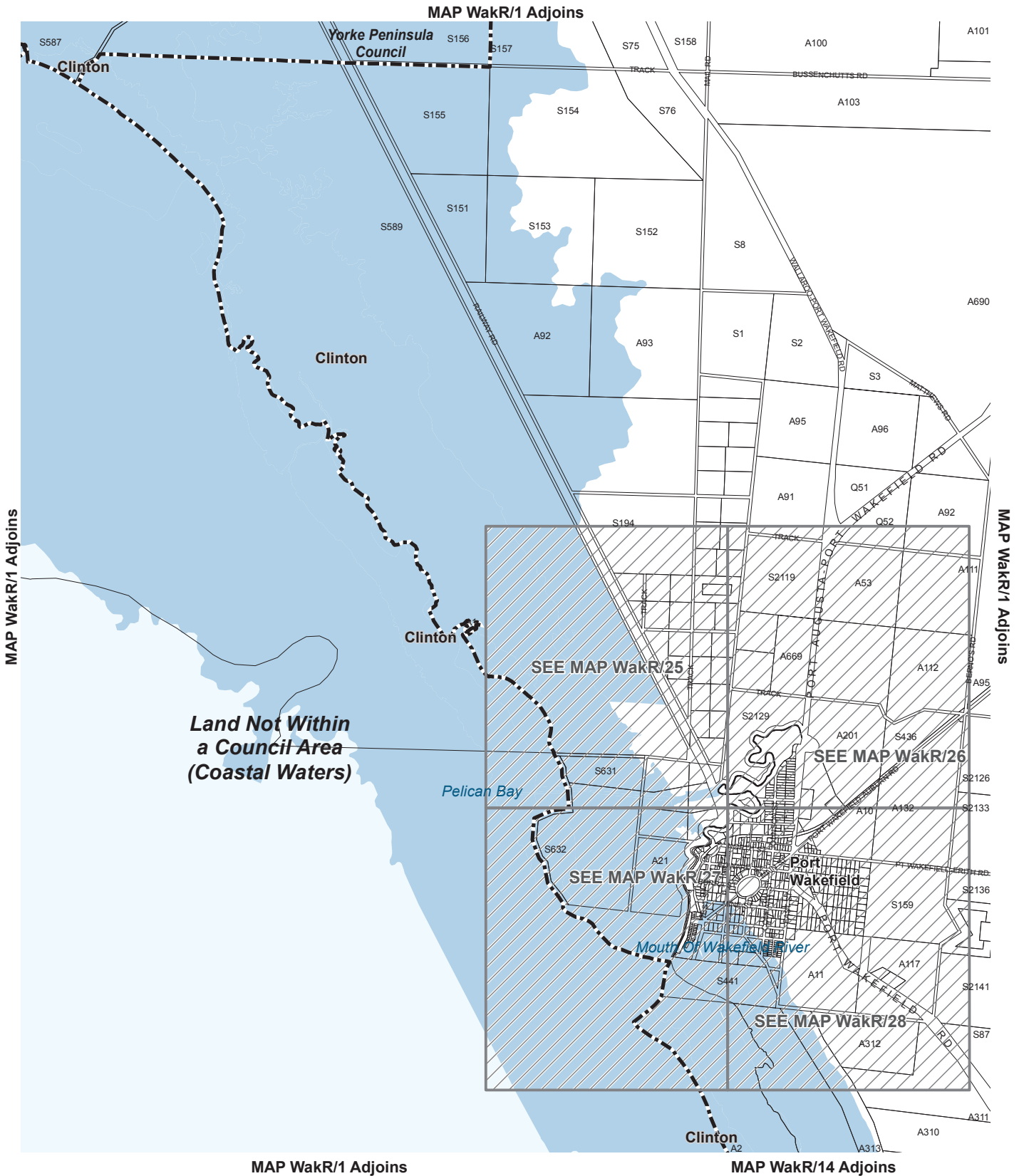


# Overlay Map WakR/12 DEVELOPMENT CONSTRAINTS

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Coastal Acid Sulfate Soils
- Development Plan Boundary



# Overlay Map WakR/12

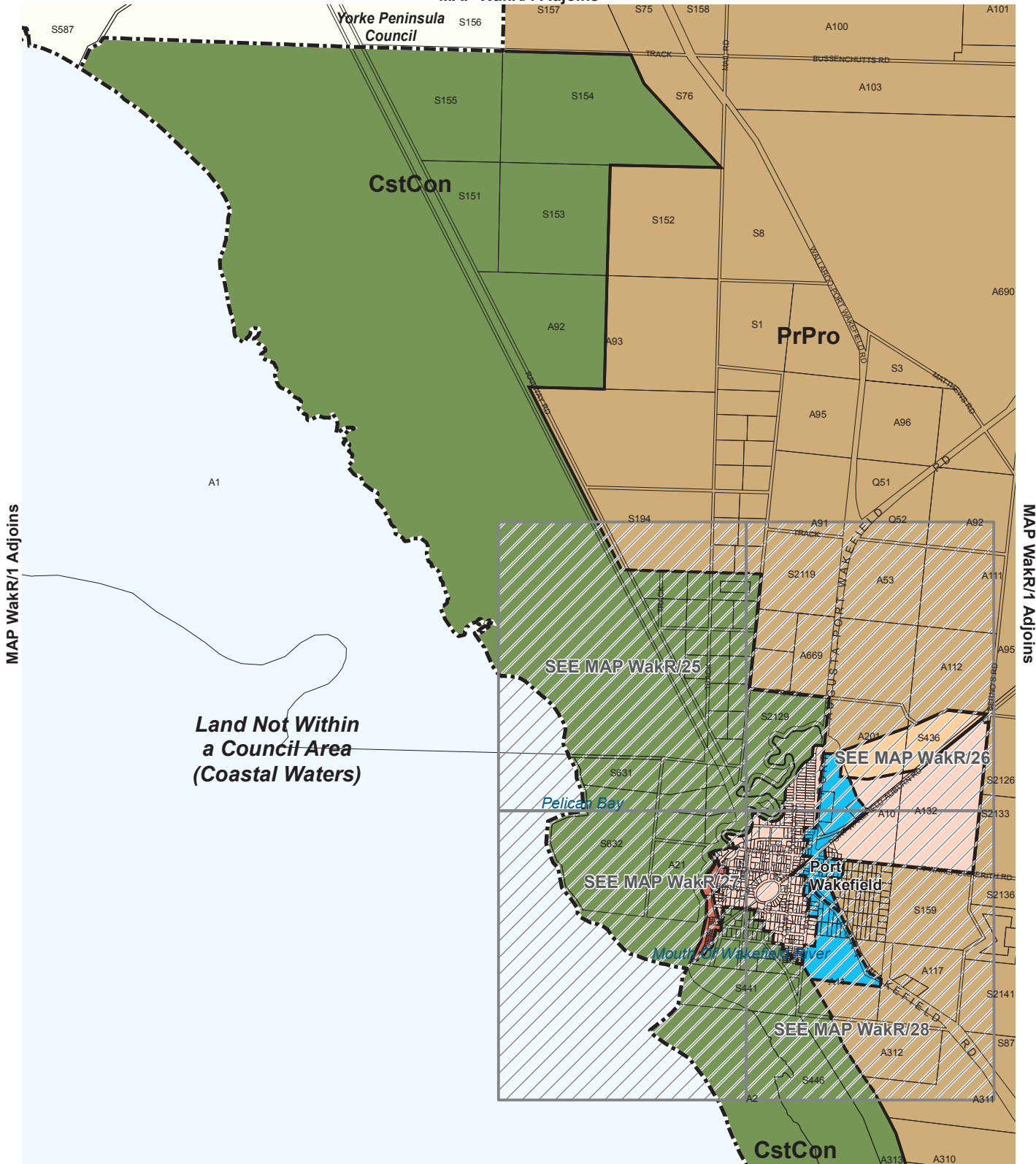
## NATURAL RESOURCES

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Wetlands of National Importance
- Development Plan Boundary

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

MAP WakR/14 Adjoins

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



Zones

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

# Zone Map WakR/12

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

# Location Map WakR/13

— Railways

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



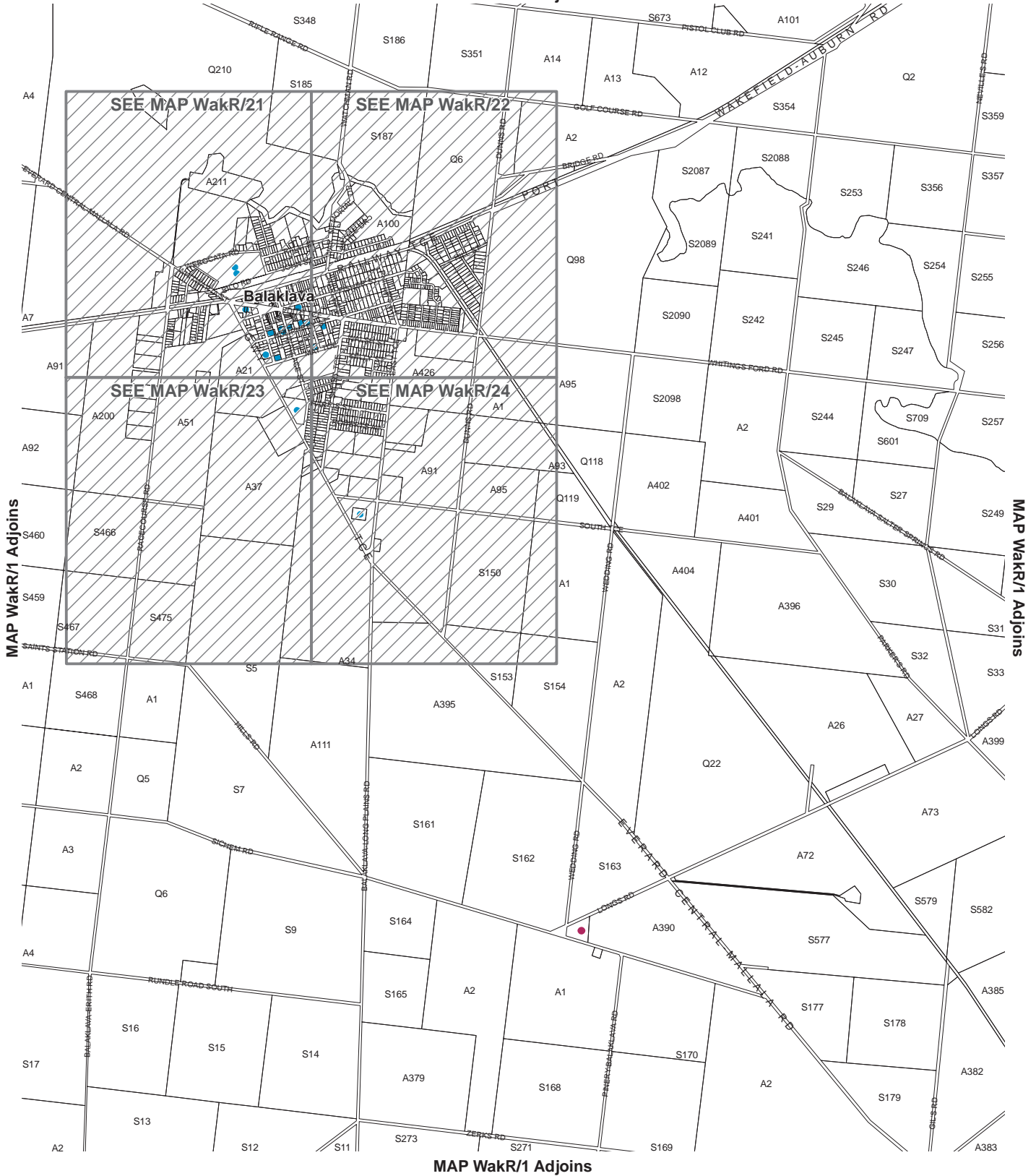
0 2,000 m

# Overlay Map WakR/13 TRANSPORT

WAKEFIELD REGIONAL COUNCIL  
Consolidated - 9 February 2017

Secondary Arterial Roads

MAP WakR/1 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.



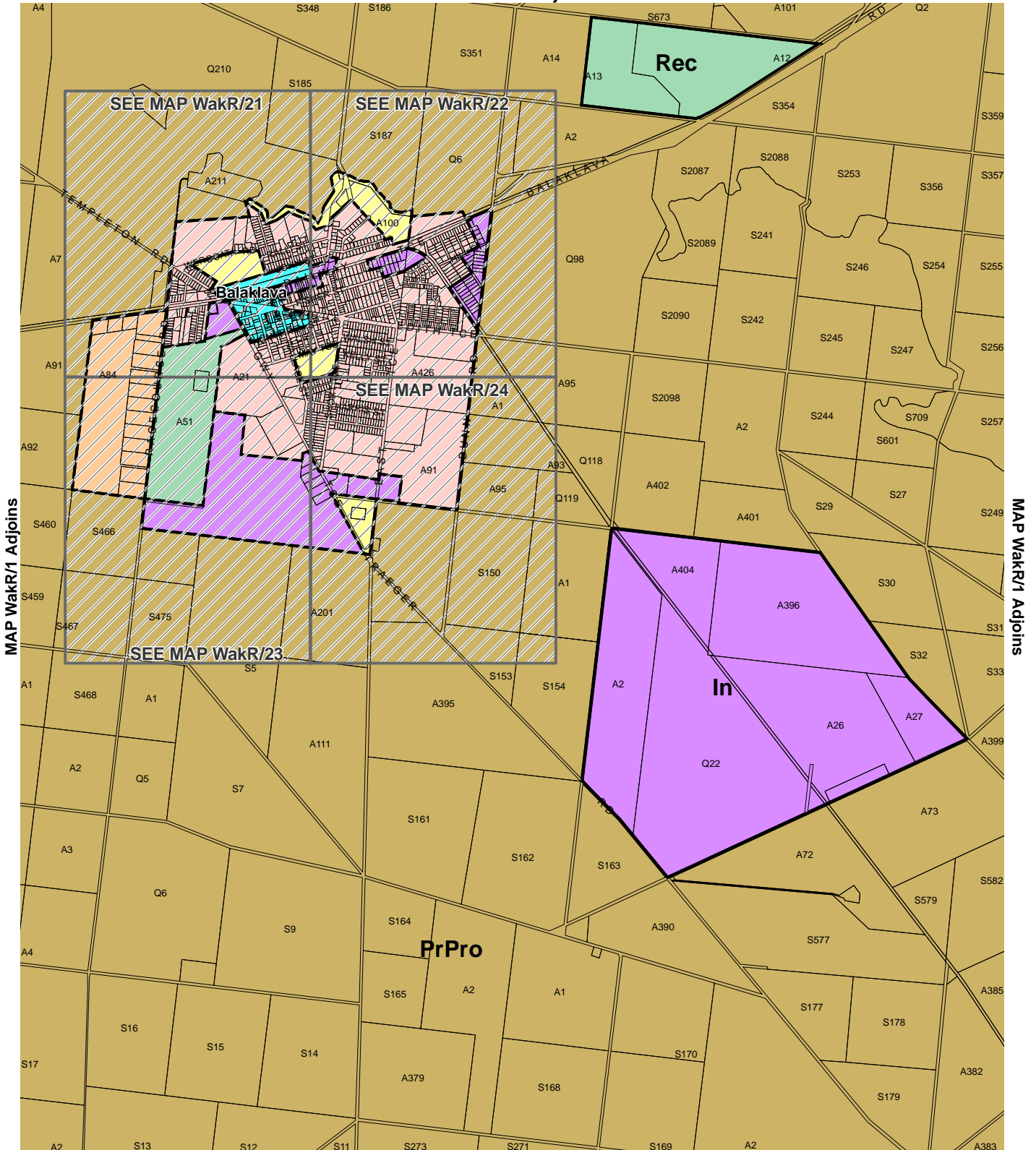
# Overlay Map WakR/13

## HERITAGE

● State heritage place



MAP WakR/1 Adjoins



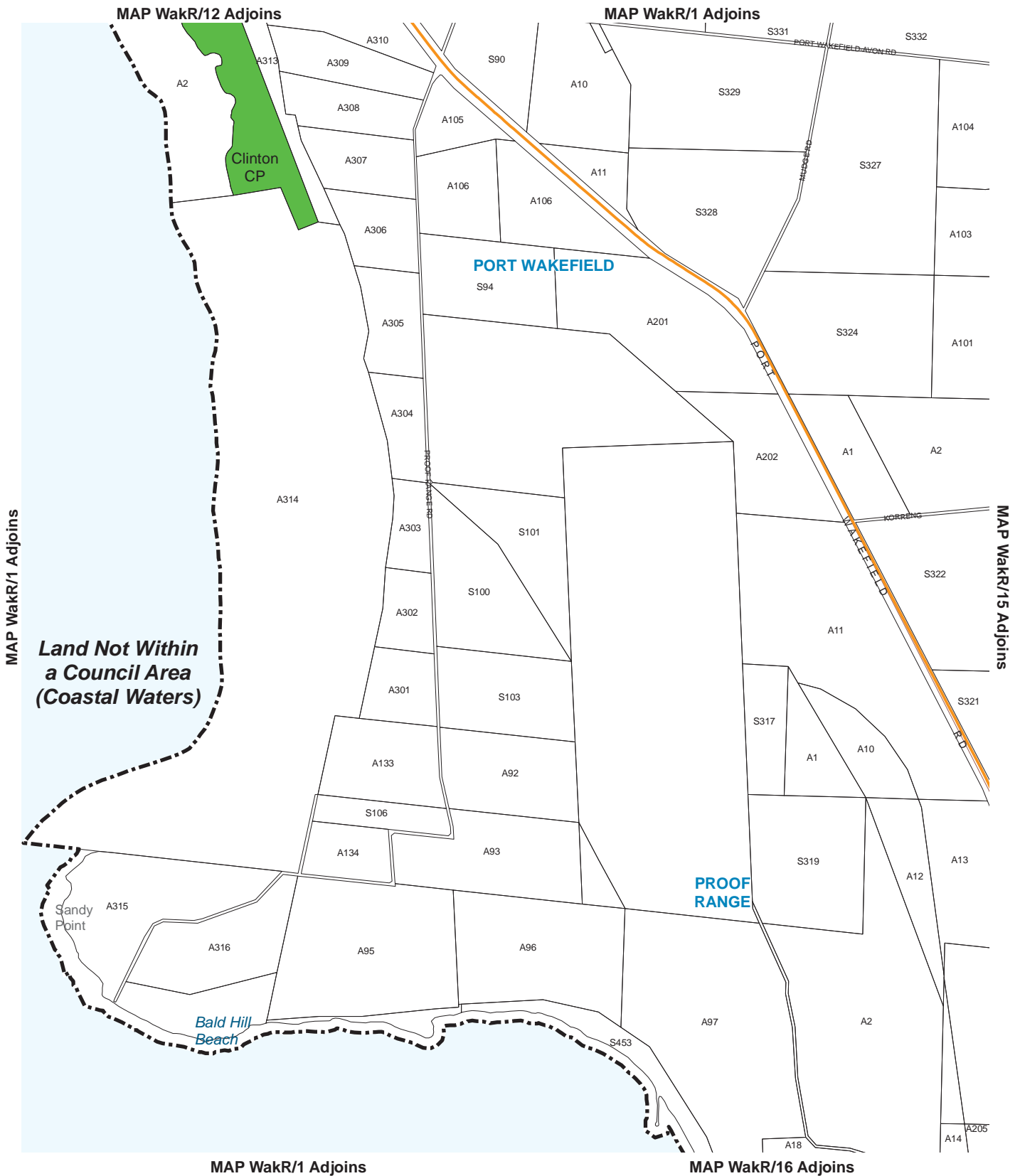
MAP WakR/1 Adjoins




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



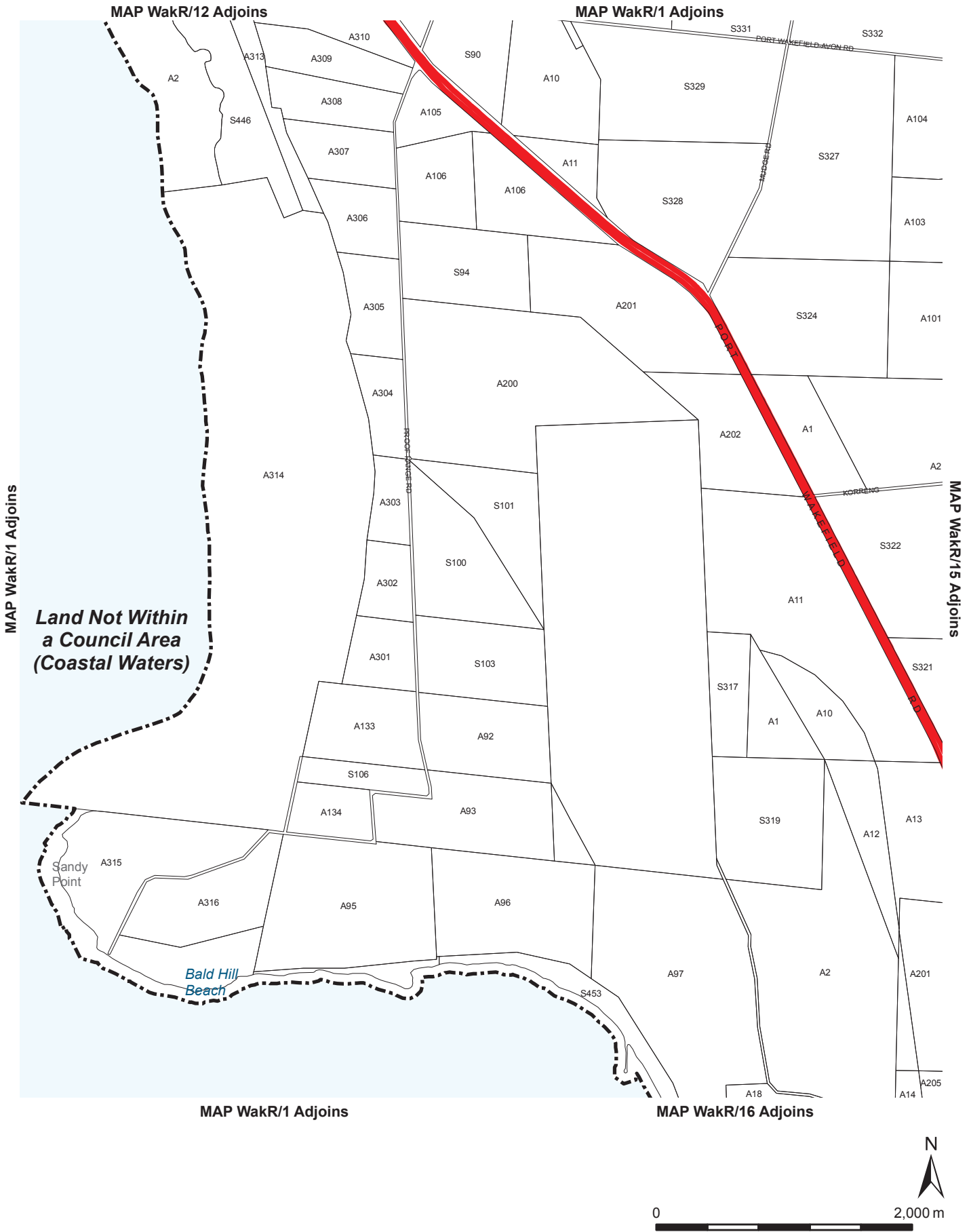
- Zones**
- Industry
  - Primary Production
  - Recreation
  - Zone Boundary

# Zone Map WakR/13



-  Tourist Routes
-  Conservation Park
-  Development Plan Boundary

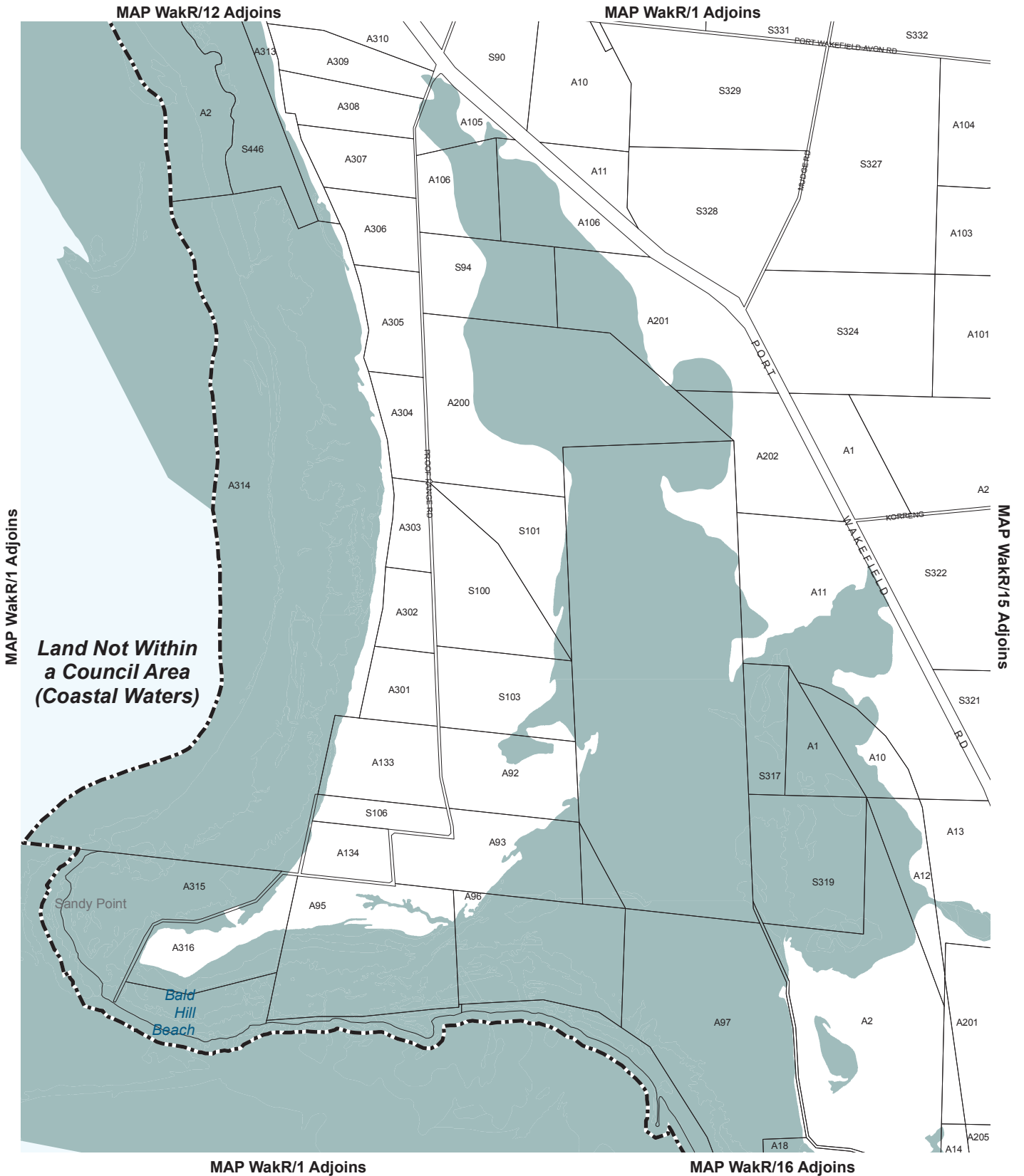
# Location Map WakR/14



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

# Overlay Map WakR/14

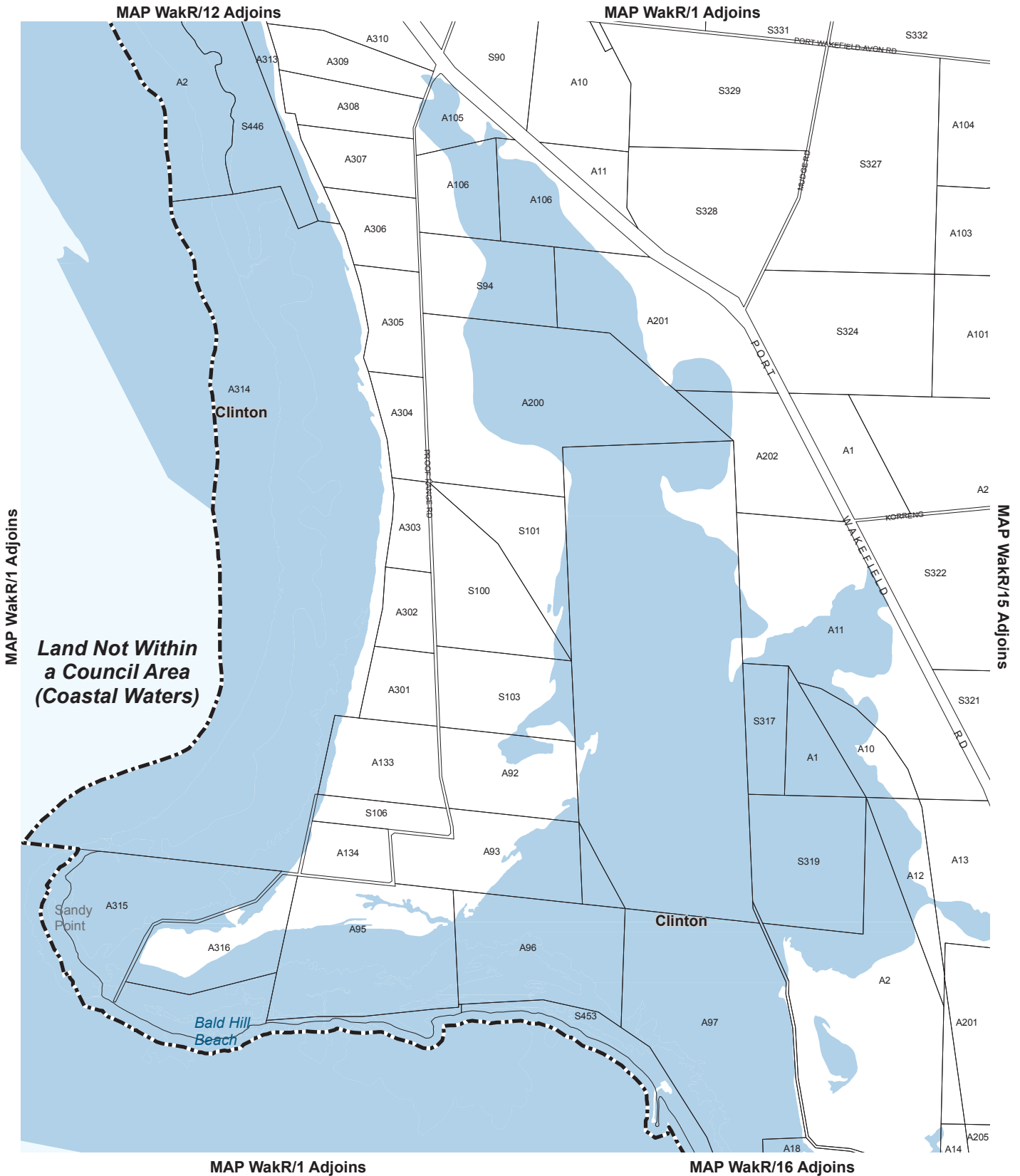
## TRANSPORT



Land Not Within  
a Council Area  
(Coastal Waters)

