

Development Plan

Salisbury Council

Consolidated – 4 April 2019

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



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Introduction

Section

Amendment Record Table

The following table is a record of authorised amendments and their consolidation dates for the Salisbury (City) Development Plan since the inception of the electronic Development Plan on 12 December 1996 for Metropolitan Adelaide Development Plans. Further information on authorised amendments prior to this date may be researched through the relevant Council, Department of Planning, Transport and Infrastructure or by viewing Gazette records.

CONSOLIDATED	AMENDMENT – [Gazetted date]
12 December 1996	Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR (Interim) (<i>Ministerial</i>) – [12 December 1996]
19 December 1996	MFP (The Levels) Amendment Act – [19 December 1996]
26 June 1997	Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR (<i>Ministerial</i>) – [26 June 1997]
31 July 1997	Statewide Marine Aquaculture and Offshore Development PAR (<i>Ministerial</i>) – [5 June 1997] Rural, MOSS/Public Lands PAR – [17 July 1997]
30 April 1998	Burton/Direk Residential PAR – [30 April 1998] Section 29(2) Amendment – [15 January 1998]
18 March 1999	Section 29(2) Amendment – [18 March 1999]
26 August 1999	Section 29(2) Amendment – [12 March 1998] Waste Disposal (Landfill) PAR (<i>Ministerial</i>) – [19 August 1999]
16 September 1999	Republished – [19 August 1999]
9 December 1999	Commercial Road PAR – [9 December 1999] Section 29(2) Amendment – [9 December 1999]
23 March 2000	Metropolitan Adelaide – Industrial Land and Development PAR (<i>Ministerial</i>) – [25 November 1999] Section 27(5) Amendment - Waste Disposal (Landfill) PAR (<i>Ministerial</i>) – [9 March 2000] Salisbury Downs District Centre PAR – [23 March 2000]
4 May 2000	Walkley Heights PAR – [4 May 2000] Section 29(2)(a) Amendment – [4 May 2000]
29 June 2000	Horticulture in the Hills Face Zone PAR (Interim) (<i>Ministerial</i>) – [22 June 2000]
24 August 2000	Section 28(4)(a) - Termination of the Interim Operation of the 'Horticulture in the Hills Face Zone PAR' (<i>Ministerial</i>) and its removal from the Development Plan – [17 August 2000] Hills Face Zone Amendment PAR (Interim) (<i>Ministerial</i>) – [17 August 2000]
Not consolidated	Telecommunications Facilities State-wide Policy Framework PAR (Interim) (<i>Ministerial</i>) – [31 August 2000]
8 February 2001	Metropolitan Adelaide Significant Tree Control PAR (<i>Ministerial</i>) – [21 December 2000] Surplus Defence Land PAR – [8 February 2001]
17 May 2001	Ann Street Precinct - Salisbury Town Centre PAR – [17 May 2001]
19 July 2001	Globe Derby Park Recreation Zone PAR – [19 July 2001]
1 November 2001	Hills Face Zone Amendment PAR (<i>Ministerial</i>) – [16 August 2001] Telecommunications Facilities State-wide Policy Framework PAR (<i>Ministerial</i>) – [30 August 2001] Bushfire Management PAR (<i>Ministerial</i>) – [6 September 2001] Salisbury East Policy Area PAR (Interim) – [26 October 2001]
9 May 2002	Development Plan Format Review and Orderly Residential Development Concept Plans PAR – [9 May 2002]
24 October 2002	Salisbury East Policy Area PAR – [24 October 2002]
12 June 2003	Industry (Gepps Cross Gateway) PAR (<i>Ministerial</i>) – [5 June 2003]

**Salisbury Council
Introduction Section
Amendment Record Table**

CONSOLIDATED	AMENDMENT – [Gazetted date]
16 October 2003	Wind Farms PAR (<i>Ministerial</i>) – [24 July 2003]
27 May 2004	Hills Face Zone (Interim Operation) PAR (<i>Ministerial</i>) (Interim) – [27 February 2004] Parafield Gardens Industrial/Residential PAR – [27 May 2004]
10 March 2005	Hills Face Zone (Interim Operation) PAR (<i>Ministerial</i>) – [24 February 2005]
18 August 2005	Catchment Water Resources PAR – [18 August 2005]
25 January 2006	Industry Zone Burton PAR – [25 January 2006]
21 December 2006	Bushfire Management (Part 2) PAR (<i>Ministerial</i>) – [14 December 2006] Place of Worship PAR – [21 December 2006]
17 May 2007	Industrial Land Review – Gepps Cross and Pooraka PAR (<i>Ministerial</i>) – [19 April 2007] Direk PAR – [17 May 2007]
18 October 2007	Residential (Happy Home Reserve) PAR – [18 October 2007]
24 January 2008	Residential Parks and Caravan and Tourist Parks DPA (<i>Ministerial</i>) (Interim) – [13 December 2007]
11 December 2008	Residential Parks and Caravan and Tourist Parks DPA (<i>Ministerial</i>) – [11 December 2008]
15 July 2010	Bushfires (Miscellaneous Amendments) DPA (<i>Ministerial</i>) (Interim) – [10 December 2009] Statewide Bulky Goods DPA (<i>Ministerial</i>) (Interim) – [1 June 2010] Section 29(2)(b)(ii) Amendment – [15 July 2010]
6 October 2011	Bushfires (Miscellaneous Amendments) DPA (<i>Ministerial</i>) – [9 December 2010] Statewide Bulky Goods DPA (<i>Ministerial</i>) – [13 January 2011] Rural (Aircraft Noise)/Direk West Sector: Industry DPA – [6 October 2011]
19 April 2012	Regulated Trees DPA (Interim) (<i>Ministerial</i>) – [17 November 2011] Salisbury Plain Neighbourhood Centre Zone DPA – [19 April 2012]
22 August 2013	Regulated Trees DPA (<i>Ministerial</i>) – [15 November 2012] Section 29(2)(c) Amendment – [29 November 2012] Better Development Plan (BDP) and General DPA – [22 August 2013]
20 March 2014	Section 29(2)(b)(ii) Amendment – [12 September 2013] Greater Edinburgh Parks Employment Lands (Part 1) DPA (<i>Ministerial</i>) – [19 December 2013] Section 29(2)(b)(i) Amendment – [20 March 2014]
18 December 2014	Section 29(2)(b)(ii) Amendment – 2 October 2014 Mixed Use (Bulky Goods, Entertainment and Leisure) Zone DPA – [18 December 2014]
6 August 2015	Salisbury Heights Residential DPA – [2 July 2015] Walpole Road, Paralowie Residential DPA – [6 August 2015]
10 September 2015	Globe Derby Park Surplus Lands DPA – [3 September 2015] Saints Road Neighbourhood Centre Retail Limit Review DPA – [10 September 2015]
7 January 2016	Main Roads (Salisbury Highway and Main North Road) DPA – [7 January 2016]
5 May 2016	Existing Activity Centres Policy Review DPA (<i>Ministerial</i>) – [21 April 2016]
7 July 2016	Mawson Lakes DPA (Part 1) – [7 July 2016]
15 December 2016	Section 29(2)(b)(ii) Amendment – [25 August 2016] Salisbury City Centre DPA – [15 December 2016]
4 April 2019	Section 29(2)(b)(ii) Amendment – [19 July 2017] Mawson Lakes Part 2 DPA – [28 March 2019]

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

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

Introduction to the Development Plan

Welcome to the Development Plan for the City of Salisbury.

This introduction has been prepared by the Department of Planning, Transport and Infrastructure as 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.gov.au or by contacting the Department of Planning, Transport and Infrastructure at Level 5, 50 Flinders Street, Adelaide, SA 5000.

Overview of the Planning System

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

- Legislation
- The Planning Strategy
- Development Plans.

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

The State Government's broad vision for sustainable land use and the built development of the state is outlined in the **Planning Strategy**. The relevant volume of the Planning Strategy for this Development Plan is The 30-Year Plan for Greater Adelaide.

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, 1993* 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
Table of Contents	Navigational aid to reference sections within the Development Plan by name and page number.
Amendment Record Table	Tabled information recording previously-authorized Development Plan amendments and their consolidation dates.
Introduction Overview of the Planning System What is Development? How does the Development Plan relate to other legislation? What doesn't a Development Plan do? When do you use the Development Plan? How to read the Development Plan?	A general overview of the context, purpose and way a Development Plan is set out (this section is advisory only and not used for development assessment purposes).
Strategic Setting State Strategic Setting <i>(30-Year Plan for Greater Adelaide/Regional Planning Strategy)</i> Council Strategic Setting <i>(Council Strategy)</i>	To be developed, but intended to reflect the relevant Planning Strategy (as it relates to the council area) and council's own local strategic investigations.
Council Preface Map	Map of the entire Development Plan boundary and its spatial relationship to other Development Plans' boundaries.
Assessment Section	Function
General Section Provisions Objectives Principles of Development Control	These policies apply across the whole council area and relate to a range of social, environmental, and economic development issues such as: <ul style="list-style-type: none"> ▪ site and design criteria ▪ access and vehicle parking requirements ▪ heritage and conservation measures ▪ environmental issues ▪ hazards ▪ infrastructure requirements ▪ land use specific requirements. 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. Many policies include a number of subclauses. All subclauses should be met, unless otherwise stated.
Overlay Section Provisions	These policies are spatially located through the application of specific overlay mapping where there is an envisaged land use outcome or application of appropriate design requirements determined by the locality of the proposed development.

Assessment Section	Function
Zone Section Provisions	<p>These policies give greater certainty and direction about where certain forms of developments should be located. Maps are referenced within zones that show where land uses are suitable to be located.</p> <p>Generally, envisaged forms of development within a zone are identified and encouraged through carefully worded policies.</p>
Desired Character Statements	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	<p>Precincts are used to express policies for a small sub-area of a zone or a policy area.</p> <p>Precincts are used if additional site-specific principles of development control are needed to reflect particular circumstances associated with those sub-areas.</p>
Procedural Matters	<p>All zones have a procedural matters section that identifies and lists complying, non-complying and public notification categories for various forms of development.</p> <p>Policy areas and/or precincts, which are a sub-set of the zone, share this procedural matters section. Their respective lists can be modified to accommodate policy area and precinct variations.</p>
Table Section Provisions	<p>These tables provide detailed data for the assessment of certain elements of development, for example, numeric values for setbacks from road boundaries and car parking rates for certain types of development.</p> <p>Conditions for complying development are grouped into their respective tables.</p>
Mapping Section	
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	<p>This is the first point of reference when determining the appropriate map(s) applying to a specific property.</p> <p>An enlargement index map may be included where needed, eg for large townships.</p>

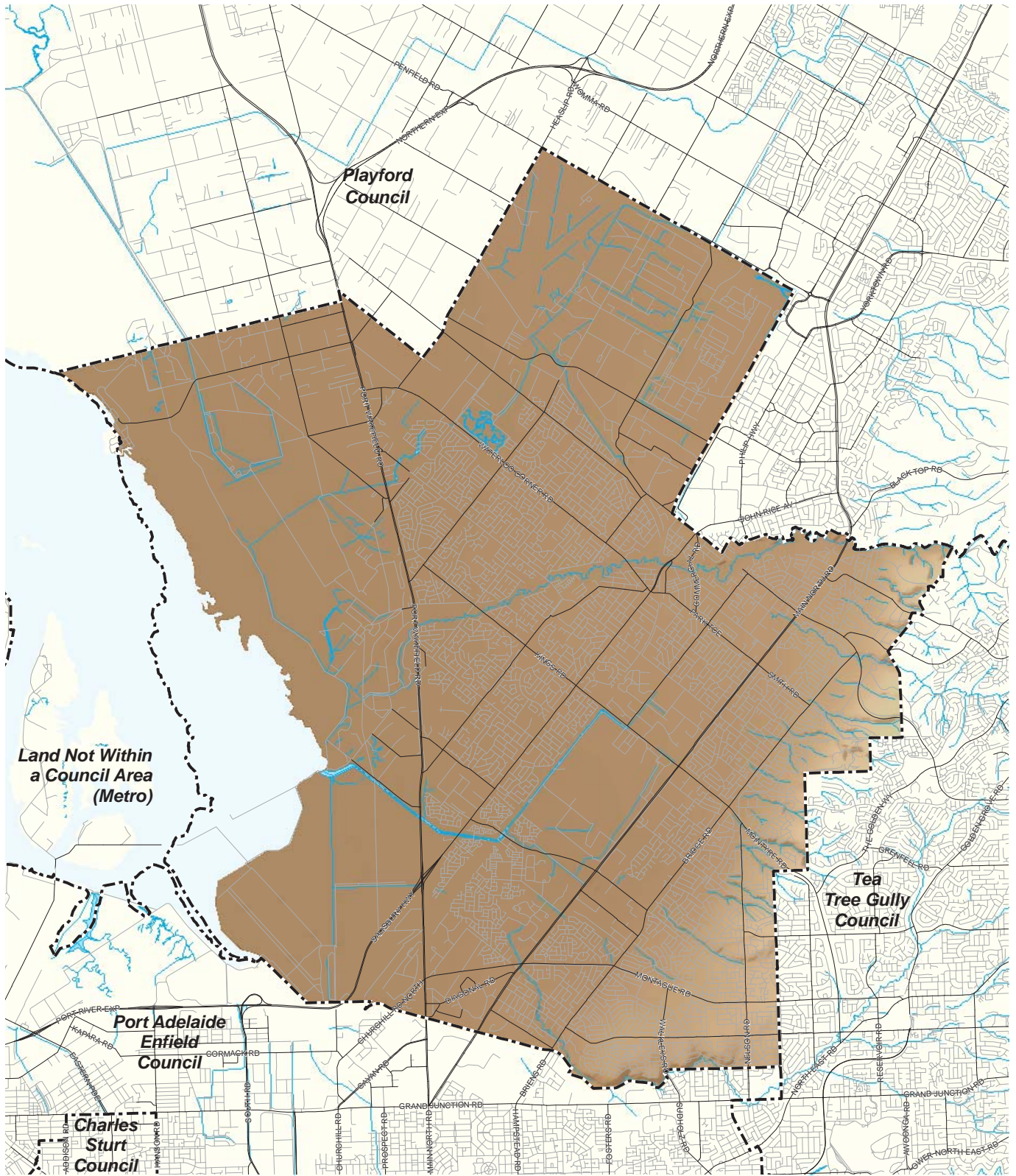
Assessment Section	Function
Extent Map Series Location Maps	Individual overlay and spatial-based maps (based on the Council Index Maps) originate from a single Location Map and 'drill down' through relevant extent maps affecting that location. <i>Note: the entire council area will always be represented as the first map in the extent map series and will commence as Map 1.</i>
Overlay Maps	Used to show issue areas or features that run across a number of zones, and are spatially defined to a cadastre, for example: <ul style="list-style-type: none"> ▪ Transport ▪ Development Constraints ▪ Heritage ▪ Natural Resources ▪ Affordable Housing ▪ Noise and Air Emissions ▪ Strategic Transport Routes <i>Note: issues that are not spatially defined to a cadastre can appear in this section; however they will be presented as illustrative maps only.</i>
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 <i>(where applicable)</i> 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

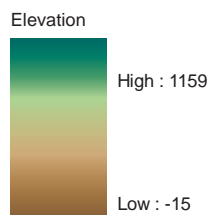
Contact the [City of Salisbury](#).

Visit the Department of Planning, Transport and Infrastructure website: 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

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
 - (d) driver distraction.
- 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.
- 7 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building.
- 8 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
 - (a) have a clearance over a footway, **of at least 2.5 metres**, 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 especially 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).
- 14 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.

Freestanding Advertisements

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

- (b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.
- 16 Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:
- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement
 - (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.
- 17 Portable, easel or A-frame advertisements should be displayed only where:
- (a) no other appropriate opportunity exists for an adequate co-ordinated and permanently erected advertisement and/or advertising hoarding
 - (b) they do not obstruct or compromise the safety of pedestrians or vehicle movement
 - (c) there is no unnecessary duplication or proliferation of advertising information
 - (d) there is no damage to, or removal of, any landscaping on the site
 - (e) they are restricted to 1 per site, or 1 per major road frontage if located upon a large corner site
 - (f) each sign does not exceed 1 square metre in advertisement area per face, and 1.2 metres in height.
- 18 Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:

Location of freestanding advertisement	Total height (in metres)
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone Precinct 8 Retail Core (within the Ingle Farm Policy Area 2) Core area within the Urban Core (Salisbury) Zone Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4) Bulky Goods Zone Precinct 23 Greenfields Commercial (within the Commercial Zone)	8
Industry Zone Neighbourhood Centre Zone Precinct 21 Para Hills West Commercial (within the Commercial Zone) Precinct 24 Pooraka Commercial (within the Commercial Zone)	6
Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial) Precinct 5 Education (within the Ingle Farm Policy Area 2) Precinct 7 Recreation (within the Ingle Farm Policy Area 2) Local Centre Zone Precinct 15 Community (within the Salisbury Downs Policy Area 4) Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4) Transition area within the Urban Core (Salisbury) Zone	4
In all other locations	3

- 19 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

- 20 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

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

Animal Keeping

OBJECTIVES

- 1 Animals not kept at a density beyond the carrying capacity of the land or water.
- 2 Animal keeping development sited and designed to avoid adverse effects on surrounding development.
- 3 Intensive animal keeping protected from encroachment by incompatible development.

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.
- 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.
- 7 Horse keeping (not associated with stables) should only occur on allotments of 4 hectares or more and should ensure that adequate ground cover is maintained at all times to avoid soil degradation.
- 8 Development of stable and yard areas should have dimensions and areas of at least 3.7 metres by 3.7 metres per horse stable and provide a minimum of:
 - (a) 15 square metres per horse per holding yard (standing only)
 - (b) 35 square metres per horse per holding yard (working only).
- 9 To ensure sanitary conditions and prevent soil erosion, dust, odour and pollution of stormwater run-off, horse keeping should conform with the following principles:

- (a) stable floors constructed of concrete that is at least 100 millimetres thick and graded to the doorway with a fall of at least 15 millimetres over three metres
- (b) stables constructed of masonry or concrete to a minimum height of 1.2 metres. Timber, metal or similar construction should only be used the minimum 1.2 metre height or on the roof
- (c) stables sited at least 3 metres from all allotment boundaries.

Dairies

- 10 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

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

Kennels

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

Land Based Aquaculture

- 17 Land-based aquaculture and associated components should not be located on land within 500 metres of a defined and zoned township, settlement or urban area.
- 18 Land-based aquaculture ponds should be sited and designed to:
 - (a) prevent surface flows from entering the ponds in a 1-in-100 year average return interval flood event
 - (b) prevent pond leakage that would pollute groundwater
 - (c) prevent the farmed species escaping and entering into any waters
 - (d) minimise the need for intake and discharge pipes to traverse sensitive environments.
- 19 Buildings associated with land-based aquaculture should provide enclosed storage areas to accommodate all equipment associated with aquaculture operations in a manner which is integrated with the use of the land.
- 20 Development should ensure that pipe inlet and outlets associated with land-based aquaculture are located to minimise the risk of disease transmission.

Marine Based Aquaculture

- 21 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, debris, detritus and dead animals from the development
 - (d) prevent the build up of waste.
- 22 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.
- 23 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.
- 24 Marine aquaculture should be sited, designed, constructed and managed to minimise interference and obstruction to the natural processes of the coastal and marine environment.
- 25 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.
- 26 Racks, floats and other farm structures associated with marine aquaculture or other offshore development should where practicable be visually unobtrusive from the shoreline.
- 27 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 unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons.
- 28 Marine aquaculture should be developed to maintain existing rights of way within or adjacent to a site.
- 29 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.
- 30 Marine aquaculture and other offshore development should be located at least:
- (a) 550 metres from a proclaimed shipwreck
 - (b) 1000 metres seaward from the boundary of any reserve under the *National Parks and Wildlife Act 1972*, unless a lesser distance is agreed with the Minister responsible for that *Act*.
- 31 Marine aquaculture development should be located so as not to obstruct nor interfere with navigation channels, access channels, frequently used natural launching sites, safe anchorage areas, known diving areas, commercial shipping lanes or activities associated with existing jetties and wharves.
- 32 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 from the licensed site
 - (e) able to be rehabilitated when no longer operational.

Building near Airfields

OBJECTIVES

- 1 Development that ensures the long-term operational, safety, commercial and military 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, commercial and military aviation requirements of airfields.
- 2 Buildings and structures that exceed the airport building heights as shown on Overlay Maps – Development Constraints or [Concept Plan Map Sal/1 – Edinburgh Defence Airfield Defence \(Area Control\) Regulations](#) should not be developed unless a safety analysis determines that the building/structure does not pose a hazard to aircraft operations.
- 3 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, dust and exhaust emissions
 - (c) air turbulence
 - (d) storage of flammable liquids
 - (e) attraction of birds
 - (f) reflective surfaces (eg roofs of buildings, large windows)
 - (g) materials that affect aircraft navigational aids.
- 4 Outdoor lighting within 6 kilometres of an airport should be designed so that it does not pose a hazard to aircraft operations.
- 5 Development that is likely to increase the attraction of birds should not be located within 3 kilometres of an airport used by commercial and military aircraft. If located closer than 3 kilometres the facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft. Such development includes, but is not limited to, aquaculture, farming, food processing plants, water treatment and storage structures, non-food garbage landfill and food garbage disposal.
- 6 Development within areas affected by aircraft noise should be consistent with Australian Standard AS2022: - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.

RAAF Base Edinburgh

Building Heights

- 7 Buildings and structures should not exceed the airport building heights as shown on [Concept Plan Map Sal/1 – Edinburgh Defence Airfield Defence \(Area Control\) Regulations](#).

Noise Affected Areas

- 8 Development within areas affected by aircraft noise should be located such that:
- (a) dwellings, caravan parks, educational establishments, pre-schools, child-care, consulting rooms, hospitals and nursing homes are not located within the 25 or greater ANEF contour of the Edinburgh Airfield as shown on [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#)
 - (b) hotels, motels, hostels, community centres and indoor recreation centres are not located within the 30 or greater ANEF contour of the Edinburgh Airfield as shown on [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#)
 - (c) shops and offices are not located within the 35 or greater ANEF contour of the Edinburgh Airfield as shown on [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#).
- 9 Development within areas affected by aircraft noise should comply with noise attenuation levels referenced in Table 3.3 “Indoor Design Sound Levels for Determination of Aircraft Noise Reduction” of AS2022-2000—such development includes:
- (a) dwellings, caravan parks, educational establishments, pre-schools, child-care, consulting rooms, hospitals and nursing homes within the 20 to 25 ANEF contours of the Edinburgh Airfield as shown on [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#)
 - (b) community centres and indoor recreation centres within the 20 to 30 ANEF contours of the Edinburgh Airfield as shown on [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#)
 - (c) hotels, motels and hostels within the 25 to 30 ANEF contours of the Edinburgh Airfield as shown on [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#)
 - (d) shops and offices within the 25 to 35 ANEF contours of the Edinburgh Airfield as shown on [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#).

Lighting

- 10 Outdoor lighting (excluding lighting ancillary to a residential land use) located within the extraneous lighting zones A, B, C and D shown on [Concept Plan Map Sal/3 - Edinburgh Defence Airfield Lighting Constraints](#) should not emit light with intensities above the horizontal greater than those specified in the following table:

Extraneous lighting zone	Maximum intensity of light permitted above the horizontal
Zone A	No upward light permitted
Zone B	Up to 50 candelas per square metre
Zone C	Up to 150 candelas per square metre
Zone D	Up to 450 candelas per square metre

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 The provision of a safe pedestrian environment within centres which gives high priority to pedestrians, public and community transport.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
- 6 Development of centres outside of Greater Adelaide in accordance with the following hierarchy:
 - (a) Regional Centre
 - (b) District Centre
 - (c) Town Centre (for smaller towns with a single centre zone)
 - (d) Local Centre (subsidiary centres for towns with a regional or district centre).
- 7 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

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 Development should be designed to minimise energy consumption for lighting, heating, cooling and ventilation.
- 5 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.
- 6 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.
- 7 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.

Arterial Roads

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

Retail Development

- 10 A shop or group of shops with a gross leaseable area of greater than 250 square metres should be located within a centre zone.
- 11 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.
- 12 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.
- 13 Bulky goods outlets should only be located in centres, **commercial** and bulky goods zones.
- 14 Bulky goods outlets located within centres zones should:
- (a) complement the overall provision of facilities
 - (b) be sited towards the periphery of those centres where the bulky goods outlet has a gross leaseable area of **500** square metres or more.

Coastal Areas

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Environmental Protection

- 2 The coast should be protected from development that would adversely affect the marine and onshore coastal environment, whether by pollution, erosion, damage or depletion of physical or biological resources, interference with natural coastal processes or any other means.
- 3 Development should not be located in delicate or environmentally-sensitive coastal features such as sand dunes, cliff-tops, wetlands or substantially intact strata of native vegetation.
- 4 Development should not be undertaken where it will create or aggravate coastal erosion, or where it will require coast protection works which cause or aggravate coastal erosion.
- 5 Development should be designed so that solid/fluid wastes and stormwater runoff is disposed of in a manner that will not cause pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.
- 6 Effluent disposal systems incorporating soakage trenches or similar should prevent effluent migration onto the inter-tidal zone and be sited at least 100 metres from whichever of the following requires the greater distance:

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

Maintenance of Public Access

- 9 Development should maintain or enhance public access to and along the foreshore.
- 10 Development should provide for a public thoroughfare 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 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.
- 12 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.
- 13 Except where otherwise specified in a particular zone or policy area, buildings on land abutting coastal reserves should be set back either a distance of 8 metres from any boundary with the reserve or in line with adjacent development, whichever is the greater distance.
- 14 Development that abuts or includes a coastal reserve should be sited and designed to be compatible with the purpose, management and amenity of the reserve, as well as to prevent inappropriate access to the reserve.
- 15 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.

- 16 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.
- 17 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.
- 18 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

- 19 Development and its site should be protected against the standard sea-flood risk level which is defined as the 1-in-100 year average return interval flood extreme sea level (tide, stormwater and associated wave effects combined), plus an allowance to accommodate land subsidence until the year 2100.
- 20 Development including associated roads and parking areas, other than minor structures unlikely to be adversely affected by flooding, should be protected from sea level rise by ensuring all of the following apply:
 - (a) site levels are at least 0.3 metres above the standard sea-flood risk level
 - (b) building floor levels are at least 0.55 metres above the standard sea-flood risk level
 - (c) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100 at the site.
- 21 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.
- 22 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
- 23 Development should not compromise the structural integrity of any sea wall or levee bank adjacent to the foreshore, or compromise its capacity to protect against coastal flooding and erosion.

Erosion Buffers

- 24 Development should be set back a sufficient distance from the coast to provide an erosion buffer (in addition to a public reserve) which will allow for at least 100 years of coastal retreat for single buildings or small scale developments, or 200 years of coastal retreat for large scale developments (ie new townships) unless either of the following applies:

- (a) the development incorporates appropriate private coastal protection measures to protect the development and public reserve from the anticipated erosion.
 - (b) the council is committed to protecting the public reserve and development from the anticipated coastal erosion.
- 25 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.
- 26 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

- 27 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.
- 28 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.
- 29 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

- 30 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

- 31 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.
- 32 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 for a range of uses over time.

Places of Worship

- 4 Places of worship should be developed according to the following hierarchy:

Scale	Development form	Congregation size
Small (local)	Associated with an area of worship ancillary to a residence. These activities are particularly common for religious organisations that do not have a large following and / or lack funds to purchase a standalone building.	Typically accommodate approximately 5 to 30 worshippers in any one session.
Medium(neighbourhood)	Purpose built or re-use of existing buildings with medium footprints that are found in most suburbs and country towns	Typically have congregations of up to 100-300 persons in any one session
Large (regional)	Purpose built or re-use of existing buildings with large footprints and catering for a variety of ancillary activities	In excess of 300 persons in any one session

- 5 Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.
- 6 Large places of worship should:
 - (a) be located within centre, commercial or the periphery of industrial zones
 - (b) demonstrate the following design features:
 - (i) reuse of existing buildings
 - (ii) the bulk, mass and height of development compatible with the character of the locality
 - (iii) sharing of car parking facilities

- (iv) siting on arterial or collector roads rather than narrower local residential streets
 - (v) promote crime prevention through environmental design principles
 - (vi) reduced land use conflicts in relation to the scale of building form and hours of operation
 - (vii) provide value added functions and facilities that can be used by neighbouring activities.
- 7 Large scale places of worship located in commercial or industry zones should not detrimentally impact on the operations of existing commercial or industrial land uses.
- 8 Places of worship should be established with one car parking space for every three seats or every three attendees to the place of worship.

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).

- 11 Development should be designed to maximise surveillance of open space, pedestrian routes, centres and residential areas by:
- (a) orienting the frontages and entrances of buildings towards the public street
 - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
 - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
 - (d) arranging living areas, windows, access ways and balconies to overlook open space and recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

Design and Appearance

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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

Development Adjacent Heritage Places

- 17 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Sal/4 - State Heritage Places](#).
- 18 Development on land adjacent to a State or local heritage place, as listed in [Table Sal/4 - State Heritage Places](#) should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

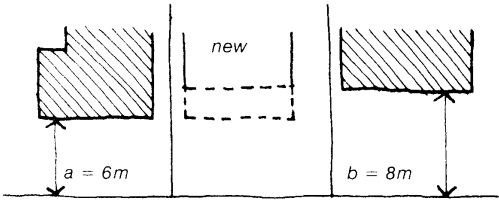
- 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
 - (a) windows of habitable rooms
 - (b) upper-level private balconies that provide the primary open space area for a dwelling
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 21 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

Building Setbacks from Road Boundaries

- 22 The setback of buildings from public roads should:
- be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - contribute positively to the streetscape character of the locality
 - not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 23 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

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

- 24 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Sal/1 - Building Setbacks from Road Boundaries](#).
- 25 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 26 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

Energy Efficiency

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

On-site Energy Generation

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

Hazards

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Flooding

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

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

Bushfire

- 7 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*.
- 8 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.
- 9 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.
- 10 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.
- 11 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.
- 12 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.
- 13 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.

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

Salinity

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

Acid Sulfate Soils

- 20 Development and activities, including excavation and filling of land, that may lead to 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.
- 21 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

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

Containment of Chemical and Hazardous Materials

- 23 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.
- 24 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

- 25 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.
- 26 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.
- 27 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 Sal/4 - State Heritage Places](#) should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:
 - (a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the places identified in the *Table*
 - (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.
- 9 Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:
- (a) extending into the existing roof space or to the rear of the building
 - (b) retaining the elements that contribute to the building's heritage value
 - (c) distinguishing between the existing and new portion of the building
 - (d) stepping in parts of the building that are taller than the front facade.

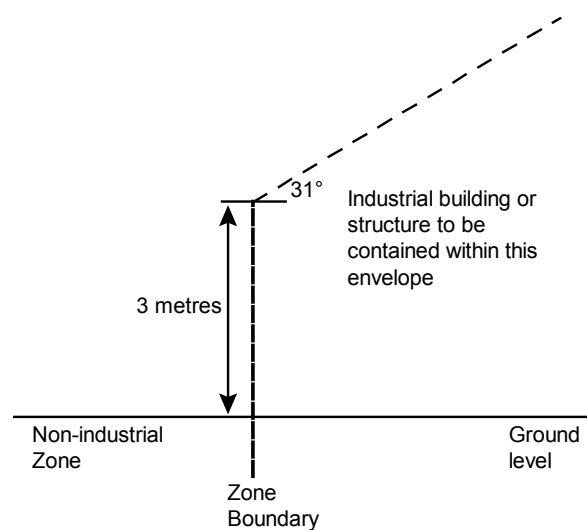
Industrial Development

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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



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

- 5 Building facades facing a non-industrial zone, public road, or public open space should:
- (a) use a variety of building finishes
 - (b) not consist solely of metal cladding
 - (c) contain materials of low reflectivity
 - (d) incorporate design elements to add visual interest
 - (e) avoid large expanses of blank walls.
- 6 Industrial development should minimise significant adverse impact on adjoining uses due to hours of operation, traffic, noise, fumes, smell, dust, paint or other chemical over-spray, vibration, glare or light spill, electronic interference, ash or other harmful or nuisance-creating impacts.
- 7 Development within 50 metres of the **Residential Zone** boundary should:
- (a) demonstrate appropriate acoustic performance
 - (b) ensure that all noise sources including machinery, outside loading, unloading and other service areas are located away from the **Residential Zone** boundary
 - (c) comprise buildings of masonry or equivalent construction to minimise the transmission of noise with openings located away from residential properties
 - (d) limit operating hours to between 7am and 6 pm
 - (e) where there is a railway on the boundary development should:
 - (i) ensure the rear walls of the industrial premises are sited on the rear boundary of the allotments
 - (ii) incorporate building materials that will minimise the reflection of railway traffic noise towards the residential area opposite
 - (iii) where a wall is not located on the boundary, landscaping, including mounding, land sculpting and/or thick planting, is to be established between the rear walls of the industrial premises and the railway in order to minimise the reflection of railway traffic noise.
- 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 set back in one of the following ways:
- (a) in line with the building facade
 - (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 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 Development and landscaping within 25 metres of the 275 kV overhead electricity lines should ensure that all clearances and safety restrictions are met.

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

Interface between Land Uses

OBJECTIVES

- 1 Development located and designed to 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** 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 layout that is optimal for energy efficient building orientation.
- 4 Land division that is integrated with site features, including landscape and environmental features, adjacent land uses, the existing transport network and the availability of infrastructure.
- 5 Land division restricted in rural areas to ensure the efficient use of rural land for primary production and avoidance of uneconomic infrastructure provision.

PRINCIPLES OF DEVELOPMENT CONTROL

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

- (g) any allotments will straddle more than one zone, policy area or precinct
- (h) the allotments unreasonably restrict access to publicly owned land such as recreation areas.

Design and Layout

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

- 8 Residential allotments in the form of a battleaxe configuration should:
- (a) contain sufficient area on the allotment for a vehicle to turn around to enable it to access and egress the allotment in a forward direction
 - (b) provide a minimum setback of 1 metre between the 'handle' and any existing dwelling that is to be retained on the site
 - (c) not be created where it would lead to multiple access points onto a road which would dominate or adversely affect the amenity of the streetscape
 - (d) incorporate a landscape strip a minimum of 1 metre in width to enhance the appearance of the access way from the street
 - (e) be avoided where their creation would be incompatible with the prevailing pattern of development.
 - (f) provide for an access onto a public road, with the driveway 'handle' being designed within the following parameters:

Number of dwellings served by driveway	Width (for length of the driveway) (metres)
1	4
2-5	6
6 or more	6

- 9 Sufficient area for off-street visitor parking should be provided at the rate of 1 space for every 2 residential allotments created through a battleaxe land division.
- 10 Allotments should have an orientation, size and configuration to encourage development that:
- (a) minimises the need for earthworks and retaining walls
 - (b) maintains natural drainage systems
 - (c) faces abutting streets and open spaces
 - (d) does not require the removal of native vegetation to facilitate that development
 - (e) will not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality.
- 11 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.
- 12 Within defined townships and settlements, land division should make provision for a reserve or an area of open space that has a width of at least:
- (a) 30 metres from the top of the bank of the Little Para River, Dry Creek, or Cobbler Creek
 - (b) 25 metres from the top of the bank of any other watercourse.
- 13 The layout of a land division should keep flood-prone land free from development.

- 14 The arrangement of roads, allotments, reserves and open space should enable the provision of a stormwater management drainage system that:
- (a) contains and retains all watercourses, drainage lines and native vegetation
 - (b) enhances amenity
 - (c) integrates with the open space system and surrounding area.

Roads and Access

- 15 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.
- 16 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.
- 17 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.
- 18 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.
- 19 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

- 20 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.
- 21 Rural land should not be divided where new allotments would result in any of the following:
- (a) fragmentation of productive primary production land
 - (b) strip development along roads or water mains
 - (c) prejudice against the proper and orderly development of townships
 - (d) removal of native vegetation for allotment boundaries, access roads, infrastructure, dwellings and other buildings or firebreaks
 - (e) uneconomic costs to the community for the provision of services.

Landscaping, Fences and Walls

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

- (c) introduce pest plants
 - (d) increase the risk of bushfire
 - (e) remove opportunities for passive surveillance
 - (f) increase leaf fall in watercourses
 - (g) increase the risk of weed invasion
 - (h) obscure driver sight lines
 - (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 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.

Marinas and Maritime Structures

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 4 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Site Configuration

- 1 Sites for multi-storey buildings should be of an appropriate location, size and shape to accommodate a functional and desirable mixed use or residential development.
- 2 Development should:
 - (a) clearly define spaces for pedestrians, utilities, services, parking and storage
 - (b) provide outdoor seating, landscaping and covered walkways where possible
 - (c) establish links with the public realm.
- 3 Mixed use development should incorporate active uses such as shops and cafes at ground level and contribute towards activation of the public realm.

Design and Appearance

- 4 Buildings should:
 - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections
 - (b) provide shelter over the footpath where minimal setbacks are desirable
 - (c) ensure walls on the boundary that are visible from public land are articulated and include visually interesting treatments to break up large blank facades.
- 5 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.
- 6 Entrances to multi-storey buildings should:
 - (a) be oriented towards the street
 - (b) be clearly identifiable
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses.

- 7 Corner sites should incorporate features to highlight and reinforce the corner as a landmark or focal point.

Visual Privacy

- 8 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.
- 9 Balconies should be designed and sited to:
 - (a) minimise overlooking into the living areas and bedrooms of adjacent development; and
 - (b) promote the informal surveillance of ground level public areas.

Building Separation and Outlook

- 10 Residential buildings (or the residential floors of mixed use buildings) should:
 - (a) have adequate separation between habitable room windows and balconies from other buildings, **and other dwellings within the same building**, to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces
 - (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.
- 11 Balcony design should comply with the following requirements:
 - (a) balconies and upper level private open space should be setback a minimum of 3.5 metres from the common boundary of adjoining sites
 - (b) where the site adjoins a laneway or walkway, balconies should not extend beyond the property boundary unless it can be demonstrated that reasonable visual and acoustic privacy is achieved.
- 12 Balconies should achieve a minimum clearance of:
 - (a) 2.5 metres above ground level where located above a footpath
 - (b) 4 metres where located above a roadway.

Dwelling Configuration

- 13 Buildings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 14 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Private and Communal Open Space

- 15 Private open space for each dwelling part of a multi-storey development may be provided in the form of a courtyard, terrace, balcony, deck or roof terrace.

16 Private open space should be provided for each dwelling in accordance with the following:

Number of bedrooms	Minimum area of private open space
Studio (no separate bedroom)	No minimum
1 bedroom	8 square metres
2 bedrooms	11 square metres
3 bedrooms	15 square metres

17 Ground level or roof top private open space should have a minimum dimension of 3 metres and a minimum area of 24 square metres.

18 Areas of open space should be directly accessible from internal living areas and be of a size and dimension suitable for use by the occupants.

19 Communal open space should be located to:

- (a) maximise solar access
- (b) be accessible to all users
- (c) contribute to visual privacy between apartments; and
- (d) create a pleasant outlook.

Adaptability

20 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

Natural Ventilation and Sunlight

21 Development should maximise the use of natural sunlight and ventilation in living areas and private open spaces to reduce the need for artificial lighting and mechanical heating and cooling.

22 Development should ensure that the maximum distance from a living room, dining room, bedroom or kitchen to a window providing natural light and ventilation is no more than 8 metres.

Noise Attenuation

23 Residential development close to noise sources (e.g. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.

24 Residential development should be configured and designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusion.

Environmental

25 Multi-storey buildings should:

- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
- (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.

- 26 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.
- 27 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
 - (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

- 28 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
 - (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport or outbuilding
 - (c) within an on-site communal facility.
- 29 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 30 *A separate waste storage area should be provided for commercial/retail and residential uses.*
- 31 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.
- 32 *Loading facilities should be located at the rear of the development.*

Metropolitan Open Space System

OBJECTIVES

- 1 A Metropolitan Open Space System (MOSS), in and around metropolitan Adelaide, that:
 - (a) is comprised of public and private land
 - (b) is clearly defined and linked
 - (c) has an open or natural character
 - (d) provides a visual and scenic contrast to the built urban environment
 - (e) separates different parts of the metropolitan area.
- 2 Conservation and restoration of existing and modified habitats.
- 3 Conservation of sites of scientific or heritage interest.
- 4 The provision of corridors for the movement of wildlife.
- 5 A range of recreation and leisure areas including a network of recreation trails integrating MOSS and adjoining land uses.
- 6 A range of active recreation and sporting facilities of regional or State significance, including facilities that can be used for national and international events.
- 7 Stormwater management in association with recreation, aquifer recharge and water quality management.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should preserve and enhance the natural and open character and amenity of land located within the MOSS.
- 2 Development within the MOSS should contribute to the rehabilitation and restoration of aquatic and terrestrial ecosystems and water catchments.
- 3 Landscaping within MOSS locations should:
 - (a) incorporate remnant vegetation
 - (b) use locally indigenous plant species wherever possible
 - (c) provide shade and windbreaks along cyclist and pedestrian routes and around picnic and barbecue areas, seating and car parking areas
 - (d) maximise opportunities for passive surveillance along the park.
- 4 Development on public land within the MOSS should incorporate:
 - (a) easily identified access points

- (b) pedestrian and cycle linkages and horse trails within open spaces and between other open space networks
 - (c) facilities to provide and support a range of recreation and leisure activities.
- 5 Buildings and structures erected on land within the MOSS should be designed, located and screened so as to be unobtrusive and not detract from the open natural or landscaped character of these areas

Mineral Extraction

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Separation Treatments, Buffers and Landscaping

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

Natural Resources

OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, *marine and estuarine* and underground waters.
- 3 The ecologically sustainable use of natural resources including 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 run-off 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 run-off
 - (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, recreational trails 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 An appropriate quantity, quality and distribution of open space that reflects the local, neighbourhood, district, council wide and regional needs of the community as reflected by indicators such as population density and demographic structure
- 5 The provision of open space in the following hierarchy:
 - State
 - Regional
 - District
 - Neighbourhood
 - Local.

PRINCIPLES OF DEVELOPMENT CONTROL

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

- (g) recreational trails where appropriate
 - (h) opportunities to be active and participate in physical activity
 - (i) features that provide relief to the urban form.
- 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 be:
 - (a) a minimum of 0.3 hectares in size
 - (b) 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.

Regulated Trees

OBJECTIVES

- 1 The conservation of regulated trees that provide important aesthetic and/or environmental benefit.
- 2 Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:
 - (a) significantly contributes to the character or visual amenity of the locality
 - (b) indigenous to the locality
 - (c) a rare or endangered species
 - (d) an important habitat for native fauna.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should have minimum adverse effects on regulated trees.
- 2 A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:
 - (a) the tree is diseased and its life expectancy is short
 - (b) the tree represents a material risk to public or private safety
 - (c) the tree is causing damage to a building
 - (d) development that is reasonable and expected would not otherwise be possible
 - (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.
- 3 Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.

Renewable Energy Facilities

OBJECTIVES

- 1 The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.
- 2 Location, siting, design and operation of renewable energy facilities to avoid or minimise adverse impacts and maximise positive impacts on the environment, the local community and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Renewable energy facilities, including wind farms and ancillary developments, should be located in areas that maximise efficient generation and supply of electricity.
- 2 Wind farms and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines, should be sited, designed and operated in a manner that:
 - (a) avoids or minimises negative impacts on the character, landscape quality, visual significance or amenity of the area
 - (b) uses elements of the landscape and appropriate materials and finishes to minimise visual impact
 - (c) avoids or minimises the potential for adverse impact on areas of native vegetation, conservation, environmental, geological, tourism or built or natural heritage significance
 - (d) does not impact on the safety of water or air transport and the operation of ports, airfields and designated landing strips
 - (e) avoids or minimises nuisance or hazard to nearby property owners and/or occupiers, road users and wildlife by not:
 - (i) causing shadowing, flickering, reflection or blade glint impacts
 - (ii) creating excessive noise
 - (iii) interfering with television and radio signals
 - (iv) modifying vegetation, soils and habitats
 - (v) striking birds or bats.

Residential Development

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle access and off street parking
 - (d) passive energy design.
- 2 Buildings on battleaxe allotments or the like should be single storey and be designed to maintain the privacy of adjoining properties.
- 3 Residential allotments should be of varying sizes to encourage housing diversity.
- 4 Dwellings constituting affordable housing should be located to optimise access to shops, social services and facilities, or public transport.
- 5 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.
- 6 High density development that achieves gross densities of more than 45 dwellings per hectare (which translates to net densities of more than 67 dwellings per hectare) should typically be in the form of over 4 storey buildings.

Design and Appearance

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

- 9 The design of residential flat buildings should:
- (a) define individual dwellings in the external appearance of the building
 - (b) provide transitional space around the entry
 - (c) ensure building entrances provide shelter, are visible and easily identifiable from the street.

Overshadowing

- 10 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.
- 11 Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 5 pm on the 21 June.
- 12 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
- (a) half of the existing ground-level open space
 - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

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

Garages, Carports and Outbuildings

- 13 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.
- 14 Garages and carports facing the street should not dominate the streetscape.
- 15 Residential outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.

Street and Boundary Setbacks

- 16 Dwellings should be set back 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.
- 17 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.

- 18 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.
- 19 Carports and garages should be set back 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

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

Private Open Space

- 21 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.
- 22 Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.
- 23 Where an onsite wastewater disposal system is required, areas required for soakage trenches or similar should not be included in private open space calculations.

- 24 Dwellings, particularly those with ground-level habitable rooms should include private open space that conforms to the requirements identified in the following table:

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

- 25 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.
- 26 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.
- 27 Rooftop gardens should be incorporated into residential flat buildings.

Site Facilities and Storage

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

Visual Privacy

- 29 Upper level windows, balconies, terraces and decks should have a sill height of not less than 1.7 metres or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.
- 30 Permanently fixed external screening devices should be designed and coloured to blend with the associated building's external material and finishes.

Noise

- 31 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.
- 32 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.
- 33 Residential development on sites abutting established collector or higher order roads should include front fences and walls that will supplement the noise control provided by the building facade.
- 34 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.
- 35 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:
 - (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.

Car Parking and Access

- 36 The number of driveway crossovers should be minimised and appropriately separated to optimise the provision of on-street visitor parking and preserve and enhance street character including opportunities for landscaping, tree planting and fences.
- 37 On-site parking should be provided having regard to:
 - (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
 - (d) availability of on-street car parking
 - (e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).
- 38 Parking areas and internal driveways 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.
- 39 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.
- 40 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.
- 41 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

- 42 Undercroft garaging of vehicles should occur only where:
- (a) the overall height and bulk of the development does not adversely impact on streetscape character or the amenity of adjacent properties
 - (b) vehicles can safely exit from the site without compromising pedestrian safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (e) openings into undercroft garage areas are designed to integrate with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development).
- 43 Buildings with four storeys or more above natural surface level should include provision for undercroft parking.
- 44 Semi-basement or undercroft car parking should be suitably integrated with building form.
- 45 In the case of semi-basement car parks where cars are visible, adequate screening and landscaping should be provided.

Dependent Accommodation

- 46 Dependent accommodation (ie accommodation where the living unit is connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:
- (a) the site is of adequate size and configuration
 - (b) the accommodation has a small floor area relative to the associated main
 - (c) adequate outdoor space
 - (d) adequate on-site car parking is provided
 - (e) the building is designed to, and comprises colours and materials that will, complement the original dwelling.

Swimming Pools and Outdoor Spas

- 47 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 for 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.

Significant Trees

OBJECTIVES

- 1 The conservation of significant trees, in Metropolitan Adelaide, that provide important aesthetic and environmental benefit.
- 2 The conservation of significant trees in balance with achieving appropriate development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should preserve the following attributes where a significant tree demonstrates at least one of the following attributes:
 - (a) makes an important contribution to the character or amenity of the local area; or
 - (b) is indigenous to the local area and its species is listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species
 - (c) represents an important habitat for native fauna
 - (d) is part of a wildlife corridor or a remnant area of native vegetation
 - (e) is important to the maintenance of biodiversity in the local environment
 - (f) forms a notable visual element to the landscape of the local area.
- 2 Development should be undertaken so that it has a minimum adverse effect on the health of a significant tree.
- 3 Significant trees should be preserved, and tree-damaging activity should not be undertaken, unless:
 - (a) in the case of tree removal, where at least one of the following apply:
 - (i) the tree is diseased and its life expectancy is short
 - (ii) the tree represents an unacceptable risk to public or private safety
 - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area
 - (b) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value
 - (c) all other reasonable remedial treatments and measures have been determined to be ineffective
 - (d) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.
 - (e) in any other case, any of the following circumstances apply:
 - (i) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree
 - (ii) the work is required due to unacceptable risk to public or private safety

- (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area
 - (iv) the tree is shown to be causing or threatening to cause damage to a substantial building or structure of value
 - (v) the aesthetic appearance and structural integrity of the tree is maintained
 - (vi) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.
- 4 Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected.
- 5 Land should not be divided or developed where the division or development would be likely to result in a substantial tree-damaging activity occurring to a significant tree.

Siting and Visibility

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to minimise its visual impact on:
 - (a) the natural, rural or heritage character of the area
 - (b) areas of high visual or scenic value, particularly rural and coastal areas
 - (c) views from the coast, near-shore waters, public reserves, tourist routes and walking trails
 - (d) the amenity of public beaches
- 2 Buildings should be sited in unobtrusive locations and, in particular, should:
 - (a) be grouped together
 - (b) where possible be located in such a way as to be screened by existing vegetation when viewed from public roads.
- 3 Buildings and structures **on land outside of urban areas** 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.
- 4 The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.
- 5 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.
- 6 Driveways and access tracks should be designed and surfaced to blend sympathetically with the landscape and to minimise interference with natural vegetation and landforms.
- 7 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 cut and/or fill
 - (d) minimises the need for, and the height of, retaining walls
 - (e) does not cause or contribute to instability of any embankment or cutting
 - (f) avoids the silting of watercourses
 - (g) protects development and its surrounds from erosion caused by water 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 landslip.
- 5 Development on steep land should include site drainage systems to minimise erosion and avoid adverse impacts on slope stability.
- 6 Steep sloping sites in unsewered areas should not be developed unless the physical characteristics of the allotments enable the proper siting and operation of an effluent drainage field suitable for the development intended.
- 7 The cutting 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, Housing for Aged Persons and People with Disabilities

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

- 4 Car parking associated with supported accommodation and housing for aged persons and people with disabilities should:
 - (a) be conveniently located on site within easy walking distance of resident units
 - (b) be adequate for residents, service providers and visitors
 - (c) include covered and secure parking for residents' vehicles
 - (d) have slip-resistant surfaces with gradients not steeper than 1-in-40
 - (e) allow ease of vehicle manoeuvrability
 - (f) be designed to allow the full opening of all vehicle doors
 - (g) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise
 - (h) be appropriately lit to enable safe and easy movement to and from vehicles.
- 5 Supported accommodation should include:
 - (a) ground-level access or lifted access to all units
 - (b) an interesting and attractive outlook from units and communal areas for all residents including those in wheelchairs
 - (c) adequate living space allowing for the use of wheelchairs with an attendant
 - (d) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles.
- 6 Car parking associated with supported accommodation should:
 - (a) have adequate identifiable provisions for staff
 - (b) include private parking spaces for independent living units
 - (c) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles.