# Overlay Map WakR/14 DEVELOPMENT CONSTRAINTS

- Coastal Acid Sulfate Soils
- Development Plan Boundary



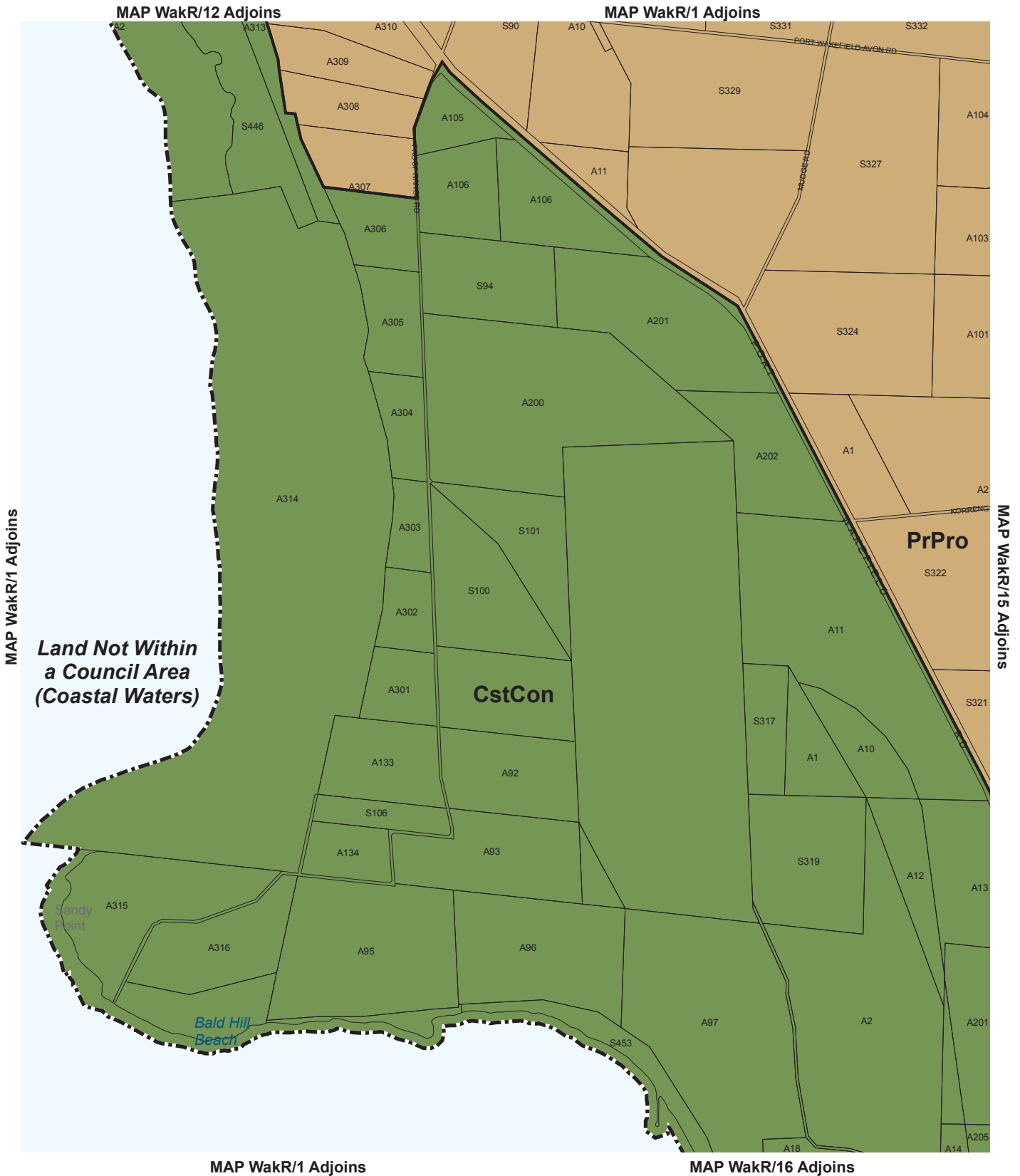
# Overlay Map WakR/14

## NATURAL RESOURCES

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Wetlands of National Importance
- Development Plan Boundary



Lamberts Conformal Conic Projection, GDA94



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

# Zone Map WakR/14



# Location Map WakR/15

-  Railways
-  Tourist Routes



# Overlay Map WakR/15 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Primary Arterial Roads





# Overlay Map WakR/15 DEVELOPMENT CONSTRAINTS

 Coastal Acid Sulfate Soils

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins

MAP WakR/11 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 WakR/15

## HERITAGE

● Local heritage place

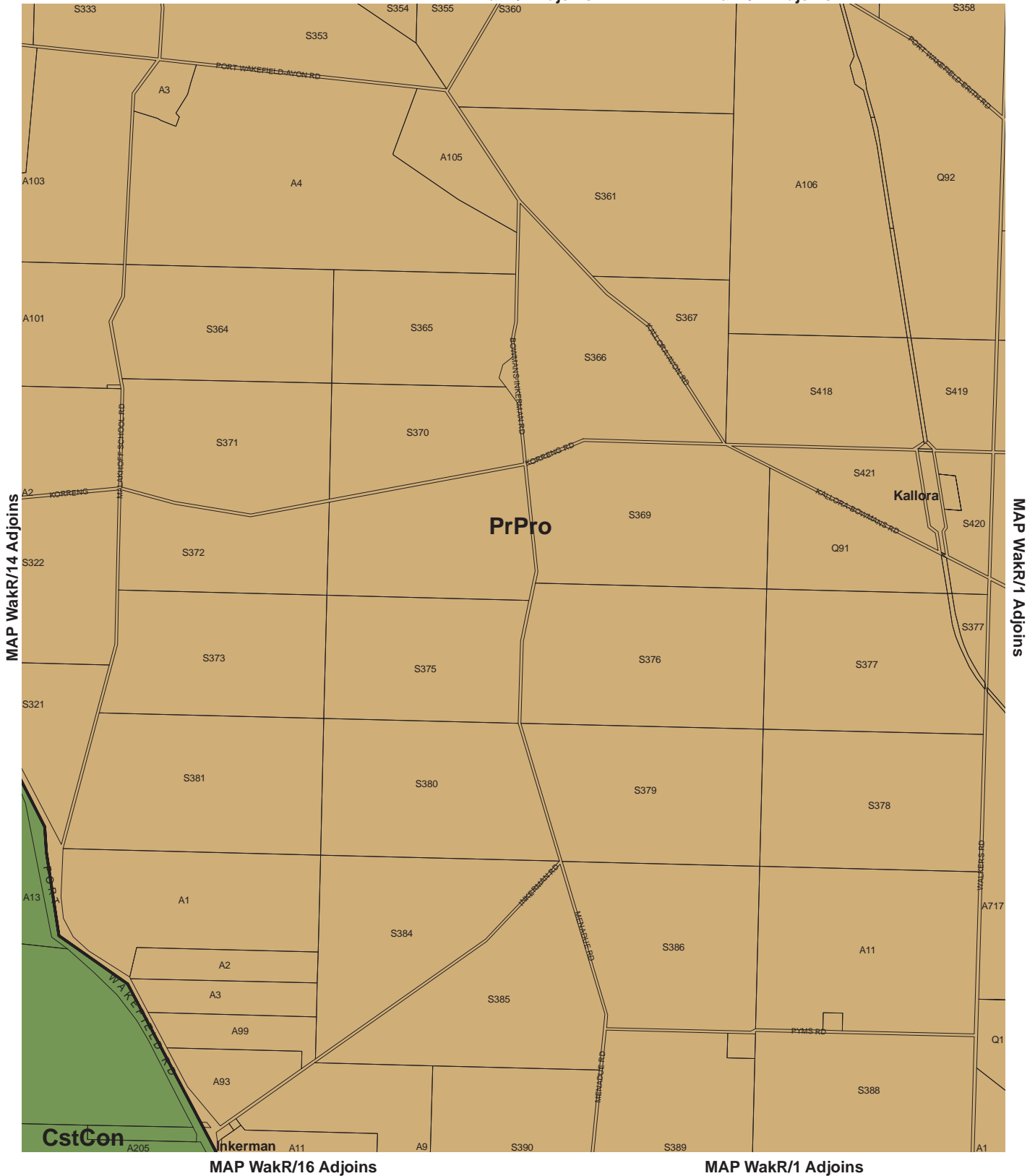


# Overlay Map WakR/15

## NATURAL RESOURCES

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

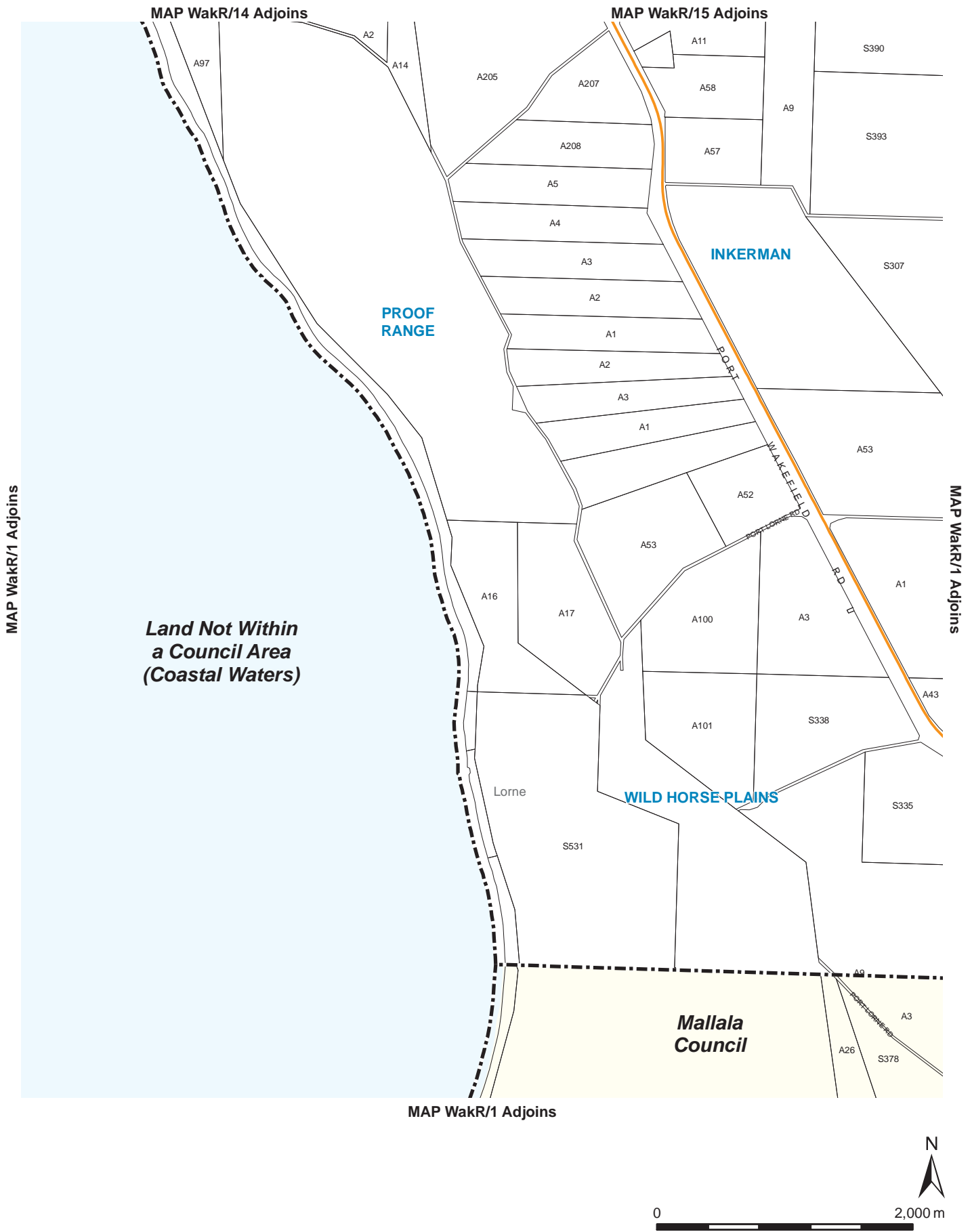


Lamberts Conformal Conic Projection, GDA94



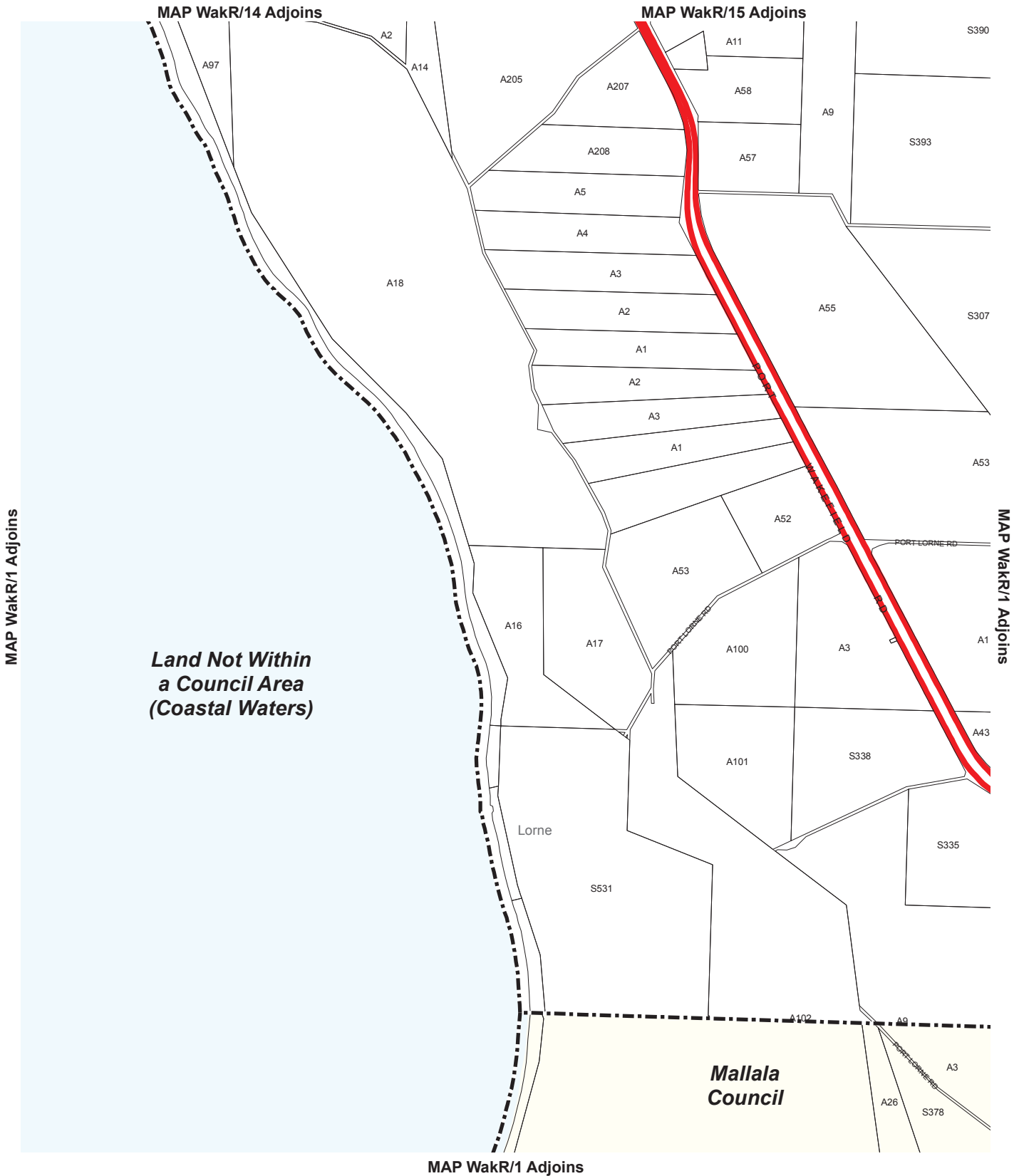
- Zones**
- CstCon Coastal Conservation
  - PrPro Primary Production
  - Zone Boundary

# Zone Map WakR/15



# Location Map WakR/16

- Tourist Routes
- Development Plan Boundary

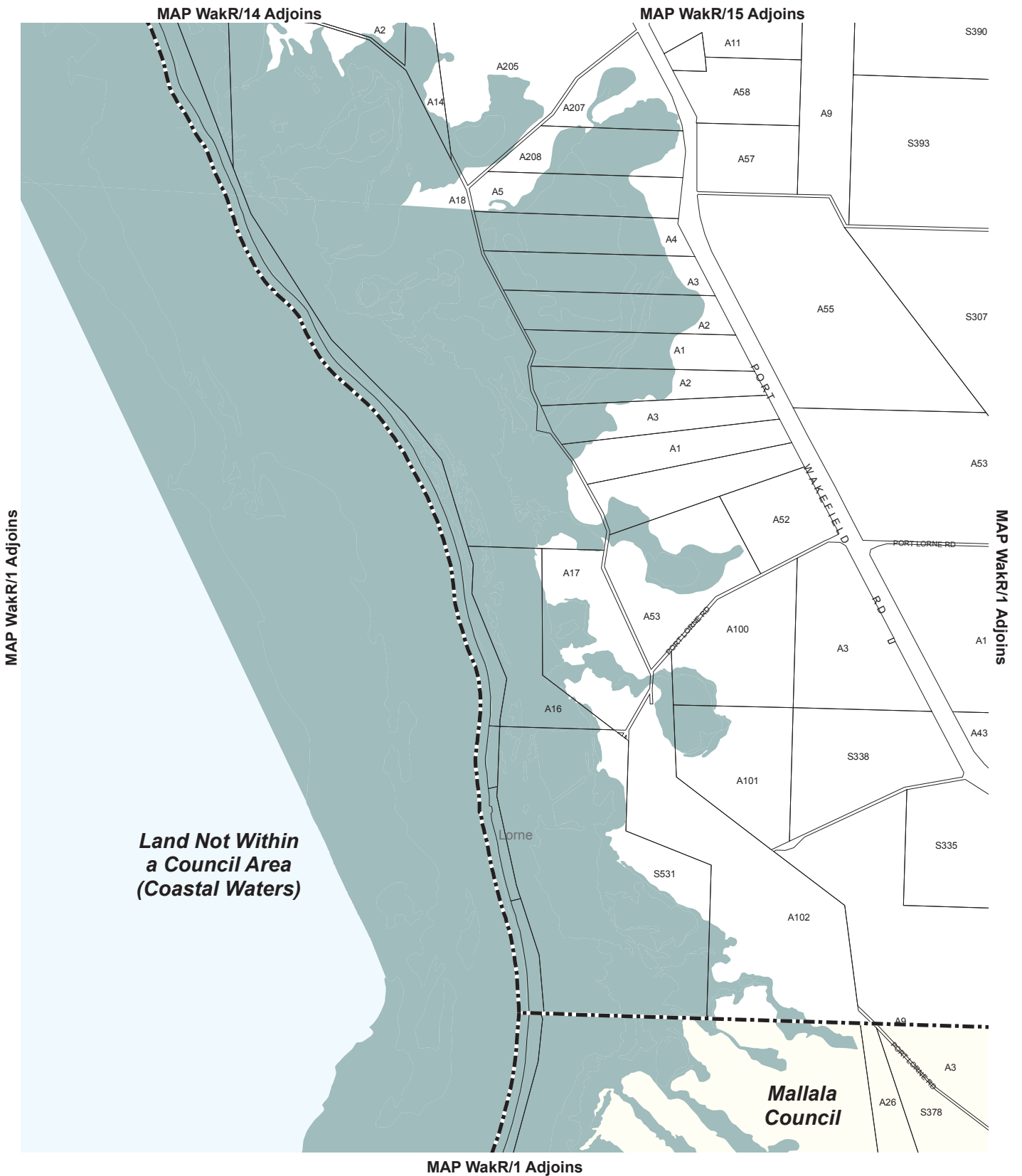


# Overlay Map WakR/16 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Primary Arterial Roads
- Development Plan Boundary

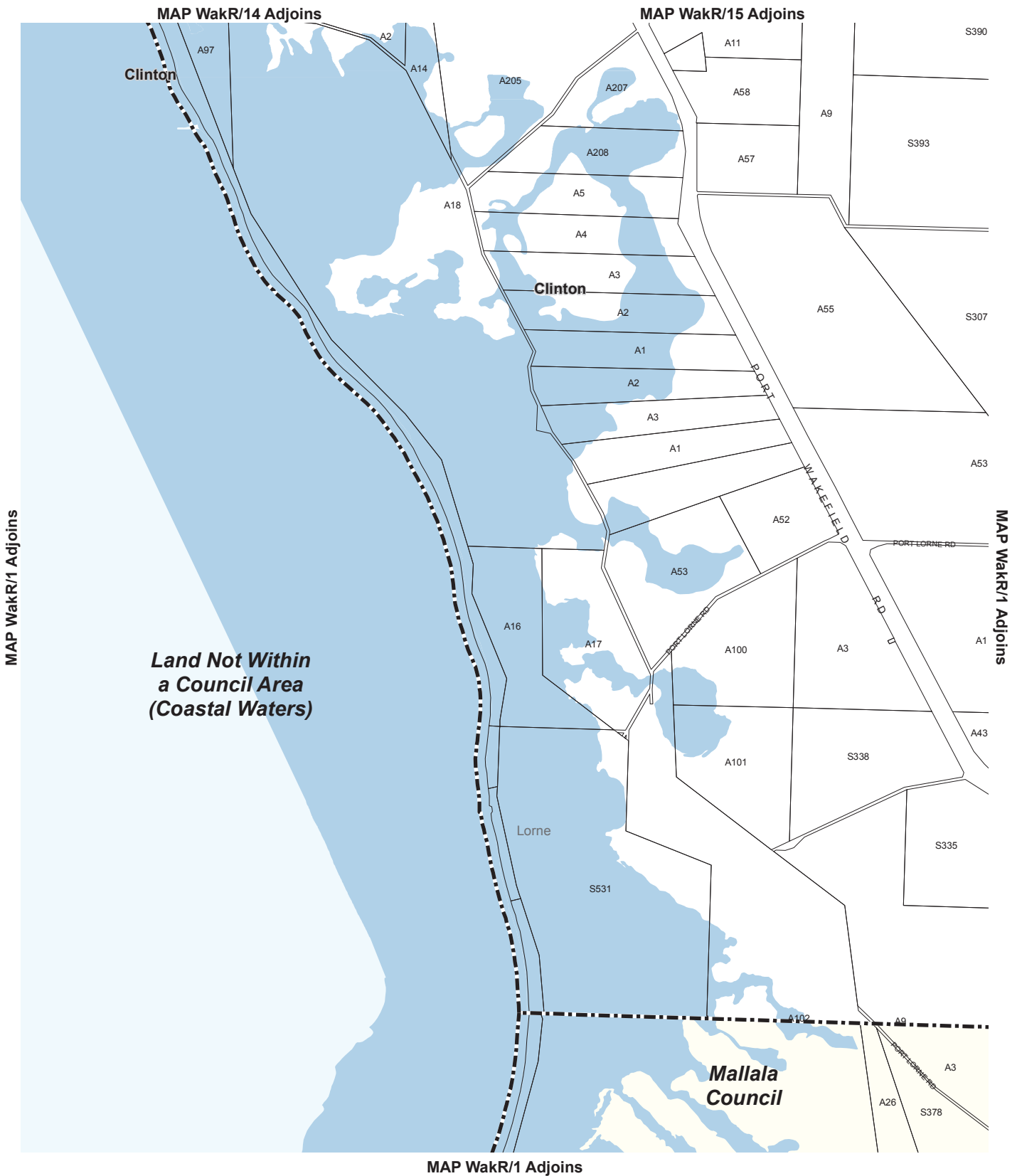


# Overlay Map WakR/16

## DEVELOPMENT CONSTRAINTS

WAKEFIELD REGIONAL COUNCIL  
 Consolidated - 9 February 2017

- Coastal Acid Sulfate Soils
- Development Plan Boundary

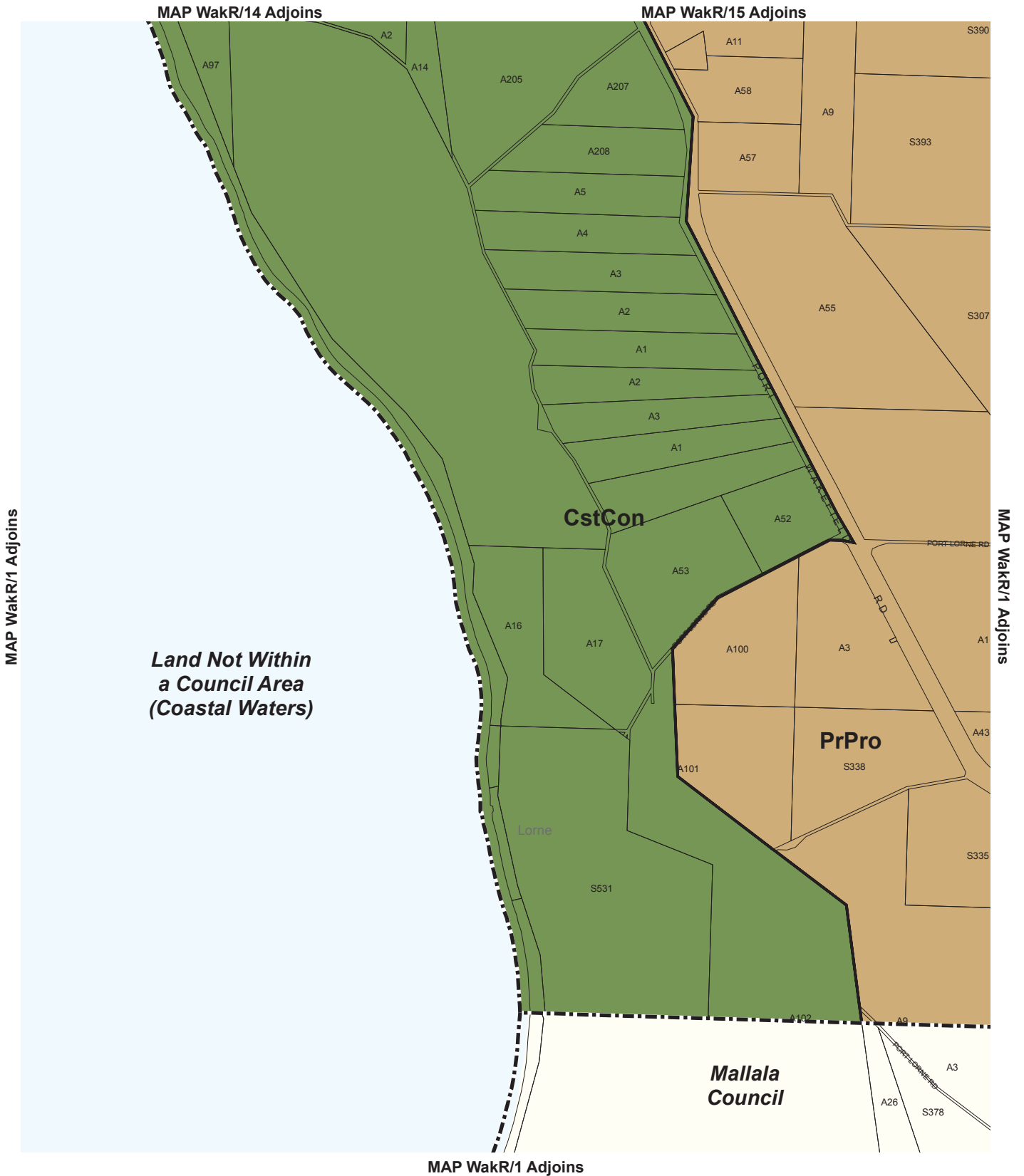


# Overlay Map WakR/16

## NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary





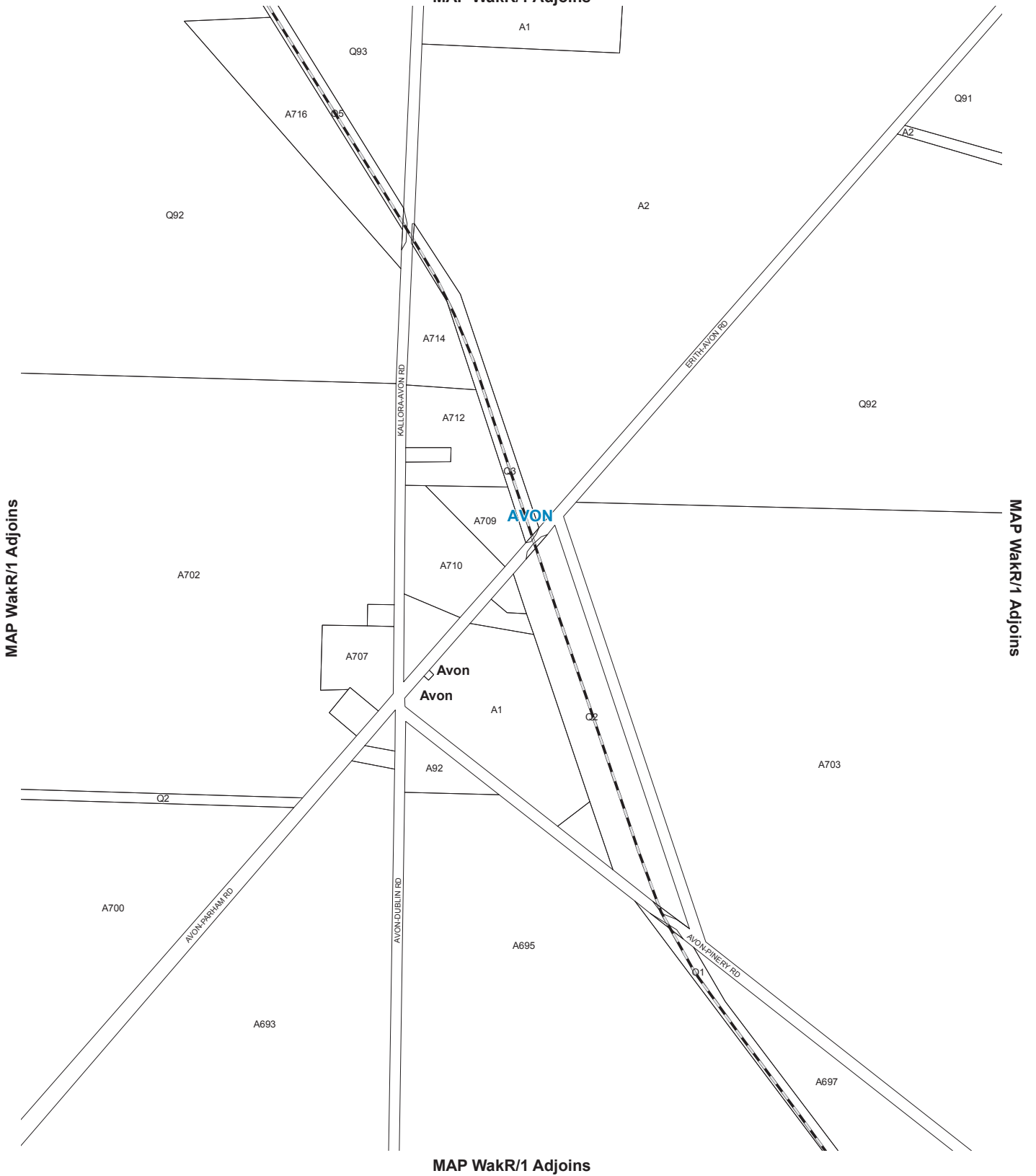
Lamberts Conformal Conic Projection, GDA94



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

# Zone Map WakR/16

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

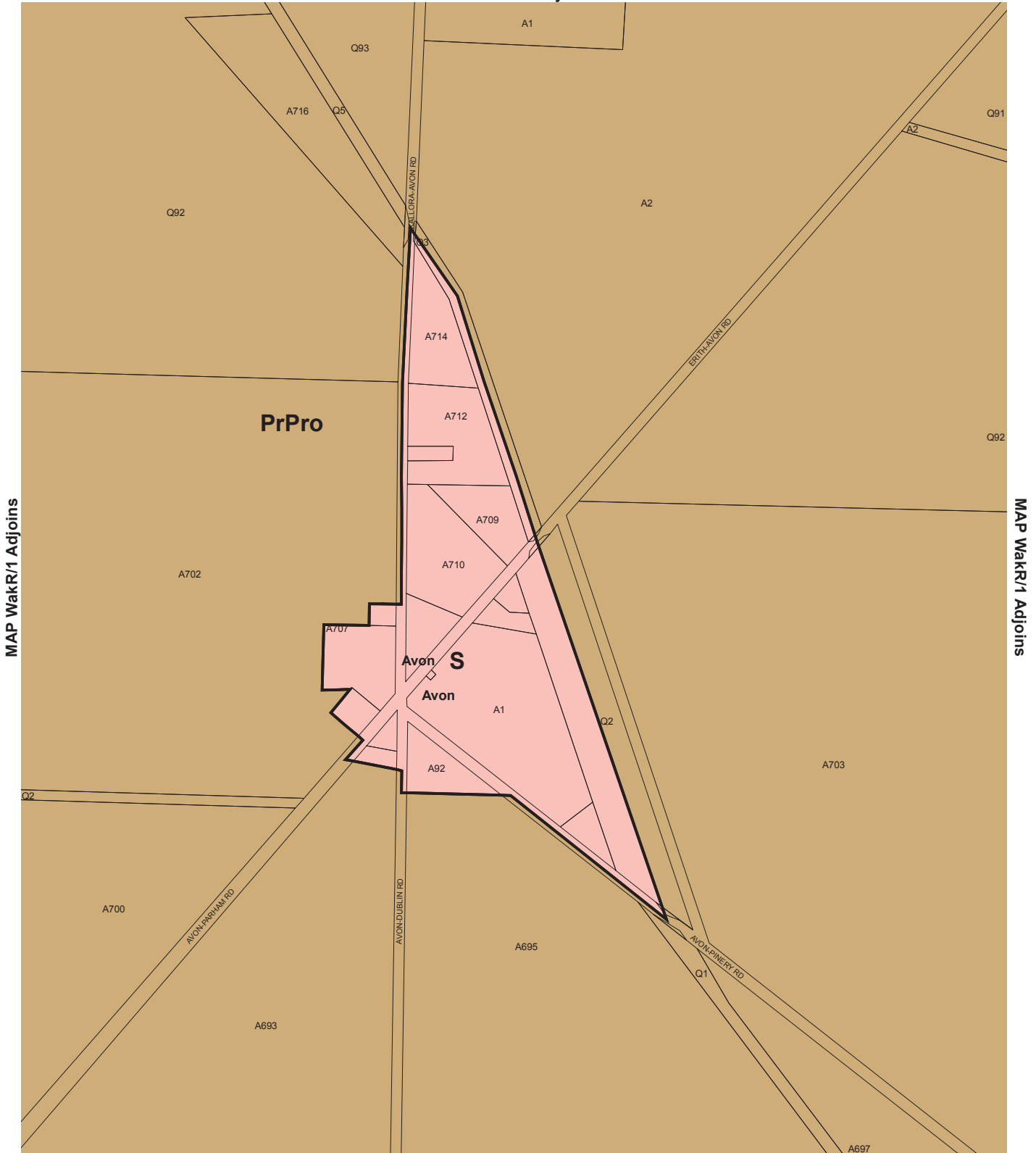


AVON

# Location Map WakR/17

Railways

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94



AVON

# Zone Map WakR/17

- Zones**
- PrPro Primary Production
  - S Settlement
  - Zone Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins





MAP WakR/1 Adjoins



OWEN

# Location Map WakR/18

-  School
-  Railways

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins



OWEN

# Overlay Map WakR/18 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

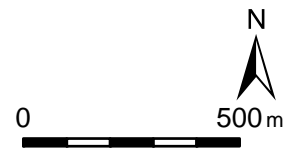
Secondary Arterial Roads

MAP WakR/1 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.