Telecommunications Facilities

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Tourism Development

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Tourism Development in Association with Dwelling(s)

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

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

Tourism Development Outside Townships

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

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

Residential Parks and Caravan and Tourist Parks

- 18 Residential parks which are principally designed for residents should be located in areas with access to employment, shops, schools, public transport and community and recreation facilities.
- 19 Residential parks and Caravan and Tourist parks should be designed to:
 - (a) minimise potential conflicts between long-term residents and short-term tourists
 - (b) protect the privacy and amenity of occupants through landscaping and fencing
 - (c) minimise traffic speeds and provide a safe environment for pedestrians
 - (d) include centrally located recreation areas
 - (e) include extensive landscaping that enhances the appearance of the locality, with a landscape buffer around the perimeter of the site
 - (f) ensure that adequate amenity blocks (showers, toilets, laundry and kitchen facilities) and service facilities (eg public telephones, kiosks and restaurants) are provided to serve the population to be accommodated by the facility.
- 20 Visitor car parking should be provided at the rate of:
 - (a) one space per 10 sites to be used for accommodation for parks with less than 100 sites
 - (b) one space per 15 sites to be used for accommodation for parks with greater than 100 sites.
- 21 On-site visitor parking in Caravan and Tourist parks should:
 - (a) be designed and located to be accessible to visitors at all times
 - (b) not dominate the internal site layout
 - (c) be clearly defined as visitor spaces and not specifically associated with any particular accommodation site.
- 22 Long-term occupation of Caravan and Tourist parks should not lead to the displacement of existing tourist accommodation, particularly in important tourist destinations, such as in coastal or riverside locations
- 23 A minimum of 12.5 per cent of a park should comprise communal open space, landscaped areas and recreation areas.
- 24 Landscaping should comprise locally indigenous species that are appropriate to the development and the subject land, and facilitate amenity and environmental sustainability.

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

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

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities

- (c) secure bicycle parking facilities provided at the rate set out in [Table Sal/3 - Off Street Bicycle Parking Requirements](#).
- 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) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) 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 such as recreation areas.
- 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 roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 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 or from the road.
- 29 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

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

Vehicle Parking

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on [Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area](#), [Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area](#) and [Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area](#)
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 34 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 site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 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.
- 36 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.

- 37 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.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Vehicle Parking for Residential Development

- 41 On-site vehicle parking should be provided having regard to:
 - (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
- 42 Vehicle 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, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.

Vehicle Parking for Mixed Use and Corridor Zones

- 43 Loading areas and designated parking spaces for service vehicles should:
 - (a) be provided within the boundary of the site
 - (b) not be located in areas where there is parking provided for any other purpose.
- 44 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
 - (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 45 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft and Below Ground Garaging and Parking of Vehicles

- 46 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
 - (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties

- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (e) openings to undercroft areas are integrated with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development).
- 47 In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided.

Waste

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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

Wastewater

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

Waste Treatment Systems

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

- 16 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works, waste or recycling depots 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.
- 17 Winery waste management systems should be designed to ensure:
- (a) surface runoff does not occur from the wastewater irrigation area at any time
 - (b) wastewater is not irrigated onto waterlogged areas, land within 50 metres of a creek, or swamp or domestic or stock water bore, or land subject to flooding, steeply sloping land, or rocky or highly permeable soil overlaying an unconfined aquifer
 - (c) wastewater is not irrigated over an area which is within 50 metres of any residence on neighbouring land or 10 metres of any type of publicly owned land
 - (d) wastewater is released using low trajectory low pressure sprinklers, drip irrigators or agricultural pipe, and is not sprayed more than 1.5 metres into the air or in fine droplets if there is a potential for the spread of diseases from the wastewater
 - (e) stormwater run-off from areas which are contaminated with grape or grape products is drained to winery waste management systems during vintage periods
 - (f) stormwater from roofs and clean hard paved surfaces is diverted away from winery waste management systems and disposed of in an environmentally sound manner or used for productive purposes.

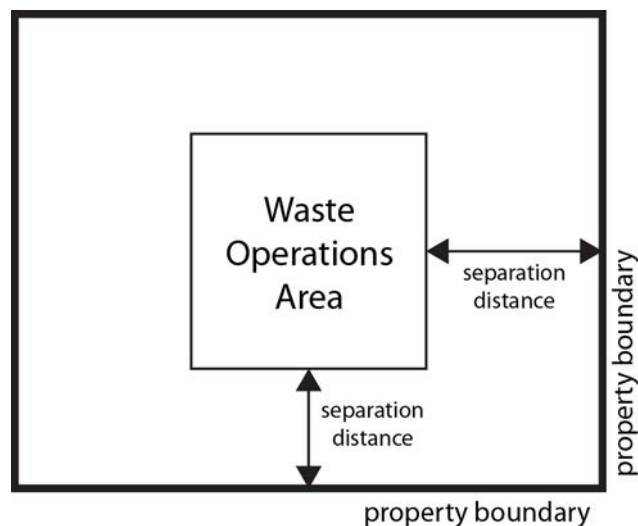
Waste Management Facilities

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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



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

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

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

Overlay Section

Noise and Air Emissions Overlay

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

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Noise and Air Emissions*.

INTERPRETATION

Where the Objectives and / or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
 - (a) shield sensitive uses and areas through one or more of the following measures:
 - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
 - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
 - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
 - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
 - (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

Strategic Transport Routes Overlay

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

INTERPRETATION

Where the Objectives and / or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
 - (a) avoid the provision of parking on the main carriageway
 - (b) be accessible via service roads, where possible, that provide:
 - (i) parking off the main carriageway
 - (ii) a buffer from the main carriageway for pedestrian and cycle activity
 - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.
- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a 1.2 metre wide continuous accessible path behind the bus shelter.

Zone Section

Airfield (Parafield) Zone

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

OBJECTIVES

- 1 A zone primarily accommodating aircraft operations, passenger terminals, airport and aviation-related light industrial, service industrial, warehouse and storage purposes

DESIRED CHARACTER

The zone contains Parafield Airport, which is a privately operated airport and is managed in accordance with the *Federal Airport Act 1996*. Development proposals at the site are not assessed through the statutory development assessment process of the *Development Act 1993*, and are instead assessed against a Master Plan for the site, pursuant to the *Federal Airport Act 1996*.

Details of the future envisaged uses within the zone for Parafield Airport are contained within the Parafield Airport Master Plan. The Master Plan includes future land uses, types of permitted development, and noise and environmental impacts, and is reviewed at least every 5 years by Airport management.

Parafield Airport is considered to be an important aviation facility for South Australia and incorporates a world-class aviation training facility. The Master Plan for the airport seeks to ensure that airport development proceeds in a manner which is compatible with existing adjacent land uses. It also allows capacity for growth to meet changes in aviation travel and the aviation support industry, including pilot training activities and general aviation.

Development within the zone promotes Parafield Airport's role as:

- South Australia's principle general aviation and civilian flight training centre
- a key element of transport infrastructure for the State, accommodating a range of services and facilities necessary for the safe, convenient, and efficient operation of aviation activities
- a major business enterprise providing a transport hub, aviation passenger, freight and general aviation facilities, flight training centres, incorporating aviation colleges and academies, employment and commercial, retail and industrial development opportunities for the inner northern suburbs, broader Metropolitan Adelaide and beyond.

Development will be located and designed to minimise adverse impact and conflict between land uses, both on the airport and on surrounding areas.

Enhanced amenity and environmental values for the airport is desired through the provision of sustainable development and activities that incorporate re-use of recycled water and energy conservation measures.

Details of the forms of development envisaged in the zone are contained within the Parafield Airport Master Plan.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - air passenger or air freight terminal
 - aircraft related facility

- airport
 - fuel depot
 - light industry ancillary to and in association with aviation activities
 - recreation area
 - service industry ancillary to and in association with aviation activities
 - shop
 - warehouse ancillary to and in association with aviation activities.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development that would be adversely affected by noise and other hazards caused by airport activities should not be undertaken in the zone.
- 4 Development should not impede the use of the zone for aviation purposes.

Form and Character

- 5 Commercial and light industrial development located on the airport site should:
- (a) facilitate the more efficient operation of the airport
 - (b) be sited in defined clusters
 - (c) not adversely affect the amenity of surrounding land uses.

Land Division

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

PROCEDURAL MATTERS

Complying Development

There are no forms of complying development in the zone, other than those envisaged in the zone as described in the Parafield Airport Master Plan

Public Notification

Public notification is in accordance with the agreed consultation list outlined in the 'Agency Referral' and 'Public Notification' section of the Parafield Airport Master Plan.

Non-complying Development

Forms of non-complying development are as described in the Parafield Airport Master Plan.

Bulky Goods Zone

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

OBJECTIVES

- 1 A zone accommodating a range of buildings used for bulky goods outlets and service trade premises.
- 2 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone will accommodate a mix of bulky goods outlets, retail showrooms and service trade premises. There is capacity for a diverse range of tenancies to be established within the zone including major tenants that attract significant expenditure and generate new local employment.

Restaurants and cafes will be limited in size and only undertaken in association with larger bulky goods outlets or service trade premises. Other forms of shops are not envisaged in the zone.

Development will occur in a co-ordinated, integrated and holistic manner. Future development requires sites to be amalgamated or developed in a logical staged manner that delivers a legible, integrated and efficient layout with co-ordinated vehicle access points, safe circulation space and good pedestrian connectivity.

Access to the zone will require upgrading as traffic generation within it increases. Access options that will be considered include:

- (a) provision of a new junction with Main North Road at the northern end of the zone incorporating left in/out turns only (with appropriate storage lanes) from Main North Road
- (b) extension of the existing service road north to match the location of the new access into the zone
- (c) provision of a new access road from Stanbel Road connecting to the existing service road north of the existing access point
- (d) closing the existing service road connection from Stanbel Road but retaining left turn entry into the service road from Main North Road.

Road works external to the zone may also be required, including provision of:

- (a) a second right turn lane from the northern approach on Main North Road at the intersection with Park Terrace/Smith Road
- (b) a fourth northbound through lane catering for PM peak flows on Main North Road at the intersection with Grove Way/Saints Road.

Car parks will allow a direct visual connection to the front of tenancies and facilitate safe and convenient pedestrian movement with maximum opportunity for passive surveillance. Generously dimensioned designated pedestrian routes will be developed between car parks and buildings. They will be clearly defined by landscaping, pavement treatment, lighting and street furniture.

It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance.

Development will incorporate design and layout that minimises adverse operational noise, traffic, light-spill or other amenity impacts. This may include the construction of high screen fencing or other mitigation measures to reduce impact on adjoining properties. Servicing areas and loading bays will be positioned to the rear or side of tenancies and should be allocated separate vehicle access. These areas will be screened from general public view.

Particular attention is required to ensure the zone incorporates a uniform, consistent and integrated approach to outdoor lighting, advertising displays and advertisements.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures and be linked to on-site stormwater detention and reuse or regional schemes. A four metre wide strip of land will be provided adjacent to the northern boundary of the zone for stormwater management purposes.

Given the former industrial zoning of the zone and the continuing industrial development in the adjacent **Industry Zone** to the west, sensitive development (such as childcare facilities) is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Pick-up areas should be provided to avoid the necessity for customers to carry large items to vehicles.
- 9 Development should contribute to the creation of an attractive bulky goods development through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 10 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 11 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.

12 Advertisements and/or advertising hoardings should:

- (a) only be provided at the rate of one free standing advertisement per the major road frontages of Stanbel Road and Main North Road
- (b) be located in close proximity to the major entry points or major intersections.

13 Advertisements attached to buildings should:

- (a) cover no more than 15 per cent of a single wall face
- (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

Land Division

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

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, **but not including a continuance or expansion of an existing use**) for the following is non-complying:

Form of development	Exceptions
Advertisement and/or advertising hoarding in the form of bunting or flags	
Amusement machine centre	
Cemetery	
Community centre	
Consulting room	
Crematorium	
Dwelling	
Educational establishment	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	

Form of development	Exceptions
Motel	
Motor repair station	
Nursing home	
Place of worship	
Residential flat building	
Road transport terminal	
Shop or group of shops	Except where it achieves one of the following: (a) it is a bulky goods outlet (b) the shop is a restaurant (including café or takeaway shop).
Special industry	
Stock slaughter works	
Tourist accommodation	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Bulky goods outlet	
Restaurant (including café or takeaway shop) which is located within a bulky goods outlet	
Service trade premises	

Caravan and Tourist Park Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

Dwellings and long-term accommodation will not lead to the displacement of existing tourist accommodation in high demand locations.

Development will be sited and designed to ensure it is adequately and effectively protected from flooding

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

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

- 4 Permanent buildings should be limited to a dwelling (manager's house), shop (in association with and ancillary to a caravan and tourist park), community or recreational facility and toilets/amenities.
- 5 Recreation facilities should be provided of a scale that is suitable to maintain the open natural character of the area and ancillary to the primary role and function of the park.
- 6 The total number of tourist accommodation sites in the park should be at least 60 per cent of the total number of sites available.
- 7 Every caravan, cabin and dwelling site should be greater than 81 square metres in area.
- 8 Landscaping should form an integral part of the design and be used to define spaces, reinforce internal networks, screen utility areas and enhance the visual amenity of the area.

Car Parking and Access

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

Street and Boundary Setbacks

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

Natural Hazards

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

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Amusement machine centre	
Bus depot	

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

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

Public Notification

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

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

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

Coastal Conservation Zone

Refer to the [Map Reference Tables](#) for a list of the 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 To contribute to the Metropolitan Open Space System (MOSS).
- 3 Low-intensity recreational uses located where environmental impacts on the coast will be minimal.
- 4 The continued provision of essential infrastructure to the power station and quarantine station at Torrens Island including road access, transmission lines and gas feed lines, but in a manner that will, in the long term, contribute to the conservation, rehabilitation and improvement of the zone.

DESIRED CHARACTER

The role of this 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 within the zone should be subservient to the conservation of the coastal environment in order to ensure that the fragile coastal environment is protected and biodiversity maintained. Parts of the zone are at risk of acid sulfate soils and coastal flooding and erosion. The flooding and erosion risk will increase with sea level rise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - conservation work
 - interpretive signage and facility
 - small scale tourism/visitor facility (excluding accommodation)
 - the supply of power sources and transmission of power through the zone along existing easements
 - the provision of channel markers and other boating safety devices.
- 2 Development listed as non-complying is generally inappropriate.
- 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 Aquaculture inlet and outlet pipes should not be developed unless one or more of the following applies:
 - (a) the adjoining land is located in an aquaculture zone
 - (b) the environmental impacts will be minimal.

Form and Character

- 6 Development should be designed and sited to be compatible with conservation and enhancement of the coastal environment and scenic beauty of the zone.
- 7 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.
- 8 Where public access is necessary in sensitive locations, walkways and fencing should be provided to effectively control access.
- 9 Development should:
 - (a) be self-sufficient in terms of infrastructure and services, such as water, sewerage, electricity and waste disposal, unless existing infrastructure is available that can accommodate the projected demand from the development
 - (b) minimise impacts on the natural surrounding environment by containing construction within a tightly defined site boundary
 - (c) not obscure existing views to coastal features or be visibly prominent from key public vantage points, including public roads or car parking areas
 - (d) avoid areas that may endanger or threaten important nesting or breeding areas or the movement/migration patterns of fauna.
- 10 Car parking and access points to development should, wherever practicable, be:
 - (a) constructed of a permeable surface
 - (b) located on cleared land or along property boundaries to avoid the unnecessary removal of native vegetation.

Land Division

- 11 Land division should only occur 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 for 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	Except inlet and outlet pipes in association with aquaculture.
Land division	Except where no additional allotments are created wholly or partly within the zone.
Marina	
Motel	
Motor repair station	
Nursing home	

Form of Development	Exceptions
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	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop	
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Tourist accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	
Water tank	
Wrecking yard	

Public Notification

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

Coastal Marina Zone

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

OBJECTIVES

- 1 A zone that provides for a marina and maritime development with recreational and small-scale tourist uses.

DESIRED CHARACTER

Parts of the zone are at risk of acid sulfate soils and coastal flooding and erosion. The flooding and erosion risk will increase with sea level rise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Form and Character

- 3 Development including associated roads and parking areas should be protected from sea level rise by ensuring all of the following apply:
 - (a) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres
 - (b) there is an allowance to accommodate land subsidence until the year 2100 at the site.

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 or advertising display which incorporates one or more of the following: (a) it moves, rotates or incorporates flashing lights (b) it wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) it is attached to a building and it has any part above the top of the walls or fascia.	
Industry	
Intensive animal keeping	
Prescribed mining operations	
Road transport terminal	
Service trade premises	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

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

Coastal Open Space Zone

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

OBJECTIVES

- 1 Coastal land protected from development other than that necessary for conservation, recreational activity and public facilities.
- 2 Preservation and upgrading of the scenic character of the coastal landscape and foreshore areas fronting urban areas, townships or settlements.
- 3 Development of foreshore areas for a range of passive and active outdoor recreation activities and open space development, conservation and revegetation, in a parkland setting.
- 4 Land subject to inundation or susceptible to erosion kept free of development.

DESIRED CHARACTER

Parts of the zone are at risk of acid sulfate soils and coastal flooding and erosion. The flooding and erosion risk will increase with sea level rise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - coastal protection works
 - community recreation facility directly related to water activities (such as sailing clubs, boat ramps)
 - conservation works
 - jetty and boat ramp
 - recreation area
 - toilet blocks and barbeque facilities
 - public car parking.
- 2 Development listed as non-complying is generally inappropriate.
- 3 The provision of facilities should be related to the demand for such facilities so as to prevent oversupply and inappropriate siting.
- 4 Development should be for public purposes and use.

Form and Character

- 5 Development should not diminish the ability of the public to use and enjoy the coast or to gain access to the foreshore.
- 6 Development should be of a high standard of co-ordinated design with an emphasis on the creation of pedestrian areas.
- 7 Community facilities including shelters, boat ramps, public conveniences and kiosks, should be sited in convenient and accessible locations linked to the surrounding vehicular and pedestrian movement networks.

- 8 Development should be designed and sited to be compatible with conservation and enhancement of the coastal environment and scenic beauty of the zone.

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dam	
Dwelling	
Educational establishment	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Industry	

Form of Development	Exceptions
Intensive animal keeping	
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.
Motel	
Motor repair station	
Nursing home	
Office	
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 80 square metres.
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Tourist accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	
Water tank	
Wrecking yard	

Public Notification

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

Coastal Settlement Zone

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

OBJECTIVES

- 1 The protection of the natural coastal environment from inappropriate development.
- 2 A zone primarily accommodating detached dwellings together with recreational and small-scale tourist uses.
- 3 Existing dwellings upgraded to enhance amenity and incorporating environmental improvements.
- 4 Land subject to inundation or susceptible to erosion kept free of development.

DESIRED CHARACTER

Parts of the zone are at risk of acid sulfate soils and coastal flooding and erosion. The flooding and erosion risk will increase with sea level rise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - coastal protection work
 - detached dwelling
 - outbuilding associated with a dwelling
 - recreation facility
 - tourist/visitor facility.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Dwellings should be upgraded to assist environmental improvements, including by the provision of approved waste control systems and effluent disposal, building setbacks and site coverage requirements, and reduction of the level of hazard risk.
- 4 Not more than one dwelling should be erected on an allotment.
- 5 Outbuildings should only be constructed in association with an existing dwelling and should not exceed 72 square metres in total floor area.

Form and Character

- 6 Development should:
 - (a) minimise vehicle access points to the area that is the subject of the development
 - (b) ensure access to the coast is sited to avoid adverse impact on the environment
 - (c) be sited so that views to the coast are maintained where possible.

- 7 Additions or alterations to or replacement of an existing dwelling should not be sited closer to the waterfront than any part of the existing dwelling.
- 8 Development should be set back from the seaward allotment boundary to allow for future coast protection works if required.

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"> (a) is adjacent to a road with a speed limit of less than 80 km/h (b) has an advertisement area of 2 square metres or less and achieves all of the following: <ul style="list-style-type: none"> (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) the advertisement will not result in more than two advertisements on the allotment.
Amusement machine centre	
Cemetery	
Commercial forestry	
Crematorium	
Dairy	
Horse keeping	
Horticulture	
Indoor recreation centre	
Intensive animal keeping	
Nursing home	
Office	
Pre-school	
Prescribed mining operations	
Public service depot	
Residential flat building	

Form of development	Exceptions
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 80 square metres.
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*.

Commercial Zone

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

OBJECTIVES

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

DESIRED CHARACTER

Precinct 20 Globe Derby Park Commercial

The **Precinct 20 Globe Derby Park Commercial** will be a vibrant commercial area that provides a range of commercial based employment opportunities and facilities for local residents and workers in the area taking advantage of the proximity and visual exposure to Port Wakefield Road. Due to the controlled access and strategic nature of Port Wakefield Road, direct driveway access to individual sites to/from Port Wakefield Road is not envisaged. Rather access should be provided via a common roadway from Port Wakefield Road along with access points to/from Globe Derby Drive and Daniel Avenue.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures and be linked to on-site stormwater detention and reuse or regional schemes.

The following statements apply to those portions of the zone located at Salisbury Highway, Greenfields, (identified as **Precinct 23 Greenfields Commercial**) and at Main North Road, Para Hills West and Pooraka (identified as **Precinct 21 Para Hills West Commercial** and **Precinct 24 Pooraka Commercial**).

Development within the precincts will occur in a co-ordinated, integrated and holistic manner.

Given the former industrial zoning of these portions of the zone and the continuing industrial development in the adjacent **Industry Zone**, sensitive development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use. Similarly, development will not occur that impedes activities of established industrial activities in proximity or sensitive residential areas.

Access to the precincts will require upgrading as traffic generated by development in the precinct areas increases. Access options that will be considered include:

- (a) provision of a new junction with Salisbury Highway to the north of Nucera Court incorporating left in/out turns as well as right turn entry (with appropriate storage lanes) from Salisbury Highway
- (b) provision of a connection between Nucera Court and Greenfields Drive and from the northern land parcel in the Precinct to Watervale Drive.

Precinct 23 Greenfield Commercial

Road works external to the precinct may also be required, including provision of a third northbound through lane on the Salisbury Highway approach to the intersection with Elder Smith Road.

Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial

Road works external to the Precinct may be required, including provision of a second right turn lane from the southern approach on Main North Road at the intersection with McIntyre Road/Kings Road.

Car parks will allow a direct visual connection to the front of tenancies and facilitate safe and convenient pedestrian movement. Within developments that incorporate areas accessible to the public, generously dimensioned and designated pedestrian routes will be developed between car parking areas and buildings. They will be clearly defined by landscaping, pavement treatment, verandas, lighting and street furniture.

It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance.

Development will incorporate design and layout that minimises adverse operational noise, traffic, light-spill or other amenity impacts. This may include the construction of high screen fencing or other mitigation measures to reduce impact on adjoining properties. Servicing areas and loading bays will be positioned to the rear or side of tenancies and should be allocated separate vehicle access. These areas will be screened from general public view.

It is particularly important that development in **Precinct 23 Greenfields Commercial** does not adversely impact on residential development on the northern side of Ryans Road. In addition to measures undertaken on private land, a public reserve could be established on the southern side of Ryans Road, providing significant setbacks to that road while facilitating stormwater management in a pleasant landscaped environment.

Particular attention is required to ensure that development within each of the precinct areas incorporate a uniform, consistent and integrated approach to outdoor lighting, advertising displays and advertisements.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures.

Stormwater management is an issue in both precinct areas and new development will be required to manage stormwater in a coordinated manner with links to on-site stormwater detention and reuse or wider area or regional schemes.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bulky goods outlet
 - caravan park within **Precinct 20 Globe Derby Park Commercial**
 - consulting room
 - harness racing associated facilities within **Precinct 20 Globe Derby Park Commercial**
 - light industry
 - motel within **Precinct 20 Globe Derby Park Commercial**
 - motor vehicle related business other than wrecking yard
 - non-residential club
 - office
 - petrol filling station
 - service trade premises
 - shop with a gross leasable area less than 250 square metres (except in **Precinct 20 Globe Derby Park Commercial** where shops should have a gross leasable area 2500 square metres in area, with no single tenancy greater than 1500 square metres in area)
 - store

- tavern/hotel within **Precinct 20 Globe Derby Park Commercial**
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate.
 - 3 Retail development in the zone should not hinder the development or function of any centre zone.
 - 4 Shops, other than a bulky goods outlet, should have a gross leasable area less than 250 square metres, (other than within **Precinct 20 Globe Derby Park Commercial**).

Form and Character

- 5 Offices should not:
 - (a) hinder the development or function of any centre zone or centres generally
 - (b) occupy a gross leasable floor area in excess of 250 square metres (except in **Precinct 20 Globe Derby Park Commercial**).
- 6 Freestanding advertisements and advertising displays should not exceed 4 metres in height.

Land Division

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

PRECINCT SPECIFIC PROVISIONS

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

Precinct 1 Salisbury Plains Commercial

- 8 Development in the precinct should principally comprise service trade premises, bulky goods outlets, consulting rooms, offices, low-scale industry and limited retail activities.
- 9 Development of uses such as offices, consulting rooms, bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 10 Bulky goods outlets should have a minimum retail floor area of 500 square metres per individual tenancy.
- 11 New development should not rely on direct access to or from Main North Road.

Precinct 20 Globe Derby Park Commercial

- 12 Development in the precinct should principally comprise service trade premises, bulky goods outlets, consulting rooms, offices, low-scale industry and small scale retail activities.
- 13 Development of uses such as offices, consulting rooms, bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 14 Shops, other than a bulky goods outlet, should have a gross leasable area 2500 square metres in area, with no single tenancy greater than 1500 square metres in area.

Precinct 22 Park Terrace and Stanbel Road Commercial

- 15 No additional retail development should occur within the precinct, except where it is a bulky goods outlet or replacing existing retail.

Precinct 23 Greenfields Commercial

- 16 Development in the precinct should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities.
- 17 Shops in the form of fast food restaurants and take away food outlets should have a maximum in the order of 500 square metres gross leasable area may be established in the precinct, including on corner allotments where suitable traffic management measures can be implemented.
- 18 Bulky goods outlets and large format retail (liquor) stores should have a minimum retail floor area in the order of 500 square metres per individual tenancy.
- 19 Development should contribute to the creation of an attractive amenity through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 20 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 21 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.
- 22 Advertisements and/or advertising hoardings should:
 - (a) only be provided at the rate of one free standing advertisement per the major road frontage of Salisbury Highway
 - (b) be located in close proximity to the major entry points or major intersections.
- 23 Advertisements attached to buildings should:
 - (a) cover no more than 15 per cent of a single wall face
 - (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial

- 24 Development in the precincts should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities.
- 25 Development of uses such as bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 26 Bulky goods outlets should have a minimum retail floor area of 500 square metres per individual tenancy.
- 27 Development should contribute to the creation of an attractive amenity through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 28 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 29 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.
- 30 Advertisements and/or advertising hoardings should:
 - (a) only be provided at the rate of one free standing advertisement per the major road frontage of Salisbury Highway
 - (b) be located in close proximity to the major entry points or major intersections.

31 Advertisements attached to buildings should:

- (a) cover no more than 15 per cent of a single wall face
- (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

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	Except where located in Precinct 23 Greenfields Commercial .
Farm building	
Farming	
Fuel depot	
General industry	Except where it is located within Precinct 1 Salisbury Plains Commercial , or Precinct 21 Para Hills West Commercial , or Precinct 23 Greenfields Commercial or Precinct 24 Pooraka Commercial .
Horticulture	
Hospital	
Intensive animal keeping	
Nursing home	
Place of worship	Except where it is located in within Precinct 20 Globe Derby Park Commercial or Precinct 23 Greenfields Commercial .
Pre-school	Except child care where it is located in within Precinct 20 Globe Derby Park Commercial or Precinct 23 Greenfields Commercial .
Prescribed mining operations	
Residential flat building	
Road transport terminal	

Form of development	Exceptions
Shop or group of shops	<p>Except where it achieves one of the following:</p> <ul style="list-style-type: none"> (a) it is located within Precinct 1 Salisbury Plains Commercial and the total gross leasable floor area of all shops in the Precinct does not exceed 6130 square metres (b) it is located outside of Precinct 1 Salisbury Plains Commercial and/or Precinct 22 Park Terrace and Stanbel Road Commercial and the gross leasable area is less than 250 square metres (c) it is located within Precinct 20 Globe Derby Park Commercial and will not result in shops in the precinct exceeding a total gross leasable area of 2500 square metres in area, with no single tenancy greater than 1500 square metres in area (d) it is located within Precinct 23 Greenfields Commercial and is in the form of a fast food restaurant or take away food premise or a large format retail (liquor) store (e) it is a bulky goods outlet.
Special industry	
Stadium	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment, or disposal	
Winery	
Wrecking yard	

Public Notification

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

Further, the following forms of development within **Precinct 20 Globe Derby Park Commercial** and **Precinct 23 Greenfields Commercial** (except where the development is classified as non-complying) are designated:

Category 1	Category 2
Bulky goods outlet	All forms of development that are not Category 1.
Caravan park	
Consulting room	
Harness racing associated facilities (except in Precinct 23 Greenfields Commercial)	
Light industry	
Motel	
Motor vehicle related business other than wrecking yard	
Non-residential club	

Category 1

Category 2

Office

Petrol filling station

Service trade premises

Shop with a gross leasable area less than 250 square metres (except in **Precinct 20 Globe Derby Park Commercial** where shops should have a gross leasable area of 2500 square metres, in an area with no single tenancy greater than 1500 square metres in area) or is located in **Precinct 23 Greenfields Commercial** and is in the form of a fast food restaurant or take away food premise).

Store

Tavern/hotel

Warehouse

Community Zone

Refer to the [Map Reference Tables](#) for a list of the 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 coordinated base to promote efficient service delivery.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - cemetery
 - community centre
 - entertainment, cultural and exhibition facility
 - hall
 - lighting for night use of facilities
 - office associated with community or recreation facility
 - place of worship
 - public administration office
 - recreation area
 - sporting club facility.
- 2 Development listed as non-complying is generally inappropriate.
- 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.

Globe Derby Park Policy Area 1

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

OBJECTIVES

- 1 A policy area accommodating sporting, entertainment, cultural and recreational activities and associated spectator and administrative facilities.
- 2 Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.
- 3 Buildings, facilities and car parks located and designed to blend in with existing or additional trees, vegetation and landscaping.
- 4 Development within the area marked 'Globe Derby Park' on [Concept Plan Map Sal/4 - Globe Derby Park](#) that accommodates harness racing meetings, associated training, and a range of activities associated with the sporting complex.
- 5 Development within the area marked 'Globe Derby Park' on [Concept Plan Map Sal/4 - Globe Derby Park](#) that is compatible with nearby residential activities.

DESIRED CHARACTER STATEMENT

The harness racing facilities within the policy area at Globe Derby incorporate a full range of uses and functions that facilitate and support harness racing and enable Globe Derby Park to be the pre-eminent harness racing facility in South Australia. This may include a competition and training track, a grandstand facility that includes restaurants, bars and gaming facilities, and administrative offices and other equine support uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development within the area marked 'Globe Derby Park' on [Concept Plan Map Sal/4 - Globe Derby Park](#) should be comprised primarily of harness racing activities and associated training facilities, and a range of activities that are ancillary to and associated with the existing sporting complex.

Form and Character

- 2 Development should be undertaken in accordance with [Concept Plan Map Sal/4 - Globe Derby Park](#).
- 3 Pedestrian, horse and vehicular access into the area marked 'Globe Derby Park' on [Concept Plan Map Sal/4 - Globe Derby Park](#) should be provided in locations that ensure safety.
- 4 Internal roadways, paths and driveways within the area marked 'Globe Derby Park' on [Concept Plan Map Sal/4 - Globe Derby Park](#) should be sealed in bitumen, concrete or similar impervious materials.
- 5 Development within the area marked 'Globe Derby Park' on [Concept Plan Map Sal/4 - Globe Derby Park](#) should be compatible with nearby residential activities.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Consulting room	Except for veterinarians and other harness racing consulting within the Globe Derby Policy Area 1 .
Dwelling	
Fuel depot	
Hospital	
Industry	
Intensive animal keeping	
Motel	
Major public service depot	
Motor repair station	
Nursing home	
Office	Except where associated with a sporting facility.
Petrol filling station	
Residential flat building	
Restaurant	Except where it is in the form of additions or alterations to an existing restaurant located within the Globe Derby Park complex.
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where it is less than 150 square metres and located within the Globe Derby Park complex.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Deferred Urban Zone

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

OBJECTIVES

- 1 A zone accommodating a restricted range of uses that are not prejudicial to development of the land for urban purposes and maintain the appearance of the zone.
- 2 Development within **Precinct 2 Deferred Urban** that supports the continuation of land use activities that are required for one of the following:
 - (a) servicing and repair of commercial vessels and recreational boats
 - (b) effective stormwater drainage of the adjacent parts of the metropolitan area
 - (c) generation and supply of electricity
 - (d) waste disposal and salt production in the short to medium-term, in a manner that is consistent with the future urban land use of the zone and the protection of the adjoining estuarine environments and adjoining residential areas.
- 3 The **Precinct 3 Deferred Industry** developed for agricultural purposes until required for future industrial expansion.
- 4 Prevention of development likely to be incompatible with long-term urban development, or likely to be detrimental to the orderly and efficient servicing and conversion of the land for urban use.
- 5 Development that is considerate of areas that provide significant habitat for shorebirds.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - facilities within the **Precinct 2 Deferred Urban** that are required for the harvesting and storage of salt after its crystallisation
 - salt evaporation pans within the **Precinct 2 Deferred Urban**
 - agricultural development within the **Precinct 3 Deferred Industry**, except where it will be incompatible with the potential future use of the land as an industrial area.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development should not be undertaken if it will be prejudicial to the orderly and economic development of future urban land uses within the zone.

Land Division

- 4 Land division should not occur unless it is in the form of an alteration to the boundaries of an allotment and no additional allotments are created in the zone.
- 5 The alteration of allotment boundaries should only occur in order to achieve one or more of the following:

- (a) correct an anomaly in the placement of allotment boundaries with respect to the location of existing buildings or structures
- (b) improve the management of the land for the purpose of primary production
- (c) enable the provision of public infrastructure.

PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct(s).

Precinct 2 Deferred Urban

- 6 Development within the precinct should allow for the harvesting and storage of salt after its crystallisation.
- 7 Development within the precinct should support the continuation of existing land use activities that are required for one of the following:
 - (a) servicing and repair of commercial vessels and recreational boats
 - (b) effective stormwater drainage of the adjacent parts of the metropolitan area
 - (c) generation and supply of electricity
 - (d) waste disposal and salt production in the short to medium-term, in a manner that is consistent with the future urban land use of the zone and the protection of the adjoining estuarine environments and adjoining residential areas.

Precinct 3 Deferred Industry

- 8 Development within the precinct should be for agricultural purposes until required for future industrial expansion.
- 9 Development within the precinct should not occur where it is likely to be incompatible with the potential future use of the land as an industrial area.

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 it complies with all of the following: <ul style="list-style-type: none"> (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	

Form of development	Exceptions
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dwelling	<p>Except where it is a detached dwelling and it achieves both of the following:</p> <ul style="list-style-type: none"> (a) it is located within the Precinct 2 Deferred Urban (b) it does not result in more than one dwelling on an allotment.
Educational establishment	
Fuel depot	
Hospital	
Hotel	
Indoor recreation centre	
Industry	<p>Except where it is located within the Precinct 2 Deferred Urban and it is in the form of an extractive industry or an associated development.</p>
Intensive animal keeping	
Land division	<p>Except where no additional allotments are created partly or wholly within the zone.</p>
Motel	
Motor repair station	
Nursing home	
Office	
Petrol filling station	
Place of worship	
Pre-school	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop	
Stock sales yard	
Stock slaughter works	
Store	

Form of development	Exceptions
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 (except where the development is non-complying) are designated:

Category 1	Category 2
The following land uses where located within Precinct 3 Deferred Industry:	
(a) farming	
(b) farm building	
(c) horticulture	
(d) horticultural building.	

District Centre Zone

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

OBJECTIVES

- 1 **Centres** that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of visually and functionally cohesive and integrated district centres.
- 3 **Centres that provides mainly 'convenience' goods as well as a sufficient range of 'comparison' goods and community facilities to serve the major weekly shopping needs.**
- 4 **Centres** accommodating medium to high-density residential development in conjunction with non-residential development.
- 5 Development that contributes to the desired character of the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - bank
 - child care centre
 - civic centre
 - consulting room
 - discount department store
 - dwelling in conjunction with non-residential development
 - educational establishment
 - emergency services facility
 - entertainment facility
 - health facility
 - hospital
 - hotel
 - indoor games centre
 - library
 - motor repair station
 - office
 - place of worship
 - playing field
 - pre-school
 - primary school
 - public transport terminal
 - residential flat building in conjunction with non-residential development
 - restaurant
 - shop
 - supermarket
 - swimming pool.
- 2 Development listed as non-complying is generally inappropriate.

- 3 Development comprising a variety of medium to high-density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.
- 7 Dwellings should be located only behind or above non-residential uses on the same allotment.

Vehicle Parking

- 8 Vehicle parking should be provided in accordance with the rates set out in [Table Sal/2 – Off Street Vehicle Parking Requirements](#) or [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Land Division

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

Ingle Farm Policy Area 2

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

OBJECTIVES

- 1 A policy area which is the main focus of retail, administrative, community, educational, recreational and cultural activities in the southern part of the City of Salisbury.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - bank
 - community facility
 - consulting room
 - dwelling
 - educational establishment
 - hall
 - indoor recreation centre
 - office
 - recreation facilities
 - shop.

PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct(s).

Precinct 4 Community and Business

- 2 The precinct should be comprised primarily of offices, banking, consulting rooms, recreation and community facilities.

Precinct 5 Education

- 3 The precinct should be comprised of an educational establishment for secondary school students living in the surrounding area.

Precinct 6 Medium Density Residential

- 4 The precinct should be comprised primarily of medium density housing.

Precinct 7 Recreation

- 5 The precinct should be comprised primarily of recreational areas.

Precinct 8 Retail Core

- 6 The precinct should be developed as a focus for retail facilities with compatible shop-front type offices, community and recreational facilities.

Salisbury Downs Policy Area 4

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

OBJECTIVES

- 1 A centre that serves as the main focus for retail, office, community, recreation, health and welfare services, and public transport in the western and north western suburbs within the City of Salisbury.
- 2 A policy area that is functionally divided and developed in accordance with [Concept Plan Map Sal/5 - Salisbury Downs District Centre](#).
- 3 An integrated, modern centre design with human scale developed in stages to provide for the western and north-western suburbs of Salisbury council area.
- 4 A unified landscape design throughout the centre incorporating extensive areas of native trees, shrub and ground cover planting.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - bulky goods outlet
 - consulting room
 - educational establishment
 - health facility
 - hospital
 - hotel
 - indoor games centre
 - library
 - office
 - place of worship
 - playing field
 - public transport terminal
 - restaurant
 - shop
 - supermarket.
- 2 Landscaping and planting of native trees, shrubs and ground cover should be undertaken extensively to create favorable microclimatic conditions, to provide shade and for screening purposes with sites adjacent to residential properties having landscaping strips at least three metres wide.

Form and Character

- 3 Buildings should be no more than single storey in height and designed and sited to avoid overshadowing and to minimise any detrimental visual impact on adjoining residential properties.
- 4 Development within the policy area should include covered pedestrian walkways to provide a link between the central retail core, the bus stops and where possible buildings which are separate from the central retail core.
- 5 Major roadways within the policy area should:
 - (a) be established in accordance with [Concept Plan Map Sal/5 - Salisbury Downs District Centre](#)

- (b) be designed to separate public transport and service vehicle access ways from car access
 - (c) be designed to ensure car parking areas are separated by a landscaped strip which is at least 3 metres wide
 - (d) be designed so as not to provide direct access to car parking spaces
 - (e) be designed to provide safe and convenient crossing places for pedestrians at frequent intervals, with such crossing places being clearly distinguished from the roadway surface.
- 6 Vehicle access/egress should not be provided from residential streets to commercial development within the policy area.
- 7 Parking and access should be provided for emergency service vehicles, and provision should be made where necessary for ambulance access to medical facilities established within the policy area.

PRECINCT SPECIFIC PROVISIONS

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

Precinct 14 Bulky Goods

- 8 The precinct should be developed primarily for bulky goods outlets.
- 9 Development within the precinct should be landscaped in a manner that will complement the overall landscaping of the district centre and include the use of native trees, shrubs and ground cover
- 10 A continuous 5 metre wide strip of landscaping should be established along the Martins Road boundary.
- 11 Access/egress within the precinct should be gained primarily from the internal access road as shown on [Concept Plan Map Sal/5 - Salisbury Downs District Centre](#).
- 12 Development within the precinct should not include access/egress onto Martins Road unless it is to be gained via the vehicle access point shown on [Concept Plan Map Sal/5 - Salisbury Downs District Centre](#)

Precinct 15 Community

- 13 The precinct should be comprised of community, health and welfare services, recreation, tertiary education and other compatible community facilities and medium-density residential development.
- 14 Access/egress within the precinct should be gained primarily from the internal access road as shown on [Concept Plan Map Sal/5 - Salisbury Downs District Centre](#), except where the access is required for residential development in which case access should be provided onto the adjoining residential streets.
- 15 Buildings within the precinct should be developed in a consistent architectural style and oriented to encourage a close relationship between buildings and common areas in the form of informal, planted and landscaped courtyards.
- 16 Residential development should be designed and sited in accordance with the following:
- (a) be established at medium density
 - (b) ensure the total area used for residential development does not exceed 1.5 hectares
 - (c) be sited in the southern portion of the precinct, adjacent to Fox Street, Goldwyn Avenue and Ealing Street
 - (d) ensure access/egress is gained via Goldwyn Street or Ealing Street only and that there should be no vehicle access onto internal roadways within the precinct

- (e) ensure that there is no vehicular access between residential and non-residential uses within the precinct
- (f) be screened and separated from other district centre activities by a buffer area established with landscaping and tree planting
- (g) be innovative and make use of energy-saving designs and employ new technology where appropriate.

Precinct 16 Mixed Use

- 17 The precinct should be developed primarily for offices, banks, entertainment facilities, consulting rooms, health care facilities, bulky goods retail outlets, petrol filling stations and a tavern.
- 18 Buildings within the precinct should be set back at least 10 metres from Spains Road and Burton Road, and should be extensively landscaped and planted with native trees and shrubs.
- 19 Access/egress within the precinct should be designed in accordance with the following:
 - (a) be minimised along Spains Road and Burton Road
 - (b) be primarily from roads and access ways within the district centre
 - (c) no vehicle access is provided onto Meath Avenue.
- 20 Landscaping and planting should include the use of native trees, shrubs and ground cover and should complement the overall landscaping of the district centre.
- 21 A continuous, 5 metre wide, strip of landscaping should be established where car parking is proposed adjacent to Spains Road and Burton Road.
- 22 In the portion of the precinct west of Winzor Street, development should not occur until allotments are amalgamated, to ensure co-ordinated development.
- 23 Car parking should be sited to the east of Winzor Street.

Precinct 17 Retail Core

- 24 The precinct should be developed as the retail core within the district centre and should be primarily comprised of retail development.
- 25 Additional development in the precinct should be integrated with, and form a logical extension of, the existing shopping complex, and be established in accordance with [Concept Plan Map Sal/5 - Salisbury Downs District Centre](#).
- 26 Landscaping and planting should include the use of native trees, shrubs and ground cover and should complement the overall landscaping of the district centre.
- 27 A continuous, 5 metre wide, strip of landscaping should be established along the Martins Road boundary.
- 28 Community gathering points (public areas) should be established as an integral part of the shopping complex.
- 29 Access/egress within the precinct should be gained primarily from the internal access road and other access/egress points as shown on [Concept Plan Map Sal/5 - Salisbury Downs District Centre](#).
- 30 Retail floor space and associated car parking should not exceed 1 storey in height.

PROCEDURAL MATTERS

Complying Development

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

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

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the development is located inside any of the following area(s):
 - Precinct 8 Retail Core in Ingle Farm Policy Area 2
 - Precinct 13 Retail Core in Salisbury Town Centre Policy Area 3
 - Precinct 17 Retail Core in Salisbury Downs Policy Area 4
- (c) the building is not a State heritage place
- (d) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (e) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (f) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (g) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum in rate in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:

- (i) the building is a local heritage place
- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
- (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

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
Detached dwelling	
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Road transport terminal	
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*.

Hills Face Zone

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

OBJECTIVES

- 1 A zone in which the natural character is preserved and enhanced or re-established in order to:
 - (a) provide a natural backdrop to the Adelaide Plain and a contrast to the urban area
 - (b) preserve biodiversity and restore locally indigenous vegetation and fauna habitats close to metropolitan Adelaide
 - (c) provide for passive recreation in an area of natural character close to the metropolitan area
 - (d) provide a part of the buffer area between metropolitan districts and prevent the urban area extending into the western slopes of the Mount Lofty Ranges
 - (e) ensure that the community is not required to bear the cost of providing services to and within the zone.
- 2 A zone accommodating low intensity agricultural activities and public/private open space and one where structures are sited and designed in such a way as to:
 - (a) preserve and enhance the natural character or assist in the re-establishment of a natural character in the zone
 - (b) limit the visual intrusion of development in the zone, particularly when viewed from roads within the zone or from the Adelaide Plain
 - (c) not create, either in themselves, or in association with other developments, a potential demand for the provision of services at a cost to the community
 - (d) prevent the loss of life and property resulting from bushfires.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The western slopes of the South Mount Lofty Ranges in Metropolitan Adelaide are an important natural asset to both the population of the urban area and the tourism industry. Development which is undertaken in this zone should not only preserve but should also enhance the natural character of the zone or assist in the re-establishment of a natural character. The term 'natural character' refers to the natural topography, native vegetation and colours, such as greens and browns of non-reflective earthen tones, normally associated with a natural landscape. Additionally, natural character refers to the open character of the land in those areas of the zone where open grazing currently predominates.

In those parts of the zone where, prior to 1975, concentrations of smaller than average allotments were created, special attention needs to be paid to the scale, design and landscaping of development because there are fewer siting options for development on these allotments.

The extent of native vegetation and open grassland, the steep slopes and the difficulty of access combine to make this zone a high fire risk area. It is important that developments incorporate fire protection measures to minimize the fire risk. While vegetation management is an important part of minimizing the fire risk, the destruction of existing native vegetation and failure to provide landscaping as to screen buildings and improve the amenity of the zone are not considered acceptable fire protection measures.

The **Hills Face Zone** is not a residential zone and so services provided in an urban area will not be provided in this zone. Accordingly, development should not be undertaken if it is likely, in itself or in association with other development, to create a potential demand for such services. Activities and projects by State and local agencies which are considered necessary in this zone should be located, sited, constructed and maintained to promote the objectives for the zone and complement the principles of development control relating to this zone. Tourist facilities are appropriate provided they are of a low-scale and are sited unobtrusively.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should not be undertaken unless it is associated with a low intensity agricultural activity, a public open space area or a private use of an open character, or is a detached single storey dwelling, including outbuildings and structures normally associated with such dwellings, on a single allotment.
- 2 Development listed as non-complying is generally inappropriate.
- 3 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, and 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.
- 4 New mines and quarries should not be developed within the zone.
- 5 Extensions to existing mines and quarries should only be undertaken within the zone where:
 - (a) the overall benefit to the community from the minerals produced together with the planned after-use of the site outweighs any loss of amenity or other resources resulting from the extractive operations
 - (b) the site contains minerals of the necessary quality and, for reasons of location, quality or other factors, no practical alternative source is available
 - (c) the proposed operation would maximize the utilisation of the resource but minimize the adverse impacts of extraction
 - (d) the proposed workings cannot be seen from any part of the Adelaide Plain; from any arterial road, scenic road or other substantial traffic route
 - (e) an effective buffer of land and native trees exists around the site to protect adjoining land users from effects of the operation
 - (f) the operation is to be conducted in accordance with a staged development and rehabilitation scheme which:
 - (i) ensures that danger and unreasonable damage or nuisance does not arise from workings or any operations associated with them
 - (ii) provides for progressive rehabilitation of disturbed areas and for landscaping with locally indigenous plant species in order to produce a site which assists in the re-establishment of a natural character

- (iii) provides for the removal of buildings, plant, equipment and rubbish when operations are completed
 - (iv) provides scope for suitable after-uses.
- 6 Landfill operations should not be developed within the Mount Lofty Ranges Watershed.
- 7 Landfill operations should not be developed outside the Mount Lofty Ranges Watershed, unless the site meets at least one of the following criteria:
- (a) is a disused quarry
 - (b) has ground slopes no greater than 10 per cent and has adequate separation distances from any above ground and underground water resource and from any potentially incompatible land uses and activities.
- 8 Outside the Mount Lofty Ranges Watershed, small-scale transfer stations may be appropriate in unobtrusive locations.
- 9 Horticultural activities should:
- (a) be located a minimum distance of 50 metres from the edge of stands of significant native vegetation, including native grasses
 - (b) be located no closer than 50 metres of a lake, watercourse or wetland.
- 10 Horticultural activities located within 300 metres of a dwelling, tourist accommodation facility or any other sensitive receptor should incorporate a suitably sized vegetated buffer area/strip to minimise any adverse impacts from the horticultural activity (including noise, chemical spray drift and run-off) on the sensitive receptor.

Form and Character

- 11 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 12 Development should not be undertaken if it is likely to result in:
- (a) pollution of underground or surface water resources
 - (b) over exploitation of underground or surface water resources
 - (c) adverse impact on underground or surface water resources, including any environmental flows required to sustain the natural environment
 - (d) unnecessary loss or damage to native vegetation including the full range of tree, understorey and groundcover species/native grasses so as to maintain and enhance environmental values and functions, including conservation, biodiversity and habitat
 - (e) denudation of pastures
 - (f) the introduction of or an increase in the number of pest plants or vermin
 - (g) adverse impacts from chemical spray drift, chemical run-off or chemical residue in soils
 - (h) the erection of structures or construction of access tracks and parking areas in a manner which detracts from the landscape character and visual amenity of the zone
 - (i) increased hazard to the locality from bushfires
 - (j) loss of amenity to adjoining land or surrounding localities from:

- (i) the visual impact of buildings, structures or earthworks
 - (ii) the intensity of activity associated with any such use, including significant adverse impacts arising from chemical spray drift, use of audible bird or animal deterrent devices, and the use of associated vehicles and machinery.
- 13 Development should not occur on land where the slope poses an unacceptable risk of soil movement, land slip or erosion.
- 14 Buildings, including structures, should be located in unobtrusive locations and, in particular, should:
- (a) be located not to be visible against the skyline when viewed from roads within the zone or from the metropolitan area particularly the Adelaide Plain
 - (b) have the roof line below the lowest point of the abutting road when the allotment is on the low side of the road
 - (c) be screened by existing native vegetation when viewed from roads within the zone or from the metropolitan area particularly the Adelaide Plain
 - (d) be located well below the ridge line
 - (e) be located within valleys or behind spurs
 - (f) be set well back from public roads, particularly when the allotment is on the high side of the road
 - (g) be sited on excavated, rather than a filled site in order to reduce the vertical profile of the building
 - (h) not be sited on landfill which would interfere with the flow of flood waters
 - (i) not have a septic tank drainage field located in such a way as to pollute watercourses
 - (j) be located in such a way as to maximise the retention of existing native vegetation and retain watercourses in their natural state.
- 15 The external materials of buildings should:
- (a) have surfaces which are of a low light-reflective nature
 - (b) be of dark natural colours such as brown and green so as to be unobtrusive, blend with a natural rural landscape and minimise any visual intrusion.
- 16 Buildings, including structures should be unobtrusive and not detract from the desired natural character of the zone and, in particular:
- (a) buildings should be of a single storey
 - (b) the mass of buildings should be minimized by having separate vehicle storage areas.
- 17 Buildings should have a:
- (a) year round water supply and a safe and efficient effluent disposal system which will not pollute watercourses or underground water resources or be a risk to health
 - (b) safe, clean, tidy and unobtrusive area for the storage and disposal of refuse so that the desired natural character of the zone is not adversely affected.
- 18 Driveways and access tracks should follow contours of the land to reduce their visual impact and erosion from water runoff and be surfaced with dark materials.