**Historic Conservation Area**  
 13 Main st, Owen (town centre)

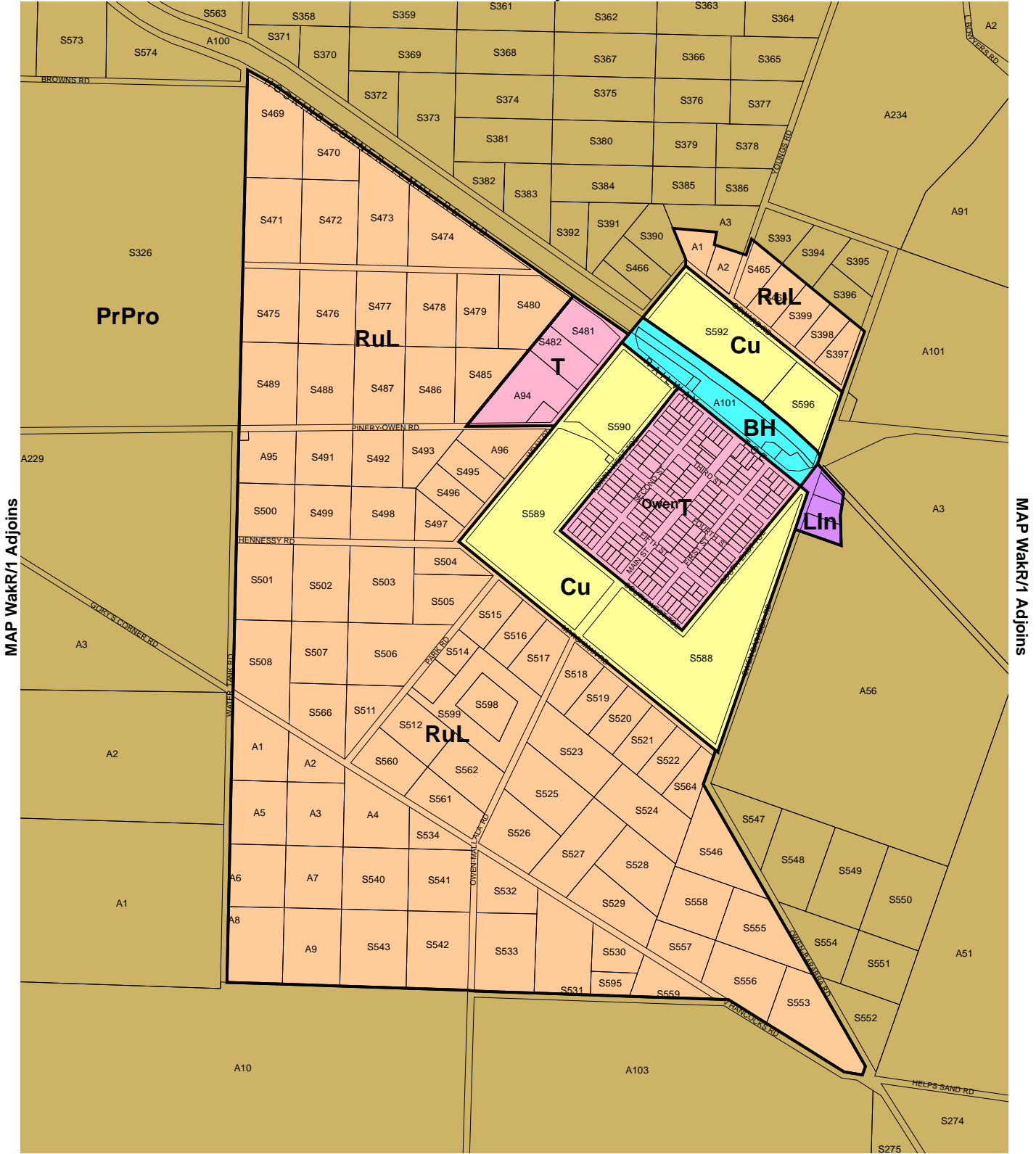


OWEN

# Overlay Map WakR/18 HERITAGE

- Local heritage place
- Historic Conservation Area

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

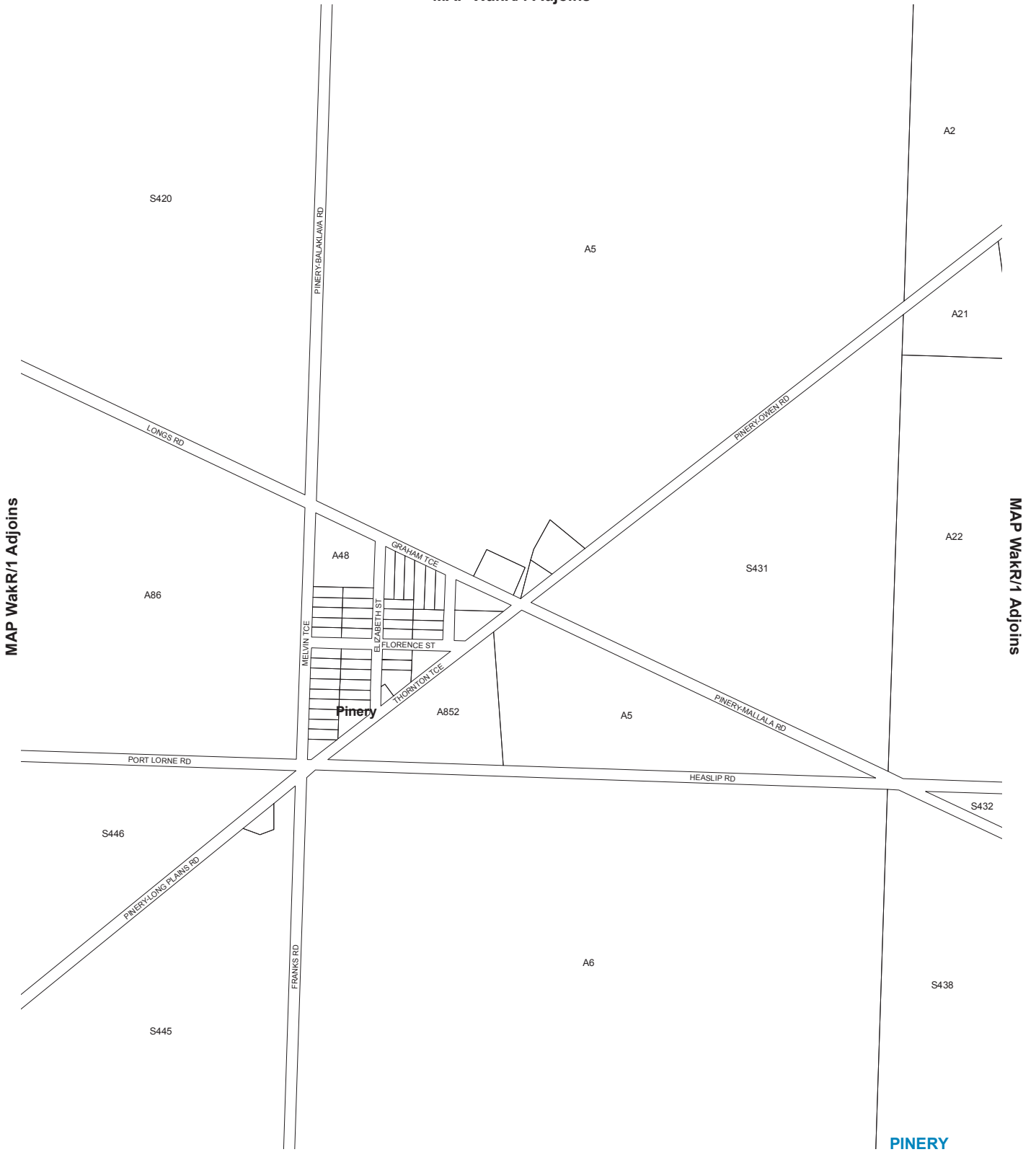


OWEN

# Zone Map WakR/18

- Zones**
- Bulk Handling
  - Community
  - Light Industry
  - Primary Production
  - Rural Living
  - Township
  - Zone Boundary

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

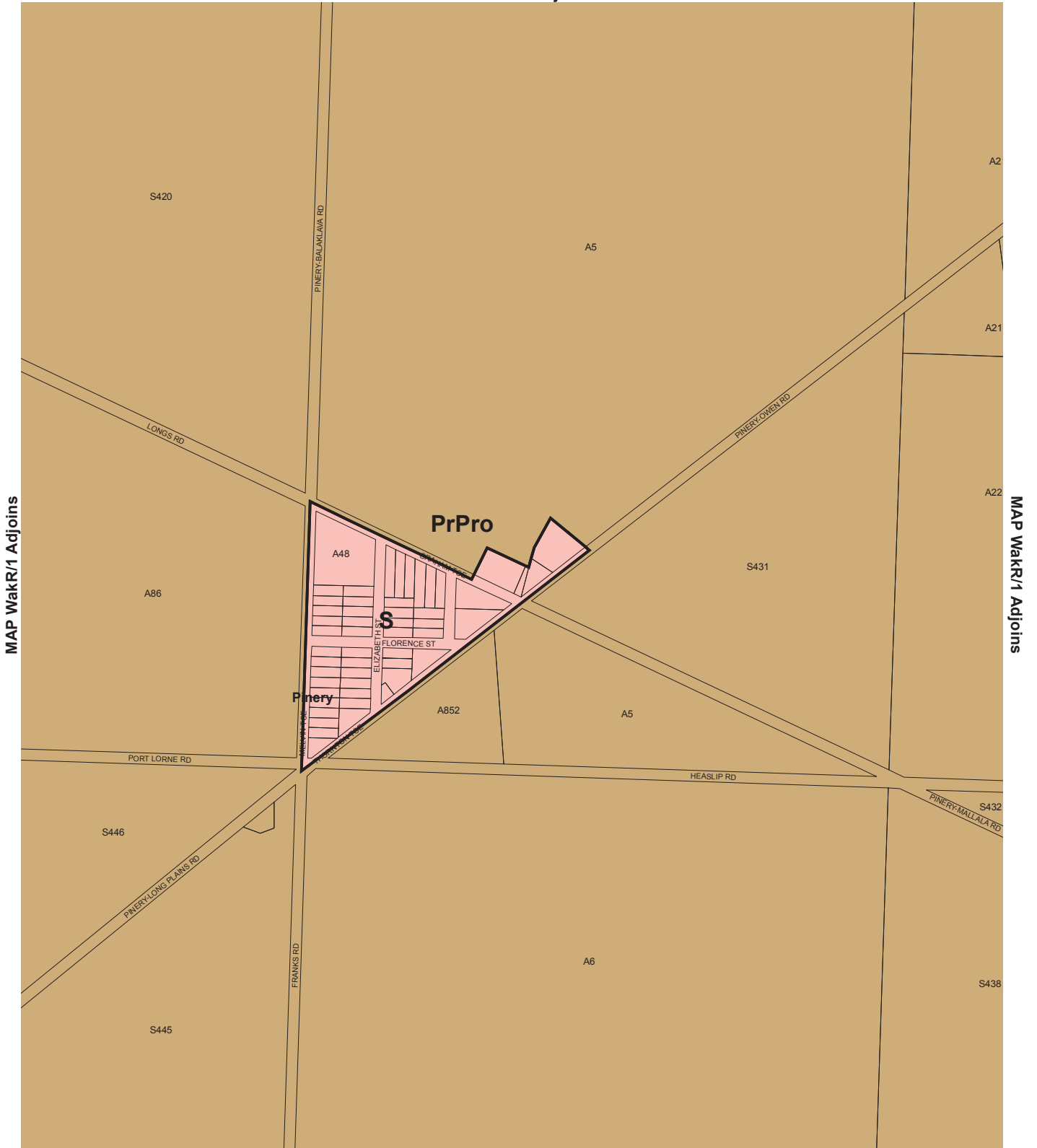


PINERY

# Location Map WakR/19



MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

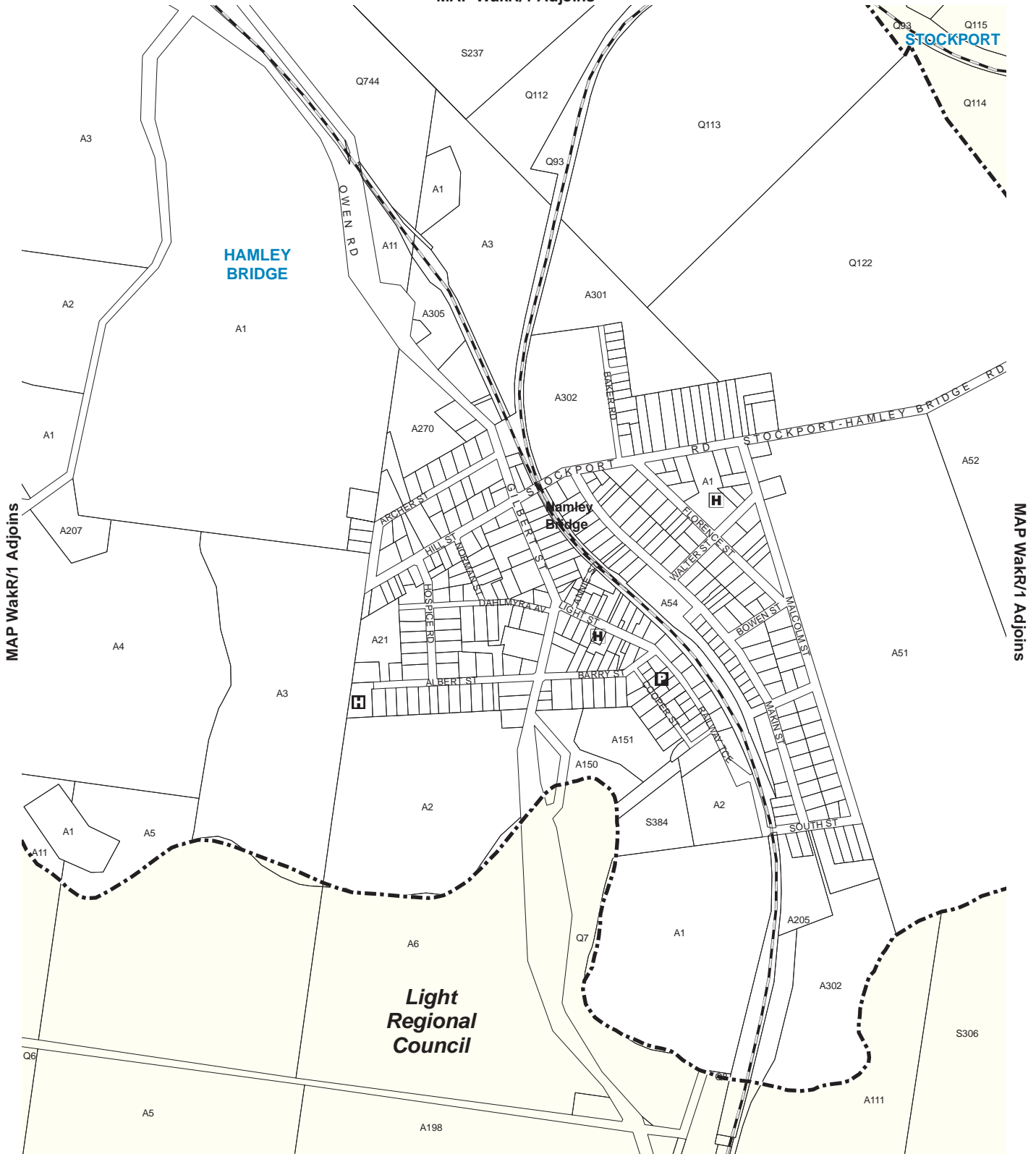


PINERY

# Zone Map WakR/19

- Zones**
- PrPro Primary Production
  - S Settlement
  - Zone Boundary

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins



HAMLEY BRIDGE

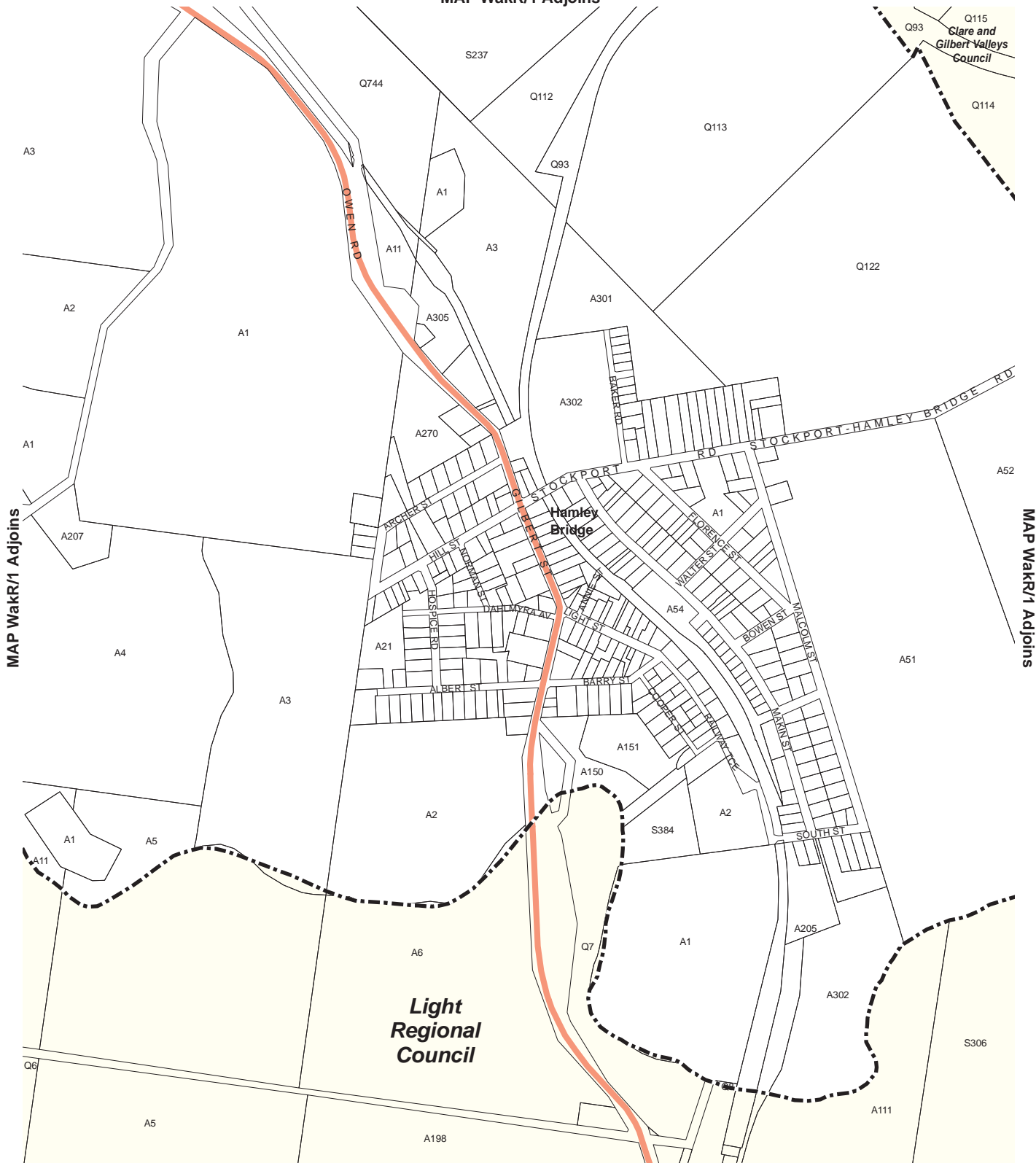
# Location Map WakR/20

- S** School
- H** Other Health Services
- H** Hospital
- P** Police Station
- Railways
- Development Plan Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins





MAP WakR/1 Adjoins



HAMLEY BRIDGE

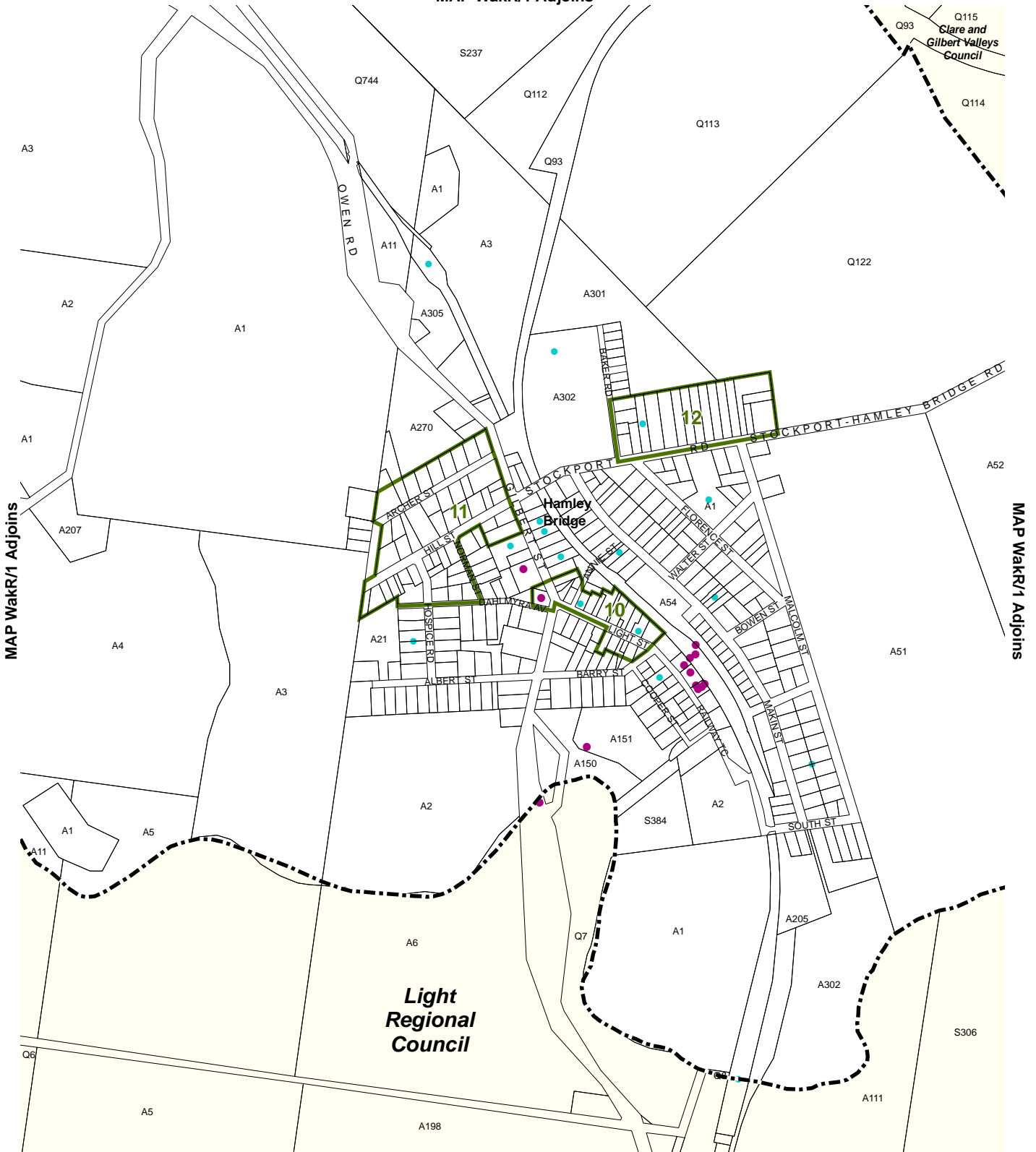
# Overlay Map WakR/20 TRANSPORT

-  Secondary Arterial Roads
-  Development Plan Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/1 Adjoins



MAP WakR/1 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.

**Historic Conservation Area**

- 10 Light st, Hamley Bridge (town centre)
- 11 Hill/Archer st, Hamley Bridge (residential)
- 12 Stockport rd, Hamley Bridge (residential)

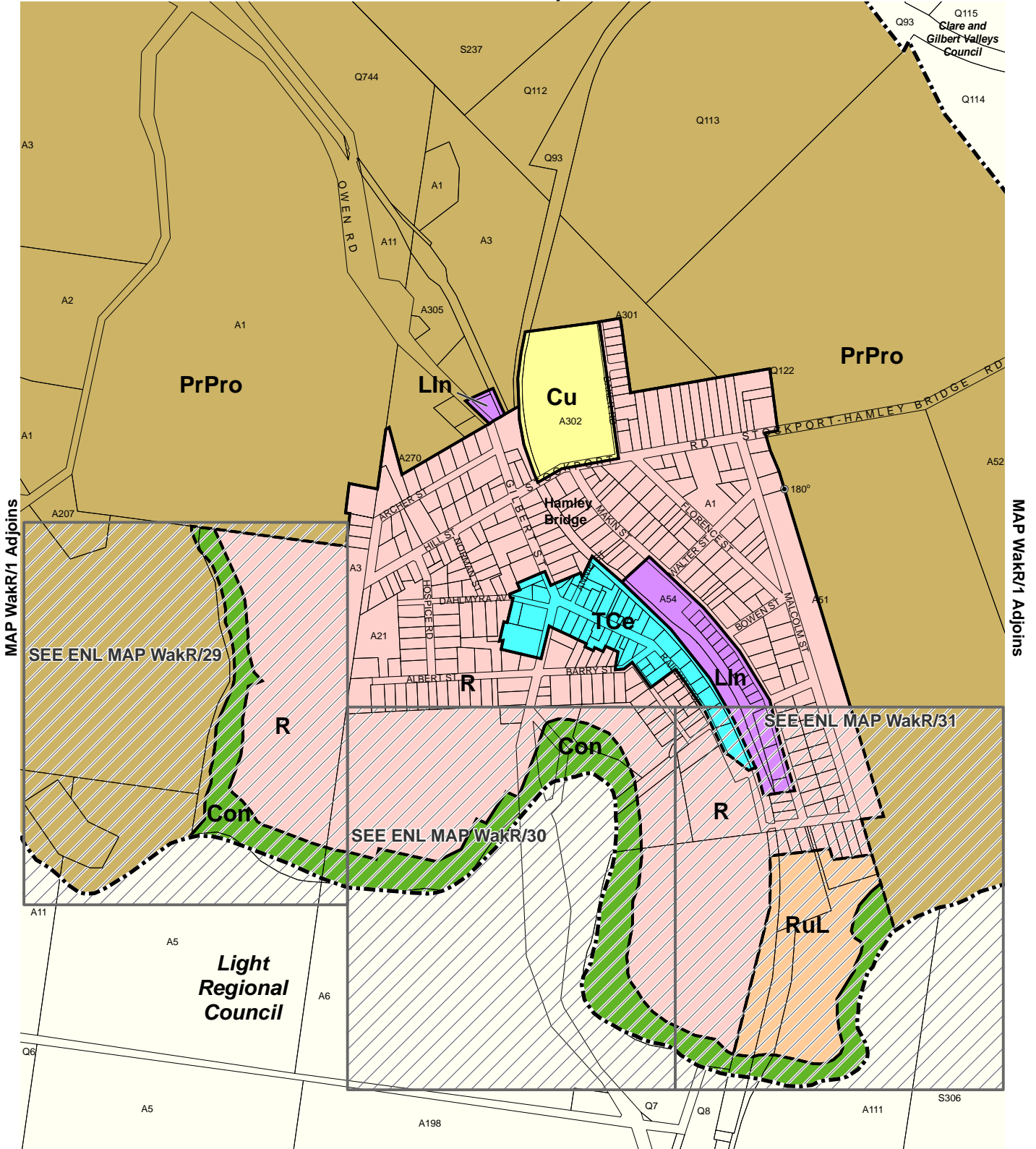


**HAMLEY BRIDGE**

**Overlay Map WakR/20  
 HERITAGE**

- Local heritage place
- State heritage place
- Historic Conservation Area
- Development Plan Boundary

MAP WakR/1 Adjoins



MAP WakR/1 Adjoins

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



- Zones**
- Cu Community
  - Con Conservation
  - LIn Light Industry
  - PrPro Primary Production
  - R Residential
  - RuL Rural Living
  - TCe Town Centre
  - Zone Boundary
  - Development Plan Boundary

HAMLEY BRIDGE

# Zone Map WakR/20

MAP WakR/13 Adjoins



MAP WakR/23 Adjoins

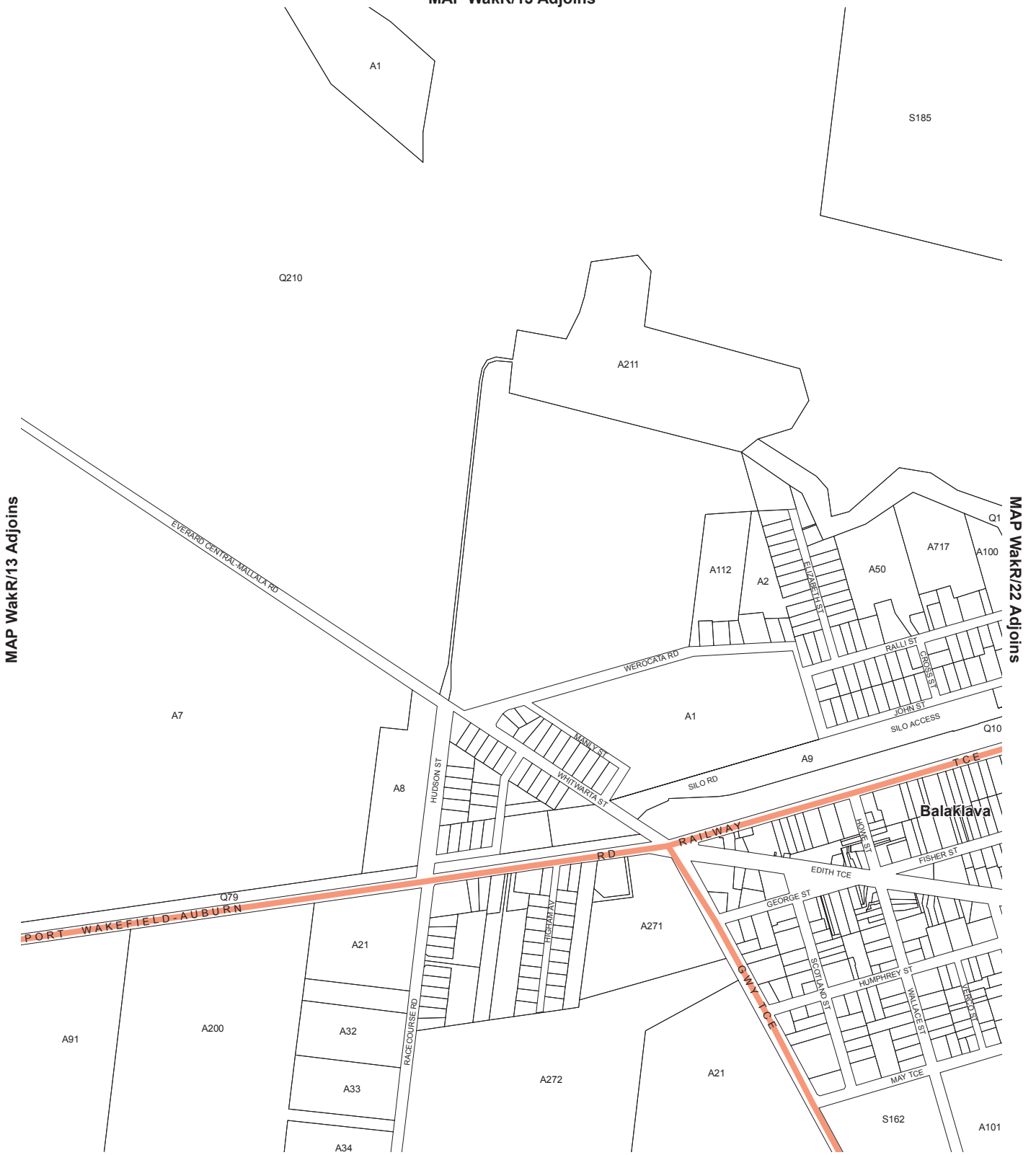


BALAKLAVA

# Location Map WakR/21

- S** School
- L** Public Library
- C** Council Office
- P** Police Station
- Railways

MAP WakR/13 Adjoins



MAP WakR/13 Adjoins

MAP WakR/22 Adjoins

MAP WakR/23 Adjoins



BALAKLAVA

# Overlay Map WakR/21 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Secondary Arterial Roads

MAP WakR/13 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.