- 19 Development should not in itself, or in association with other development, create a potential demand for the provision of services at a cost to the community.
- 20 Additions to buildings should maintain the single storey profile of the building and be sited on the side of the dwelling which minimises the obtrusiveness of the completed building.
- 21 Buildings should be grouped together.
- 22 Retaining walls should be constructed as a stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping using locally indigenous plant species where possible.
- 23 Fences, if required, should be sited to minimize their visual impact and should be of post and wire or other materials which can be seen through. Obtrusive gateways, particularly of brick or masonry, should not be constructed.
- 24 When solid fences are essential, particularly rear and side fences in closely divided areas within the zone, they should be of materials which are of a low light reflective nature and of dark natural colours to blend with the natural landscape and minimize any visual intrusion. Such fences should not increase the fire risk near buildings.
- 25 Communication towers and masts should be sited and designed to minimize their visual impact. The number of masts should be contained by shared use of facilities.
- 26 Telephone lines and electricity mains and services of less than 33 kV should be located underground. All new lines, mains and services should be located and designed in such a way as to minimize their visual intrusion and any adverse effect on the desired natural character of the zone.
- 27 Development should only be undertaken if it can be located and designed to maximize the retention of existing native vegetation and, where possible, increase the extent of locally indigenous plant species.
- 28 Locally indigenous plant species should be established to screen development, including scree slopes created as a result of excavation and/or filling of land, in such a way that the bushfire hazard is not increased. Screening mounds may also be appropriate.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying:

Form of development	Complying criteria / conditions
Farming	The farming does not require or involve any of the following: <ol style="list-style-type: none"> (a) excavation or filling of land (b) the construction of roads, tracks and thoroughfares (c) the erection, construction or alteration of, or addition to, any building or structure (d) the clearing of native vegetation.

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
Abattoir	
Advertisement	
Advertising hoarding	
Amusement machine centre	
Auction room	
Builders yard	
Bus depot	
Bus station	
Caravan park	
Community centre	
Consulting room	
Crematorium	
Dwelling	<p>Except where it achieves all of the following criteria:</p> <ul style="list-style-type: none"> (a) It will not result in more than one dwelling on an allotment and: <ul style="list-style-type: none"> (i) no other dwelling exists on the allotment (ii) no valid development authorisation to erect a dwelling on that allotment exists (iii) no other development application has been made for a dwelling on that allotment and has yet to be determined. (b) The scale and design is such that: <ul style="list-style-type: none"> (i) the vertical distance between any point at the top of any external wall and the finished ground level immediately below that point on the wall is less than three metres, other than gable ends of the dwelling where the distance is less than 5 metres (ii) there is no floor level directly above another floor level, except where the upper floor level is located wholly at or below finished ground level (iii) the depth of excavation and/or height of filling of land is less than 1.5 metres (iv) access to a new dwelling is provided by a private vehicular access track that is less than 30 metres in length and which has a gradient of less than 16 degrees (1-in-3.5) at any point (v) it does not involve the clearance of native vegetation comprising trees and/or shrubs.
Educational establishment	
Electricity generating station	
Excavation	<p>Except where one or more of the following applies:</p> <ul style="list-style-type: none"> (a) the depth of the excavation is less than two metres below natural ground level (b) the excavation is directly required for the portion of a building that is fully underground, an underground home; pool, underground tank, cellar, pipeline or waste disposal and treatment system.

Form of development	Exceptions
Filling	Except where one or more of the following applies: <ul style="list-style-type: none"> (a) the height of filling is less than 1 metre above natural ground level (b) the filling is directly required for an underground home, underground tank, or cellar.
Fuel depot	
Gas holder	
Horticulture	Except where one of the following applies: <ul style="list-style-type: none"> (a) a change of use from one form of horticulture to another, except where the change in use is for the purpose of an olive orchard (b) the expansion of horticultural activities, excluding an olive orchard, on an allotment where horticulture currently takes place provided it does not involve the clearance of native vegetation comprising trees and/or shrubs.
Hospital	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	
Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the <i>Environment Protection Act 1993</i>	Except where: <ul style="list-style-type: none"> (a) the proposed landfill operation is located on a site outside the Mount Lofty Ranges Watershed. (b) other than on the site of a disused quarry, the proposed landfill is located on a site with ground slopes of no greater than 10 per cent. (c) the land to be used for the deposition of the landfill and the operation of the waste handling facilities is at least a distance of 500 metres from the boundaries of the landfill site. (d) the proposed landfill operation is located a minimum of three kilometres from the boundary of any airport used by commercial aircraft. (e) the proposed landfill operation is located a minimum distance of 100 metres from any creek, river, inlet, wetland or marine estuarine area and not within the area of a 1-in-100 year average return interval flood event. (f) the interface between any engineered landfill liner and the natural soil achieves one of the following: <ul style="list-style-type: none"> (i) is greater than 15 metres from unconfined aquifers bearing ground water with a water quality of less than 3000 milligrams per litre of total dissolved salts (ii) is greater than five metres from ground water with a water quality between 3000 milligrams per litre of total dissolved salts and 12 000 milligrams per litre of total dissolved salts (iii) is greater than two metres from ground water with a water quality exceeding 12 000 milligrams per litre of total dissolved salts.
Land division	
Motel	

Form of development	Exceptions
Motor race track	
Motor repair station	
Office	
Petrol filling station	
Place of worship	
Permanent sewerage treatment plant	
Post office	
Pre-school	
Prescribed mining operations	
Primary school	
Major public service depot	
Radio or TV station	
Refuse destructor	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop	
Showground	
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Telecommunications facility	
Warehouse	
Waste reception, storage, treatment or disposal.	
Welfare institution	
Wrecking yard	

Public Notification

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

Industry Zone

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

OBJECTIVES

- 1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.
- 2 Development that is compatible with existing and forecast noise nuisance from aircraft operations based at RAAF Edinburgh or Parafield Airport.
- 3 Provision of landscaped buffers adjacent to main roads and residential areas.
- 4 Water sensitive urban design and landscaping incorporated as an integral elements of development within the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - industry
 - office in association with and ancillary to industry
 - transport distribution
 - warehouse.
- 2 Centre facilities such as shops, offices and consulting rooms should not occur unless it can be demonstrated that they primarily serve businesses in the zone and do not detract from the function of any centre zone or centres generally.
- 3 Development listed as non-complying is generally inappropriate.

Form and Character

- 4 Development should be set back from any road frontage in accordance with [Table Sal/1- Building Setbacks from Road Boundaries](#).
- 5 Industrial buildings should not occupy more than 50 per cent of the total area of the site upon which they are located.
- 6 In areas where a uniform street setback pattern has not been established, buildings should be set back 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 4 metres of the secondary street alignment.

- 7 Development involving the outdoor storage of goods or materials should:
 - (a) not be located adjacent to arterial roads and major roads, or facing residential properties unless it can be demonstrated that the amenity of the locality will be enhanced
 - (b) ensure that storage and service areas are effectively screened from public view.
- 8 Industrial buildings should present an attractive façade by incorporating offices of masonry or similar construction at the front of the building, and through the use of architectural elements that will enhance the appearance of the locality, such as surface treatments, form or decoration
- 9 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.
- 10 Access points which are required to cross an open swale stormwater drain should:
 - (a) be minimised by limiting the number of allotments with frontage to swales
 - (b) serve 2 or more allotments where possible
 - (c) be designed to facilitate efficient stormwater management and drainage.
- 11 Open swale stormwater drainage should:
 - (a) be used in conjunction with roadways to cater for major stormwater flows and where practicable, for minor (2 to 10 year) stormwater flows
 - (b) be designed in an attractive form with grass-lined sides of no more than 1-in-5 gradient and a concrete base
 - (c) allow for the planting of trees and shrubs at either side of the channel.
- 12 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.
- 13 Development should ensure that the following is achieved:
 - (a) at least 10 per cent of the site is landscaped
 - (b) landscaping along allotment boundaries that adjoin roads or public reserve and at least one side boundary, for a width of at least 3 metres
 - (c) landscaping within parking areas to break-up extensive areas of paving.
- 14 Freestanding structures should not exceed 6 metres in height and should be restricted to one such structure per 6 tenancies.
- 15 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.
- 16 Advertisements and advertising hoardings that are internally illuminated should be unobtrusive and not conspicuous when viewed from adjacent residential properties.

- 17 Advertisements should not cover more than 10 per cent of a total surface area of a wall which can be seen from a public road or reserve.
- 18 For sites accommodating a number of tenancies, advertisements should be graphically and colour coordinated and allow for display by each tenant.
- 19 Within the portion of Salisbury North bounded by Commercial Road to the north and railway lines to the east and west:
 - (a) development should incorporate a landscaped reserve:
 - (i) with a 5-metre width along the boundaries of the site abutting the railways
 - (ii) that consists of thick planting, designed for effective visual screening and noise attenuation, consistent along the length of the reserve
 - (b) land division should ensure that new allotments do not have direct access to Bagster Road or Commercial Road.

Land Division

- 20 Land division should create allotments that:
 - (a) are of a size and shape suitable for the intended use
 - (b) except where specified in a particular policy area, 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) reserve sufficient land for the satisfactory disposal or detention of stormwater
 - (d) ensure roadways are designed to accommodate major stormwater flows in excess of the capacity of the underground drainage system.

Burton Poultry Processing Policy Area 5

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

OBJECTIVES

- 1 A policy area that accommodates the processing of birds (including poultry slaughter works) for consumption.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - intensive animal keeping
 - stock slaughter works.

Form and Character

- 2 Poultry slaughter works should not include rendering of residual products (e.g. feathers, blood, frames, skin and fat) on site.

Greater Levels Policy Area 8

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

OBJECTIVES

- 1 A policy area primarily accommodating a range of industrial activities.
- 2 The provision of unique entrance treatment identifying each industrial area at the junction of the major access points with arterial roads or major collector roads.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should be designed and sited to incorporate unique entrance treatments that incorporate co-ordinated area identification signage and pavement treatment to denote the entrance to the industrial area.
- 2 Land division should be designed to allow for the establishment of unique entrance treatments that identify each industrial area at the junction of the major access points with arterial roads or major collector roads.
- 3 Development on sites adjacent to Diagonal Road should:
 - (a) incorporate a 10 metre wide landscaped and mounded buffer area along the boundary of the site contiguous with the respective road boundary
 - (b) provide a building setback distance of 25 metres from the road to any building erected on the site.

Land Division

- 4 Land division should ensure that:
 - (a) all open space is located in the area marked 'Landscape Buffer' as shown on [Concept Plan Map Sal/8 - Mawson Lakes](#)
 - (b) allotments do not have direct access to arterial roads
 - (c) construction of spur-lines linking with the Port Augusta to Adelaide railway and adjacent marshalling yards do not unduly detract from the adjacent Open Space Zone, and is adequately screened from the view of the general public.

Infrastructure Policy Area 9

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

OBJECTIVES

- 1 Primarily, a policy area for the provision of infrastructure.
- 2 Infrastructure facilities and land required for infrastructure facilities preserved from the encroachment of incompatible land uses.
- 3 A policy area accommodating land used for storage and operations associated with the provision of public services by a government authority, and major railway lines linking Adelaide with northern country and interstate centres.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is characterised by large areas used for the storage of a range of materials, and industry associated with railway infrastructure. Part of the policy area in the vicinity of Dry Creek is adjacent to a linear park walking trail, therefore it is desirable for all storage areas to be screened by landscaping. This provides an opportunity for additional plantings complementing those featured in the linear park.

Development within that part of the policy area which contains the railway corridor should primarily be associated with rail transport and may incorporate facilities serving the rail transport requirements of stock slaughter works, the wholesale fruit and vegetable market at Pooraka and nearby industry.

The development of Mawson Lakes recognised the existing rail infrastructure activities and provided acoustic mounding and fencing along the corridor. Future development of the policy area at Mawson Lakes will require consideration of acoustic impacts, with suitable treatments to be provided if the new developments detrimentally impact on the adjoining areas to a greater amount than the protection offered by the existing treatments.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - drainage system, including stormwater retention basin
 - electricity substation
 - public service depot
 - railway infrastructure and associated industry
 - waste transfer depot.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development within the policy area should be associated with storage activities and operations connected with the provision of road works by a government authority, and uses associated with rail transport.

- 4 Development should be provided with appropriate landscaping in accordance with the following criteria:
 - (a) landscaping should occur along road boundaries and Dry Creek for a width of at least 3 metres
 - (b) storage areas and unsightly activities should be screened, and buildings, parking and driveway areas softened or enhanced by landscaping
 - (c) landscaping should incorporate trees, shrubs and ground covers
 - (d) plant species should be native or other species suited to the site and functions and should minimise the need for maintenance.

Noise

- 5 Acoustic treatment should be applied to development that impacts on adjacent residential areas over and above that for which the existing acoustic fencing and noise dampening is designed.

Parafield Gardens Policy Area 10

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

OBJECTIVES

- 1 Development within the policy area that:
 - (a) accommodates a range of industrial activities which are of a size and scale which have low external impacts and emissions
 - (b) does not require direct access to Port Wakefield Road
 - (c) does not generate large volumes of commercial or industrial vehicle movements
 - (d) does not adversely impact on the adjoining **Residential Zone** to the north and east.
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

As the policy area is adjacent Port Wakefield Road, it is a gateway location that provides the opportunity for industrial activities to have a presence to this primary arterial road. The visibility of the zone has attracted a range of land uses wishing to promote their activities to passing traffic. As a consequence of the nature of activities in the locality, the Parafield Gardens Industrial Area is primarily for service trade premises and light industries, rather than general industry.

The design, scale and siting of land uses needs to be carefully controlled to ensure a high quality of urban design to Port Wakefield Road and to ensure minimal impacts to the adjoining residential areas to the north and east of the site.

The desired forms of industries include light industry, service industry and service trade premises and small-scale transport activities. Industries that require large volumes of large vehicle movements are generally not appropriate for the area. An extension to the service road to improve access arrangements for this locality and provide a link through to the Mawson Connector is proposed.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - light industry
 - service industry
 - service trade premises.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should incorporate impact mitigation measures including noise attenuation, emissions control, design and orientation.

- 4 Development along Port Wakefield Road should only occur where direct access to Port Wakefield Road is avoided and alternative access arrangements can be provided.

Land Division

- 5 Land division should ensure that:
 - (a) drainage reserves are accommodated
 - (b) access/egress to all roads is established in a safe and convenient manner
 - (c) new allotments do not have direct access to Port Wakefield Road or Shepherdson Road
 - (d) it accommodates a range of industrial activities which are of a size and scale which have low external impacts and emissions.

Pooraka Policy Area 11

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

OBJECTIVES

- 1 A policy area that accommodates a range of transport related industrial activities, major warehousing and storage activities together with transport distribution services and food/beverage processing and/or packaging industries which:
 - (a) generate high volumes of vehicular movements in the form of import and/or export of goods
 - (b) have low external impacts and emissions
 - (c) do not adversely impact on the Adelaide Produce Markets in the adjoining **Light Industry Zone** or the nearby **Residential Zone** to the north-east.
- 2 Development that will utilise the existing arterial road connections for vehicle access to the policy area and create new roads which are integrated with roads in the adjoining **Industry/Business (Gepps Cross Gateway) Zone** located within the City of Port Adelaide Enfield, south of the disused rail corridor.
- 3 Development that promotes the area's gateway location, incorporating distinctive buildings and landscape design that will enhance the visual and environmental amenity and improve the character and image of the locality and region, including maintaining the area as a possible rail corridor.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area has frontage to a major arterial road to the east, which links the northern metropolitan area with central Adelaide. When considered in context with land to the south of the disused rail corridor and the provisions applying to development along Main North Road in the adjoining Light Industry Zone to the north, the area has the potential to contribute to a “gateway” entrance to central Adelaide. There is an opportunity to reinforce this “gateway” through the careful design, scale and siting of buildings, and the creative use of landscape treatments, to ensure a high quality urban design outcome.

The policy area should primarily accommodate a range of industrial and business activities that do not negatively impact on the existing activities in the nearby Light Industry Zone.

In addition, industrial activities should be located and designed to ensure there is no impact on the amenity of residential areas east of Main North Road. Consequently low impact industries and activities should be located towards the Main North Road side of the policy area, with potentially higher impact industries, such as those requiring extended operating hours, developed on the western side of the policy area where the separation distance from residential zones is greater and opportunities exist to direct heavy commercial traffic on to Port Wakefield Road.

Remediation of contaminated land and sites should be undertaken prior to any change of use or the division of land in the policy area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - road transport terminal
 - store
 - warehouse.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Buildings within 100 metres of Main North Road and/or Diagonal Road should have a maximum height of no more than 10 metres.
- 4 Buildings should exhibit a horizontal emphasis and articulated facades, to minimise the impression of bulk and visual impact.
- 5 The maximum gross lease able floor area of new buildings should be at least 1000 square metres.
- 6 Freestanding advertisements and advertising hoardings should be limited to the following:
 - (a) where the site has a maximum road frontage to a public road of not more than 50 metres:
 - (i) no more than 1 sign per site
 - (ii) a maximum height of at least 6 metres
 - (iii) a maximum site area of no more than 6 square metres
 - (b) where the site has a maximum road frontage to a public road of more than 50 metres there should be no more than 2 signs per site, comprising a main sign and a secondary sign, and they should be designed within the parameters:

Parameter	Maximum sign height	Maximum sign area for each sign
Main sign	6 metres plus 1 metre for every additional 10 metres of frontage or part thereof, up to a maximum height of 10 metres	6 square metres plus 1 square metre for every additional 10 metres of frontage or part thereof up to a maximum area of 10 square metres)
Secondary sign	6 metres	6 square metres

- 7 Advertisements that are not freestanding should achieve the following:
 - (a) where located below veranda level, be comprised of flush wall signs or painted wall signs covering no more than 10 per cent of the total surface area of a wall orientated to a public road or reserve
 - (b) where located at veranda level, be comprised of flush wall signs covering no more than 10 per cent of the total surface area of a wall orientated to a public road or reserve, or fascia signs
 - (c) where located above veranda level, be comprised of flush wall signs covering no more than 10 per cent of the total surface area of a wall orientated to a public road or reserve.
- 8 Buildings containing multiple tenancies less than 500 square metres in floor area should be orientated such that the entrances to those tenancies are not visible from Main North or Port Wakefield roads.
- 9 Building site coverage should not exceed:
 - (a) 60 per cent where the site is equal to or greater than 5000 square metres
 - (b) 50 per cent where the site is less than 5000 square metres.
- 10 Buildings should have a minimum setback of at least 3 metres from a side boundary except where:
 - (a) the boundary is the secondary street frontage

- (b) the boundary adjoins the rear boundary of an adjoining allotment.
- 11 At least 15 per cent of the development site should be landscaped.
- 12 Development along Main North Road, Diagonal Road and Burma Road should incorporate a 10 metre wide landscaped buffer strip that is designed to screen car parking areas.
- 13 Security fencing including colour coated wire mesh fencing adjacent to public roads should be set back in accordance with one of the following:
 - (a) in line with the building facade
 - (b) behind the building line
 - (c) behind a landscaped area to soften its visual impact.
- 14 Activities which operate for extended hours, particularly those which generate noise or high volumes of traffic after 7.00 pm and before 7.00 am should not:
 - (a) be located on sites adjoining sensitive uses
 - (b) include direct access/egress onto Diagonal Road.
- 15 Development of the existing disused rail corridor should:
 - (a) promote integration between areas on either side of the corridor
 - (b) promote pedestrian access along the disused rail corridor and include treatments to ensure the safety and security of pedestrians
 - (c) include landscape treatments that visually integrate with adjoining land uses and maintain security appropriate to the neighbouring land uses.
- 16 Development abutting the rail corridor should locate open space, visual and landscape treatments to achieve integration with development along the disused rail corridor.
- 17 Transport linkages should be designed to maintain the potential for future use of the disused rail corridor for that purpose.

Land Division

- 18 Land division should ensure that:
 - (a) allotments provide for a minimum building envelope of 1000 square metres, with a minimum dimension of 20 metres, for the construction of buildings
 - (b) all allotments have frontage to a public road of at least 30 metres
 - (c) allotments do not have direct access to an arterial road
 - (d) roads have a minimum width of at least 21 metres, comprising a minimum carriageway width of at least 13.5 metres, and a minimum verge width of 3.75 metres on either side of the carriageway
 - (e) boundaries are located to maximise the retention of trees in road reserves or along boundaries of allotments
 - (f) road reserve verges are structured to enable a tree planting area clearance of 1.6 metres from hard fixtures and common service trenches.

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 it complies with all of the following: (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Animal keeping	
Builder's yard	Except where it achieves all of the following: (a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road (b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.
Bus depot where it is located within the Infrastructure Policy Area 9	
Caravan park	
Community centre	
Consulting room	
Dairy	
Dwelling	Except where: (a) ancillary to and in association with industrial development (b) located on the same allotment.
Educational establishment	Except where: (a) ancillary to and in association with industrial development (b) located on the same allotment.
General industry where it is located within the Pooraka Policy Area 11	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping where it is located in the Pooraka Policy Area 11	

Form of development	Exceptions
Motel	
Nursing home	
Office	Except where it achieves all of the following: <ul style="list-style-type: none"> (a) ancillary to and in association with industrial development (b) located on the same allotment (c) it achieves one of the following: <ul style="list-style-type: none"> (i) it is located outside of the Pooraka Policy Area 11 (ii) it is located within the Pooraka Policy Area 11 and it has a maximum floor area of no more than 250 square metres.
Place of worship	Except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the Industry Zone .
Pre-school	
Prescribed mining operations	
Primary school	
Residential flat building	
Road transport terminal where it is located in the Infrastructure Policy Area 9 at Walkley Heights	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres and it is located in one of the following policy areas or suburb: <ul style="list-style-type: none"> (a) Greater Levels Policy Area 8 (b) Pooraka Policy Area 11 (c) the suburb of Greenfields.
Special industry	
Stock sales yard	Except where it is located outside of the Pooraka Policy Area 11 .
Stock slaughter works	Except where it is a poultry slaughter works and it is located within the Burton Poultry Processing Policy Area 5 .
Telecommunication facility where it is located within 100 metres of a State Heritage Place	
Tourist accommodation	
Waste reception, storage, treatment or disposal in Infrastructure Policy Area 9	Except where it is located outside of the Pooraka Policy Area 11 and/or the Infrastructure Policy Area 9 .
Wrecking yard	Except where it achieves all of the following: <ul style="list-style-type: none"> (a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road (b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.

Public Notification

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

Light Industry Zone

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

OBJECTIVES

- 1 A zone accommodating a range of light industrial, storage and warehouse land uses.
- 2 The development of a major South Australian market for the wholesaling and warehousing of agricultural and horticultural products, together with a range of associated commercial, administrative, retail and light industrial areas as indicated generally on the [Concept Plan Map Sal/9 - Pooraka Light Industry](#).

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - light industry
 - office in association with and ancillary to industry
 - service industry
 - shop where it involves the wholesaling of agricultural and horticultural products
 - store
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should be undertaken in accordance with the [Concept Plan Map Sal/9 - Pooraka Light Industry](#).
- 4 Buildings located on allotments which front onto Main North Road, Goldsborough Road or Diagonal Road should be set-back a minimum of 25 metres from the road boundary, as at 20 October 1998.
- 5 Access points onto Main North Road, Diagonal Road and Goldsborough Road should be located in accordance with the [Concept Plan Map Sal/9 - Pooraka Light Industry](#) and be designed to avoid interruption to the free flow of traffic and hazardous conditions.
- 6 Buildings that are located within 100 metres of Main North Road, Diagonal Road, and Goldsborough Road should have a maximum height of no more than 10 metres.
- 7 Stormwater drainage systems should be designed to accommodate a 1-in-10 year average return interval stormwater flow and to transfer stormwater to the proposed detention basin indicated on the [Concept Plan Map Sal/9 - Pooraka Light Industry](#).
- 8 Development along Main North Road, Diagonal Road and Goldsborough Road should incorporate a 10 metre wide landscaped buffer strip that is designed to screen car parking areas.
- 9 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

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

11 Land division should:

- (a) provide sufficient land for stormwater treatment or disposal in accordance with [Concept Plan Map Sal/9 - Pooraka Light Industry](#)
- (b) provide a minimum frontage to a public road of at least 30 metres
- (c) discourage through traffic between Main North Road and Diagonal Road or Goldsborough Road.
- (d) ensure that public roads have a minimum width of 20 metres.

Pooraka Market Eastern Policy Area 12

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

OBJECTIVES

- 1 A policy area accommodating offices, warehouses, and a range of service, wholesale and storage activities that are complementary to the wholesaling of agricultural and horticultural products.
- 2 A policy area accommodating a range of retail facilities to service the shopping needs of wholesaling and warehousing activities of the area, their employees and customers.
- 3 Development including landscaping that enhances the Main North Road frontage.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Pooraka Markets are located off Main North Road and are the site for a major South Australian market for wholesaling and warehousing of primary produce and are supported by associated administrative commercial, light industrial and retail land uses. The area is not intended for conventional retail development or individual specialty shops that are typically found in centre zones.

A small number of allotments remain vacant, so there is scope for additional development of a similar nature to the established buildings and warehouses in the policy area.

Expected characteristics of the area include a large scale of development (in terms of warehouses), along with a horizontal emphasis to minimise the impression of bulk and visual impact. Wide driveway crossovers are also needed to cater for the high number of truck movements and deliveries.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - community centre
 - licensed premises in association with hotel
 - light industry
 - office
 - restaurant
 - service trade premises
 - shop
 - store
 - warehouse.
- 2 Envisaged development that is not related to industry, storage or warehousing uses should be of a nature that attracts trade primarily from within the area.

Form and Character

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

- 4 A shop or group of shops should be developed in accordance with the following:
- (a) no shop has a maximum gross leasable floor area of more than 450 square metres
 - (b) the total maximum gross leasable floor area for all shops within the policy area does not exceed 2500 square metres.

Pooraka Market Warehousing Policy Area 13

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

OBJECTIVES

- 1 A policy area primarily accommodating a range of commercial activities for the wholesaling and warehousing of agricultural and horticultural products.
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Pooraka Markets are located off Main North Road and are the site for a major South Australian market for wholesaling and warehousing of primary produce and are supported by associated administrative commercial, light industrial and retail land uses.

The area is not intended for conventional retail development or individual specialty shops that are typically found in centre zones.

A small number of allotments remain vacant, so there is scope for additional development of a similar nature and scale to the established buildings and warehouses in the policy area.

The land is also suitable for occasional use of the buildings for activities such as Paddy's Market, amusement, entertainment, and sporting activities, provided that spectator and participant facilities and parking are available, and that the activities do not adversely affect the amenity of the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - light industry
 - office
 - service trade premises
 - store
 - warehouse.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Retail and service activities should directly service the major function of the zone and have a maximum gross leasable floor area of no more than 100 square metres for each establishment.
- 4 The sale of unpackaged meat should occur in purpose-built facilities retained specifically and solely for this activity.

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	Except where it is located in the Pooraka Market Eastern Policy Area 12 .
Consulting room	
Dairy	
Dwelling	
Educational establishment	
Horticulture	
Hospital	
Hotel	Except where it is located in the Pooraka Market Eastern Policy Area 12 .
Intensive animal keeping	
Motel	
Nursing home	
Office	Except where the office achieves all of the following, it is: <ul style="list-style-type: none"> (a) ancillary to and in association with a land use that is envisaged within the zone or policy area (b) located on the same allotment.
Pre-school	
Residential flat building	
Shop or group of shops	Except where it achieves one of the following: <ul style="list-style-type: none"> (a) the maximum gross leasable area is less than 100 square metres (b) the maximum gross leasable area is less than 450 square metres and it is located within the Pooraka Market Eastern Policy Area 12.
Special industry	
Stock sales yard	
Stock slaughter works	
Tourist accommodation	

Form of development	Exceptions
Waste reception, storage, treatment or disposal other than 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*.

Local Centre Zone

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

OBJECTIVES

- 1 A centre accommodating small-scale convenience shopping, office, medical and community facilities to serve the local community.
- 2 A centre characterised by traditional corner stores or small groups of shops located within easy walking distance of the population they serve.
- 3 A centre accommodating residential development in conjunction with non-residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - advertisement
 - community facility
 - consulting room
 - office
 - office and dwelling
 - shop
 - shop and dwelling.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development comprising a variety of residential and non-residential uses should only be undertaken if such development does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

- 4 The maximum gross leasable floor area of a shop or group of shops should be in the order of 450 square metres.
- 5 Dwellings should be located only behind or above non-residential uses on the same allotment.
- 6 Advertisement and/or advertising hoarding should not exceed 4 metres in overall height.

Vehicle Parking

- 7 Vehicle parking should be provided in accordance with the rates set out in [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

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

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum in rate in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (i) the building is a local heritage place
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved

- (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

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 it complies with all of the following: (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consist of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Fuel depot	
Horticulture	
Hospital	
Hotel	
Industry	
Motor repair station	
Petrol filling station	
Plant nursery	
Public service depot	
Residential flat building	Except where in conjunction with a non-residential development.
Road transport terminal	
Service trade premises	
Stock slaughter works	
Store	
Timber yard	
Transmitting station where it exceeds 30 metres in height	
Warehouse	
Waste reception, storage, treatment or disposal	
Welfare institution	
Wrecking yard	

Public Notification

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

Mineral Extraction Zone

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

OBJECTIVES

- 1 A zone comprising land intended for the mining and quarrying of minerals in a sustainable manner.
- 2 Mining operations planned and undertaken in a co-ordinated manner to ensure the maximum recovery of resources.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - activities ancillary to mineral extraction, including excavation and/or fill associated with rehabilitation work
 - mineral extraction
 - mineral processing.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development, other than development indicated as envisaged in the zone, should not be undertaken if:
 - (a) significant mineral deposits are present
 - (b) mineral extraction on adjacent land is prejudiced
 - (c) the use is not in association with the mining operations
 - (d) the establishment of an appropriate after-use is impeded.

Form and Character

- 4 Areas designated or set aside for stock piles should be of low profile when viewed from public roadways or residential areas.
- 5 Screen planting, using locally indigenous plant species where possible, or mounding should be established along public road frontages and within the mineral extractive area to screen mining operations, buildings and plant from public view.
- 6 The rehabilitation and after-use of the quarry within the area marked 'Extractive Industry' on the [Concept Plan Map Sal/10 - North East Salisbury](#) should be undertaken in a manner that does not cause environmental damage to adjacent land or land uses.
- 7 The existing quarry should be rehabilitated in a manner that is suitable for residential development.
- 8 The area shown as 'Extractive Industry Buffer' on [Concept Plan Map Sal/10 - North East Salisbury](#) should remain as open space until all quarrying has ceased and rehabilitation activities have been completed.

Land Division

- 9 Land division should not result in an additional number of allotments partly or wholly within 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
Advertisement and/or Advertising hoarding	
Amusement machine centre	
Bus station	
Caravan park	
Cemetery	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dwelling	Except where: <ul style="list-style-type: none"> (a) ancillary to and in association with mining operations (b) located on the same allotment as the associated mine.
Educational establishment	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Intensive animal keeping	
Land division	Except where no additional allotments are created wholly or partly within the zone.
Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the <i>Environment Protection Act 1993</i>	Except where: <ul style="list-style-type: none"> (a) on the site of a disused quarry, the proposed landfill is located on a site with ground slopes of no greater than 10 per cent (b) the land to be used for the deposition of the landfill and the operation of the waste handling facilities is at least a distance of 500 metres from the boundaries of the landfill site (c) the proposed landfill operation is located a minimum of three kilometres from the boundary of any airport used by commercial aircraft (d) the proposed landfill operation is located a minimum distance of 100 metres from any creek, river, inlet, wetland or

Form of development	Exceptions
	<p>marine estuarine area and not within the area of a 1-in-100-year average return interval flood event</p> <p>(e) the interface between any engineered landfill liner and the natural soil is one of the following:</p> <p>(i) greater than 15 metres from unconfined aquifers bearing ground water with a water quality of less than 3000 milligrams per litre of total dissolved salts</p> <p>(ii) greater than five metres from ground water with a water quality between 3000 milligrams per litre of total dissolved salts and 12 000 milligrams per litre of total dissolved salts</p> <p>(iii) greater than two metres from ground water with a water quality exceeding 12 000 milligrams per litre of total dissolved salts.</p>
Library	
Motel	
Motor repair station	
Nursing home	
Office	<p>Except where:</p> <p>(a) ancillary to an in association with the operation of the associated mine</p> <p>(b) located on the same allotment</p> <p>(c) has a floor area of less than 150 square metres.</p>
Place of worship	
Police station	
Pre-school	
Residential flat building	
Retail showroom	
Road transport terminal	
Service trade premises	
Shop	
Special industry	
Stadium	
Stock sales yard	
Stock slaughter works	
Tourist accommodation	
Warehouse	
Wrecking yard	

Public Notification

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

Mixed Use (Bulky Goods, Entertainment and Leisure) Zone

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

OBJECTIVES

- 1 A zone primarily accommodating entertainment and leisure activities, bulky goods outlets, larger floorplate retail (selling predominantly non-foodstuffs) and service trade premises.
- 2 Development that contributes to the desired character and objectives of the zone.
- 3 Built form that exhibits a high standard of design and the use of quality materials and finishes.
- 4 Landscaping that improves the amenity of the locality and reduces the visual impact of large car parking areas.
- 5 Development that ensures the on-going operational and safety requirements of Parafield Airport are met.

DESIRED CHARACTER

The zone will be developed as a unique specialist centre accommodating a mix of entertainment and leisure activities, bulky goods outlets, large floorplate retail (selling predominantly non-foodstuffs) and service trade premises.

The zone will accommodate some larger format bulky goods and 'bulky retail' and retail outlets, with potential for standalone restaurants and integrated petrol filling station in proximity to Kings Road and Main North Road frontages. There is capacity for a diverse range of tenancies to be established within the zone, and the retail components are envisaged to offer an alternative model to that typically found in traditional centres by way of their larger floor area and retail model.

It is envisaged that the zone will include the development of a single large floorplate shop with a floor area between 10 000 square metres and 15 000 square metres or thereabouts. Up to 45 percent of the total floor space of this tenancy may include the display and sale of foodstuffs. This shop will provide an alternative retail model for small and medium businesses and individuals to purchase products in bulk.

The retail outlet component is envisaged to comprise a premium outlet centre offering leading brands of fashion, sports, cosmetics, electronics and homewares. Each tenancy will generally be 200 square metres or more to provide an alternative retail model to smaller tenancies found within other centres.

The entertainment, leisure and recreation component is anticipated to include a range of indoor uses including cinema, rock climbing, health and fitness club, ten pin bowling, day spa, skate park and potentially a wave pool facility.

Development comprising on site manufacturing within a tenancy must have shop front sales and display area for the products on site and is to be a minor component of the zone.

Development will occur in a co-ordinated, integrated and holistic manner to achieve an efficient layout; minimise access points to Kings Road and Main North Road; minimise the length of driveways; and maximise pedestrian accessibility.

Development should occur so that expected land uses are developed concurrently to avoid the establishment of standalone land uses. Particularly the entertainment, recreation and leisure land uses should be developed concurrently with retail and bulky good land uses in order to ensure the mixed-use activities for the zone are achieved.

Main North Road and Kings Road function as major traffic and freight routes. These roads have also been proclaimed controlled-access roads to protect their role and function. The role of these roads is to provide safe, efficient and reliable movement throughout the day for all vehicles, including heavy freight. Subsequently, access points will be limited along Main North Road and Kings Road in order to ensure the operation and safety of these roads is maintained. Access/egress points will be located to maximise road safety and efficiency whilst facilitating staged development and with consideration to the ultimate development across the site. Additional access to land within the zone north of Kings Road will be via Rundle Road. Traffic control devices, including a fully integrated signalised four-way intersection at Kings Road and Horrie Miller Drive, may be required to ensure safe and convenient access which avoids unreasonable interference with flow of traffic on adjoining roads. Service vehicles will use Rundle Road and Mengel Court.

Pedestrian pathways will be well lit and designed to be visually prominent. Safe pedestrian crossing points will be established at the Kings Road / Horrie Miller Drive intersection and Main North Road / Kings Road intersection. Car parks should be sited and designed to facilitate a direct visual connection to the front of tenancies to facilitate safe and convenient pedestrian movement with maximum opportunity for passive surveillance. Generously dimensioned designated pedestrian routes will be developed between car parking areas and buildings. They will be clearly defined by appropriately designed landscaping, pavement treatment, lighting and street furniture.

Buildings will be well designed, sited and developed to complement each other. Buildings should be visually attractive and incorporate articulation, high quality materials, texture and colour, and finished in materials with a low reflective index. Building access points will be visually prominent from car parking areas.

Buildings facing onto public roads or thoroughfares should avoid large expanses of solid unarticulated walling or blank facades and incorporate landscaping or detailed design enhancements to soften their appearance. Buildings should be placed as close as possible to street boundaries with frontage car parking and landscaping subject to setback requirements by the Commissioner of Highways and prescribed Obstacle Limitation Surfaces which inform building height allowances and siting of buildings.

Development will incorporate design and layout that minimises adverse operational impacts on the Parafield Airport in terms of building heights, lighting glare, turbulence, windshear and bird attraction.

Service areas and loading bays will be positioned to the rear or side of tenancies and should incorporate separate vehicle access. These areas will be screened from general public view.

Outdoor lighting, advertising displays and advertisements throughout the zone will be uniform, consistent and integrated into building design. The use of well-designed integrated signage is encouraged at main access points, to present a positive statement on Kings Road, Main North Road, and the intersection of Kings Road and Main North Road.

Landscaping will be used extensively along site boundaries and within car parking and public areas to provide shade, enhance amenity and mitigate building bulk and scale.

Landscaping and development should be designed to incorporate Water Sensitive Urban Design and provide for on-site stormwater retention and detention.

The retention, removal or relocation of Regulated or Significant Trees should enhance the amenity and safety of the zone and augment landscaping features across the zone.

Parts of the zone are known to be contaminated and should not be developed until it is demonstrated that the land is suitable for its intended use.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - leisure and entertainment venues, including indoor recreation with a maximum total floor area in the order of 20 000 square metres across the zone
 - bulky goods outlet and service trade premise that comprise only indoor displays with a maximum total floor area in the order of 18 000 square metres across the zone
 - shops (excluding bulky goods outlets and restaurants) with a minimum total floor area in the order of 200 square metres and a maximum in the order of 15 000 square metres per tenancy with a maximum total floor area across the zone in the order of 46 000 square metres
 - restaurants with a maximum total floor area in the order of 1200 square metres across the zone.
- 2 The total maximum gross leasable floor area across the zone should be in the order of 77 900 square metres and a maximum total floor area in the order of 85 200 square metres.
- 3 A minimum of 25 per cent of the total floor area should comprise entertainment, leisure and recreation land uses at any time across the zone, until such time that 20 000 square metres total floor area of leisure and entertainment land uses has been developed.
- 4 Restaurants should complement the zone and each tenancy should have a maximum floor area in the order of 450 square metres with the exception of standalone restaurants.
- 5 Cafes and take away food premises should:
 - (a) be ancillary to other land uses across the zone
 - (b) complement the zone as an integrated establishment
 - (c) have a maximum floor area in the order of 450 square metres per tenancy with the exception of standalone premises that have a main road frontage.
- 6 A childcare facility should only be developed where it is ancillary to and in association with a bulky goods outlet, service trade premises, entertainment and/or leisure activity development.
- 7 Development listed as non-complying is generally inappropriate.

Airport Operational Considerations

- 9 Buildings, advertising signs and structures should not adversely affect by way of their height, form and location, the operational, safety and commercial requirements of Parafield Airport.
- 10 Buildings and structures should not penetrate the prescribed Obstacle Limitation Surface shown in [Concept Plan Map Sal/30 - Airport Building Heights and Lighting Plan](#).
- 11 Development and associated lighting (including signage) should be designed in accordance with the lighting plan detailed on [Concept Plan Map Sal/30 - Airport Building Heights and Lighting Plan](#) which requires:

Zone	Maximum intensity of light permitted at 3° above the horizontal
Zone A	maximum intensity of a light source is 0 candela
Zone B	maximum intensity of a light source is 50 candela
Zone C	maximum intensity of a light source is 150 candela
Zone D	maximum intensity of a light source is 450 candela

Form and Character

- 12 Development should be consistent with the desired character for the zone.
- 13 Vehicle loading areas should be provided to enable customers to collect large items from a dedicated and easily accessible customer collection area(s).
- 14 Development should contribute to the creation of an attractive precinct through extensive tree planting, landscaping and retention of existing trees and other significant vegetation subject to having regard for airport safety considerations.
- 15 Development should provide landscaped areas comprising at least 10 per cent of the site area, incorporating a minimum width of 3 metres.
- 16 Development adjacent the Industry Zone should incorporate:
 - (a) a minimum 3 metre building setback from the zone boundary
 - (b) visual and acoustic buffer treatments
 - (c) screened or obscured building openings.
- 17 Development should ensure that all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto the adjacent road network.
- 18 Advertisements and/or advertising hoardings should:
 - (a) only be provided at the rate of one free standing advertisement on each arterial road frontage and one at the intersection of Kings Road and Main North Road
 - (b) be located in close proximity to the major entry points or major intersections.
- 19 Advertisements attached to buildings should:
 - (a) not cover more than 15 per cent of a single wall face
 - (b) where the building contains more than one tenancy, a maximum of one wall mounted advertisement per tenancy.
 - (c) integration of innovative advertising in architectural designs is required.

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
Adult entertainment premises	
Adult products and service premises	
Cemetery	
Community centre	
Crematorium	
Dwelling	
Educational establishment	

Form of Development	Exceptions
Farming	
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Hostel	
Hospital	
Hotel	
Motel	
Motor repair station	
Nursing home	
Residential flat building	
Road transport terminal	
Special industry	
Stock slaughter works	
Tourist accommodation	
Transport depot	
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
Any development which consists of any of the following: <ul style="list-style-type: none"> (a) bulky goods outlet (b) cafe (c) entertainment venue (d) indoor recreation centre (e) petrol filling station (f) restaurant (g) service trade premises (h) shops with a gross leasable floor area greater than 200 square metres (i) take away food shop. 	All forms of development not listed as Category 1.

Multi Function Polis (The Levels) Zone

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

OBJECTIVES

- 1 A zone that accommodates an area of wetlands adjacent Shoalhaven Circuit, Mawson Lakes, which may be suited to future residential use.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - open space
 - possible residential development.

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	
Intensive animal keeping	
Junk yard	
Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the <i>Environment Protection Act 1993</i>	
Prescribed mining activity	
Refuse destructor	
Road transport terminal	
Special industry	
Stock slaughter works	

Public Notification

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

Neighbourhood Centre Zone

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

OBJECTIVES

- 1 A centre providing a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood.
- 2 A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.
- 3 A centre accommodating residential development in conjunction with non-residential development.
- 4 A new centre at Saints Road, Salisbury Plain in the City of Salisbury in which land uses, vehicle access points and landscape buffers are located in accordance with the [Concept Plan Map Sal/16 - Saints Road Neighbourhood Centre](#).
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Precinct 18 Saints Road Neighbourhood Centre

The Saints Road, **Neighbourhood Centre Zone** within the suburb of Salisbury Plain will serve the weekly shopping and business needs for the surrounding area. The Centre will provide a range of convenience and specialty shops in the order of 9900 square metres in gross leasable area for conventional retail. Other land uses to be located in the Centre may include offices, consulting rooms, personal service establishments, community facilities, bulky goods outlets and restaurants. It is anticipated that some retail development elements may occur in the Car Parking Area.

Land uses within the designated Area 2 'Bulky Goods' shown on [Concept Plan Map Sal/16 - Saints Road Neighbourhood Centre](#) should primarily consist of service trade premises, retail showrooms, and bulky goods outlets.

Safe and convenient customer vehicular access to the site will be via Saints Road as well as a single left in only lane off of Main North Road into the Neighbourhood Centre. An additional ingress point to the site from Saints Road may also be required in the future. Staff and commercial vehicles associated with the loading and unloading of goods will be facilitated via Boolcunda Avenue. Vehicular and pedestrian linkages may be established over Cobbler Creek to connect the zone with the property to the south.

Redevelopment of the area designated as Area 1 'Conventional Retail' shown on [Concept Plan Map Sal/16 - Saints Road Neighbourhood Centre](#) should ensure future development incorporates appropriate traffic safety measures to enable improved traffic channelling in the Saints Road locality to enhance traffic safety and flows.

Pedestrian access will be upgraded to ensure there are direct lines of sight from bus stops on Main North Road and Saints Road to the entry doors into the shops. Pedestrian pathways will be well lit and designed to be visually prominent.

Buildings will be redeveloped to ensure they promote "active frontages" (eg number and variety of small tenancies that promote a high level of pedestrian movement) and use of verandas, particularly facing the existing car parking areas and Saints Road. Having regard to the topography of the zone in comparison to the Main North Road level, development will ensure that building roof infrastructure is well screened.

Particular attention is required to ensure the zone incorporates a uniform, consistent and integrated approach to advertising displays and advertisements.

Landscaping (particularly the use of native vegetation consisting of single trunk trees that have a tall canopy), will be extensively used to define pedestrian pathways, main internal vehicle access routes and provide shade in car parking areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bank
 - child care facility
 - consulting room
 - dwelling in conjunction with non-residential land use
 - library
 - health centre
 - office
 - petrol filling station
 - place of worship
 - playing field
 - pre-school
 - primary school
 - recreation area
 - restaurant
 - shop
 - supermarket.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development should be undertaken in accordance with [Concept Plan Map Sal/11 - Waterloo Corner Road Neighbourhood Centre](#), [Concept Plan Map Sal/12 - Bolivar Road Neighbourhood Centre](#), [Concept Plan Map Sal/13 - Whites Road Neighbourhood Centre](#), [Concept Plan Map Sal/14 - Shepherdson Road Neighbourhood Centre](#), [Concept Plan Map Sal/15 - Kings Road Neighbourhood Centre](#) and [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) and should comply with the following:
 - (a) retail and commercial development should not be undertaken in the areas marked ‘Community’
 - (b) residential development should:
 - (i) be established at medium density
 - (ii) not provide vehicular access or egress to the non-residential areas of the centre
 - (iii) not inhibit the provision of community facilities that are located in areas marked ‘Community’.
- 4 Development comprising a variety of residential and non-residential uses should only be undertaken if such development does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

- 5 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 6 Dwellings should be located only behind or above non-residential uses on the same allotment.

- 7 Development at Walkley Heights should not:
- (a) incorporate direct vehicular access to Wright Road
 - (b) exceed a cumulative gross leasable floor area in the order of 1250 square metres for the entire centre.
- 8 Development at Montague Road, Pooraka should:
- (a) be comprised of retail, commercial, community and educational uses
 - (b) not exceed a cumulative gross leasable floor area in the order of 2000 square metres for the entire centre.
- 9 A 3 metre wide landscaping strip should be established adjacent to residential property boundaries and roads.

Vehicle Parking

- 10 Vehicle parking should be provided in accordance with the rates set out in [Table Sal/2 – Off Street Vehicle Parking Requirements](#) or [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Land Division

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

PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct(s).

Precinct 18 Saints Road Neighbourhood Centre

- 12 Development of the precinct should be in accordance with [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#).
- 13 The maximum gross leasable area of shops (excluding bulky goods outlets, personal service establishments and restaurants) will be in the order of 9900 square metres.
- 14 Land uses within the Area 2 'Bulky Goods' shown on [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) should primarily comprise service trade premises and bulky goods outlets and should generally not include conventional shops (including restaurants and personal service establishments).
- 15 Sensitive land uses within the Area 2 'Bulky Goods' shown on [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) which are likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate in the adjoining **Industry Zone**, should not be developed or should be designed to minimize negative impacts.
- 16 Land uses within the Area 1 'Conventional Retail' shown on [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) may contain a supermarket, specialty shops, retail showrooms, bulky goods outlets, personal service establishments, restaurants, offices, consulting rooms and community facilities.
- 17 The Area 3 'Car Parking' shown on [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) should be used for the provision of an integrated car park that promotes safe and convenient vehicle and pedestrian routes. Retail development in Area 3 'Car Parking' is supported.

- 18 All vehicular access points from Saints Road to the Centre buildings should be defined by landscaping and incorporate wide and prominent pedestrian designated paths.
- 19 Future development of the Area 1 'Conventional Retail' shown on [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) should ensure that appropriate traffic safety measures are provided to enable improved traffic channelling in the Saints Road locality to enhance traffic safety and flows.
- 20 Any access points to the Area 3 'Car Parking' shown on [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) should be designed to:
 - (a) provide safe and convenient movement into the site
 - (b) avoid the need for vehicles to queue on Saints Road carriage way while waiting to turn into the site.
- 21 The facade treatment of buildings within the Area 1 'Conventional Retail' shown on [Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre](#) should not present large blank walls to Saints Road.
- 22 Development within the precinct should incorporate 'water sensitive urban design' techniques, including, but not limited to:
 - (a) harvesting, storage, treatment and beneficial use of runoff (at building, car park and street level, including stormwater)
 - (b) treatment and reuse of wastewater generated on the site
 - (c) use of vegetation for treatment purposes, water efficient landscaping and enhancing biodiversity and amenity
 - (d) the provision of an appropriate landscaped buffer (where practical) adjacent to Cobbler Creek.

PROCEDURAL MATTERS

Complying Development

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

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

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)

- (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum in rate in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (i) the building is a local heritage place
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
 - (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

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

Form of development	Exceptions
Dwelling	Except where in conjunction with a non-residential development.
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Motor repair station	
Residential flat building	Except where in conjunction with a non-residential development.
Road transport terminal	

Form of development	Exceptions
Store	Except within Precinct 18 Saints Road Neighbourhood Centre.
Warehouse	Except within Precinct 18 Saints Road Neighbourhood Centre.
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Open Space Zone

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

OBJECTIVES

- 1 A zone:
 - (a) in which the open space character is preserved to provide a visual contrast to the surrounding urban area
 - (b) comprising open space that accommodates a range of public and private activities in an open and natural setting, including:
 - (i) passive and active recreation land uses
 - (ii) habitat conservation and restoration
 - (iii) associated administrative, visitor and spectator facilities.
- 2 Land within the Metropolitan Open Space System (MOSS) contributing to regional open space networks and providing an open, natural and rural character accommodating low-scale uses such as non-intensive agriculture
- 3 Public land within the MOSS that provides for recreation areas and facilities, sporting facilities and conservation of the open, natural character.
- 4 A linear park that:
 - (a) provides an open space corridor across Greater Adelaide/Regional South Australia
 - (b) promotes the use, awareness and preservation of the environment and enhancement of natural or semi natural habitats for the movement of wildlife and conservation of biodiversity.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone provides for a range of passive and active recreation land uses, and associated spectator facilities and administrative functions.

It will provide for the establishment and maintenance of a linear open space and biological corridor based on the existing watercourse channel, associated floodplains and vegetation.

Pedestrian, cycle and recreation facilities, such as drinking fountains and barbecues, will be incorporated into the Linear Park; however, facilities for sports competitions or events are inappropriate.