**Historic Conservation Area**

- 1 Edith Tce/Wallace St, Balaklava (Main Street)
- 2 Scotland St, Balaklava (Residential)
- 3 Humphrey/Baker St, Balaklava (Residential)
- 4 Fisher/Charles St, Balaklava (Residential)
- 5 Ralli/John St, Balaklava (Residential)



**BALAKLAVA**

# Overlay Map WakR/21

## HERITAGE

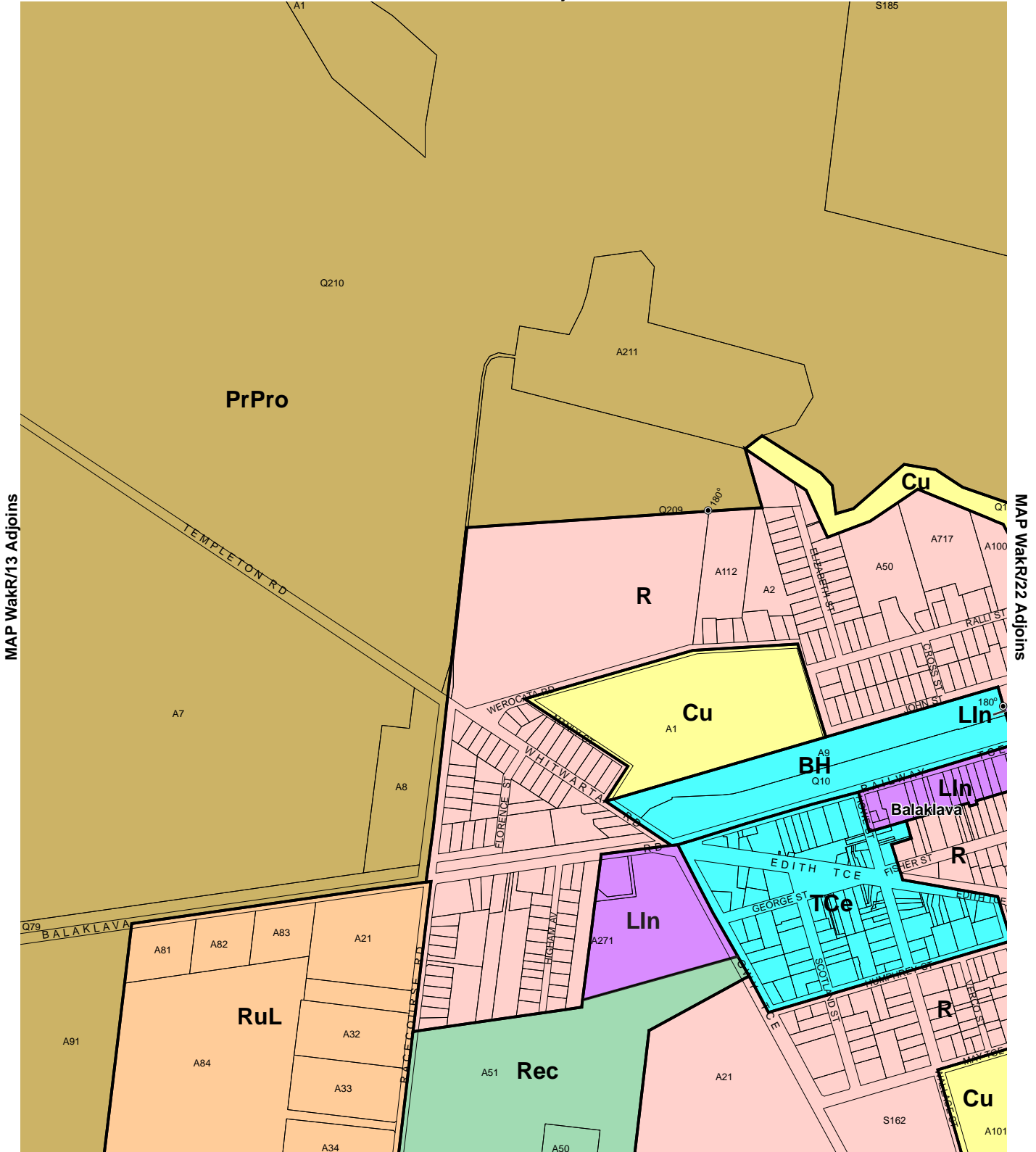
WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- State heritage place
- Local heritage place
- Historic Conservation Area



MAP WakR/13 Adjoins



Lamberts Conformal Conic Projection, GDA94

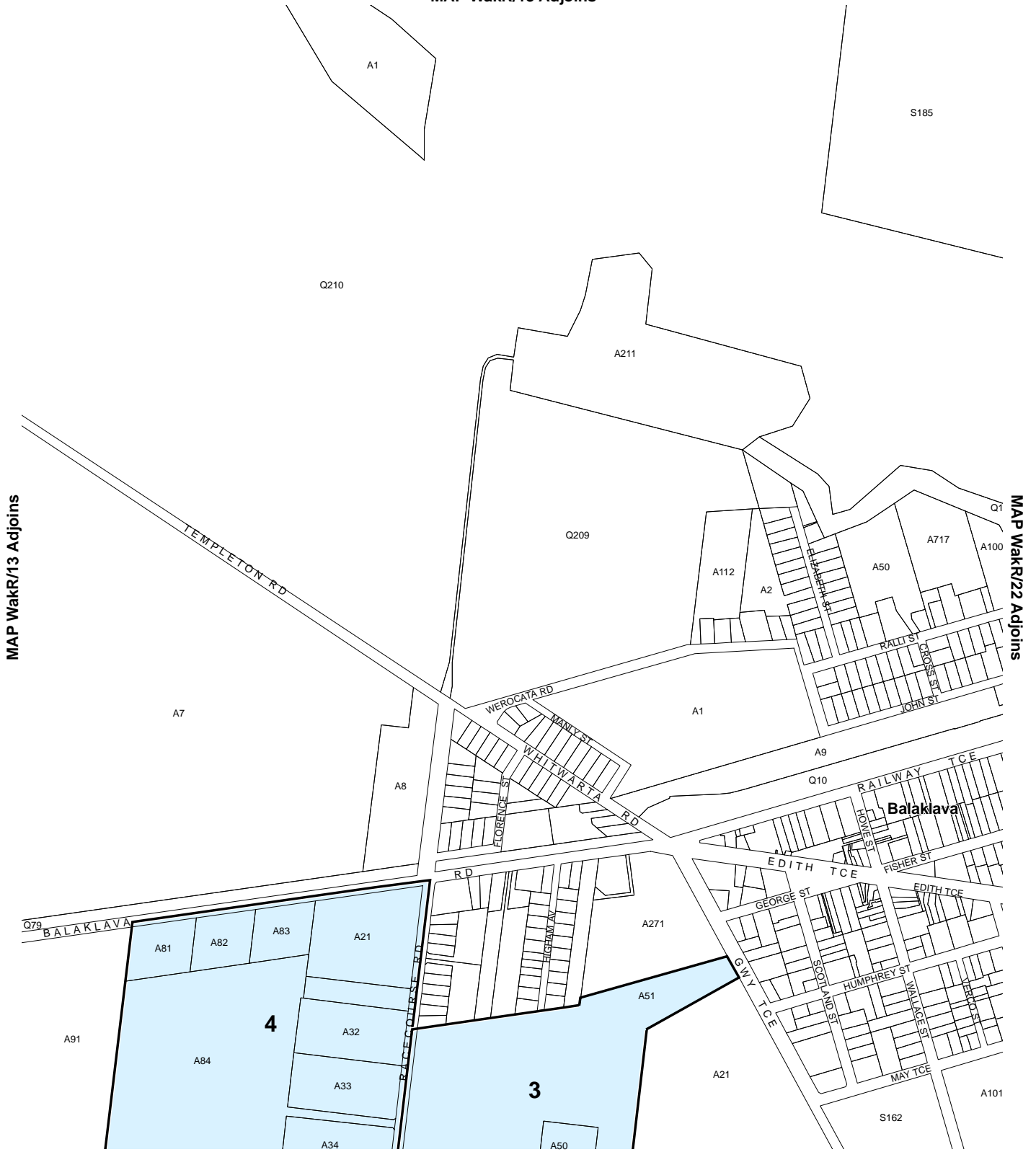
- Zones**
- BH** Bulk Handling
  - Cu** Community
  - LIn** Light Industry
  - PrPro** Primary Production
  - Rec** Recreation
  - R** Residential
  - RuL** Rural Living
  - TCe** Town Centre
  - Zone Boundary**



BALAKLAVA

# Zone Map WakR/21

MAP WakR/13 Adjoins



Lamberts Conformal Conic Projection, GDA94

**Policy Area**

- 3 Balaklava Racecourse
- 4 Balaklava Agistment



**BALAKLAVA**

# Policy Area Map WakR/21

Policy Area Boundary

MAP WakR/13 Adjoins



MAP WakR/21 Adjoins




MAP WakR/13 Adjoins

MAP WakR/24 Adjoins



BALAKLAVA

# Location Map WakR/22

-  Other Health Services
-  Hospital
-  Railways

MAP WakR/13 Adjoins



MAP WakR/13 Adjoins

MAP WakR/21 Adjoins

MAP WakR/24 Adjoins




BALAKLAVA

# Overlay Map WakR/22

## TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Secondary Arterial Roads

MAP WakR/13 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.

- Historic Conservation Area**
- 3 Humphrey/Baker st, Balaklava (residential)
  - 4 Fisher/Charles st, Balaklava (residential)
  - 5 Ralli/John st, Balaklava (residential)

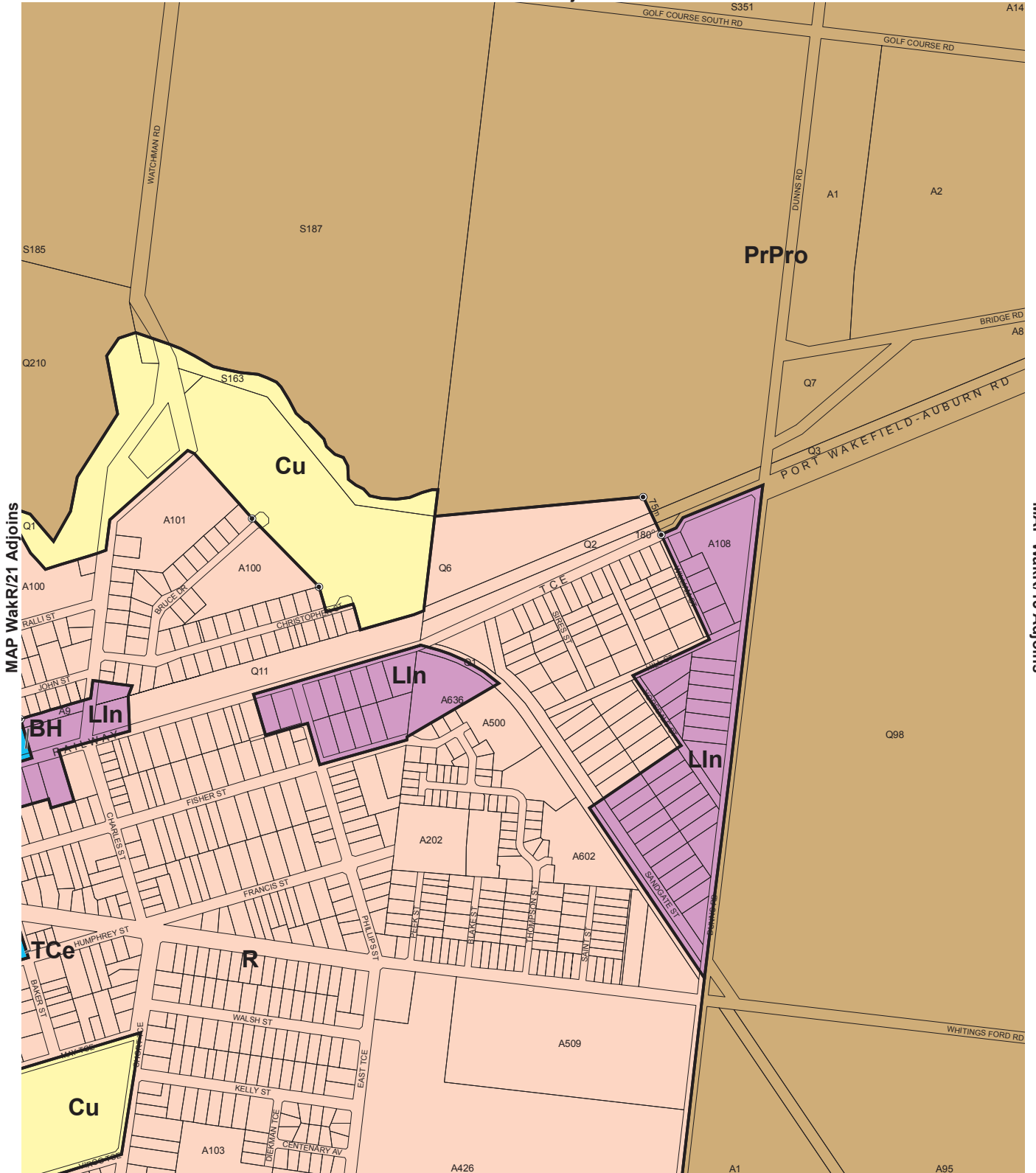
- Local heritage place
- State heritage place
- Historic Conservation Area



BALAKLAVA

# Overlay Map WakR/22 HERITAGE

MAP WakR/13 Adjoins



Lamberts Conformal Conic Projection, GDA94



**Zones**

BH	Bulk Handling
Cu	Community
LIn	Light Industry
PrPro	Primary Production
R	Residential
TCe	Town Centre
	Zone Boundary


BALAKLAVA

# Zone Map WakR/22

MAP WakR/21 Adjoins



# Location Map WakR/23

 School

MAP WakR/21 Adjoins



Secondary Arterial Roads

# BALAKLAVA

## Overlay Map WakR/23

### TRANSPORT

WAKEFIELD REGIONAL COUNCIL

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MAP WakR/21 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.



BALAKLAVA

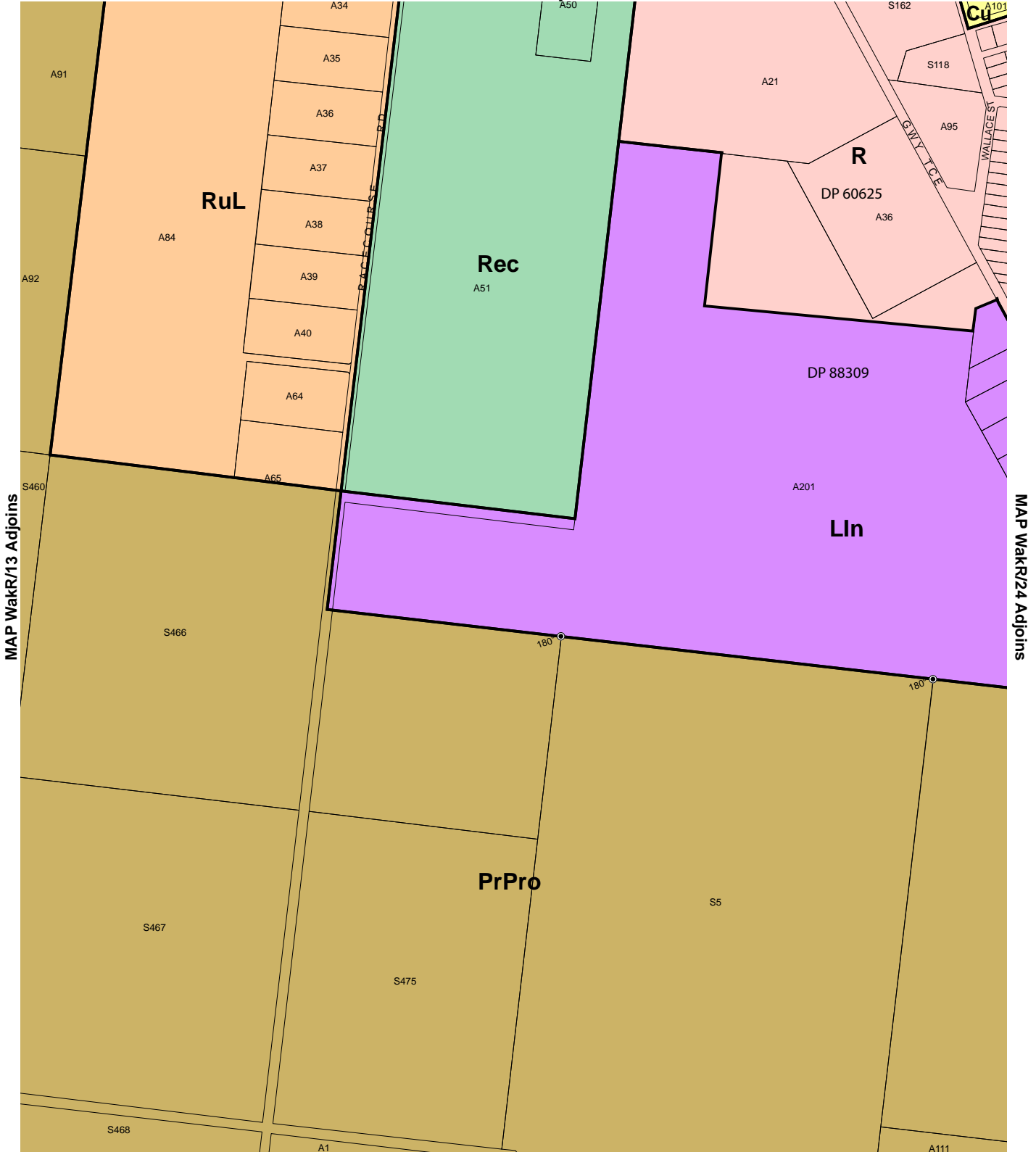
# Overlay Map WakR/23 HERITAGE

• Local heritage place

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/21 Adjoins



MAP WakR/13 Adjoins

Lamberts Conformal Conic Projection, GDA94



0 500m

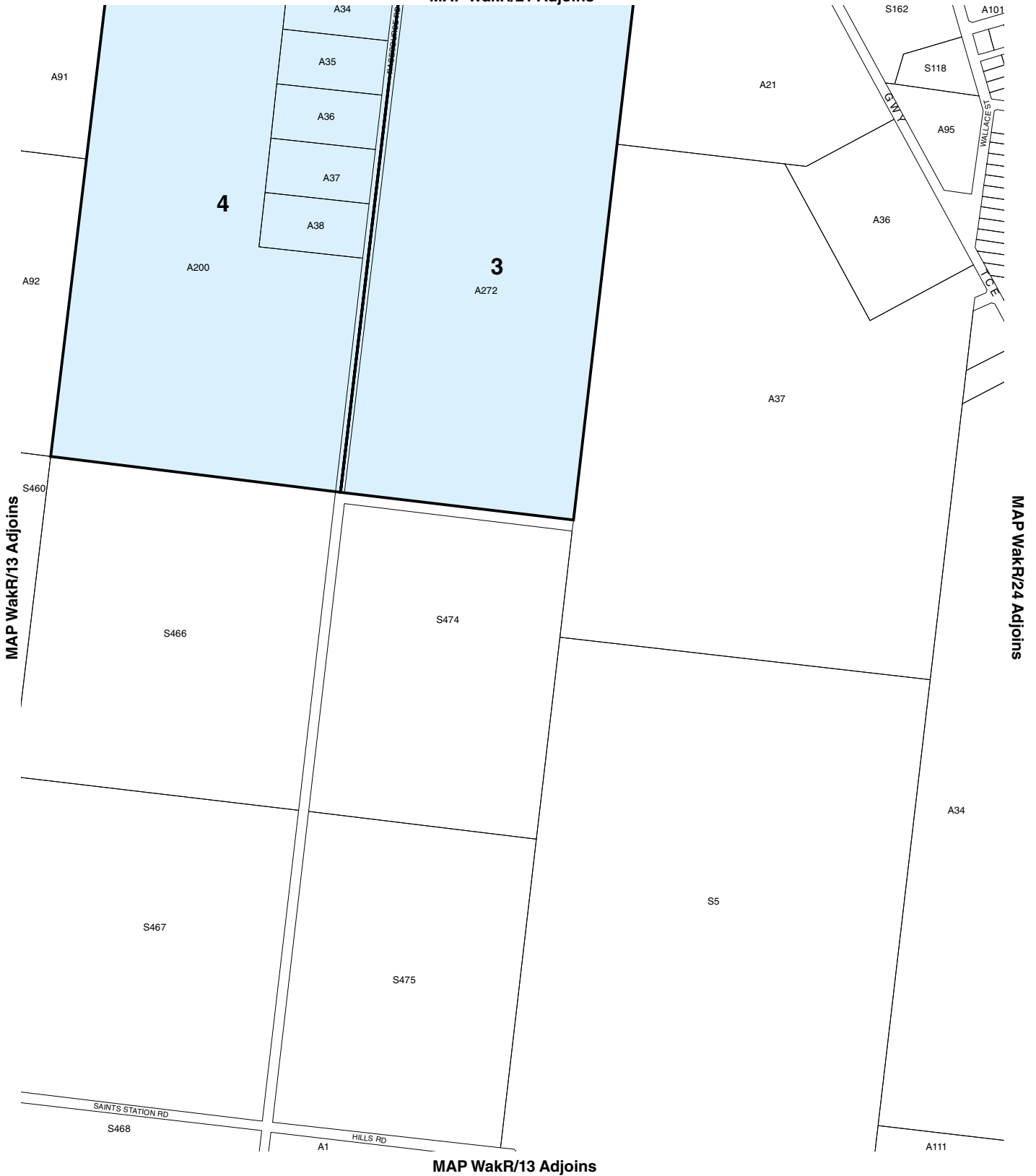
**Zones**

	Cu Community
	LIn Light Industry
	PrPro Primary Production
	Rec Recreation
	R Residential
	RuL Rural Living
	Zone Boundary

BALAKLAVA

# Zone Map WakR/23

MAP WakR/21 Adjoins



Lamberts Conformal Conic Projection, GDA94

**Policy Area**

- 3 Balaklava Racecourse
- 4 Balaklava Agistment



**BALAKLAVA**

# Policy Area Map WakR/23

 Policy Area Boundary

WAKEFIELD REGIONAL COUNCIL

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MAP WakR/22 Adjoins



MAP WakR/13 Adjoins



BALAKLAVA

# Location Map WakR/24

Railways

MAP WakR/22 Adjoins



MAP WakR/13 Adjoins



BALAKLAVA

# Overlay Map WakR/24 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

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Secondary Arterial Roads

MAP WakR/22 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.



BALAKLAVA

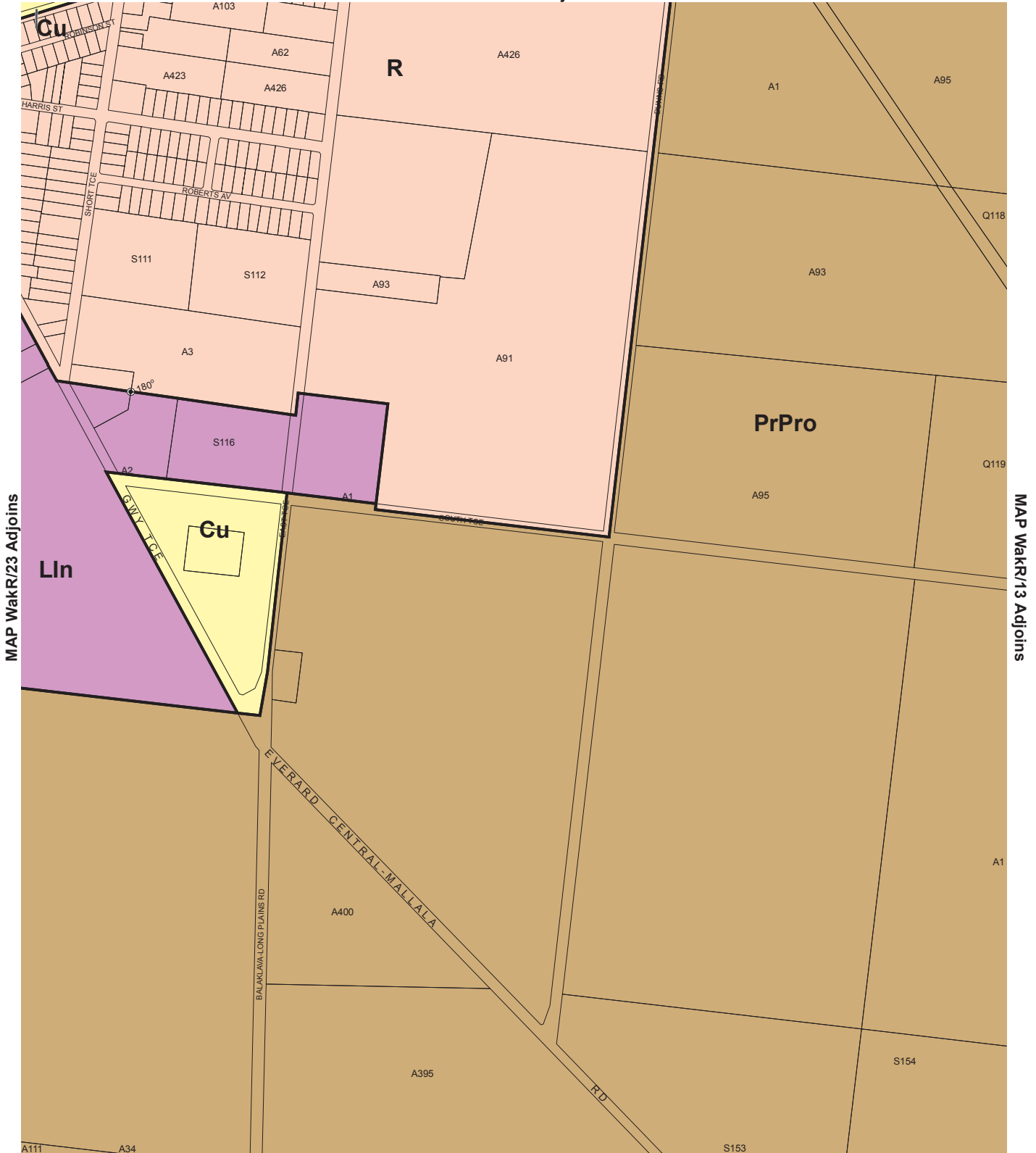
# Overlay Map WakR/24 HERITAGE

- Local heritage place
- State heritage place

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/22 Adjoins



MAP WakR/13 Adjoins

Lamberts Conformal Conic Projection, GDA94



BALAKLAVA

# Zone Map WakR/24

- Zones**
- Community
  - Light Industry
  - Primary Production
  - Residential
  - Zone Boundary

MAP WakR/12 Adjoins



Land Not Within a Council Area (Coastal Waters)

Pelican Bay



PORT WAKEFIELD

# Location Map WakR/25

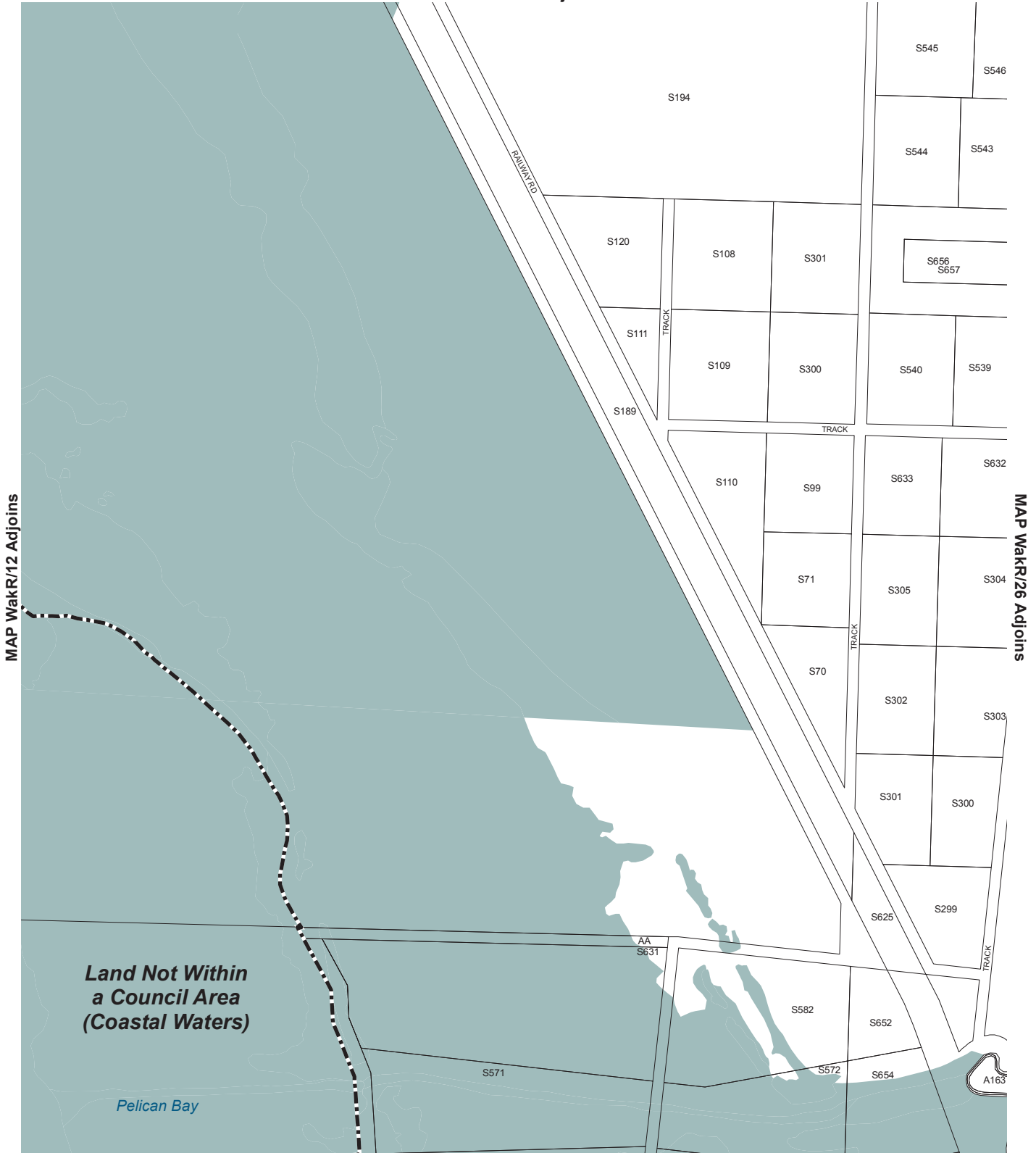
- Conservation Park
- Development Plan Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017



MAP WakR/12 Adjoins



MAP WakR/27 Adjoins



PORT WAKEFIELD

# Overlay Map WakR/25 DEVELOPMENT CONSTRAINTS

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Coastal Acid Sulfate Soils
- Development Plan Boundary

MAP WakR/12 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.