Landscaping should ensure that any remnant native vegetation is incorporated into the landscape design and that locally indigenous vegetation is utilised wherever possible.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - conservation work
 - farming
 - outbuilding associated with open space maintenance
 - playground
 - recreation area
 - sporting club facility
 - structure associated with a public facility such as car parking, picnic/barbeque area, shelter and toilet
 - toilet block and barbeque facility
- 2 Development listed as non-complying is generally inappropriate.
- 3 Publicly owned land within the MOSS should be used for any of the following:
 - (a) to provide natural or landscaped open space using locally indigenous plant species
 - (b) to accommodate a range of public recreation, sporting and institutional facilities and uses
 - (c) to accommodate stormwater retention and management
 - (d) to conserve and restore areas of remnant native vegetation and wildlife habitats and corridors
 - (e) to conserve sites of scientific, cultural or heritage interest
 - (f) for revegetation purposes using locally indigenous plant species
 - (g) to provide a buffer to adjoining areas of conservation significance.
- 4 Privately owned land within the MOSS should be used for any of the following:
 - (a) rural activities and agriculture (but not intensive animal keeping)
 - (b) low-impact sporting facilities
 - (c) to accommodate a range of public recreation, sporting and institutional facilities and uses
 - (d) conservation purposes.
- 5 Development should allow for unstructured passive and active recreation.
- 6 Development within the area marked 'The Paddocks' on [Concept Plan Map Sal/17 - The Paddocks Open Space Zone](#) should:
 - (a) be comprised primarily of small-scale public and private recreation facilities
 - (b) be maintained as a visual buffer between different parts of the metropolitan area
 - (c) maintain existing pedestrian and cycle linkages
 - (d) establish future pedestrian and cycle linkages
 - (e) provide opportunities for future recreational activities.

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Development, **unless specified elsewhere within the zone or policy areas**, should only occur where it is integral to the aesthetic, drainage or recreation function of the zone.
- 9 Buildings should be:
 - (a) restricted in size and number
 - (b) sited so as not to detract from the open natural character of the zone
 - (c) **be well set-back from public roads**
 - (d) **be clustered, where practicable, to ensure that the majority of any site remains open in appearance**
 - (e) **generally be of dark natural colours such as brown and green so as to be unobtrusive and not detract from natural elements of the landscape**
 - (f) constructed of materials which blend with the landscape.
- 10 Development should ensure co-ordinated design with an emphasis on the creation of pedestrian areas.
- 11 Landscaped buffers should be provided around the perimeter of recreation or sporting facilities.
- 12 Landscaping should comprise locally indigenous species and incorporate existing remnant vegetation.
- 13 Vehicular access or crossings should not occur through the Linear Park.
- 14 Development should ensure that public access to the Linear Park is retained and enhanced for cyclists and pedestrians.
- 15 Development, landscaping, and paths for pedestrians and cyclists should:
 - (a) take into account the changing flow regime and width of waterways and
 - (b) be constructed of permeable material where practical to reduce stormwater runoff.
- 16 **Advertisements should be restricted to user's identity, property, name and address.**
- 17 **Advertisements should:**
 - (a) **not include portable, flashing or moving displays**
 - (b) **not wholly or partly consist of bunting, streamers, flags, wind vanes and the like**
 - (c) **where internally illuminated, be unobtrusive and not be conspicuous from residential properties.**

Land Division

- 18 Land division should not be undertaken except where:
 - (a) it will facilitate the development of envisaged uses in the zone
 - (b) no additional allotments are created.

Landscape Buffer Policy Area 14

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

OBJECTIVES

- 1 A policy area accommodating a landscaped buffer which incorporates innovative stormwater treatment, and at Burton, low-intensity rural or recreational activities.
- 2 The provision of wide expanses of open space adjacent to industrial areas and along major transport routes to provide a separation buffer between industrial and non-industrial land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - horse keeping at Burton
 - open space and parklands
 - public recreation facilities.
- 2 Development should maintain and contribute to the landscaped open space character of the policy area and provide for the conveyance, storage and infiltration of stormwater run-off.
- 3 Low-intensity recreational or rural activities such as horse agistment should only occur on private land within the policy area, where it is located at Burton and it does not detract from the amenity of adjacent residential areas.

Form and Character

- 4 Development within the area marked 'Acoustic Buffer' on [Concept Plan Map Sal/18 - Parafield Gardens Residential Area 1](#) should include acoustic mounding (or mounding and fencing) to a height of 3 metres to protect residential areas from noise and visual impacts.

Recreation Policy Area 15

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

OBJECTIVES

- 1 A policy area accommodating sporting, entertainment, cultural and recreational activities and associated spectator and administrative facilities.
- 2 Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.
- 3 Buildings, facilities and car parks located and designed to blend in with existing or additional trees, vegetation and landscaping.
- 4 Development within the area marked 'Community Purposes' on [Concept Plan Map Sal/19 - Pooraka Open Space Recreation](#) which is comprised of community, recreational, sporting, educational and religious facilities.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - car parking
 - clubroom associated with a sports facility
 - entertainment, cultural and exhibition facility
 - golf course
 - indoor and outdoor recreation facility
 - lighting for night use of facilities
 - office associated with community or recreation facility
 - playground
 - shops or groups of shops ancillary to recreation development
 - showground
 - sports ground and associated facility
 - special event
 - spectator and administrative facilities ancillary to recreation development
 - swimming pool.
- 2 A shop or group of shops should only be developed where:
 - (a) it is ancillary to recreation and sport development
 - (b) the total gross leasable area is less than 80 square metres.
- 3 Development within the area marked 'Community/Recreation' on [Concept Plan Map Sal/19 - Pooraka Open Space Recreation](#) should be comprised of community, recreational, sporting, educational and religious facilities.
- 4 Development within the area marked 'Community/Recreation' on [Concept Plan Map Sal/19 - Pooraka Open Space Recreation](#) should contribute to the visual separation of the urban regions of Salisbury and Enfield, and retain a predominantly open space character derived primarily from parklands, public recreation facilities of an open nature, and landscaping. Buildings, structures, advertisements and hard-paved areas should be unobtrusive, particularly as viewed from public roads.

Form and Character

- 5 Development should be undertaken in accordance with the following Concept Plan Maps:
 - (a) [Concept Plan Map Sal/19 - Pooraka Open Space Recreation](#)
 - (b) [Concept Plan Map Sal/20 - Old Spot Hotel](#)
 - (c) [Concept Plan Map Sal/21 - Paralowie Residential Area 3](#).
- 6 Access to Little Para River and Dry Creek should be maintained and further developed with a series of cycle and pedestrian paths linked to adjoining areas.
- 7 Development should not prejudice the continuation of salt harvesting in the Hundred of Port Adelaide.
- 8 Expansion of the hotel should be contained within the area marked 'Hotel Site Area' shown on [Concept Plan Map Sal/20 - Old Spot Hotel](#).
- 9 Buildings within the area marked 'Community/Recreation' on [Concept Plan Map Sal/19 - Pooraka Open Space Recreation](#) should have a low profile and not exceed single-storey in height unless the building is designed for recreational purposes, in which case the building should not exceed 10 metres in height and be designed and located to minimise the impact of the building on the locality.
- 10 Development within the area marked 'Community/Recreation' on [Concept Plan Map Sal/19 - Pooraka Open Space Recreation](#) should be designed and sited in accordance with all of the following:
 - (a) not occupy more than 5 per cent of any site
 - (b) be set-back more than 50 metres from the boundary of the policy area
 - (c) be clustered to ensure that the majority of any site remains open in appearance
 - (d) not provide vehicular access onto Main North Road.

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 it complies with all of the following: (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Bus depot	
Bus station	
Caravan park	
Consulting room	
Crematorium	
Dairy	
Dwelling	Except where it is ancillary to and in association with an envisaged development.
Educational establishment	
Electricity substation	
Fuel depot	
Hall	Except where it is located outside of the Recreation Policy Area 15
Horticulture	
Hospital	
Hotel	Except on Allotment 200 in Deposited Plan 41172
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	

Form of development	Exceptions
Office	Except where in association with recreation and sporting facilities.
Petrol filling station	
Place of worship	Except where it is located outside of Landscape Buffer Policy Area 14.
Pre-school	
Prescribed mining operations	
Public service depot	
Residential flat building	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	
Stock sales yard	
Stock slaughter works	
Store	
Tourist accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	
Welfare institution	
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 the maps that relate to this zone.

OBJECTIVES

- 1 The long term continuation of primary production.
- 2 Economically productive, efficient and environmentally sustainable primary production.
- 3 Allotments of a size and configuration that promote the efficient use of land for primary production.
- 4 Protection of primary production from encroachment by incompatible land uses and protection of scenic qualities of rural landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - bulk handling and storage facility
 - commercial forestry
 - dairy farming
 - farming
 - horticulture
 - tourist accommodation (including through the diversification of existing farming activities and conversion of farm buildings).
- 2 Development listed as non-complying is generally inappropriate.
- 3 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
 - (f) the capacity of the infrastructure, including roads, is capable of supporting the use without detriment to existing users.
- 4 A dwelling should only be developed if:
 - (a) there is a demonstrated connection with farming or other primary production

- (b) the location of the dwelling will not inhibit the continuation of farming, other primary production or other development that is in keeping with the provisions of the zone
 - (c) it is located more than 500 metres from an existing intensive animal keeping operation unless used in association with that activity
 - (d) it does not result in more than one dwelling per allotment.
- 5 Tourist accommodation should not be converted to dwellings and should be designed to preclude the conversion of buildings into dwellings such as through shared facilities, common utility services, grouped accommodation and/or shared parking.
- 6 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.

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 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.
- 9 Development should provide an access way of at least 3 metres wide that provides access for emergency vehicles to the rear of the allotment.
- 10 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 set back 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.
- 11 Buildings should be set back at least 30 metres from the top of the banks of the Little Para River west of Port Wakefield Road.
- 12 Alterations or additions to the hotel/motel complex at Bolivar should:
- (a) be limited to the existing site
 - (b) be designed to complement existing buildings on the site
 - (c) have minimal visual impact from Port Wakefield Road through the use of extensive landscaping and tree planting.
- 13 Horse keeping (not associated with stables) should only occur on allotments of 4 hectares or more and be designed to ensure that adequate ground cover is able to be maintained at all times to avoid soil degradation.
- 14 Horse keeping should not occur on allotments of less than 4 hectares, except in combination with stabling.
- 15 Keeping or stabling of horses and other animals, and associated development, should be undertaken with the minimum impact upon the environment and be designed to avoid the following:

- (a) denudation of pastures
 - (b) dust or erosion
 - (c) odour
 - (d) the proliferation of pest plants, vermin, or flies or other insects
 - (e) noise nuisance
 - (f) unsightly and exposed structures
 - (g) any unhealthy conditions which may be created by the inadequate disposal or treatment of waste.
- 16 Development within the suburb of Bolivar should not be undertaken if it will significantly impact on the operations of the Bolivar Waste Water Treatment Works.

Land Division

- 17 Land should only be divided where no additional allotments are created partly or wholly in the zone.

PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct(s).

Precinct 19 Limited Residential Precinct

- 18 Detached dwellings should not be developed within the precinct unless they are to be located on an allotment that existed prior to 20 October 1988.

Aircraft Noise Policy Area 16

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

OBJECTIVES

- 1 A policy area accommodating development that is:
 - (a) compatible with adjoining residential development
 - (b) unlikely to be affected by existing and forecast noise nuisance from the RAAF Edinburgh Airfield
 - (c) unlikely to result in the assembly of large or concentrated numbers of people within the policy area.
- 2 The restriction of residential development to areas least affected by aircraft noise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - horse keeping
 - low intensity rural and semi rural activities
 - wholesale nurseries.

Form and Character

- 2 Development should not:
 - (a) involve the assembly or concentration of large numbers of people
 - (b) be comprised of activities which would be seriously affected by noise from aircraft
 - (c) have an adverse impact on new development either within or outside the policy area
 - (d) cause a hazard to flying aircraft because of its height.

Land Division

- 3 Land division should ensure that:
 - (a) the minimum allotment size is greater than 2 hectares
 - (b) the minimum frontage is not less than 25 per cent of the average depth of an allotment.

Horticulture Policy Area 17

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

OBJECTIVES

- 1 A policy area primarily for horticulture.
- 2 The establishment of appropriately scaled industries for washing, processing and packaging primary produce, and servicing and supporting horticulture.
- 3 The long-term sustainability of horticultural production by preventing the further division of land and supporting the amalgamation of rural allotments into viable horticultural units.
- 4 Enhancement of the appearance of localities through appropriate landscape, design and siting of development.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

It is desirable for land to be predominantly open in character in association with commercially sustainable horticultural production. Buildings, structures and car parking areas are expected to be unobtrusive and well set back from public roads. Landscaping is also expected to be a prominent feature, consisting of a range of native vegetation along road frontages and around buildings and structures.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - farming
 - horticulture
 - light industry and service industry associated with the processing, packaging and distribution of produce
 - small-scale tourist development in association with wineries, farms and local heritage places.
- 2 Retail sales of goods produced and processed within the policy area are appropriate providing such sales remain ancillary and incidental to the principal horticultural, farming or processing use of the land.
- 3 Commercial development should be limited to the handling, storage, packing or wholesaling of primary produce and non-residential tourism.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 5 There should be no more than 1 dwelling per allotment and an additional dwelling should only occur where it achieves all of the following:
 - (a) it is located on an allotment that has accommodated a detached dwelling prior to 17 July 1997
 - (b) it is designed as an integral extension of the existing detached dwelling

- (c) it is constructed of materials which are of a colour and texture to match the existing detached dwelling
 - (d) it results in a building containing no more than 2 dwellings
 - (e) the resultant building retains a character, scale and external appearance resembling a detached dwelling.
- 6 Activities that produce or store hazardous organic, chemical or other intractable wastes should not occur within the policy area.

Land Division

- 7 Land division should only occur where it achieves all of the following:
- (a) no additional allotments are created wholly or partly in the policy area, including the excision of a second dwelling from an allotment
 - (b) all resulting allotments have a frontage to a public road of not less than 25 per cent of the average depth of the allotment.

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"> (a) is adjacent to a road with a speed limit of less than 80 km/h (b) has an advertisement area of 2 square metres or less and achieves all of the following: <ul style="list-style-type: none"> (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) the advertisement will not result in more than two advertisements on the allotment.
Amusement machine centre where it is located within the Aircraft Noise Policy Area 16	
Bed and Breakfast	Except where the maximum number of guests which can be accommodated does not exceed five.
Bus depot where it is located within the Aircraft Noise Policy Area 16	
Bus station where it is located within the Aircraft Noise Policy Area 16	
Caravan Park	
Community centre where it is located within the Aircraft Noise Policy Area 16	
Consulting room	
Dwelling	Except where one or more of the following applies: <ul style="list-style-type: none"> (a) it is located outside of the Horticulture Policy Area 17 and Aircraft Noise Policy Area 16 and it does not result in more than one dwelling on an allotment (b) it is located within the Aircraft Noise Policy Area 16 and it achieves one of the following: <ul style="list-style-type: none"> (i) it is an addition or alteration to a detached dwelling that existed at 20 October 1988 (ii) it is a detached dwelling, it does not result in more than one dwelling on an allotment and it is located on an allotment that existed at 20 October 1988 in those portions of Allotment 43 of FP114404, Allotment 1 of DP20833, Allotment 2 of DP20833, Allotment 41 of FP114402, Allotment 18 of FP102000, Allotment 4 of FP7982 and Allotment 103 of DP38939

Form of Development	Exceptions
	<ul style="list-style-type: none"> (c) it is located within the Horticulture Policy Area 17 and it achieves one of the following: <ul style="list-style-type: none"> (i) it does not result in more than one dwelling on an allotment (ii) it results in an additional dwelling on an allotment that has accommodated a detached dwelling prior to (17 July 1997) and the additional dwelling achieves all of the following: <ul style="list-style-type: none"> (A) it is designed as an integral extension of the existing detached dwelling (B) it is constructed of materials which are of a colour and texture to match the existing detached dwelling (C) it results in a building containing no more than 2 dwellings (D) the resultant building retains a character, scale and external appearance resembling a detached dwelling.
Educational establishment where it is located within the Aircraft Noise Policy Area 16	
Emergency services facility where it is located within the Aircraft Noise Policy Area 16	
Fuel depot where it is located within the Aircraft Noise Policy Area 16	
Hospital	
Hotel	
Indoor recreation centre	
Industry	<p>Except where it is located outside of the Aircraft Noise Policy Area 16 and it achieves all of the following:</p> <ul style="list-style-type: none"> (a) it is ancillary to and in association with packaging or processing sheds that are associated with horticulture activities (b) it does not include direct access onto Port Wakefield Road.
Intensive animal keeping involving the keeping of poultry, pigs or cattle	<p>Except where it is located within the Aircraft Noise Policy Area 16.</p>
Land division	<p>Except where (a) or (b) are satisfied:</p> <ul style="list-style-type: none"> (a) where located within the Aircraft Noise Policy Area 16 (b) no additional allotments are created wholly or partly within the zone.
Library where it is located within the Aircraft Noise Policy Area 16 .	
Motel where it is located within the Aircraft Noise Policy Area 16 .	
Motor race track	
Motor repair station	

Form of Development	Exceptions
Nursing home	
Office	Except where it is located outside of the Aircraft Noise Policy Area 16 and it is ancillary to and in association with one of the following land uses: (a) primary production (b) tourism development (c) horticultural.
Petrol filling station	Except where it is located outside of the Horticulture Policy Area 17 and Aircraft Noise Policy Area 16 .
Place of worship	
Post office where it is located within the Aircraft Noise Policy Area 16	
Pre-school	
Prescribed mining operations where it is located within the Aircraft Noise Policy Area 16	
Primary school	
Racecourse	
Radio or TV studio where it is located within the Aircraft Noise Policy Area 16	
Residential flat building	Except where it is located within the Horticulture Policy Area 17 and it achieves all of the following: (a) it is located on an allotment that has accommodated a detached dwelling prior to (17 July 1997) (b) the resulting residential flat building achieves all of the following: (i) it is designed as an integral extension of the existing detached dwelling (ii) it is constructed of materials which are of a colour and texture to match the existing detached dwelling (iii) it results in a residential flat building containing no more than 2 dwellings (iv) the resultant residential flat building retains a character, scale and external appearance resembling a detached dwelling.
Restaurant where it is located within the Aircraft Noise Policy Area 16	
Road transport terminal	
Service industry	
Service trade premises	

Form of Development	Exceptions
Shop or group of shops	Except where it is located outside of the Aircraft Noise Policy Area 16 and Horticulture Policy Area 17 and it achieves all of the following: <ul style="list-style-type: none"> (a) it is ancillary to and in association with a petrol filling station or a primary production or tourism development (b) it has a maximum gross leasable area of no more than 150 square metres.
Showground where it is located within the Aircraft Noise Policy Area 16	
Stadium	
Stock slaughter works where it is located within the Aircraft Noise Policy Area 16	
Store where it is located within the Aircraft Noise Policy Area 16	
Theatre in the Aircraft Noise Policy Area 16	
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
The following forms of development located outside of the Aircraft Noise Policy Area 16 :	
<ul style="list-style-type: none"> (a) commercial forestry (b) farm building (c) farming (d) horticulture (e) horticultural building (f) stable. 	

Residential Zone

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

OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.
- 4 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.
- 5 Residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing, special needs housing and housing for the aged in appropriate locations. Housing form will be diverse and cater for different household sizes, life cycle stages and housing preferences and will be cost-effective, energy efficient and will make efficient use of available sites. Older neighbourhoods will experience change through turnover in population and ageing of existing residents which will generate a need for more housing diversity as well as changes in density and different services and facilities to complement these changes.

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances. A cohesive built form will be achieved through design elements such as interesting roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include windows, doors and balconies that overlook the street and areas of public open space to promote surveillance and community interaction.

Setbacks to local streets will be used to enable landscaping to be provided to soften the built form and improve amenity for residents and pedestrians. The visual and physical impact of vehicle access points will be minimised by reducing both the number of access points and the width of associated crossovers and driveways. Sealed surfaces will be minimised to reduce stormwater run-off and to also provide opportunities for landscaping to improve visual amenity. Development will seek to protect and retain regulated trees that contribute to the character of the area.

In order to achieve a compact urban form an overall increase in the residential density is desirable in select locations, in keeping with the objectives for development in the Zone, although it is anticipated that the predominant form of housing will remain detached dwellings at low to medium density throughout much of the zone. Co-ordinated infill housing, redevelopment and refurbishment of existing housing are encouraged

to maximise use of the community investment in facilities and services in existing residential areas that are located close to centres and community services. Opportunities exist to gradually develop under-utilised and vacant land within established areas, particularly when a specific housing need arises within the population, but also as an opportunity for improving access to existing services and facilities. Co-ordinated and efficient development of larger sites containing multiple allotments is encouraged in order to achieve greater housing density and diversity.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form.

Development of land with a known history of a potentially contaminating activity will occur once the site has been assessed and remediated to the standard necessary to ensure it is safe and suitable for the proposed use.

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#) should be designed, sited and constructed to minimise the effects of noise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary or secondary school
 - recreation area
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible in form, scale and design with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality

- (c) does not detrimentally impact on the amenity of nearby residents
 - (d) will not undermine the efficient operation of nearby centres.
- 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 be undertaken in accordance with the following Concept Plan Maps:
- (a) [Concept Plan Map Sal/21 - Paralowie Residential Area 3](#)
 - (b) [Concept Plan Map Sal/22 - Burton Residential Area 1](#)
 - (c) [Concept Plan Map Sal/23 - Direk Residential Area](#)
 - (d) [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#)
 - (e) [Concept Plan Map Sal/25 - Paralowie Residential Area 1](#)
 - (f) [Concept Plan Map Sal/26 - Paralowie Residential Area 2](#)
 - (g) [Concept Plan Map Sal/27 - Salisbury Downs Residential Area 1.](#)
- 7 Residential development should only occur within the area marked 'Lot 23' or 'Lot 24' on [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#) where it is developed in accordance with all of the following:
- (a) the construction of a 2.4 metre high acoustical fence, which is comprised of double-sided fibre cement sheeting that has a density of not less than 12.5 kilograms per square metre, along the north-west and south-west boundaries of the land
 - (b) service areas are located between the noise source and the living areas of the dwelling
 - (c) dwellings utilise suitable sound insulation methods such as double-glazing to windows, roof and wall insulation
 - (d) the number of wall openings facing the noise source are minimised.
- 8 Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road.
- 9 Where remnant vegetation is located within road reserves it should be preserved and protected against loss, damage and disfigurement.
- 10 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.
- 11 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area for allotments less than 450 square metres	60 square metres
Maximum floor area for allotment greater than 450 square metres	72 square metres
Maximum building height (from natural ground level)	5 metres
Maximum wall height (from natural ground level)	3 metres

Affordable Housing

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

Land Division

- 14 Land division should create a 5 metre landscaped reserve to limit direct vehicle access where allotments are created fronting the following roads:
 - (a) Martins Road, Parafield Gardens and Paralowie
 - (b) Burton Road, Burton and Paralowie
 - (c) Bolivar Road, Burton and Paralowie
 - (d) Willochra Road, Salisbury.

Salisbury Residential Policy Area 18

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

OBJECTIVES

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

DESIRED CHARACTER

The policy area will contain low density residential development, primarily accommodating detached dwellings on individual allotments.

Older dwellings will progressively be redeveloped or replaced with dwellings of compatible scale, form and style that build on the positive features of the locality. Built form is largely consistent and typically comprises dwellings with generous setbacks to roads and landscaped front yards.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - detached dwelling
 - domestic outbuildings in association with a dwelling
 - domestic structures
 - dwelling additions.
- 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.

Mawson Lakes Policy Area 22

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

OBJECTIVES

- 1 A residential policy area comprising a range of low and medium-density dwellings, including a minimum of 15 per cent affordable housing, designed to integrate with areas of open space, neighbouring centres or public transport nodes.
- 2 Development that minimises the potential impact of garaging of vehicles on the character of the area.
- 3 Development that supports the viability of community services and infrastructure and reflects good residential design principles.
- 4 Development that meets accepted best practice principles in environmental design.
- 5 Development that is compatible with existing and forecast noise nuisance from aircraft operations at Parafield Airport.
- 6 Development that contributes to the desired character of the policy area

DESIRED CHARACTER

The policy area will be comprised primarily of low density residential development with sections of medium density housing in areas which have good access to essential services and are located in close proximity to centres, shops, public transport or major employment nodes, or adjacent to areas of public open space. Medium density housing will be in the form of smaller detached dwellings, semi-detached dwellings, row dwellings, residential flat buildings and group dwellings.

Residential development within the policy area will range in height from 1 to 3 storeys, or 3 to 4 storeys where it is in the form of medium density housing and it is located within a concentrated node of medium density development.

Residential development will be designed and sited to front the street and include landscaping and fencing that contributes to a pleasant streetscape. Carports and garages including driveway crossovers onto the streetscape will be minimised and designed to minimise their visual impact when viewed from the street.

Noise sensitive development such as residential development and employment activities will be designed, sited and insulated to minimise the impacts associated with the ongoing operation of the Parafield Airport or industrial developments located within the adjacent **Industry Zone**.

Development within the policy area will include Water Sensitive Urban Design systems that maximise water conservation, minimise water consumption and encourage the re-use of water resources. Water Sensitive Urban Design systems will be integrated throughout the area at the neighbourhood, street, site and building level. Harvested storm water will be used to improve the aesthetic and functional value of open spaces throughout the policy area, including public access ways and greenways. Properties within the policy area will be connected to the purple pipe water recycling system to maximise the capture and re-use of stormwater.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - residential flat building (up to 4 storeys)
 - small scale non-residential use that serves the local community, for example:
 - **child care facility**
 - **health and welfare service**
 - **open space**
 - **primary and secondary school**
 - **recreation area**
 - **shop, office or consulting room**
 - supported accommodation.

Form and Character

- 2 Low density residential development should result in net densities of 35 dwellings per hectare or less and a maximum building height of no more than 3 storeys.
- 3 Medium density residential development should result in net densities of between 35 and 70 dwellings per hectare and have a maximum building height of at least 3 storeys and no more than 4 storeys.
- 4 Upper level balconies should extend no more than 1 metre closer to the road boundary than the associated dwelling
- 5 In the case of multiple dwellings on one site, access to parking and garaging areas from public streets should primarily be via a minimum number of common driveway.