PORT WAKEFIELD

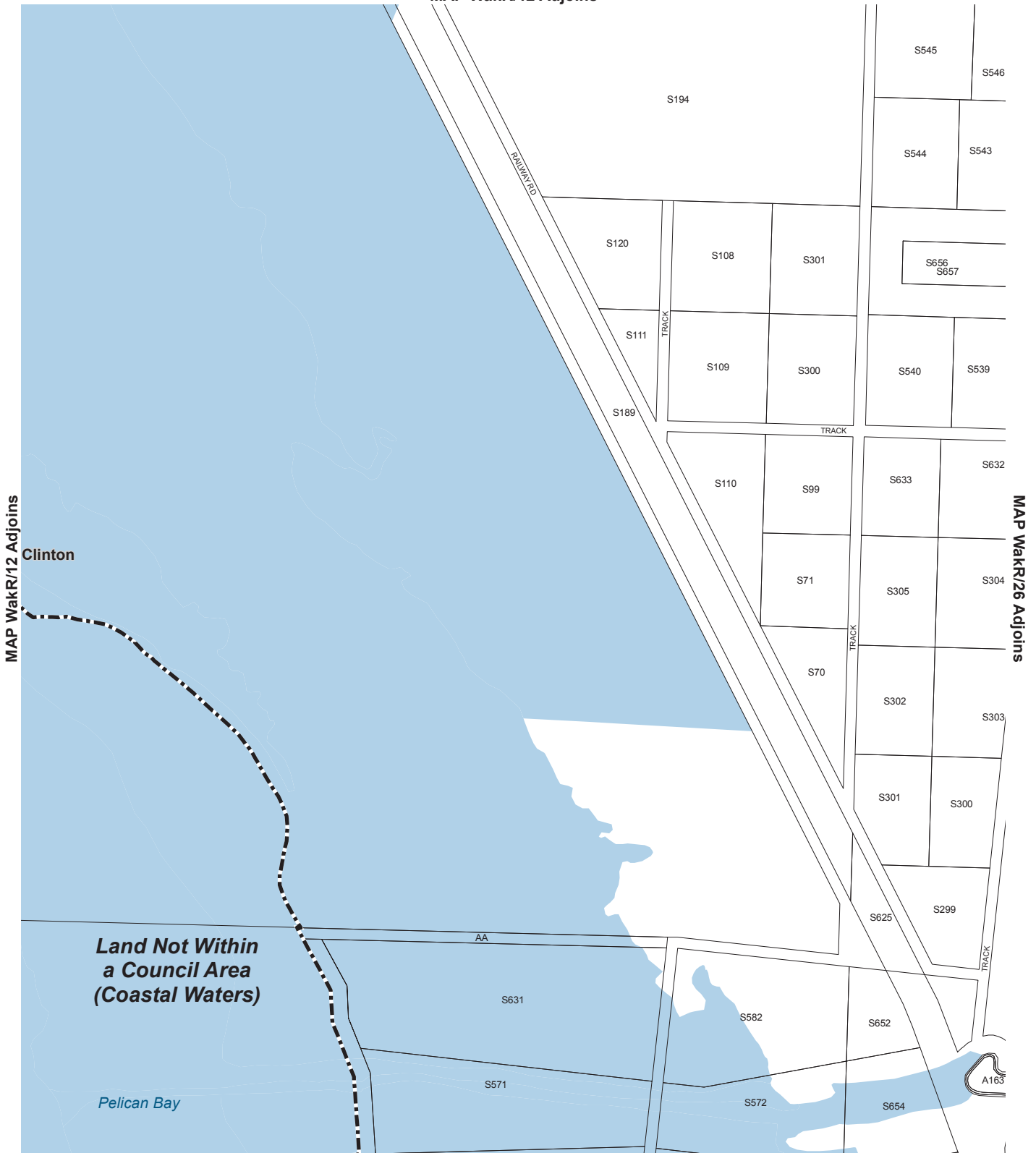
# Overlay Map WakR/25 HERITAGE

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Local heritage place
- Development Plan Boundary

MAP WakR/12 Adjoins



MAP WakR/27 Adjoins



PORT WAKEFIELD

# Overlay Map WakR/25

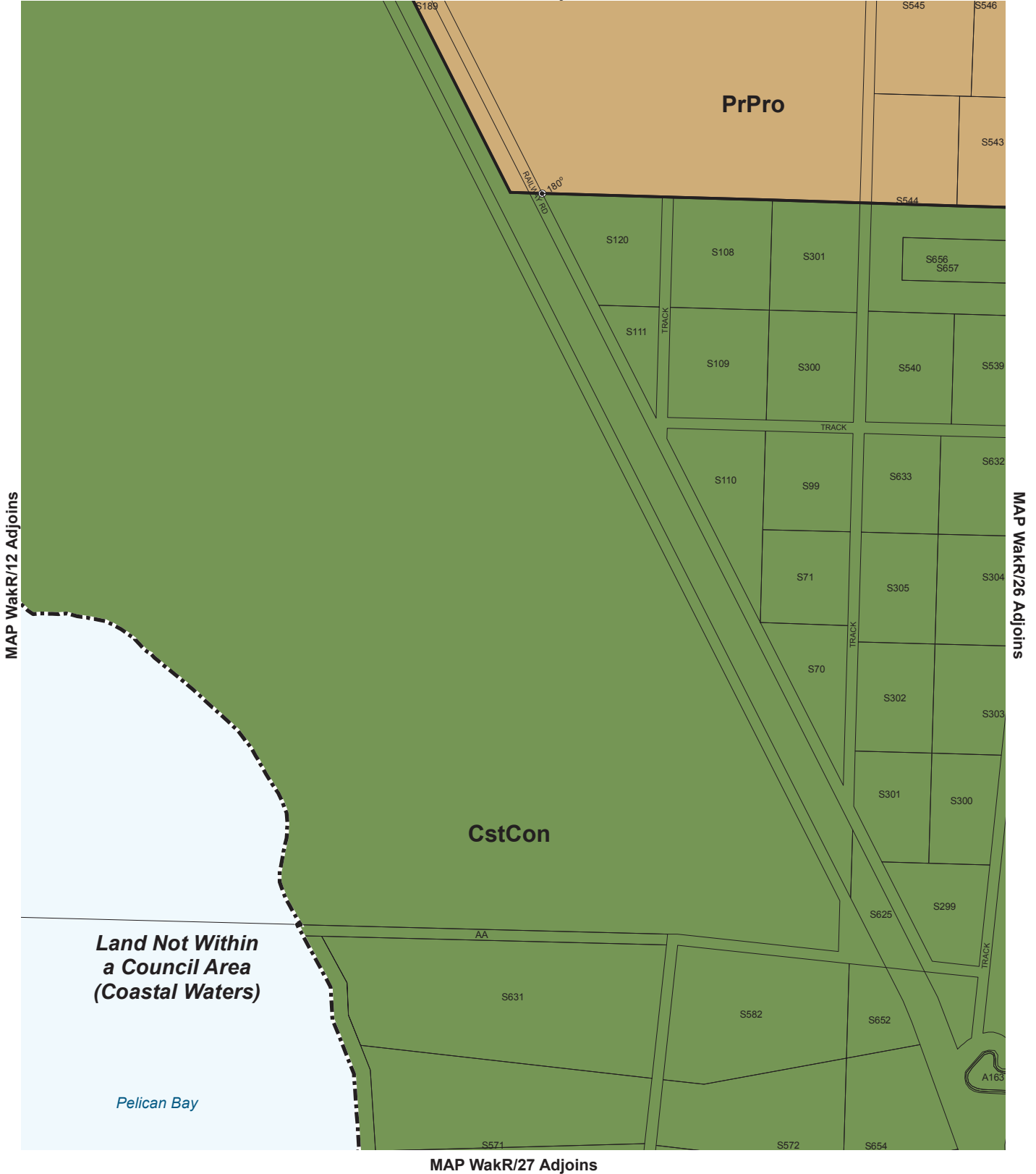
## NATURAL RESOURCES

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Wetlands of National Importance
- Development Plan Boundary

MAP WakR/12 Adjoins



MAP WakR/12 Adjoins

MAP WakR/26 Adjoins

MAP WakR/27 Adjoins

Lamberts Conformal Conic Projection, GDA94



PORT WAKEFIELD

# Zone Map WakR/25

**Zones**

- Coastal Conservation
- Primary Production
- Zone Boundary
- Development Plan Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/12 Adjoins



MAP WakR/25 Adjoins

MAP WakR/12 Adjoins

MAP WakR/28 Adjoins



PORT WAKEFIELD

# Location Map WakR/26

— Tourist Routes

WAKEFIELD REGIONAL COUNCIL

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- Primary Arterial Roads
- Secondary Arterial Roads

# PORT WAKEFIELD Overlay Map WakR/26 TRANSPORT

MAP WakR/12 Adjoins



MAP WakR/28 Adjoins

MAP WakR/12 Adjoins

MAP WakR/25 Adjoins



0 500 m

PORT WAKEFIELD

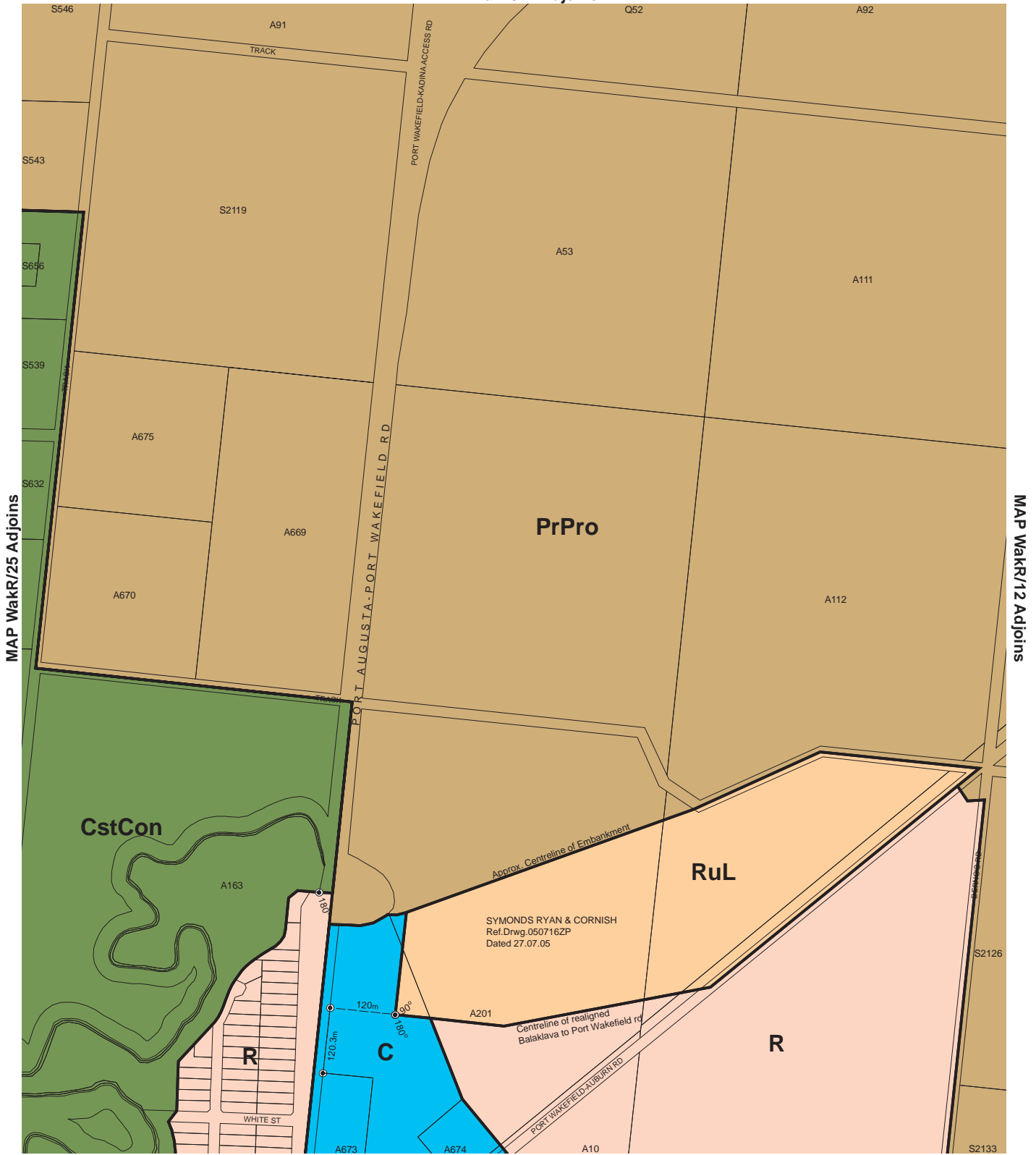
# Overlay Map WakR/26 DEVELOPMENT CONSTRAINTS

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Coastal Acid Sulfate Soils

MAP WakR/12 Adjoins



MAP WakR/28 Adjoins

Lamberts Conformal Conic Projection, GDA94



- Zones**
- CstCon Coastal Conservation
  - C Commercial
  - PrPro Primary Production
  - R Residential
  - RuL Rural Living
  - Zone Boundary

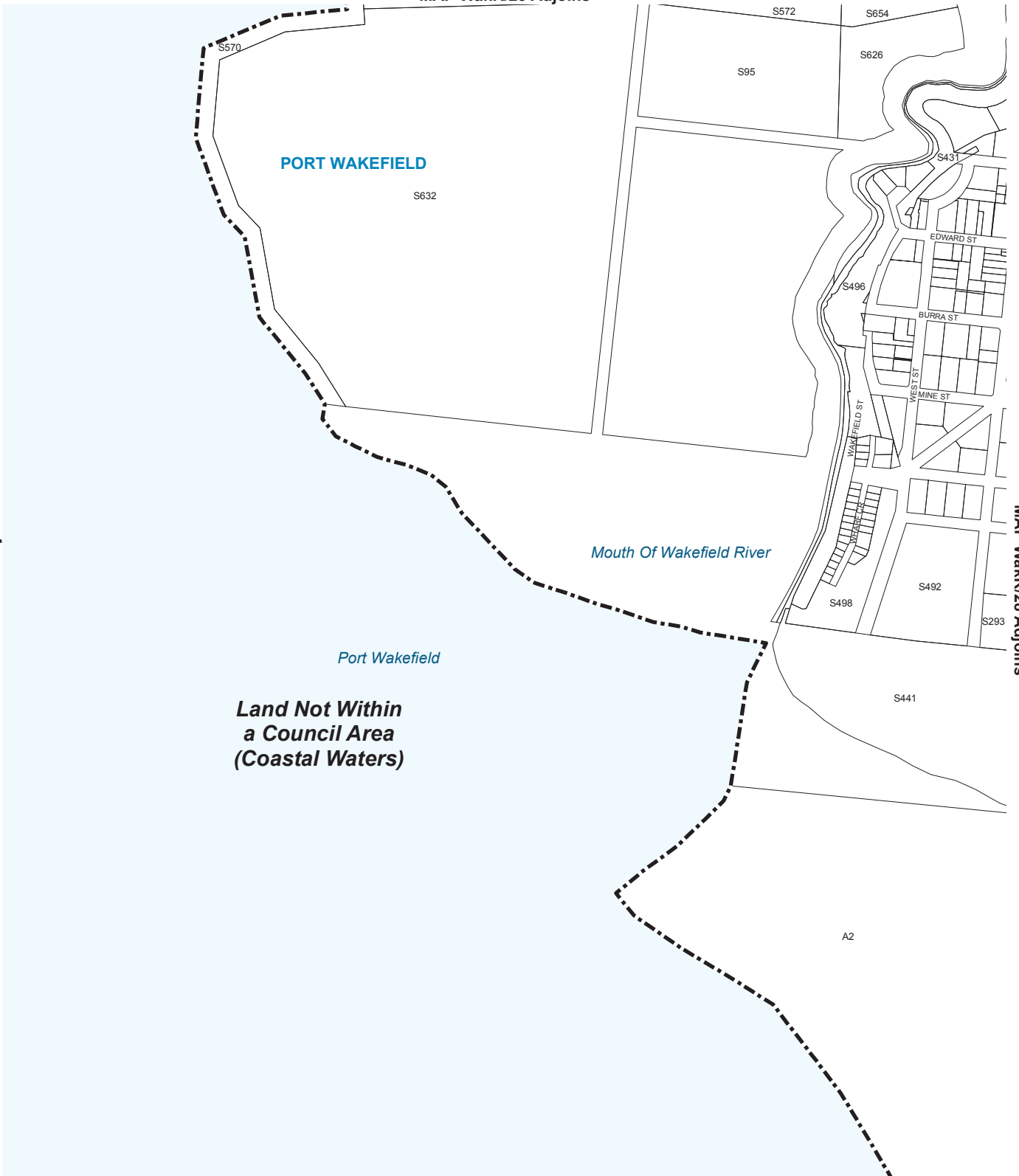
PORT WAKEFIELD  
**Zone Map WakR/26**



MAP WakR/25 Adjoins

MAP WakR/12 Adjoins

MAP WakR/28 Adjoins



MAP WakR/12 Adjoins



PORT WAKEFIELD

# Location Map WakR/27

----- Development Plan Boundary

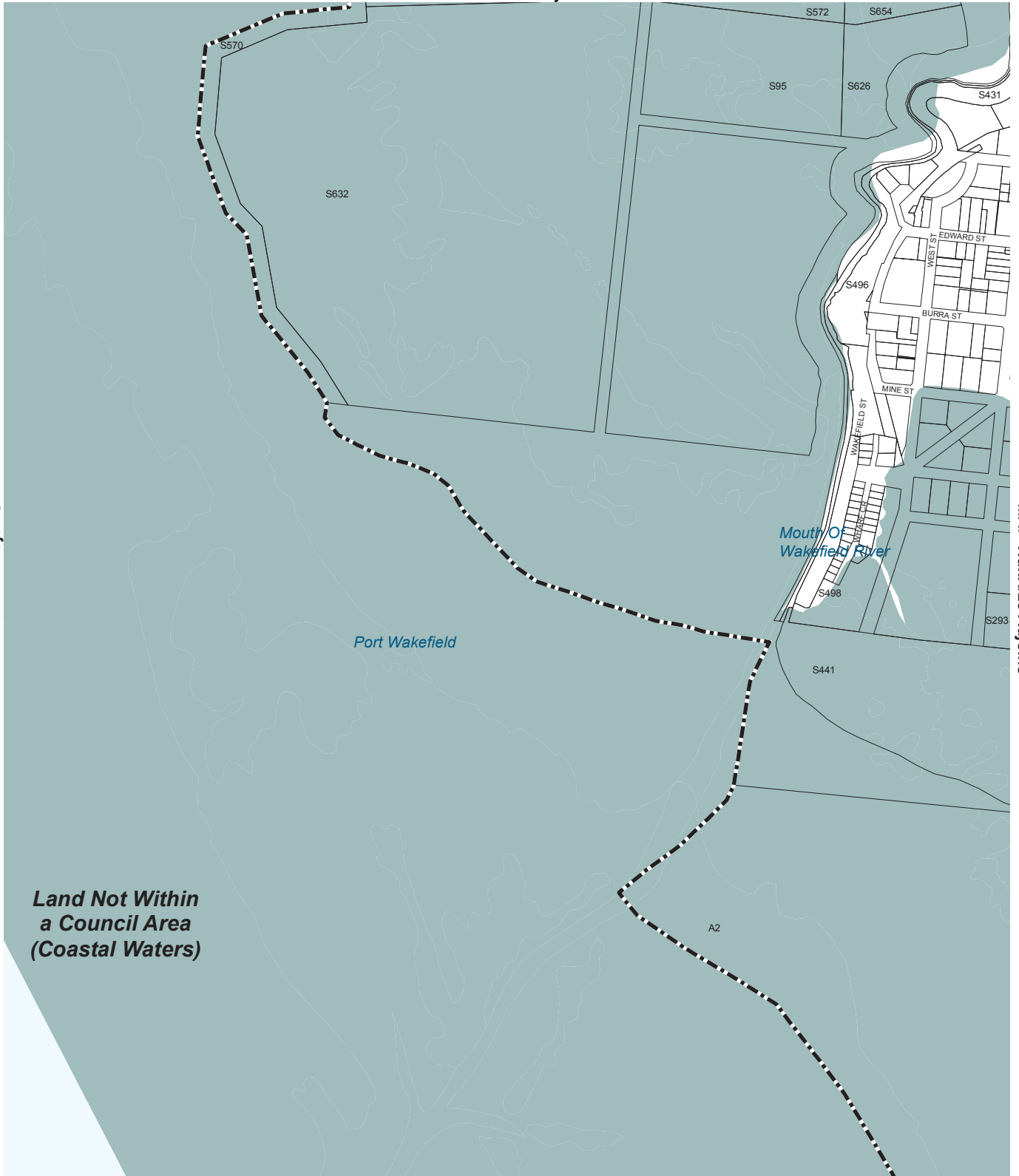
WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/25 Adjoins

MAP WakR/12 Adjoins

MAP WakR/28 Adjoins



MAP WakR/12 Adjoins



PORT WAKEFIELD

# Overlay Map WakR/27

## DEVELOPMENT CONSTRAINTS

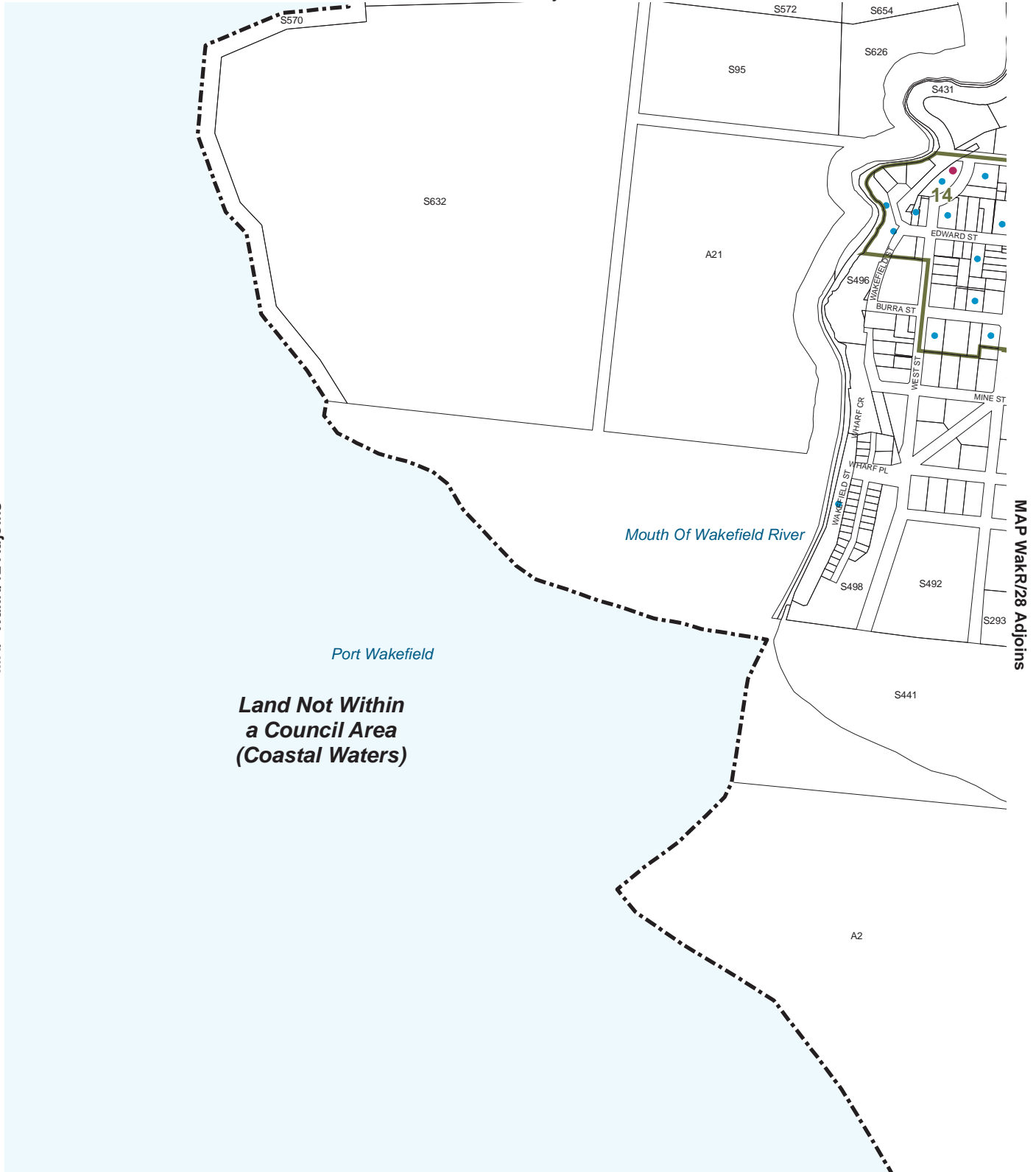
WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Coastal Acid Sulfate Soils
- Development Plan Boundary

MAP WakR/25 Adjoins

MAP WakR/12 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.

Historic Conservation Area  
14 Edward St, Port Wakefield (Town Centre)

- Local heritage place
- State heritage place
- Historic Conservation Area
- Development Plan Boundary



PORT WAKEFIELD

# Overlay Map WakR/27 HERITAGE

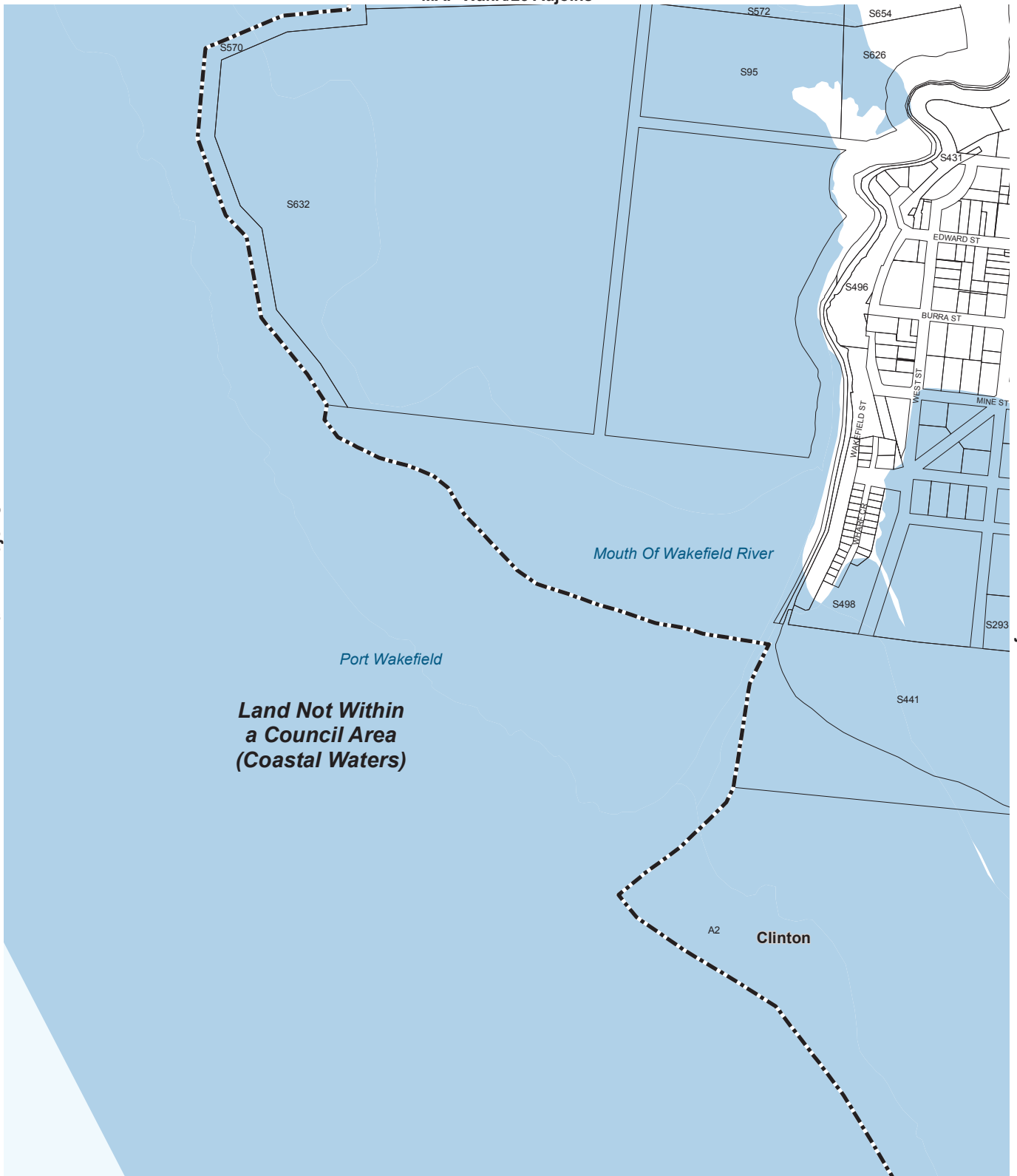
WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/25 Adjoins

MAP WakR/12 Adjoins

MAP WakR/28 Adjoins



MAP WakR/12 Adjoins



PORT WAKEFIELD

# Overlay Map WakR/27

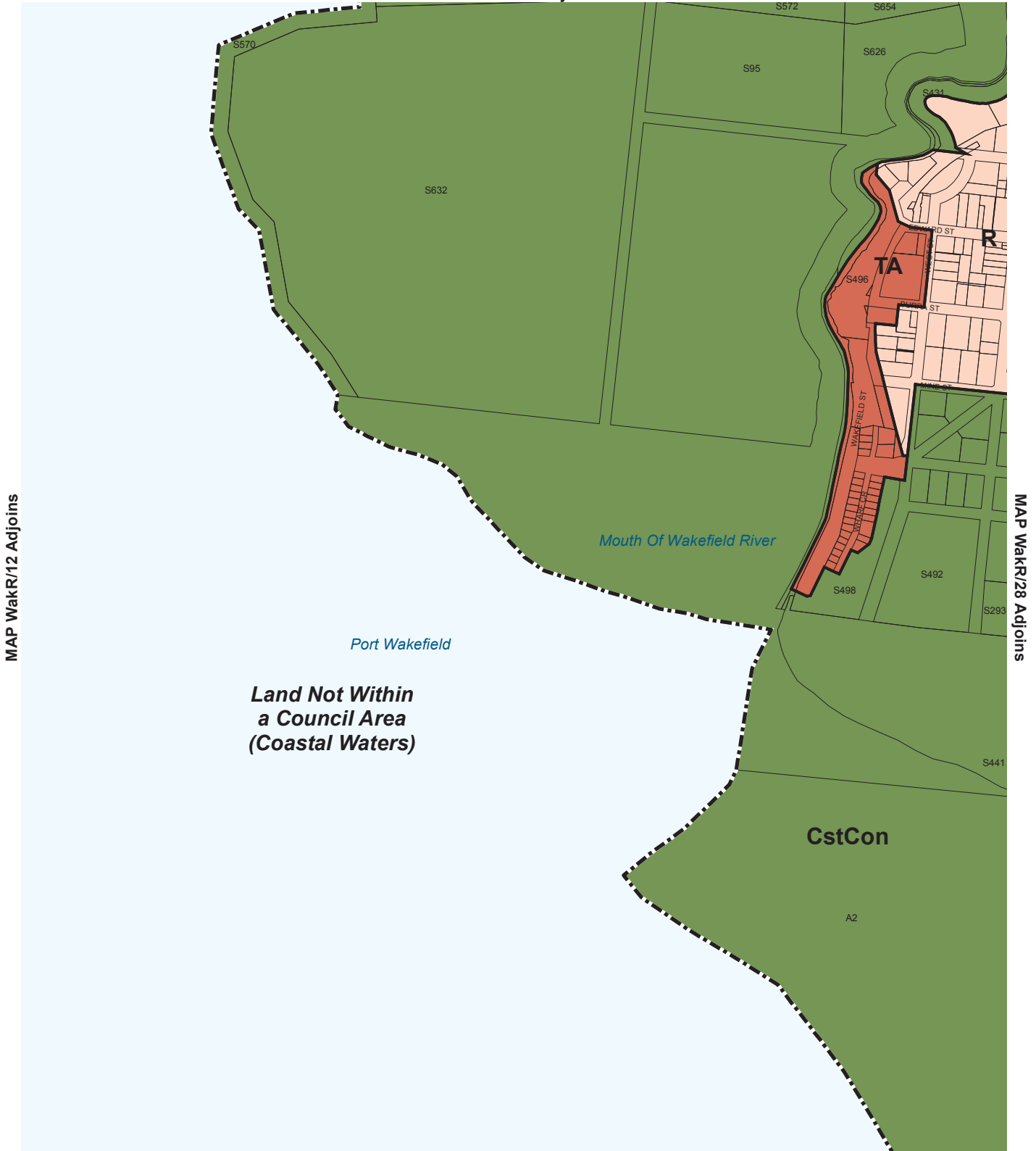
## NATURAL RESOURCES

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Wetlands of National Importance
- Development Plan Boundary

MAP WakR/25 Adjoins



MAP WakR/12 Adjoins

Lamberts Conformal Conic Projection, GDA94



PORT WAKEFIELD

# Zone Map WakR/27

- Zones**
- Coastal Conservation
  - Residential
  - Tourist Accommodation
  - Zone Boundary
  - Development Plan Boundary

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/26 Adjoins



MAP WakR/12 Adjoins

MAP WakR/27 Adjoins



0  500 m

PORT WAKEFIELD

# Location Map WakR/28

- S School
- P Police Station
- Tourist Routes
- Conservation Park

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/26 Adjoins



MAP WakR/12 Adjoins



0  500 m

PORT WAKEFIELD

# Overlay Map WakR/28 TRANSPORT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

- Primary Arterial Roads
- Secondary Arterial Roads

MAP WakR/26 Adjoins



MAP WakR/12 Adjoins



PORT WAKEFIELD

# Overlay Map WakR/28 DEVELOPMENT CONSTRAINTS

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Coastal Acid Sulfate Soils



MAP WakR/26 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.

- Historic Conservation Area**  
 14 Edward St, Port Wakefield (Town Centre)  
 15 Copper/Mine St, Port Wakefield (Residential)

- Local heritage place
- State heritage place
- Historic Conservation Area



PORT WAKEFIELD

# Overlay Map WakR/28

## HERITAGE

WAKEFIELD REGIONAL COUNCIL

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MAP WakR/26 Adjoins



MAP WakR/12 Adjoins




PORT WAKEFIELD

# Overlay Map WakR/28

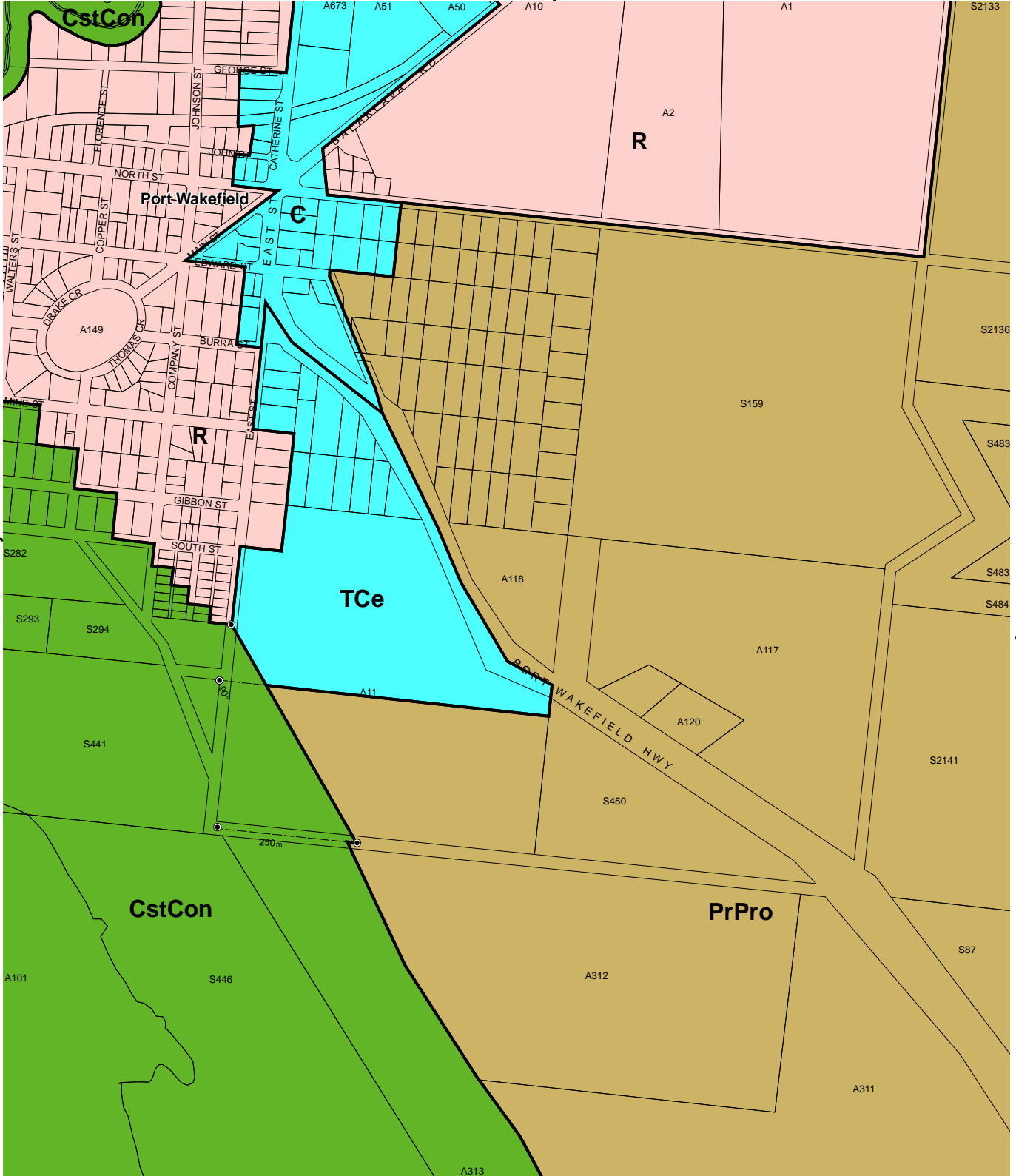
## NATURAL RESOURCES

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

 Wetlands of National Importance

MAP WakR/26 Adjoins



MAP WakR/12 Adjoins

Lamberts Conformal Conic Projection, GDA94



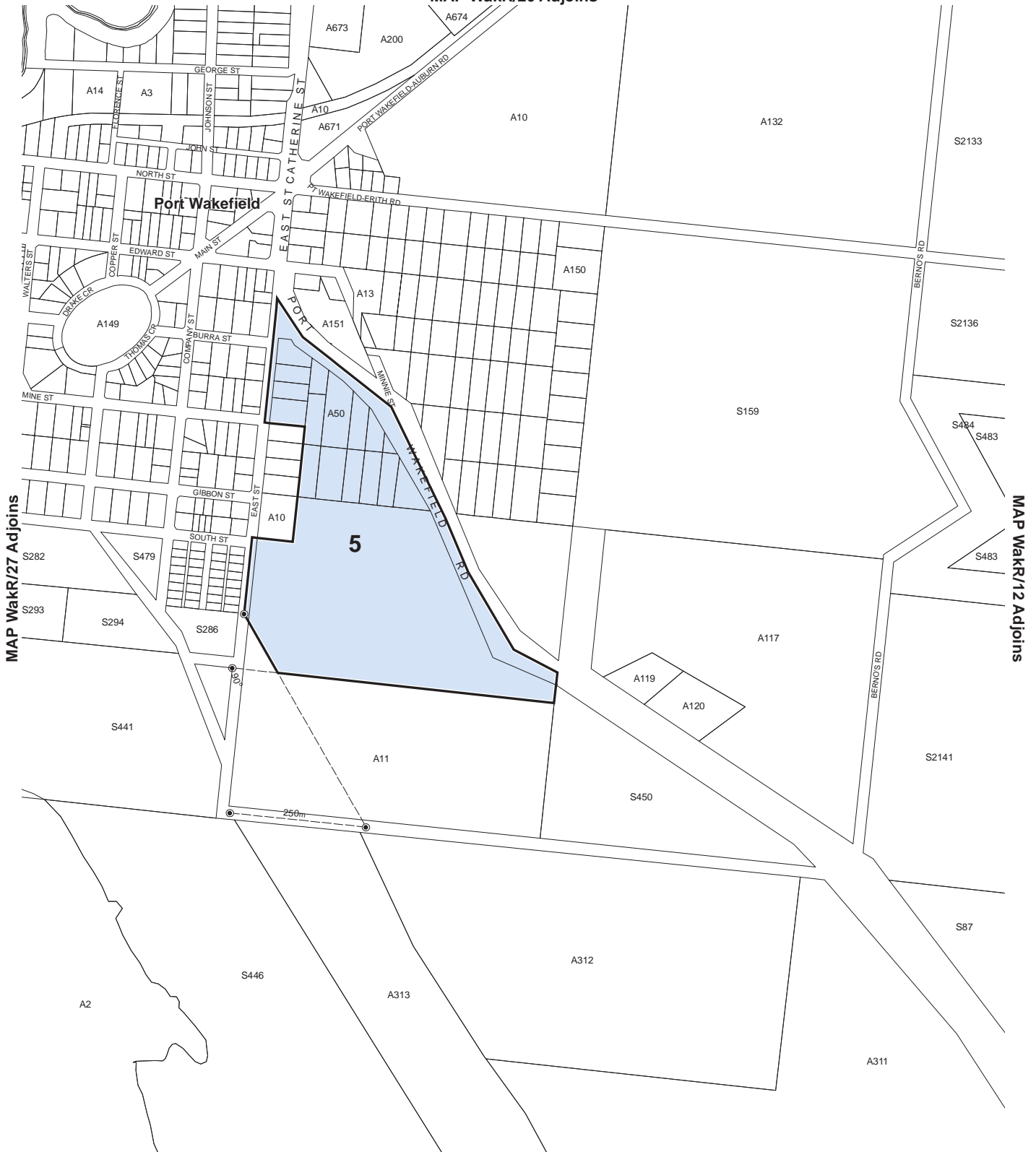
0 500m

PORT WAKEFIELD

# Zone Map WakR/28

- Zones**
- CstCon Coastal Conservation
  - C Commercial
  - PrPro Primary Production
  - R Residential
  - TCe Town Centre
  - Zone Boundary

MAP WakR/26 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area  
5 Port Wakefield

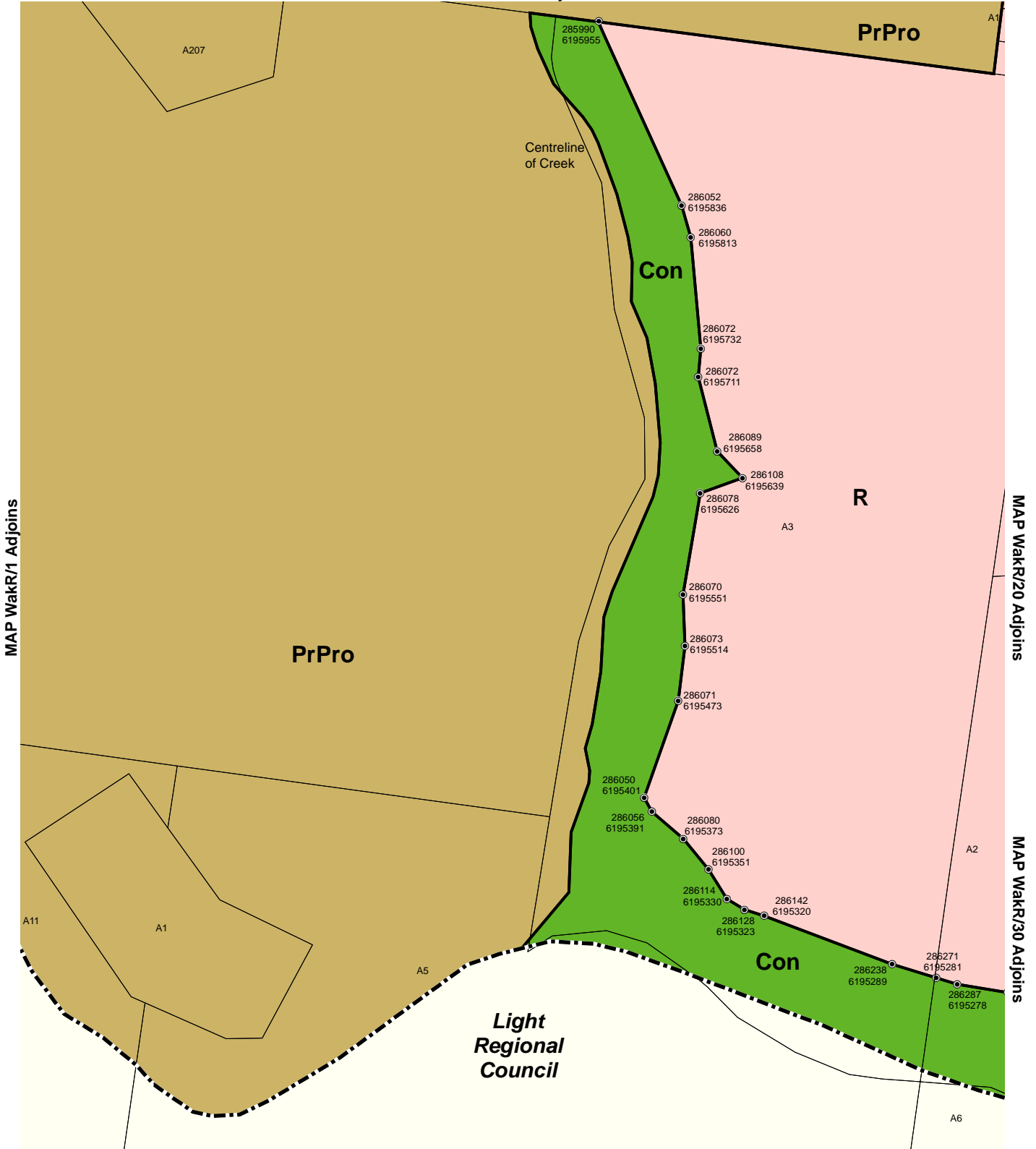


PORT WAKEFIELD

# Policy Area Map WakR/28

 Policy Area Boundary

MAP WakR/20 Adjoins



MAP WakR/20 Adjoins

Coordinates shown are Eastings and Northings (GDA94 MGA zone54)  
Map projection used: Lamberts Conformal Conic Projection, GDA94



**Zones**

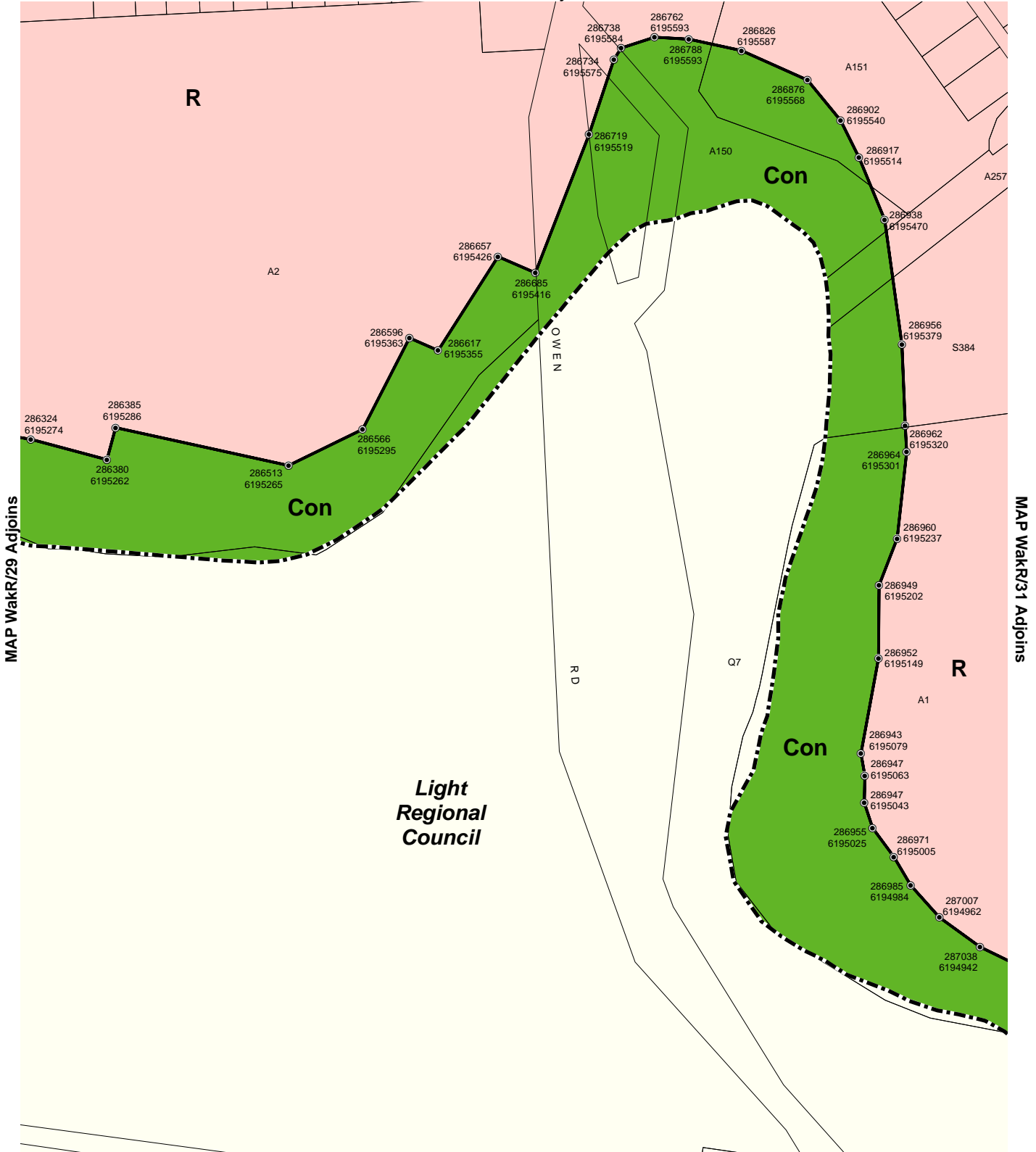
- Conservation
- Primary Production
- Residential
- Zone Boundary
- Development Plan Boundary

# Zone Map WakR/29 ENLARGEMENT

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017

MAP WakR/20 Adjoins



MAP WakR/20 Adjoins

Coordinates shown are Eastings and Northings (GDA94 MGA zone54)  
Map projection used: Lamberts Conformal Conic Projection, GDA94

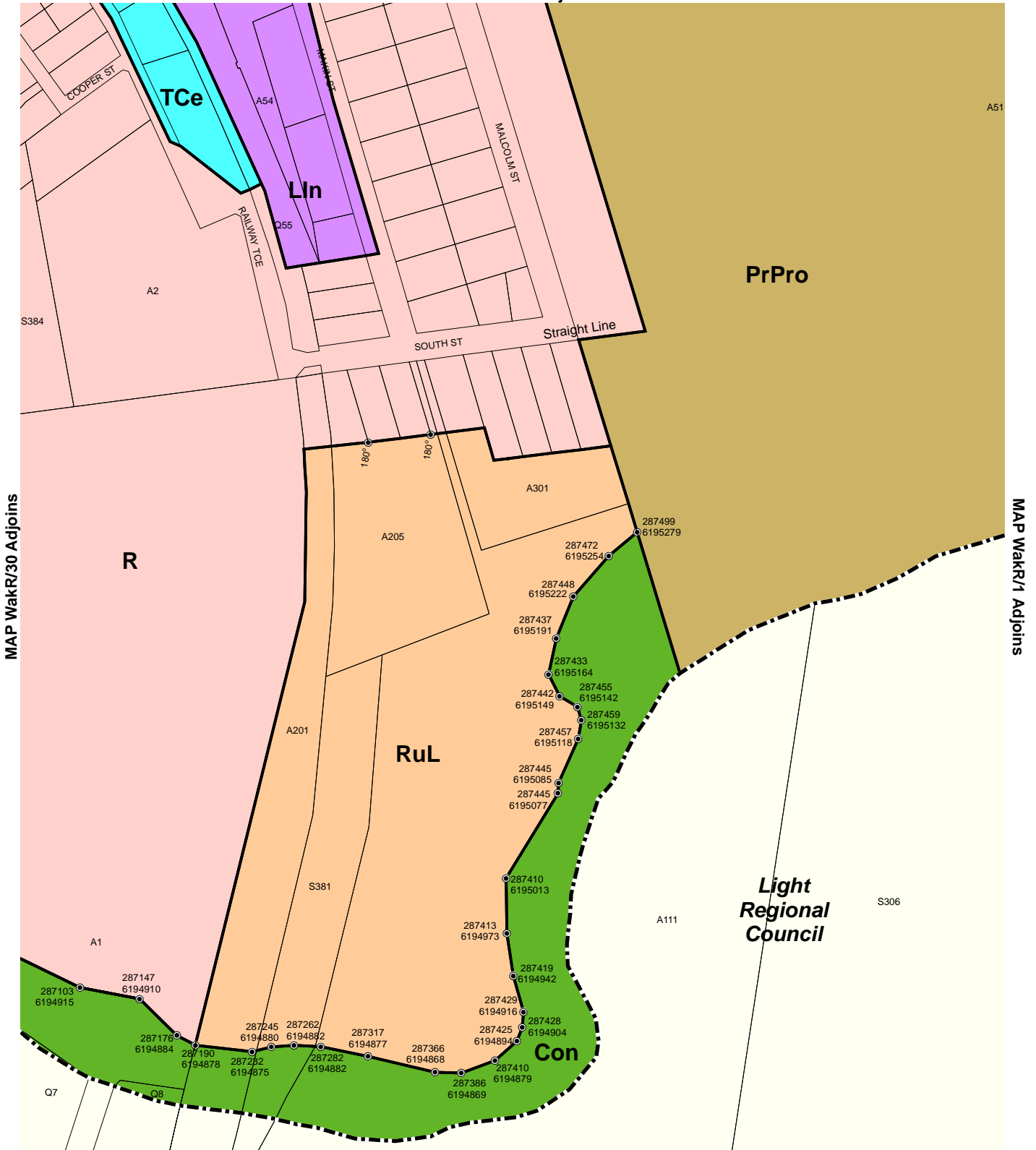


- Zones**
- Conservation
  - Residential
  - Zone Boundary
  - Development Plan Boundary

# Zone Map WakR/30 ENLARGEMENT

WAKEFIELD REGIONAL COUNCIL  
Consolidated - 9 February 2017

MAP WakR/20 Adjoins



MAP WakR/20 Adjoins

Coordinates shown are Eastings and Northings (GDA94 MGA zone54)  
 Map projection used: Lamberts Conformal Conic Projection, GDA94



- Zones**
- Conservation
  - Light Industry
  - Primary Production
  - Residential
  - Rural Living
  - Town Centre
  - Zone Boundary
  - Development Plan Boundary

# Zone Map WakR/31 ENLARGEMENT

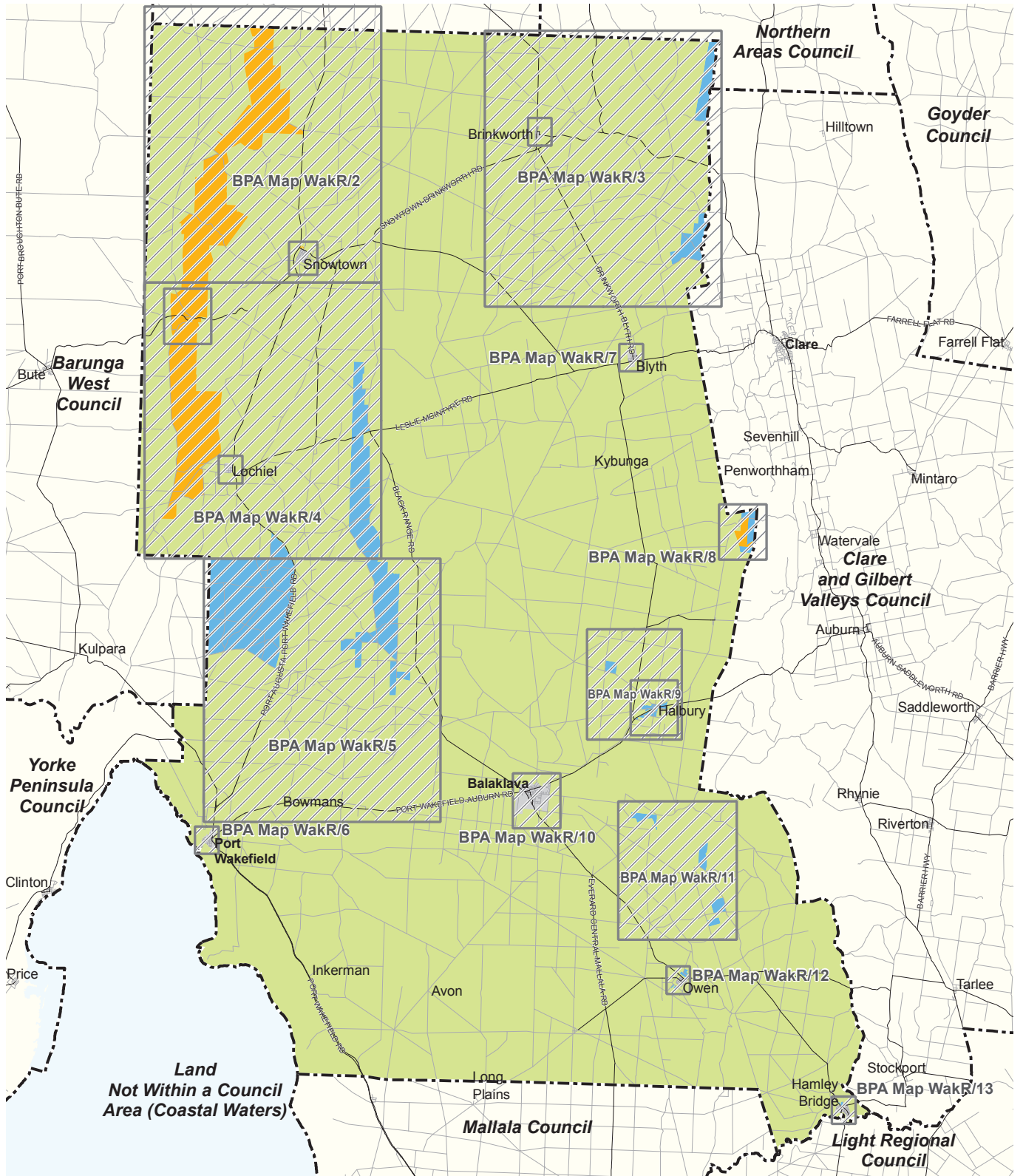
WAKEFIELD REGIONAL COUNCIL  
 Consolidated - 9 February 2017





# **Bushfire Risk BPA Maps**





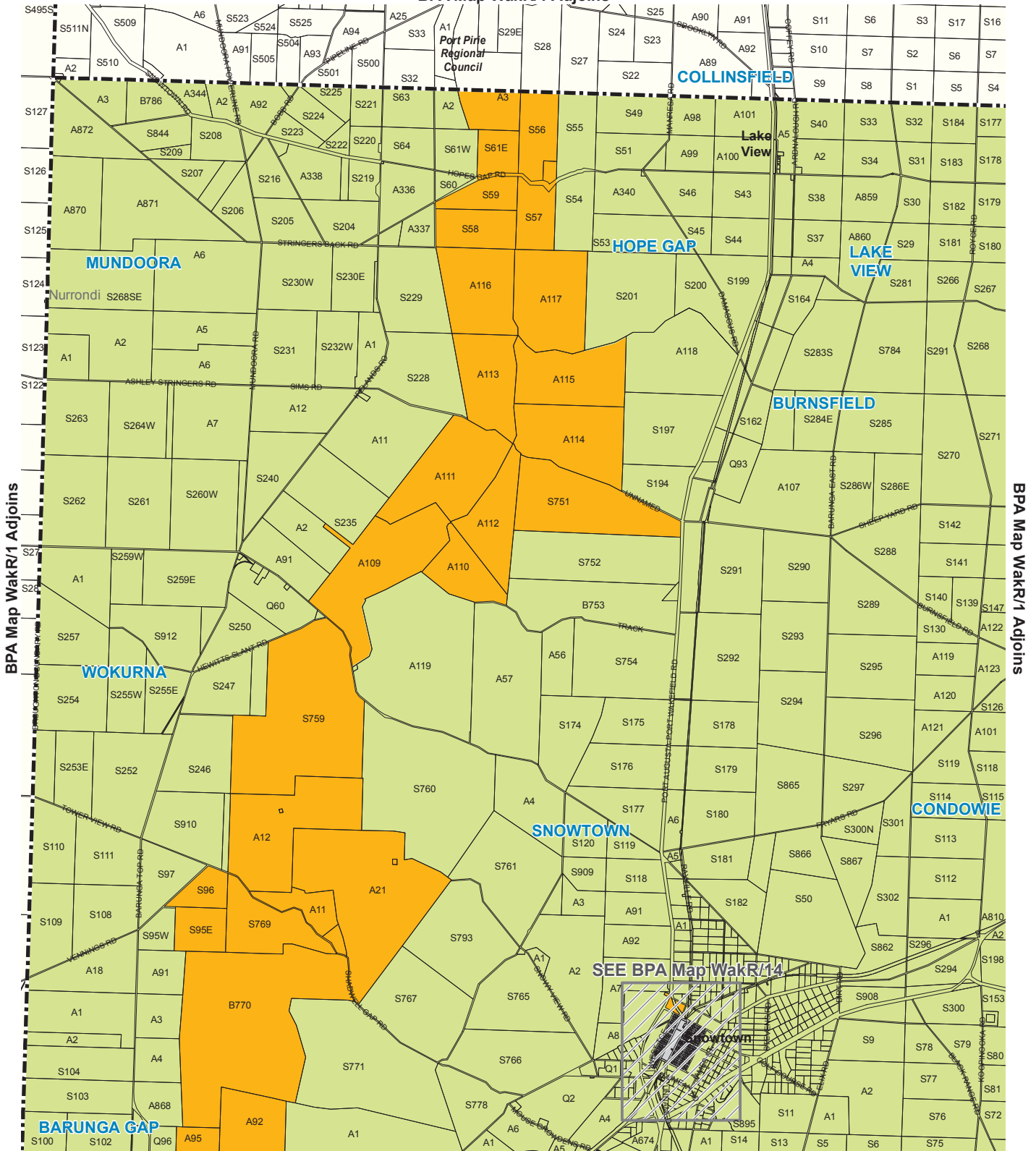
See enlargement map for accurate representation.



# Bushfire Protection Area BPA Map WakR/1 BUSHFIRE RISK

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

BPA Map WakR/1 Adjoins



BPA Map WakR/4 Adjoins

See enlargement map for accurate representation.



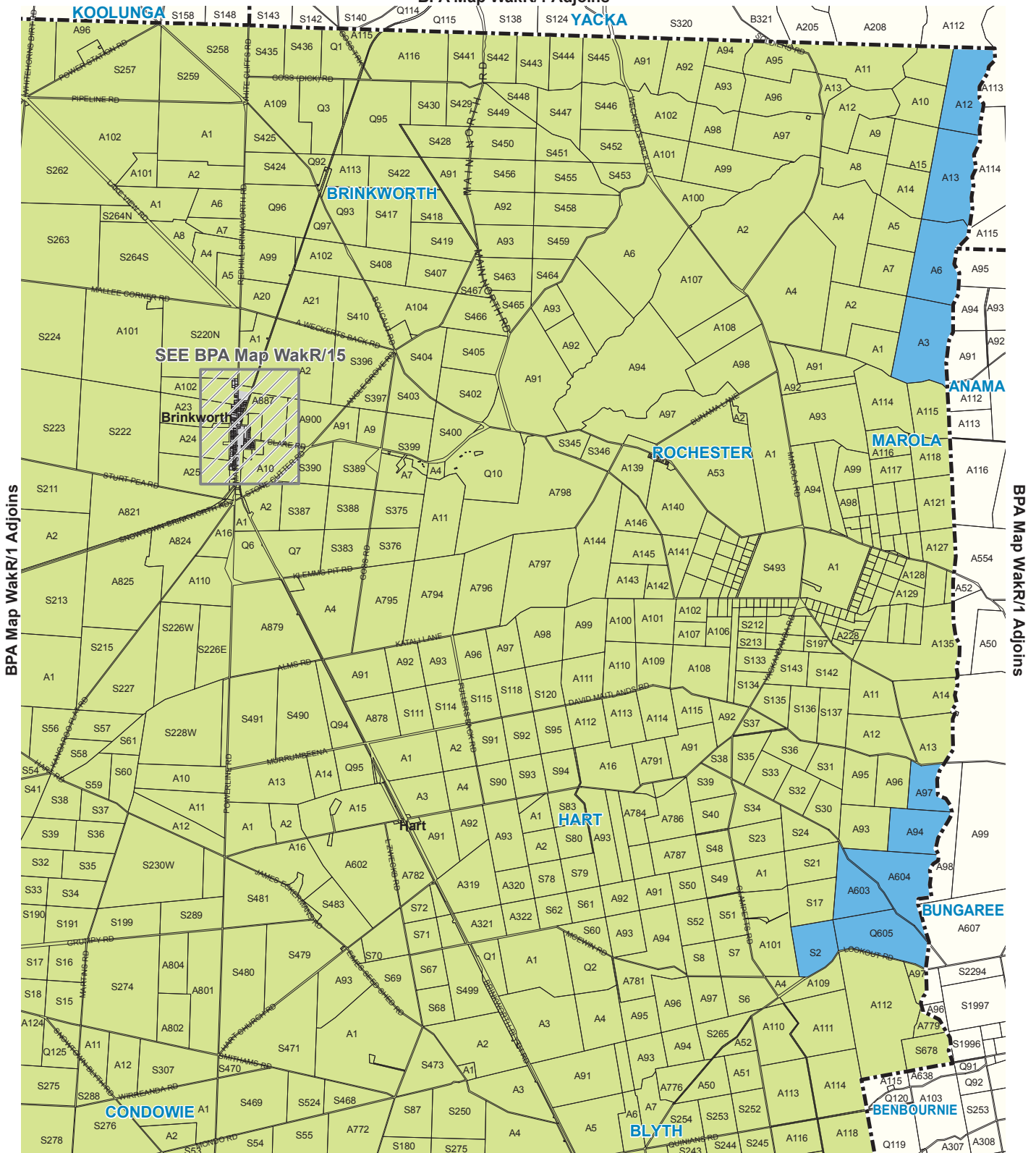
# Bushfire Protection Area BPA Map WakR/2 BUSHFIRE RISK

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

WAKEFIELD REGIONAL COUNCIL

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BPA Map WakR/1 Adjoins



BPA Map WakR/1 Adjoins

See enlargement map for accurate representation.



# Bushfire Protection Area

## BPA Map WakR/3

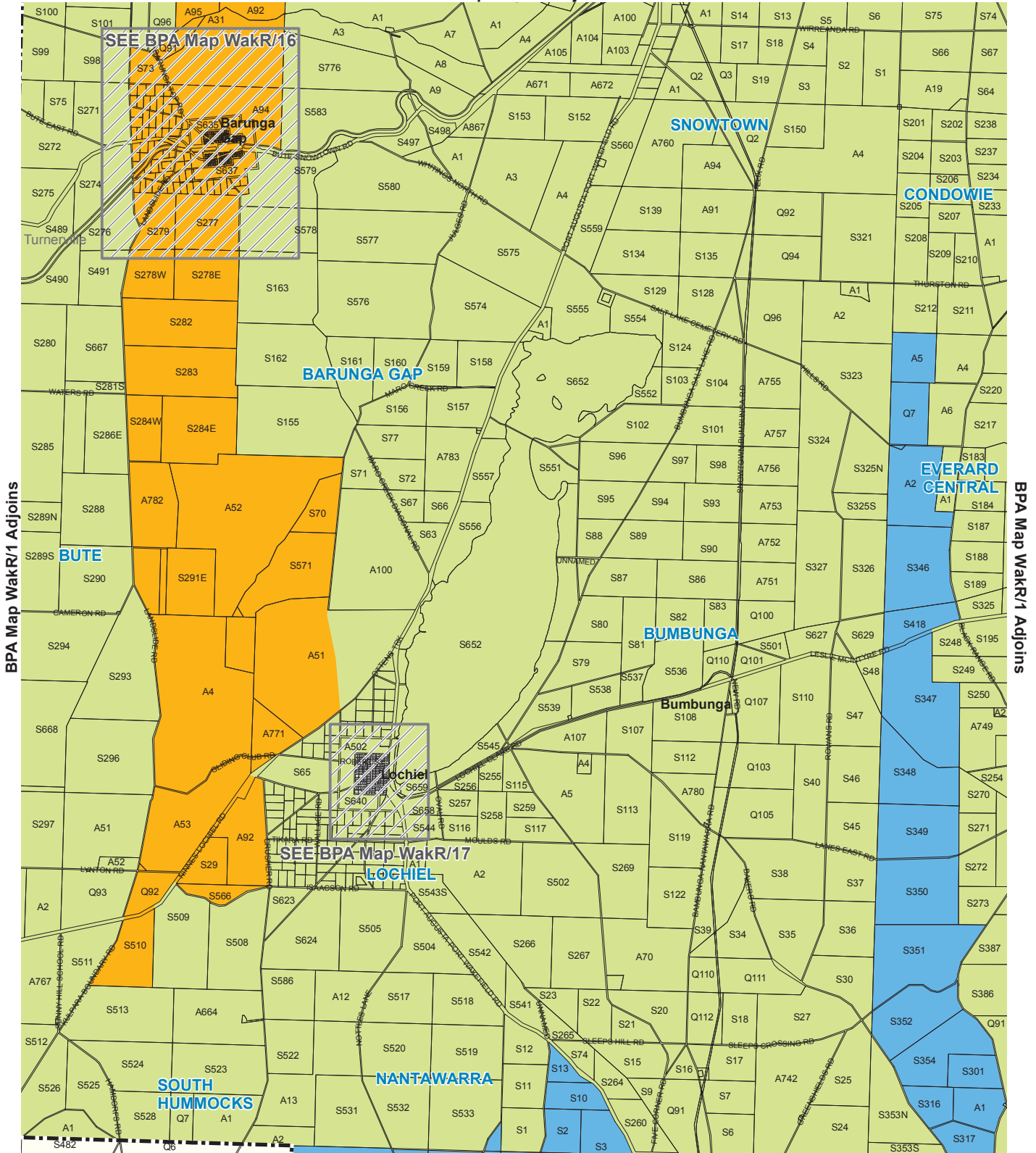
### BUSHFIRE RISK

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

WAKEFIELD REGIONAL COUNCIL

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BPA Map WakR/2 Adjoins



BPA Map WakR/1 Adjoins

See enlargement map for accurate representation.

BPA Map WakR/5 Adjoins

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



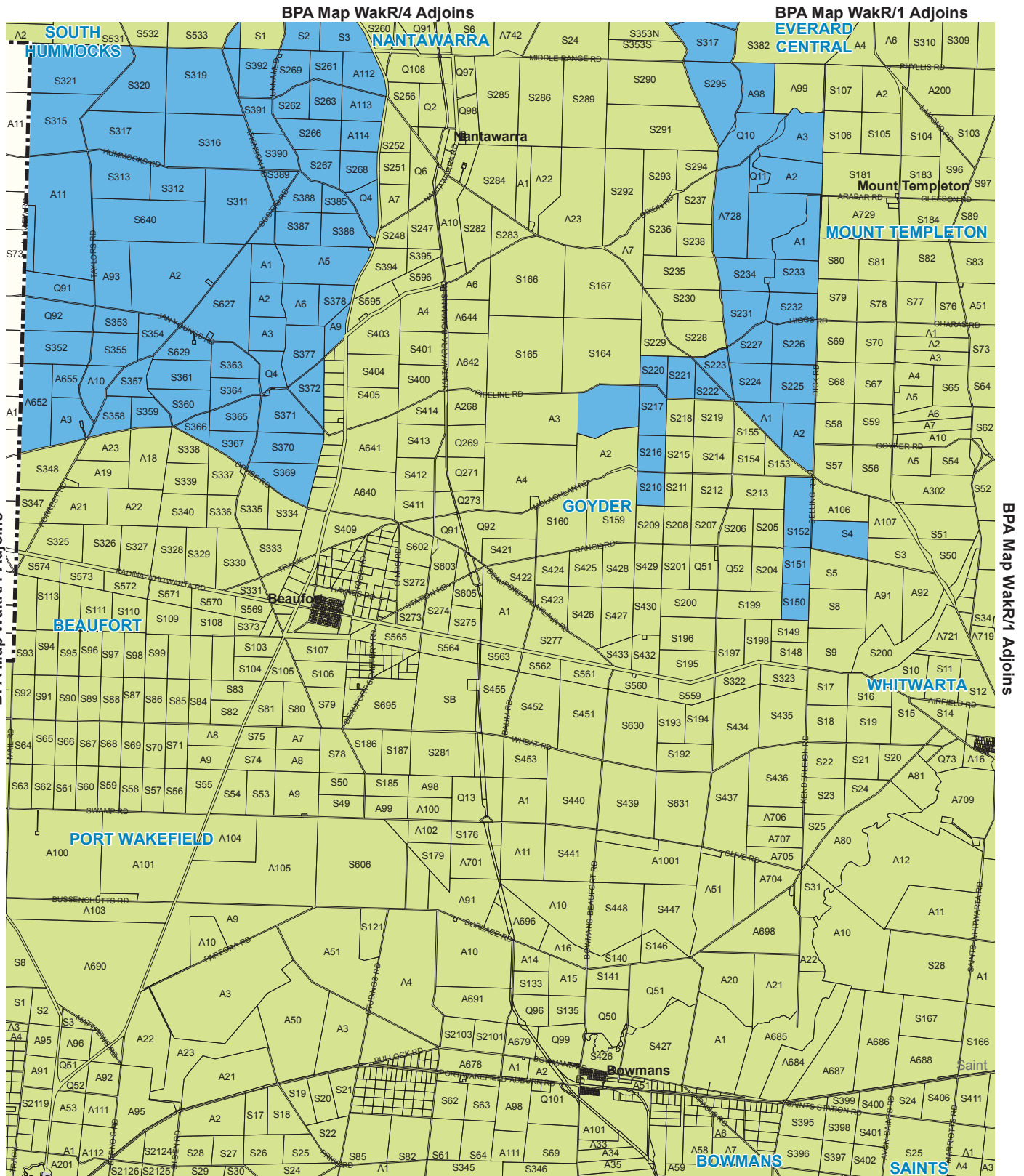
# Bushfire Protection Area

## BPA Map WakR/4

### BUSHFIRE RISK

WAKEFIELD REGIONAL COUNCIL

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BPA Map WakR/1 Adjoins

- Medium Bushfire Risk
- General Bushfire Risk
- Development Plan Boundary

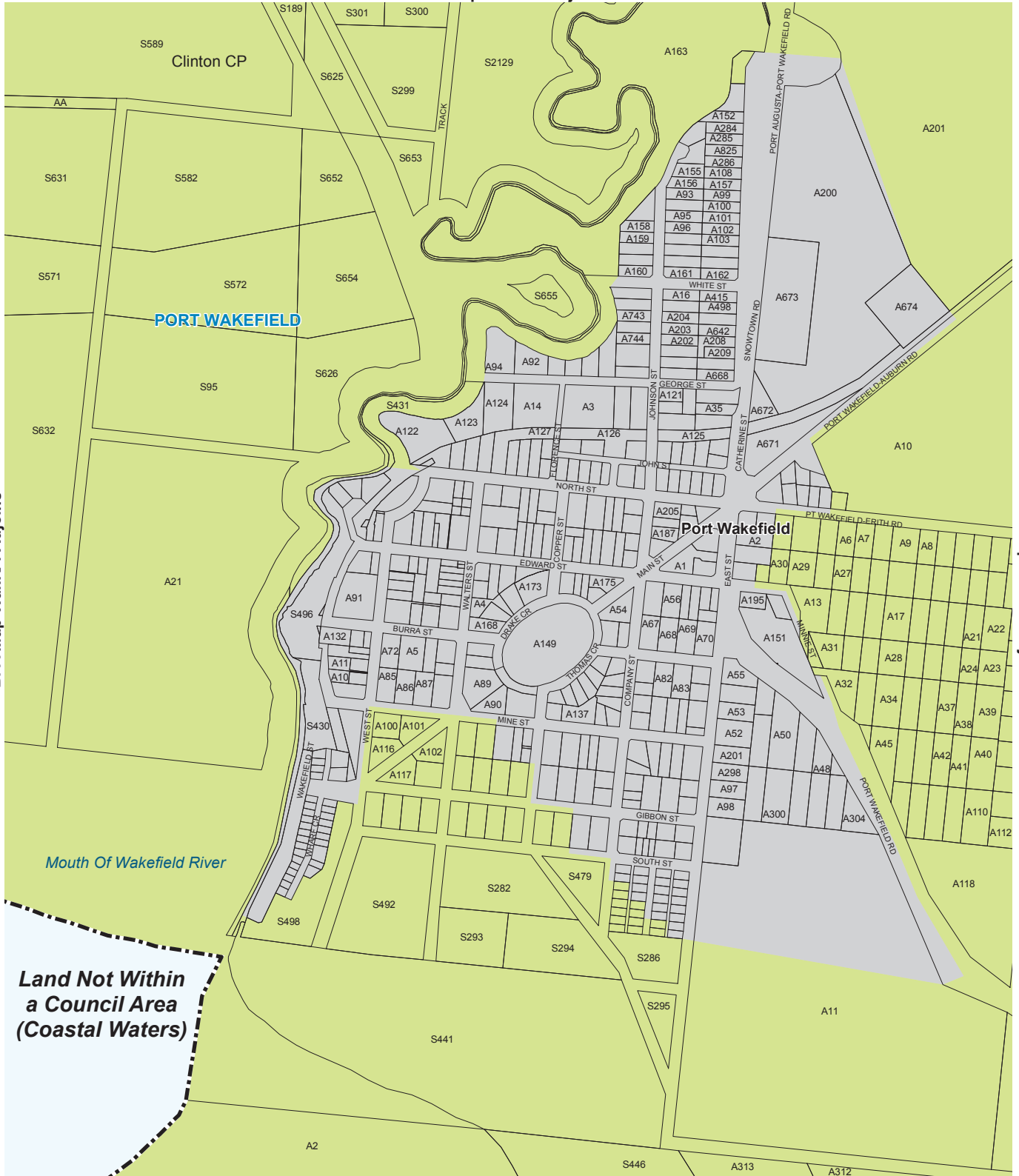


# Bushfire Protection Area BPA Map WakR/5 BUSHFIRE RISK

WAKEFIELD REGIONAL COUNCIL

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BPA Map WakR/1 Adjoins



BPA Map WakR/1 Adjoins

BPA Map WakR/1 Adjoins

BPA Map WakR/1 Adjoins



0 500 m

# Bushfire Protection Area BPA Map WakR/6 BUSHFIRE RISK

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

WAKEFIELD REGIONAL COUNCIL

Consolidated - 9 February 2017



BPA Map WakR/1 Adjoins



BPA Map WakR/1 Adjoins



0 500 m

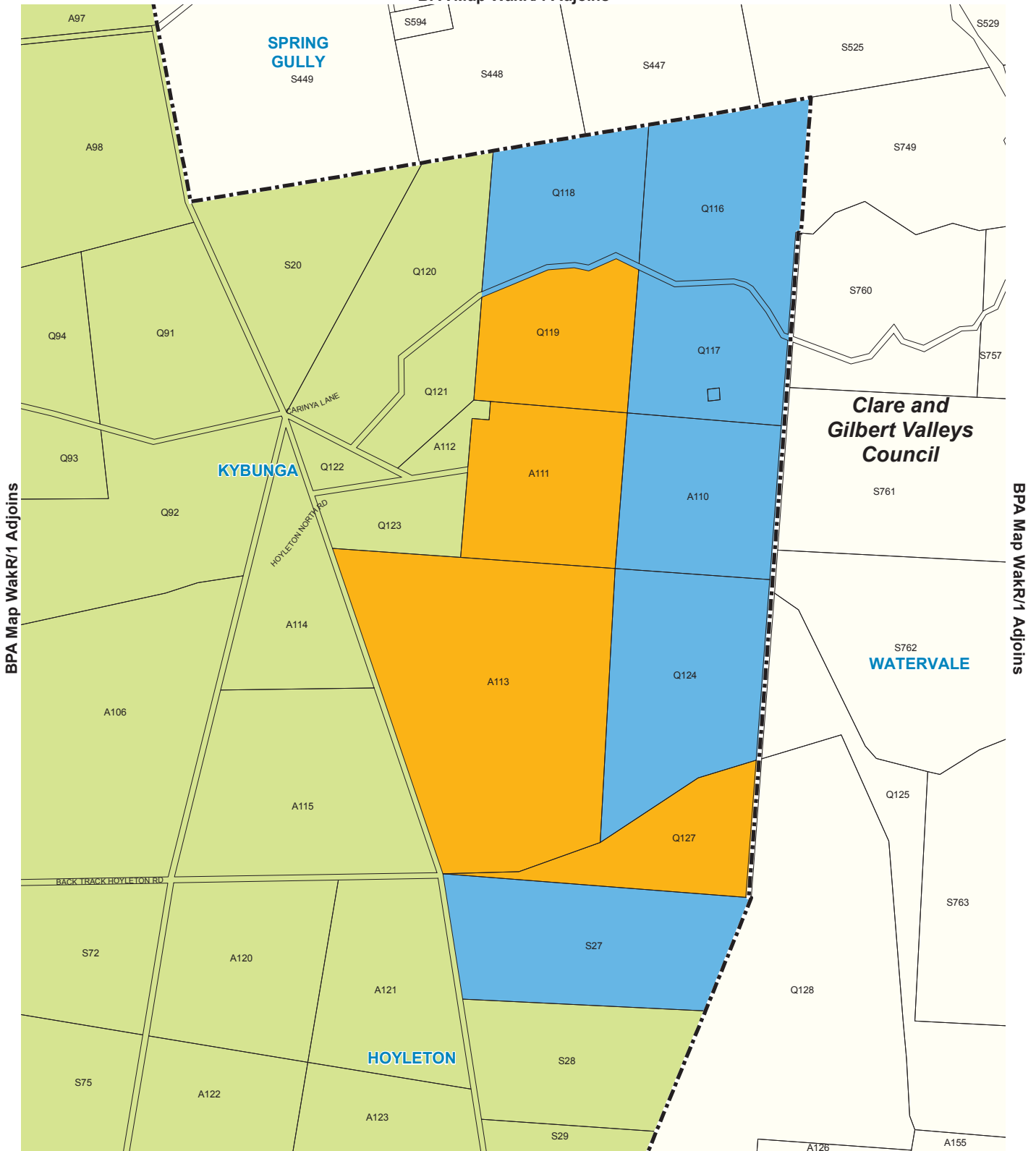
# Bushfire Protection Area BPA Map WakR/7 BUSHFIRE RISK

- General Bushfire Risk
- Excluded area from bushfire protection planning provisions

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BPA Map WakR/1 Adjoins



BPA Map WakR/1 Adjoins



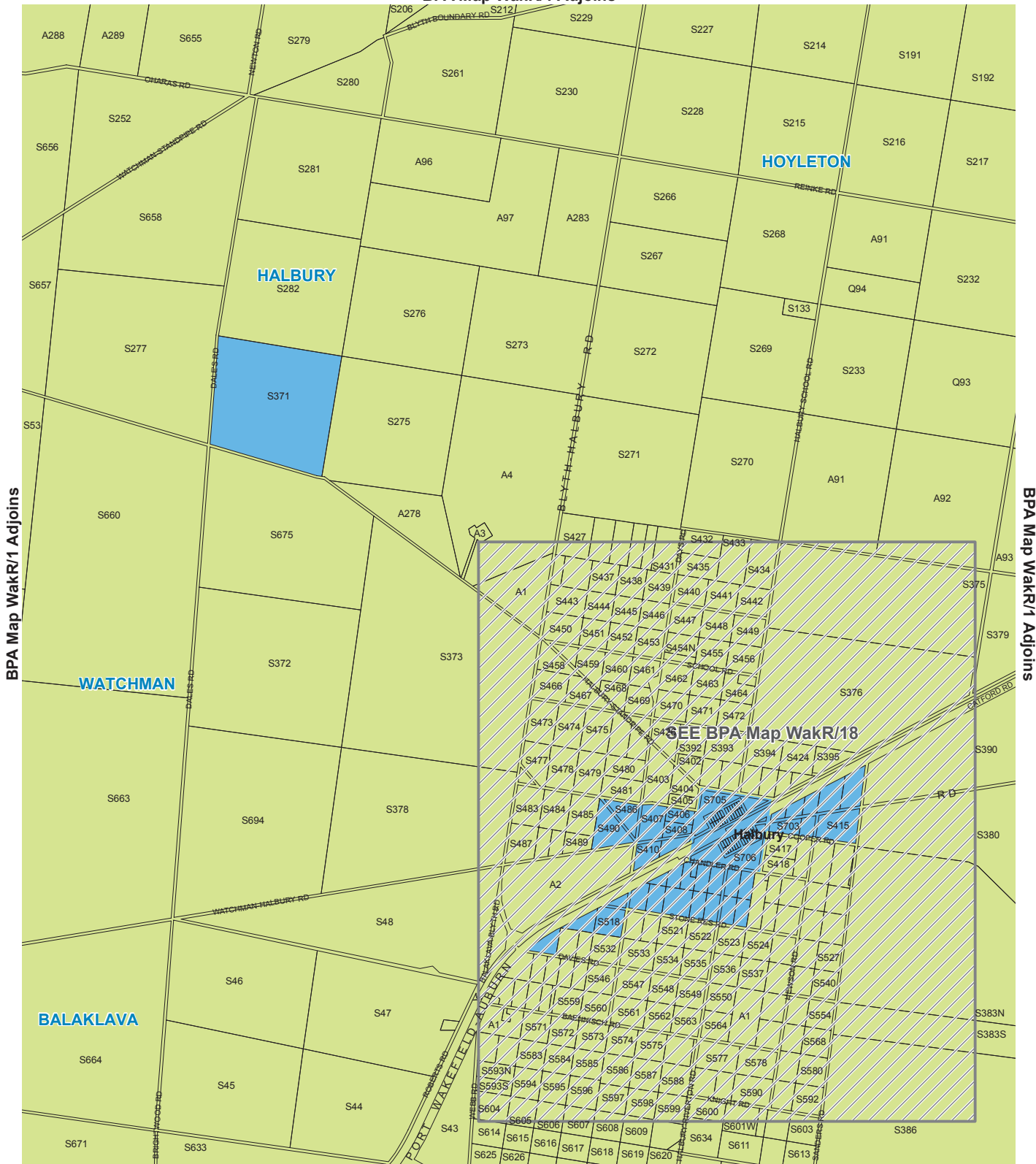
# Bushfire Protection Area

## BPA Map WakR/8

### BUSHFIRE RISK

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

# BPA Map WakR/1 Adjoins

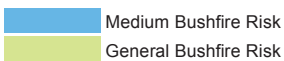


## BPA Map WakR/1 Adjoins

See enlargement map for accurate representation.



# Bushfire Protection Area BPA Map WakR/9 BUSHFIRE RISK



BALAKLAVA





0 1,000 m

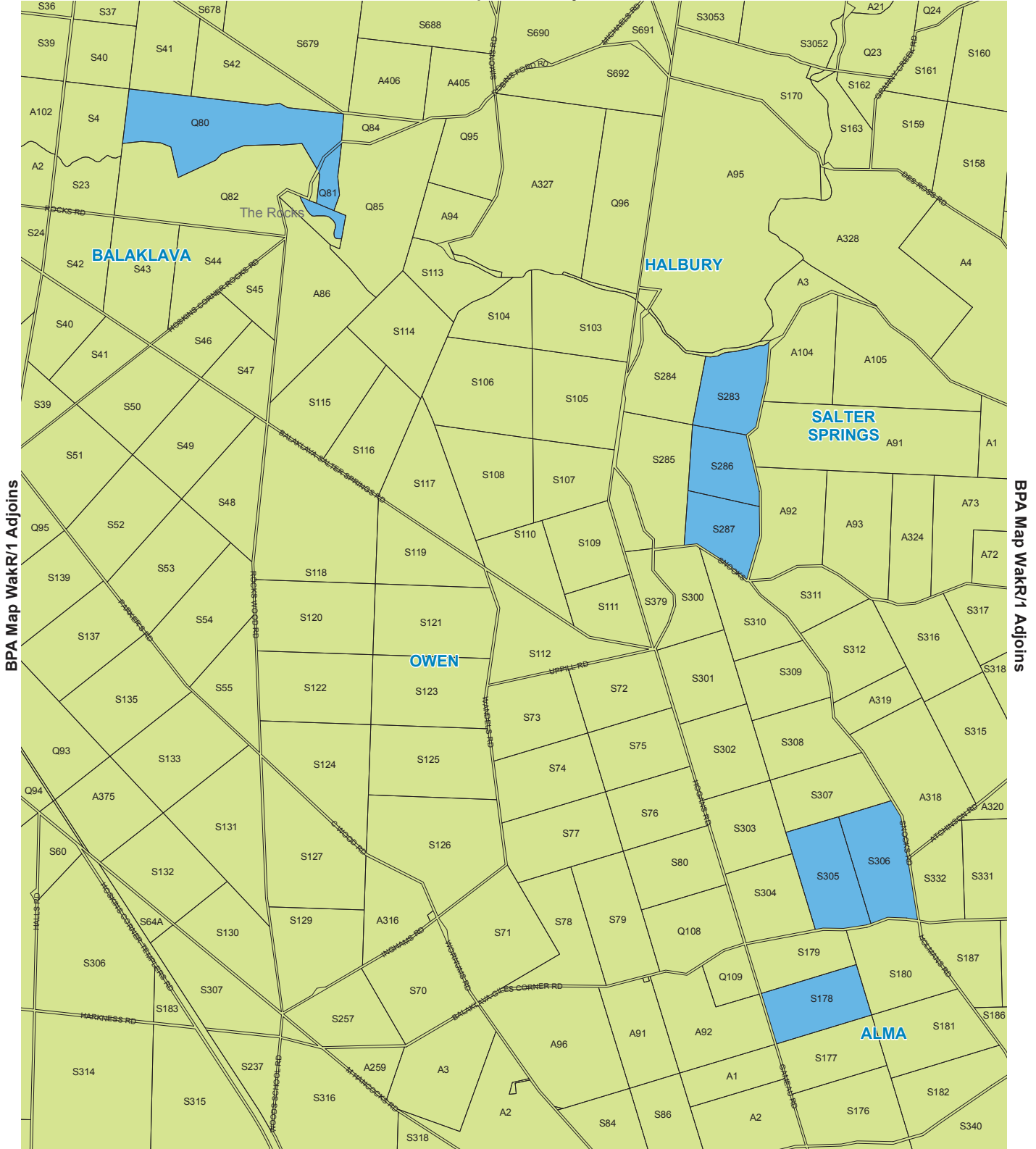
# Bushfire Protection Area

## BPA Map WakR/10

### BUSHFIRE RISK

-  General Bushfire Risk
-  Excluded area from bushfire protection planning provisions

BPA Map WakR/1 Adjoins



BPA Map WakR/1 Adjoins



# Bushfire Protection Area

## BPA Map WakR/11

### BUSHFIRE RISK

■ Medium Bushfire Risk  
■ General Bushfire Risk

BPA Map WakR/1 Adjoins

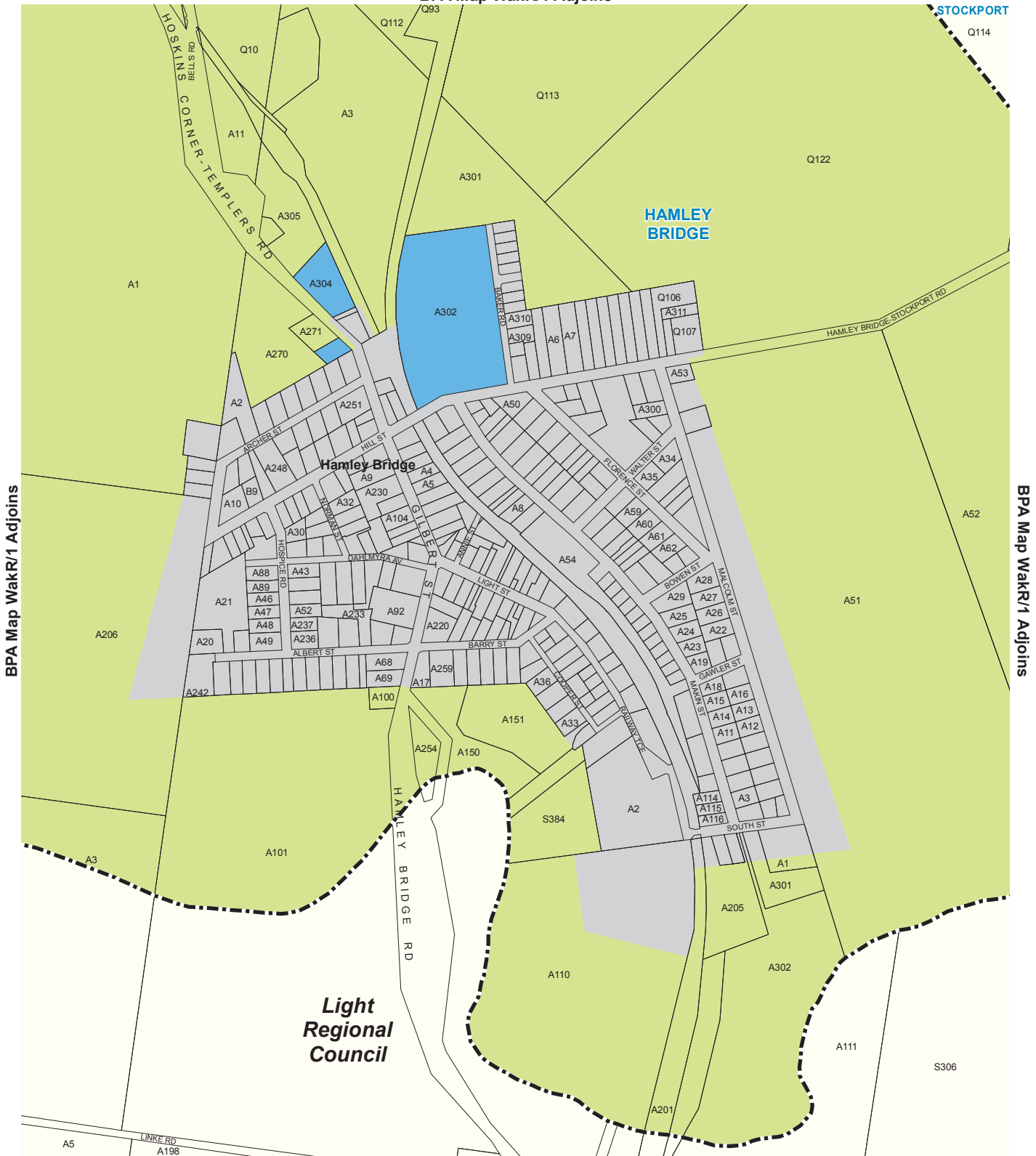


BPA Map WakR/1 Adjoins



# Bushfire Protection Area BPA Map WakR/12 BUSHFIRE RISK

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



BPA Map WakR/1 Adjoins

BPA Map WakR/1 Adjoins

Light Regional Council



0  500 m

# Bushfire Protection Area

## BPA Map WakR/13

### BUSHFIRE RISK

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




BPA Map WakR/2 Adjoins



BPA Map WakR/2 Adjoins

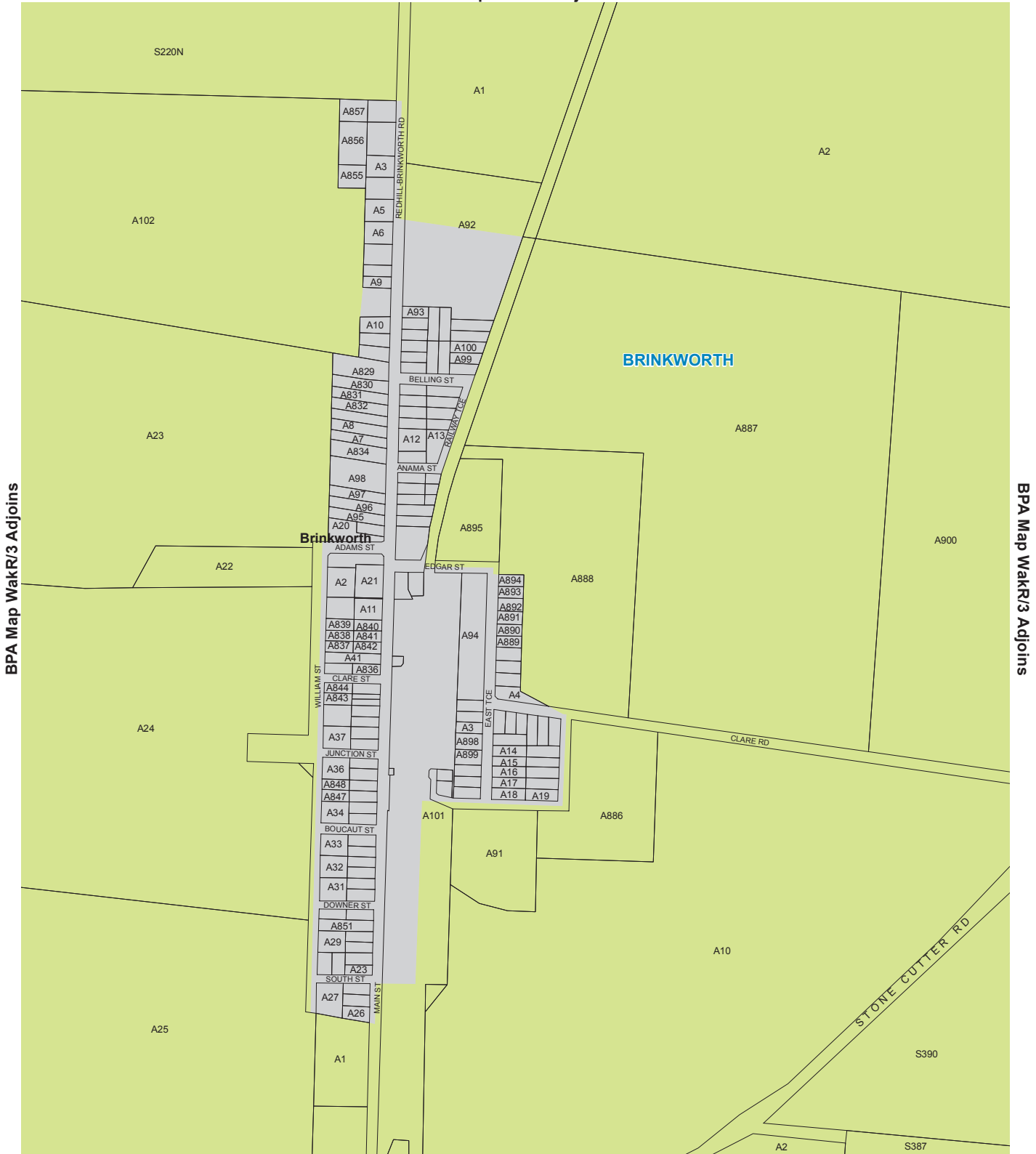


# Bushfire Protection Area BPA Map WakR/14 BUSHFIRE RISK

-  High Bushfire Risk
-  General Bushfire Risk
-  Excluded area from bushfire protection planning provisions



BPA Map WakR/3 Adjoins



BPA Map WakR/3 Adjoins



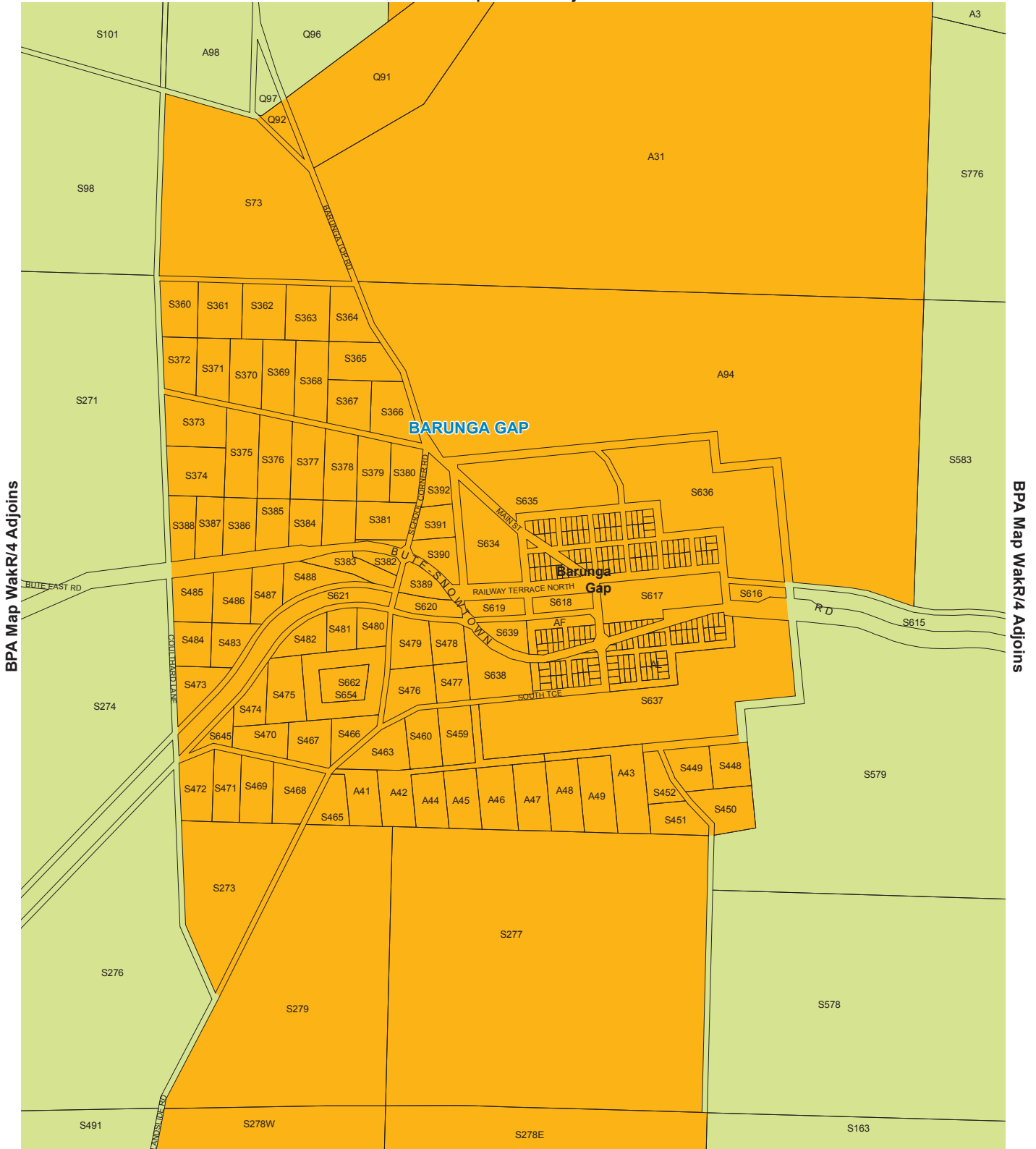
# Bushfire Protection Area

## BPA Map WakR/15

### BUSHFIRE RISK

- General Bushfire Risk
- Excluded area from bushfire protection planning provisions

BPA Map WakR/4 Adjoins





BPA Map WakR/4 Adjoins



# Bushfire Protection Area

## BPA Map WakR/16

### BUSHFIRE RISK

-  High Bushfire Risk
-  General Bushfire Risk

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BPA Map WakR/4 Adjoins



BPA Map WakR/4 Adjoins



# Bushfire Protection Area BPA Map WakR/17 BUSHFIRE RISK

- General Bushfire Risk
- Excluded area from bushfire protection planning provisions

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BPA Map WakR/9 Adjoins





BPA Map WakR/9 Adjoins



0 1,000 m

# Bushfire Protection Area BPA Map WakR/18 BUSHFIRE RISK

 Medium Bushfire Risk  
 General Bushfire Risk

# **Concept Plan Maps**





PORT WAKEFIELD

# Concept Plan Map WakR/1

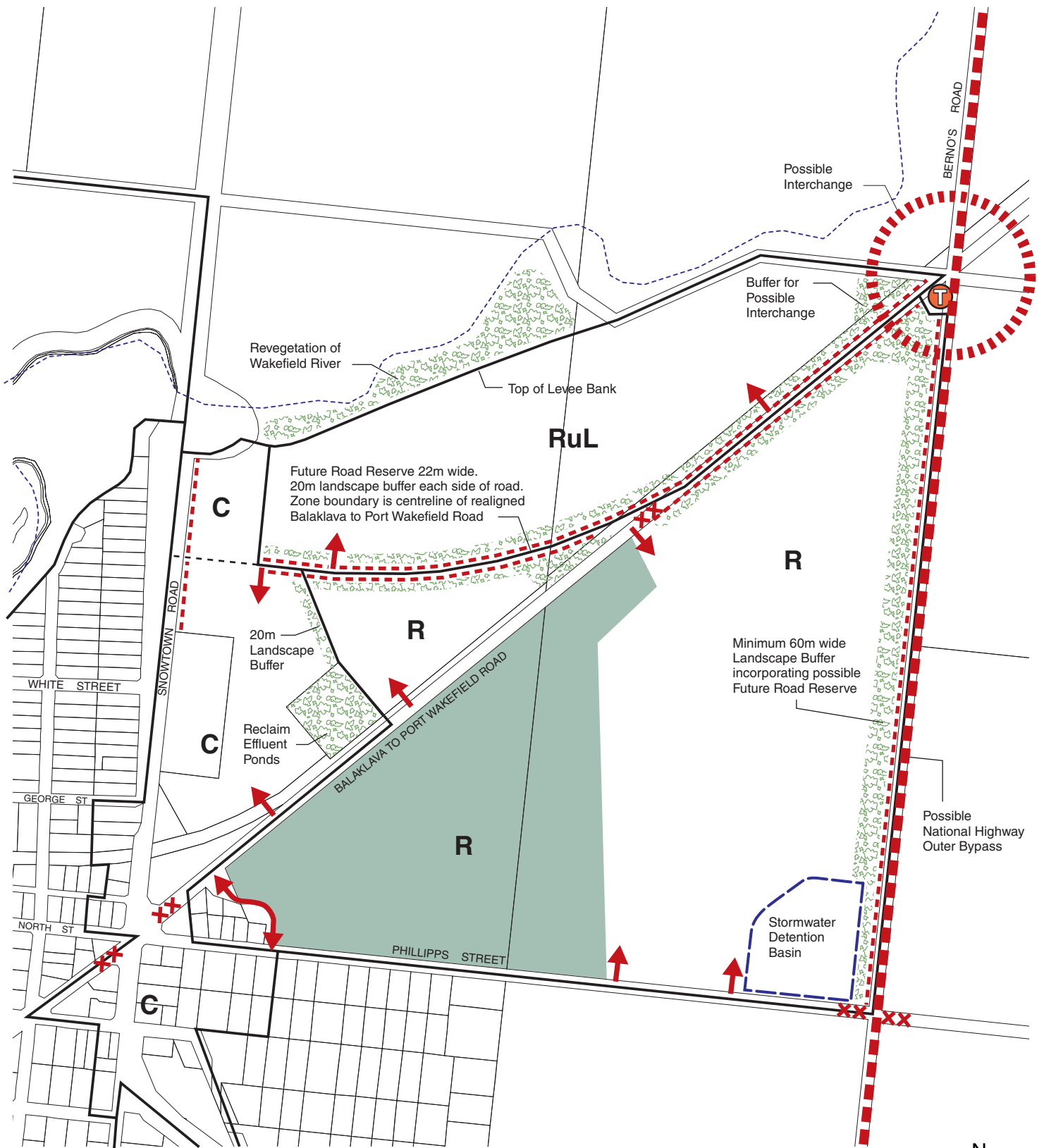
## PORT WAKEFIELD BYPASS

### AND CONNECTIONS OVERVIEW

-  Main road
-  Improved/Upgraded Junction
-  Telstra Exchange
-  Oxidation Pond
-  Watercourse
-  Development Plan Boundary

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- C** Commercial Zone
- RuL** Rural Living Zone
- R** Residential Zone

- XX** Proposed Road Closure
- Possible Bypass
- Possible Interchange



- Landscape Buffer
- Zone Boundary
- No Direct Property Access to Arterial Road
- Centreline of Wakefield River
- T** Telstra Exchange
- ←** Vehicular Access Point
- Existing Golf Course



PORT WAKEFIELD

# Concept Plan Map WakR/2

## PORT WAKEFIELD BYPASS AND CONNECTIONS





- TCe Town Centre Zone Boundary
- No Direct Access to Arterial Road
- ➔ Vehicular Access Point
- General Landscaping - 5 metre width
- Dense Landscaping to Protect Adjoining Residential Properties - 8 metre width



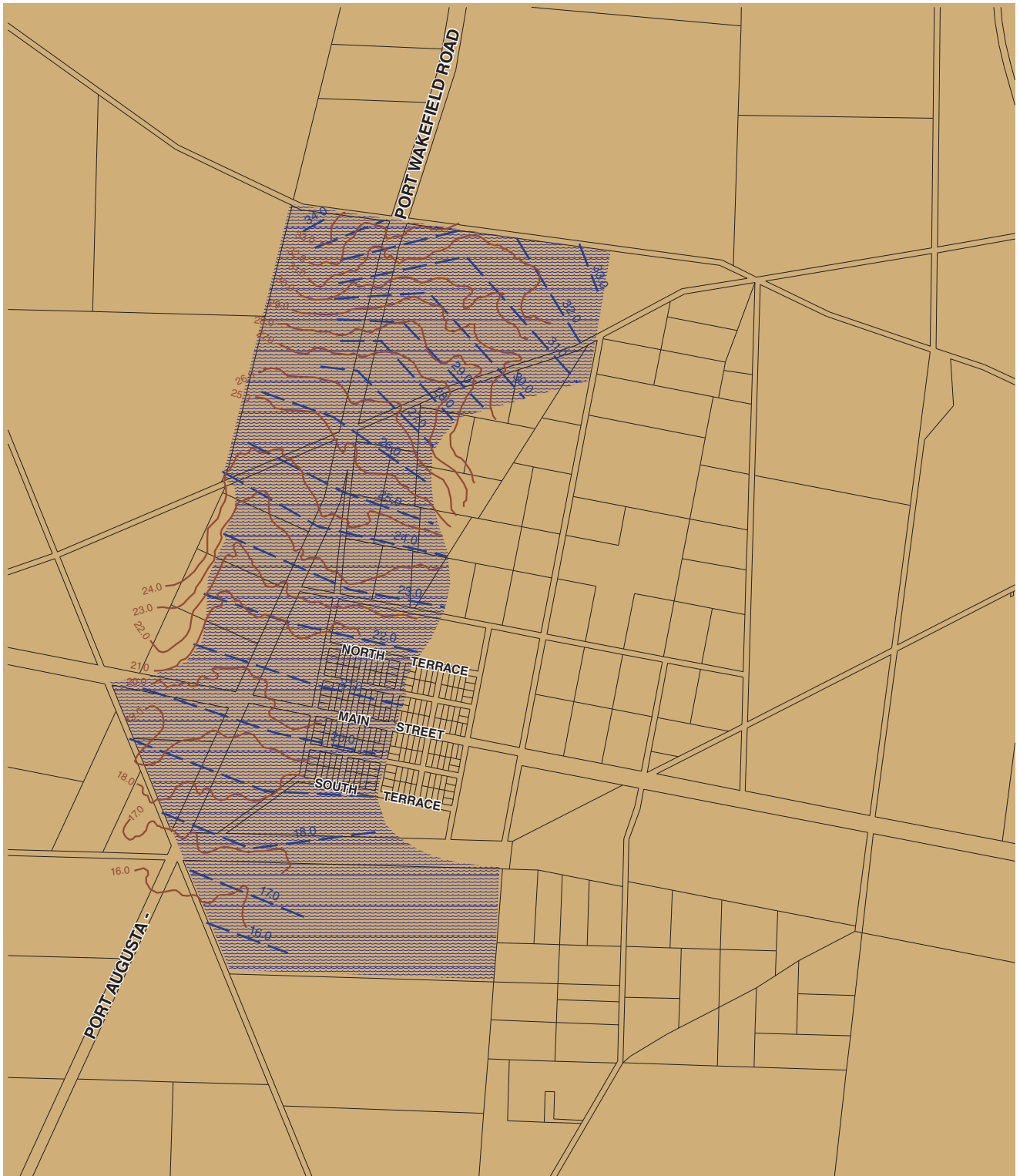
PORT WAKEFIELD

# Concept Plan Map WakR/3


## PORT WAKEFIELD TOWN CENTRE ZONE

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16.0  Natural Surface Level Contour (m AHD)  
 (Source: Department of Road Transport,  
 Drawing No. 0109).

 Estimated Extent of 100 Year Average  
 Recurrence Interval Flood Plain

170  Estimated 100 Year Average Recurrence  
 Flood Level Contour (m AHD)

Note: Flood Level contour uncertain -  
 assume 0.7 m above natural surface level.

 Primary Production Zone



0 metres 200 400 600 800 1000

BEAUFORT

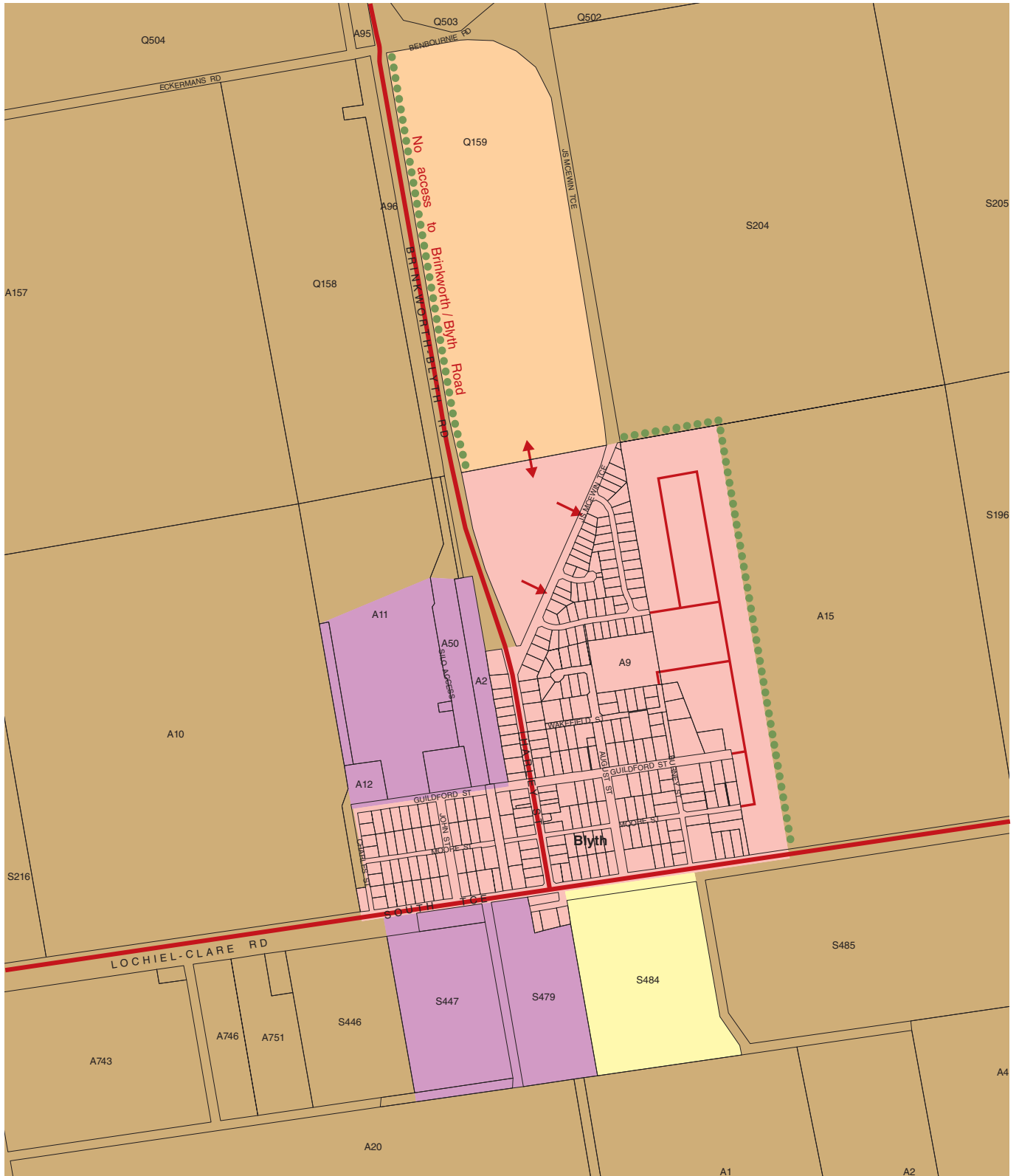
# Concept Plan Map WakR/4

## RURAL BEAUFORT

### 100 YEAR A.R.I. FLOOD PLAIN

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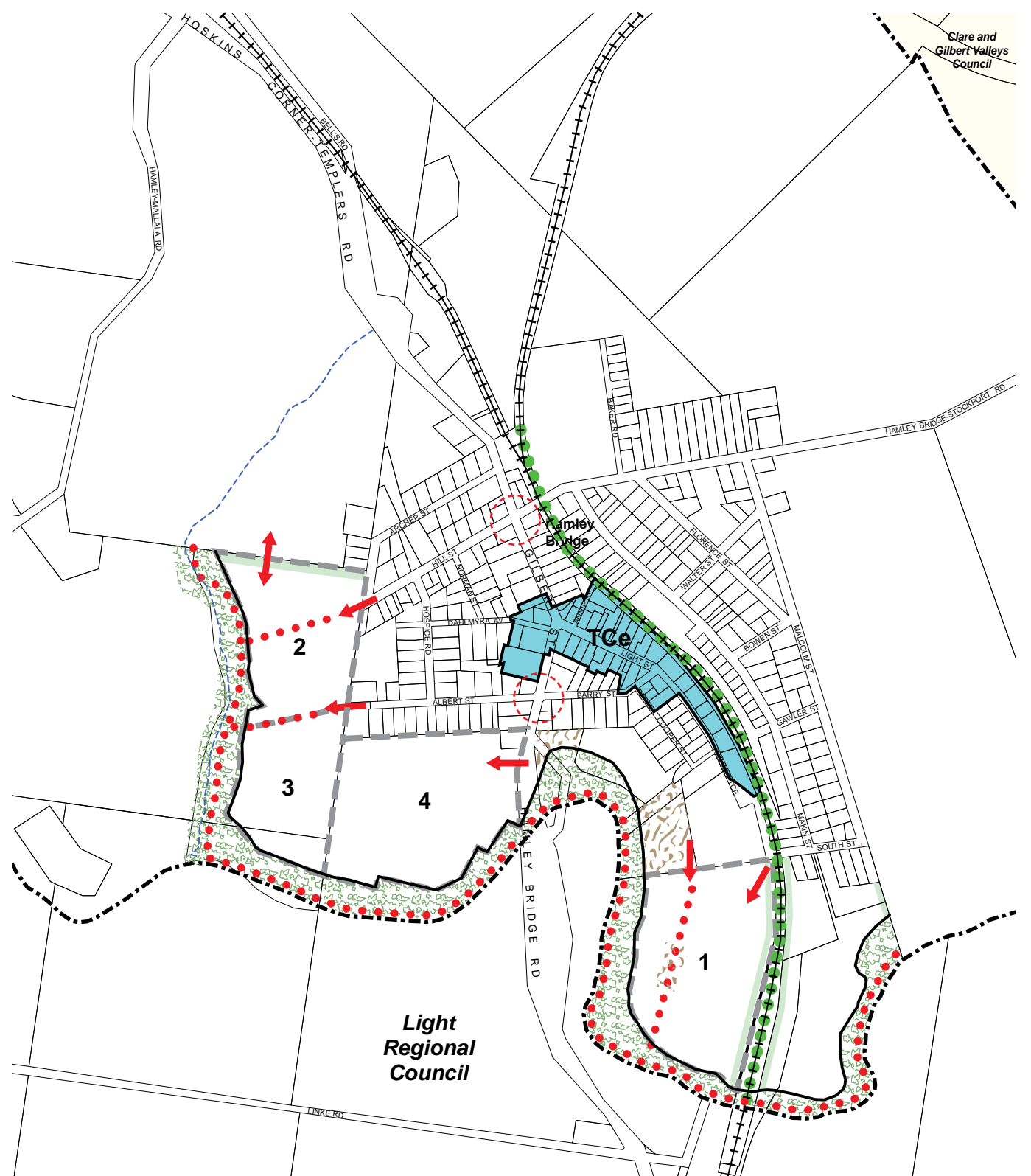
- 10m wide Vegetation Buffer
- Community
- Light Industry
- Primary Production
- Rural Living
- Township
- ↔ Road Connections
- Proposed Local Road
- Secondary Arterial Road















**BLYTH**

# Concept Plan Map WaKR/5

## BLYTH TOWNSHIP

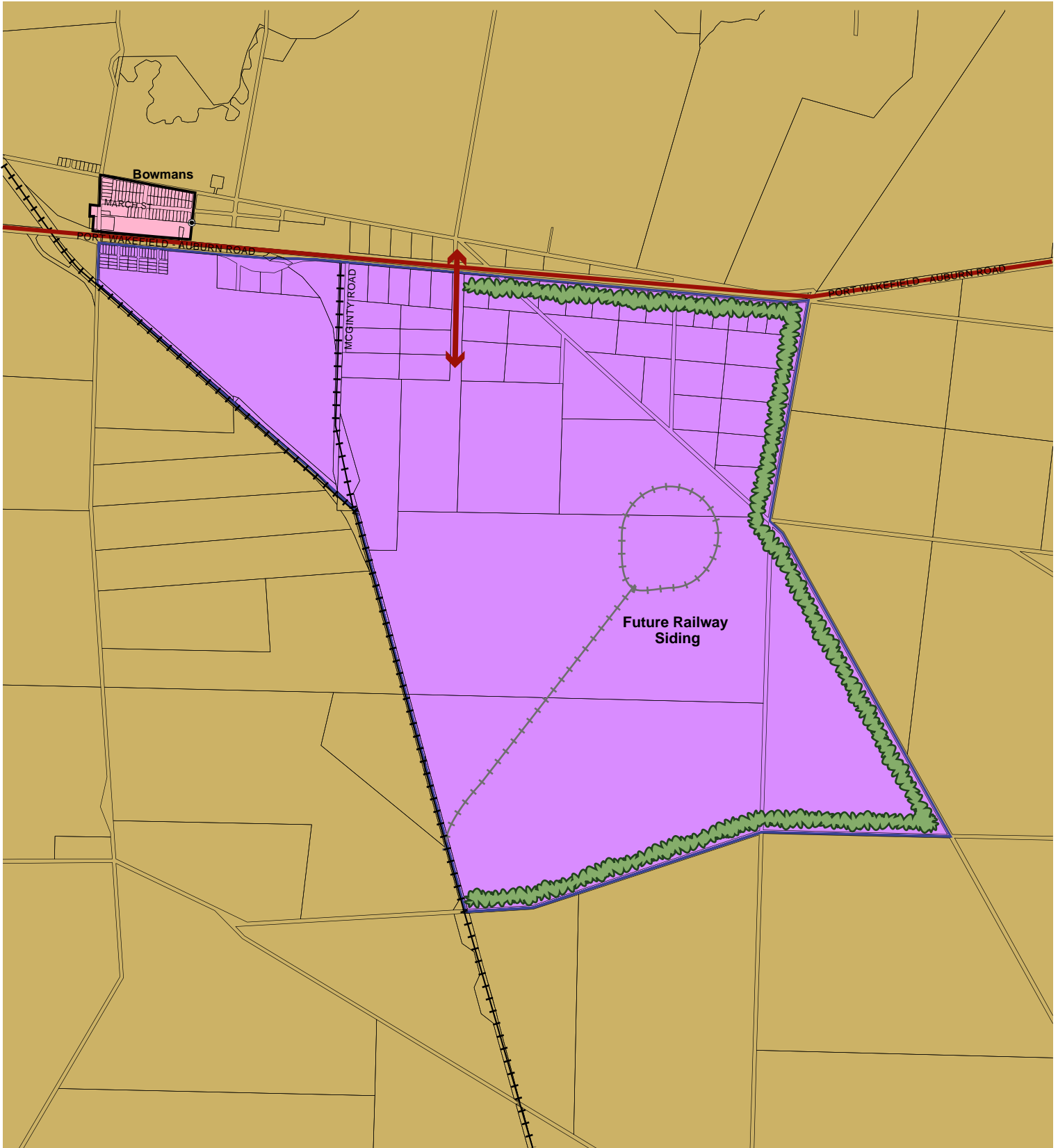














-  Vehicular access points
-  Indicative pedestrian / cycle way
-  Intersection upgrade
-  Revegetation of Light & Wakefield Rivers
-  Potential green corridor along disused railway
-  Open space
-  Landscape buffer to railway line & agricultural land
-  Stage boundary
-  Zone boundary
-  Development plan boundary
-  TCe
-  Watercourse



**HAMLEY BRIDGE**

**Concept Plan Map WakR/6  
HAMLEY BRIDGE AREA**



- |  |                    |   |                           |
|--|--------------------|---|---------------------------|
|  | Landscape Buffer   |  | Secondary Arterial Road   |
|  | Access             |  | Primary Arterial Road     |
|  | Railway            |  | Development Plan Boundary |
|  | Future Railway     |  | Concept Area Boundary     |
|  | Industry           |   |                           |
|  | Primary Production |   |                           |
|  | Settlement         |   |                           |
|  | Zone Boundary      |   |                           |



BOWMANS

# Concept Plan Map WakR/7

## BOWMANS

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