Ancillary Buildings and Services

- 6 Outbuildings and other ancillary buildings should be sited and designed to complement the external appearance of the main building and maintain or enhances the visual attractiveness of the locality.
- 7 All services should be located underground in such a way as to minimize their visual intrusion and any adverse effect on the desired natural character of the zone.
- 8 Microwave dishes, antennae, aerials and the like should be located to minimise their visual impact from public roads and public spaces.
- 9 Communication towers should be incorporated into the built form of the site or located at the rear of sites and away from public roads and public spaces where it can be demonstrated that this could not be achieved and be of a complementary form to that building.
- 10 Dwellings should include provision for all of the following:
 - (a) a connection to the Recycled Water System to allow the water to be used for various uses, including garden watering and toilet flushing
 - (b) a common service trench capable of accommodating all of the infrastructure services required, including electricity, gas and telecommunications.

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 it complies with all of the following: (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Consulting room	Except where: (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.
Crematorium	
Dairy	
Dwelling where it is contained within the 'Concept Area Boundary' identified on Concept Plan Map Sal/22 - Burton Residential Area 1	Except where the dwelling has a maximum height of no more than one-storey above natural ground level.
Farming	
Fuel depot	
Horse keeping	
Horticulture	
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	Except where it comprises alterations or additions to a petrol filling station existing at 20 January 1994.
Prescribed mining operations	
Public service depot	
Residential flat building within the Salisbury Residential Policy Area 18	

Form of Development	Exceptions
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where: (a) the gross leasable area is less than 250 square metres (b) the site does not front an arterial road.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Residential Hills Zone

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

OBJECTIVES

- 1 A residential zone primarily comprising of detached dwellings at low densities, including a minimum of 15 per cent affordable housing.
- 2 Residential development sensitive to the particular topography of the area and which has minimal visual and environmental impacts.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is in contrast to much of the surrounding housing stock in the adjoining areas, with dwellings at a density lower than typical residential zones. Dwelling density within the zone will gradually increase over time through the division of large allotments, however future development will not occur at the expense of the existing character which will be maintained through the preservation of existing vegetation, provision of allotments with wide frontages and the siting of dwellings to reinforce the existing pattern of development. It is envisaged that detached dwellings will remain as the predominant form of development in the zone.

The area's topography is characterised by an extensive sloping landform punctuated by gullies and tree lined corridors of open space, some of which are part of the Metropolitan Open Space System. The topography has influenced the prevailing subdivision pattern of a circuitous (rather than grid) street pattern in some parts of the zone. The slope of the land and the location of regulated trees and corridors of vegetations are important factors in considering the appropriateness of smaller allotment sizes in the zone. Allotments larger than the stated minimum may be required where site features such as sloping land, drainage lines and the location of regulated trees and vegetation corridors may limit the appropriate siting of a dwelling. Coordinated land division through the amalgamation of several larger allotments is encouraged. Parts of the zone are identified as being of high bushfire risk and it will be important that the design of future land division proposals takes this into consideration, particularly in relation to the provision of vehicle access.

Future development will be designed to be considerate of the topography of the area, with limited cut and fill and associated retaining walls, and split level housing encouraged to reduce the impact of development upon the landscape. It is important that new buildings and extensions (and associated finished levels and decks) on sloping sites are designed to reduce the potential impact on the privacy and amenity of existing development. New dwellings will be designed to harmonize with the existing built form, and setbacks from property boundaries and the street will be consistent with the existing pattern of development. Outbuildings are to be sited and designed so as to minimise their visual dominance. The use of vegetation for screening and privacy purposes and the use of materials and finishes which blend with the natural environment are encouraged to maintain attractive views and vistas.

Much of the existing character and amenity of the area can be attributed to the significant areas of vegetation contained within the front and rear yards of existing dwellings and areas of public open space. It will be important that future land division and development is designed to ensure that existing vegetation and regulated trees are preserved where possible to retain the character of the zone and to also maintain and enhance biodiversity corridors within the region. Dwellings fronting public roads will comprise open landscaped front gardens, with low or open fencing to the street.

Battleaxe allotments may be appropriate where it can be demonstrated that the provision of vehicle access and the siting of a future dwelling will not result in excessive cut and fill, clearance of native vegetation or removal of significant trees, and will not impact on existing drainage lines. Dwellings on battleaxe allotments should be single storey and adequately designed and setback from boundaries so as to minimise impact

upon the privacy of neighbouring properties. Landscaping along the driveway of battleaxe allotments will be provided to enhance the appearance from the street. Internal driveways and onsite car parking will not dominate the appearance of new development, and sealed and paved surfaces will be minimised to ensure provision of landscaping to soften the built form and reduce stormwater run-off.

It will be important for development to include adequate stormwater management systems to ensure that development does not impact upon sites downstream, and does not over burden existing stormwater infrastructure. Development should be designed and sited to retain existing watercourses and drainage lines. In particular, allotments fronting the northern side of Taylor Avenue at Salisbury Heights contain a significant drainage line which runs through the rear of these allotments down to Stanford Road. An easement must be created to contain and protect this watercourse prior to any additional division of these allotments to ensure run-off is effectively managed and does not impact upon downstream properties.

To limit the potential for interface issues from the existing quarry at Barker Road, Gulfview Heights the creation of additional allotments should not occur within 500 metres of the boundary of the **Mineral Extraction Zone** at Gulfview Heights.

[Concept Plan Map Sal/31 – Salisbury Heights](#) identifies an existing low density, semi-rural residential area at the base of the foothills which is characterised by varied topography, particularly to the north and south-west of Coomurra Drive where the land is steep and undulating from the top of existing ridge lines down to existing watercourses. Much of the land offers impressive views over the northern Adelaide Plains. While the area is sparsely vegetated to the north, the land contains significant pockets of mature eucalypts to the south, particularly along the watercourses and reserves. Designated open space buffers, to be protected from future development, are proposed along these watercourses and more densely vegetated areas. Improved pedestrian access should be provided to connect these open space areas to the existing open space and linear trail network.

Subject to appropriate topography and vegetation considerations, sections of the land identified in [Concept Plan Map Sal/31 – Salisbury Heights](#) have the potential for infill development at significantly greater densities than that which currently exists. An appropriate stormwater management strategy will be required to manage the predicted increase in runoff resulting from additional development and ensure flows into the adjoining watercourses are maintained at pre-development release levels. Construction of an extended road network feeding off Coomurra Drive, together with appropriately located fire tracks, will improve access and facilitate the development of the area while also providing separation buffers between potential development areas and protected open space. The layout of future land division, including battleaxe allotments, will be designed having consideration to the relevant access requirements of the *Minister's Code for Undertaking Development in Bushfire Prone Areas*.

Future development will predominately comprise detached dwellings on individual allotments. Allotments with wide frontages are anticipated along Coomurra Drive to ensure consistency with the established pattern of residential development at the lower and upper ends of the road.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - detached dwelling
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling addition
 - semi-detached dwelling
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.

- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Residential flat buildings and group dwellings should only occur where they are to be located on the same allotment as an existing detached dwelling and they are designed and located to blend and harmonize with existing dwellings located within the locality.
- 5 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality
 - (c) does not detrimentally impact on the amenity of nearby residents.
- 6 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

- 7 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 8 Development should be undertaken in accordance with [Concept Plan Map Sal/31 – Salisbury Heights](#).
- 9 Development should be designed and sited to relate to the slope of the land, so that:
 - (a) the bulk and scale of the buildings do not dominate the landscape
 - (b) the amount of cutting and filling of the natural ground profile is minimised
 - (c) views from adjoining dwellings and public open spaces are maintained.
- 10 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.
- 11 Wherever possible, existing vegetation should be used to screen the building and excavation or filling from view.
- 12 Garages and carports facing the street should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.
- 13 Development that would be prominently visible from the Adelaide plains should:
 - (a) achieve a profile that blends with the topography of the land
 - (b) avoid the use of bright and highly reflective external materials and finishes
 - (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.
- 14 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to adjoining dwellings by:
 - (a) incorporating stepping in the design in accordance with the slope of the land
 - (b) where appropriate, setting back the upper storey of a dwelling a greater distance from front and side boundaries than the lower storey.

- 15 Sheds, garages and outbuildings should not exceed a maximum floor area of 72 square metres
- 16 Direct vehicular access should not be provided onto Wynn Vale Drive, McIntyre Road or Barker Road.

Affordable Housing

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

Land Division

- 19 Land division, except where located within **Castieau Estate Policy Area 21**, should create allotments (other than battleaxe allotments), that are within the following parameters:

Slope of site (natural ground level)	Minimum allotment size (square metres)	Minimum allotment frontage (metres)
1-in-5 or less	650	20 for allotments fronting Coomurra Drive 15 in all other cases
Greater than 1-in-5	1200	20 for allotments fronting Coomurra Drive 15 in all other cases

- 20 Battleaxe allotments should be created within the following parameters, except where it is located within the **Castieau Estate Policy Area 21**:

Slope of site (natural ground level)	Minimum allotment size, excluding the driveway/axe 'handle' (square metres)
Less than 1-in-10	650
1-in-10 and less than 1-in- 5	900
1-in-5 or more	1200

- 21 No new allotments should be created within the **Castieau Estate Policy Area 21**.
- 22 No additional allotments should be created within 500 metres of the boundary of the **Mineral Extraction Zone** at Gulfview Heights.
- 23 Adequate vehicular access should be provided to open space and drainage reserves for maintenance or fire control purposes.

Castieau Estate Policy Area 21

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

OBJECTIVES

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

DESIRED CHARACTER

The policy area will continue to contain low density residential development comprising detached dwellings on individual allotments, with generous front setbacks which reinforce the open residential character of the area.

The creation of new allotments is not envisaged in the area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling
 - domestic outbuilding in association with a dwelling
 - domestic structures
 - dwelling additions.
- 2 Development should be setback a minimum of 15 metres from the street frontage.

Land Division

- 3 Land division resulting in the creation of additional allotments should not occur.

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 it complies with all of the following: (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consist of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Caravan park	
Consulting room	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	
Hospital	
Hotel	
Industry	
Intensive animal keeping	
Motel	
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	
Prescribed mining operations	
Public service depot	
Restaurant	

Form of Development	Exceptions
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where: (a) the gross leasable area is less than 250 square metres (b) the site does not front an arterial road.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

Rural Living Zone

Refer to the [Map Reference Tables](#) for a list of the 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.

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.
- 3 There should be no more than one dwelling per allotment and an additional dwelling should only occur where it achieves all of the following:
 - (a) it is located on an allotment which has an existing detached dwelling
 - (b) it is designed as an integral extension of the existing detached dwelling
 - (c) it is constructed of materials which are of a colour and texture to match the existing detached dwelling
 - (d) it results in a building containing no more than 2 dwellings
 - (e) the resultant building retains a character, scale and external appearance resembling a detached dwelling.
- 4 Commercial, industrial, or retail activities should not be undertaken within the zone.
- 5 An office or consulting room should only be developed in association with a detached dwelling such that the component floor area used as an office or consulting room does not exceed a total of 50 square metres.
- 6 The keeping of animals should be ancillary to and in association with the residential use of the land.
- 7 The keeping of horses should only be undertaken:
 - (a) if the horses are accommodated within a stable or shelter with supplementary feeding to maintain pasture cover
 - (b) where the site is at least 4 hectares in area to maintain pasture cover and avoid soil degradation.

Form and Character

- 8 Rural activities should be of a scale and intensity that is compatible with residential development in the zone.
- 9 Development should be designed and sited to ensure that fire-fighting vehicles can gain access to the rear of an allotment and are able to enter and leave in a forward direction.

Land Division

- 10 Land division that results in separate allotments for two existing or proposed attached dwellings should not be undertaken within the zone.

Bolivar Policy Area 19

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

OBJECTIVES

- 1 A policy area that accommodates low density residential development and stables on large allotments.
- 2 Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area encompasses land set aside for persons desiring to live within detached dwellings on allotments that also accommodate stables. Uses within the site are generally linked to the Globe Derby Park sporting venue.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwellings on large allotments
 - domestic outbuilding in association with a detached dwelling
 - horse keeping
 - stables.

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 designed and sited to allow for the orderly expansion of residential development and horse keeping.
- 4 Buildings should be set-back at least 30 metres from the top of the banks of the Little Para River west of Port Wakefield Road.

Land Division

- 5 Land division should only be undertaken where all resulting allotments achieve the following:
 - (a) a minimum site area of not less than 4000 square metres
 - (b) a frontage to a public road of not less than 25 per cent of the average depth of the allotment.

Direk Policy Area 20

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

OBJECTIVES

- 1 A policy area that accommodates residential rural activities that would not be adversely affected by aircraft noise.
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The area is characterised by rural uses and features. Land uses within the area generally include detached dwellings, horticultural and horse keeping activities. The area adjoins the RAAF Edinburgh Air Base, and thereby should recognise associated limitation of development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling
 - farming
 - horse keeping
 - horticulture.
- 2 Development that would be adversely affected by aircraft noise nuisance should not be undertaken in this policy area (e.g. hospitals, schools, places of worship).

Form and Character

- 3 Development should be designed to limit the constraints imposed by the existing and forecast noise nuisance from the Edinburgh Base.

Land Division

- 4 Land division should only be undertaken if the division results in allotments having:
 - (a) an area of not less than 1 hectare
 - (b) a frontage to a public road of not less than 25 per cent of the average depth of the allotment.

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"> (a) is adjacent to a road with a speed limit of less than 80 km/h (b) has an advertisement area of 2 square metres or less and achieves all of the following: <ul style="list-style-type: none"> (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) the advertisement will not result in more than two advertisements on the allotment.
Amusement machine centre	
Bed and breakfast for more than 6 guests	
Bulky Goods Outlet	
Caravan park	
Consulting room	Except where it achieves all of the following: <ul style="list-style-type: none"> (a) it is ancillary to and in association with a detached dwelling (b) the maximum component floor area used as a consulting room does not exceed 50 square metres.
Crematorium	
Dairy	
Dwelling	Except where it achieves one of the following: <ul style="list-style-type: none"> (a) it is a detached dwelling that results in no more than one dwelling per allotment (b) it is a second dwelling and it is attached to an existing detached dwelling.
Fuel depot	
Hotel	
Industry	
Intensive animal keeping	

Form of development	Exceptions
Land division	Except where it achieves one of the following: (a) it is located within the Bolivar Policy Area 19 and all resulting allotments are at least 4000 square metres (b) it is located within the Direk Policy Area 20 and all resulting allotments are at least 1 hectare.
Major public service depot	
Motor repair station	
Office	Except where it achieves all of the following: (a) it is ancillary to and in association with a detached dwelling (b) the maximum component floor area used as an office does not exceed 50 square metres.
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	
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 classified as non-complying) are designated:

Category 1	Category 2
Farming	
Farm building	
Horticulture	
Stable	

Urban Core (Salisbury) Zone

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

OBJECTIVES

- 1 A district level centre that provides the focus for business and commercial services and employment generating land uses for the region, providing a full range of retail, commercial, civic, cultural, community, entertainment, education, religious, recreational facilities and a range of medium to high density residential development supported by high frequency public transport and open space.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 **Affordable housing and smaller dwellings, including innovative housing designs, located close to local services and public transport stops and integrated into residential and mixed use development.**
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 **Development that promotes street activity and interest to passing pedestrians and contributes to the liveliness, vitality and security of the public realm.**
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is a major district centre which exhibits characteristics typical of that of a traditional town centre including a functioning main street and a fine grain retail experience. The centre will transition to a vibrant business hub and key transit oriented activity centre within Northern Adelaide, building on its existing strengths and capitalising on proximity to the rail and bus interchange. Key components of the revitalisation will include:

- diversification and intensification of retail, commercial activities and supporting land uses, including community services, education facilities and out of hours businesses
- development of increased residential opportunities to accommodate a diverse population
- upgrade of the existing public transport interchange and intensification of development within the zone
- continued provision of sports and recreation facilities and enhancement of open space and streetscapes.

The zone will focus around a Core Area intended to contain the highest intensity and scale of development with a supporting Transition Area adjoining neighbouring zones as identified on [Concept Plan Map Sal/33 – Salisbury City Centre Core and Transition Areas](#).

The Core Area will provide the greatest intensity of land use and activity with a mix of residential, commercial, civic, community, cultural, education, religious, entertainment, recreation and employment generating activities integrated with the public transport interchange and networks. Located within the Core Area is the 'main street' of John Street and the Parabanks Shopping Centre that will continue to provide the primary focus for retail, including large format retail and supermarkets. Facilities within the zone should be sited and designed with a view to promote after-hours uses to reinforce the centre as the focus for community activity in the district.

Medium and high density housing in a diverse range of residential dwelling types, including mixed use, student, aged accommodation, serviced apartments and affordable housing will be developed across the zone with a focus around capitalising on existing amenity of key open space and proximity to existing facilities. Overall, the zone is intended to achieve a minimum net residential density ranging from 70 dwellings per hectare in the core reducing to a minimum of 35 in the Transition Area.

The Transition Area will provide a buffer between the Core Area and adjacent established residential areas / zones with development taking the form of smaller scale mixed use commercial land uses, medium density housing, community, education, sport and recreation facilities designed to reduce impact and contribute to the established character and amenity of adjoining zones. Development will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

Development in the zone will achieve high quality urban design and integration with a focus on pedestrian comfort and safety across both private land and public streets and open spaces. Buildings will contribute to quality streetscapes and public realm by articulating buildings with canopies over footpaths promoting open views, active uses and street based activity. The consolidation of existing land holdings to form larger development sites is encouraged to facilitate the reduction of driveway crossovers and provide spaces for high quality multi-storey development that maximises the amenity of the surrounding public realm.

Off-street parking will be well designed, integrated and managed to maximise efficient use of spaces, minimise the total area of land in the centre required for parking and promote increased use of sustainable modes of transport. On-site parking areas will be consolidated and shared, and driveway entrances minimised to maximise opportunities for on-street parking. Provision of consolidated multi-deck car parking is encouraged, with longer term/all day car parking preferably located on the perimeter of the centre. Provision of safe and well-designed walkways to link car parking areas to destinations is vital.

Pedestrian-scale signage, landscaping, street art, lighting, street furniture, canopies and sheltered walkways will be integrated into buildings, open space and streets to create safe, interesting, attractive and sociable spaces for visitors to access outdoor dining and footpath trading. Principles of universal design should be adopted to ensure the area is usable by people of all abilities. A sheltered pedestrian environment should be created along key pedestrian streets such as John Street and Church Street through the use of verandas and awnings. Legible, safe and accessible cycling routes and pedestrian pathways connecting key public open space and facilities including the Little Para trail, Civic Square, public transport interchange and bus stops will be enhanced.

Upper level facades will provide architectural interest with the use of balconies and roof top outdoor spaces encouraged. Solid material will be balanced with windows and other forms of visual permeability along key streets and public spaces. Plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

As development intensifies and a mix of uses is located within an allotment, street or locality, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones and existing residential development and other sensitive uses will be addressed through the use of building envelopes to maximise solar access, consideration of building height transitions, considered design and location of windows, balconies and use of landscaping to maintain privacy. Setbacks of new development should consider the setbacks of adjoining existing development and be consistent with or complement these setback distances where possible.

Buildings of heritage value, including State heritage listed items, should be conserved and their continued use or adaptive re-use is encouraged. Elements which contribute to their heritage value, such as setting and setbacks, building materials, mature trees and landscaping elements and elevations should be retained and enhanced. The design of new development which adjoins these buildings should be sympathetic and not encroach or otherwise negatively impact on the setting of the heritage place.

The centre will explore a range of opportunities to conserve resources, minimise energy use and promote Water Sensitive Urban Design. These opportunities may include the harvest, treatment, storage and reuse of stormwater, green roofs and walls, renewable energy features and innovative waste practices at a neighbourhood, street, site and individual building level where appropriate.

In accordance with the relevant development constraints mapping, buildings which exceed a height of 15 metres may require referral to the Federal Department of Infrastructure and Regional Development.

Core Area

John Street and Civic Square

The village atmosphere and mix of main street fine grain land uses that make John Street unique will be retained and regenerated supporting retail, cafes and restaurants on the ground level, with offices and opportunities for mixed use residential development promoted on upper levels.

Building heights up to 4 levels are envisaged with upper storeys set back from the ground and first storeys to retain the low scale existing pedestrian scale and character of John Street. Development will connect directly to the civic square area, providing strong active frontages. The existing fine grain street based development should be maintained along the western end of John Street, and new development along the eastern portion designed to reflect this pattern.

Pedestrian permeability through to adjoining areas will be improved, with existing pedestrian connections both within streets and through private buildings, carparks and covered malls retained and enhanced. The exterior storage or display of goods or service areas should not compromise pedestrian movement or amenity.

Possible Church Street Extension

An extension to Church Street to the north is envisaged to create a new high street characterised by wide footpaths, street trees and landscape plantings which will assist in improving the overall appearance and legibility of the centre.

Upon completion, this extension to Church Street will provide opportunities for ground level activation incorporating new retail and commercial land uses, mixed use and medium to high density residential development. Building heights up to 6 storeys are anticipated along the Church Street extension within the Core Area.

Parabanks Shopping Centre

This shopping centre will continue to be the focus for large scale retail development, with redevelopment to incorporate active frontages and prominent entrances where directly abutting onto John Street, the Civic Square and the proposed Church Street extension. Over time opportunities for increased ground level activation adjoining Pitman Park and the Little Para River including the incorporation of residential development is encouraged.

Pedestrian connectivity and amenity throughout this area including at grade carparks should be improved, with designated safe, accessible and sheltered walking areas and enhanced landscaping provided.

Interchange

An upgrade of the interchange should incorporate features to increase connectivity across the rail line, with a well-designed overpass provided to ensure safe and convenient pedestrian access. Development adjacent to the public transport interchange will be mixed both vertically and horizontally, with non-residential uses encouraged to create visual interest and active street frontages.

There should be a focus on a mix of land uses with potential for small scale convenience retail, commercial, entertainment and ancillary development. Redevelopment of existing car parking areas immediately adjacent the interchange is encouraged, where existing car parking spaces can be provided in conjunction with the redevelopment, or relocated elsewhere.

Transition Area

Park Terrace

There is significant potential for redevelopment of properties with frontage to Park Terrace to capitalise on passing traffic and proximity to the public transport interchange. As a key gateway into the core area of the City Centre there are opportunities for development of landmark buildings on corner sites to reinforce the character of the City Centre as a vibrant business hub.

Ann and Mary Street

The historic character and mix of community, education and community land uses within this area will remain the primary land use. Future opportunities for medium density mixed use and residential development will be supported where the architectural and urban design has addressed integration and complements the existing built form reflecting the lower scale intended within the transition areas.

Salisbury Oval and Surrounds

The area south of Park Terrace will continue to support a range of structured sport and recreation facilities, residential, education, community and open space uses. An increase in density of existing residential development within the area, combined with development of medium density dwellings integrated around the perimeter of the oval in strategic locations to take advantage of views over the open space is envisaged.

Dwelling design should seek to maximise vistas into the open space from surrounding streets and promote built form with open fencing and balconies that improve surveillance and maximise pedestrian legibility, safety, pleasure and comfort. Links between this area and the core area to the north of Park Terrace will be enhanced, and will include provision of a pedestrian and cycling path adjoining the railway corridor and improved connection across Park Terrace. Development will be designed and sited to minimise privacy impacts on adjoining and nearby residential development and other sensitive land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
 - affordable housing
 - aged persons accommodation
 - cinema
 - civic building
 - community centre
 - consulting room
 - dwelling
 - educational establishment
 - entertainment venue
 - hotel
 - gymnasium
 - library
 - licensed premises
 - multi-deck car parking
 - nursing home
 - office
 - place of worship
 - pre-school
 - public transport interchange
 - recreation centre
 - residential flat building
 - retirement village
 - school
 - shop or group of shops
 - supported accommodation
 - theatre
 - tourist accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Core and Transition Areas should be developed in accordance with the relevant [Concept Plan Map Sal/33 – Salisbury City Centre Core Transition Areas](#) and [Concept Plan Map Sal/34 – Salisbury City Centre](#).

- 4 The Core Area should be developed to include a range of land uses that are high pedestrian generators, promote public transport use, provide opportunities for multi-purpose trips and include after-hours uses.
- 5 Core and Transition Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.
- 6 Except in the Core Area where a higher intensity of development is envisaged, non-residential development should comprise uses that:
 - (a) encourage walking to local shopping, community services and other activities
 - (b) do not detrimentally impact on the amenity of nearby residents.
- 7 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless it can be demonstrated that any shortfall in affordable housing from a preceding stage of development will be accommodated in a subsequent stage or stages.
- 8 A shop can occur where it achieves one of the following:
 - (a) it is located within the Core Area
 - (b) it is a bulky goods outlet
 - (c) it is located within the Transition Area and has a maximum floor area of 500 square metres.

Form and Character

- 9 Development should be consistent with the desired character for the zone.
- 10 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

Designated area	Minimum net residential site density
Core Area	70 dwellings per hectare net
Transition Area	35 dwellings per hectare net

- 11 Residential development in a mixed use building should achieve a minimum net residential site density of 35 dwellings per hectare.
- 12 In the Transition Area, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

Design and Appearance

- 13 In the Core Area:
 - (a) Development should be adaptable in form to enable convenient conversion of internal spaces to alternative uses without the need for significant change to the building
 - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

- 14 Except in the Core Area, development of three or more storeys in height should ensure that:
- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 15 Buildings should address public open space and defined pedestrian routes as identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#).
- 16 Development of sites adjoining the Civic Square, as identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#), should provide active frontage to the Civic Square and facilitate uses that will enable increased activation at street level.
- 17 Building setbacks should be consistent with or complement setback distances of adjoining development where possible.

Building Height

- 18 Except where airport building height restrictions prevail, or interface height provisions require a lesser height, building heights (excluding any rooftop located mechanical plant or equipment) should be consistent with the following provisions:

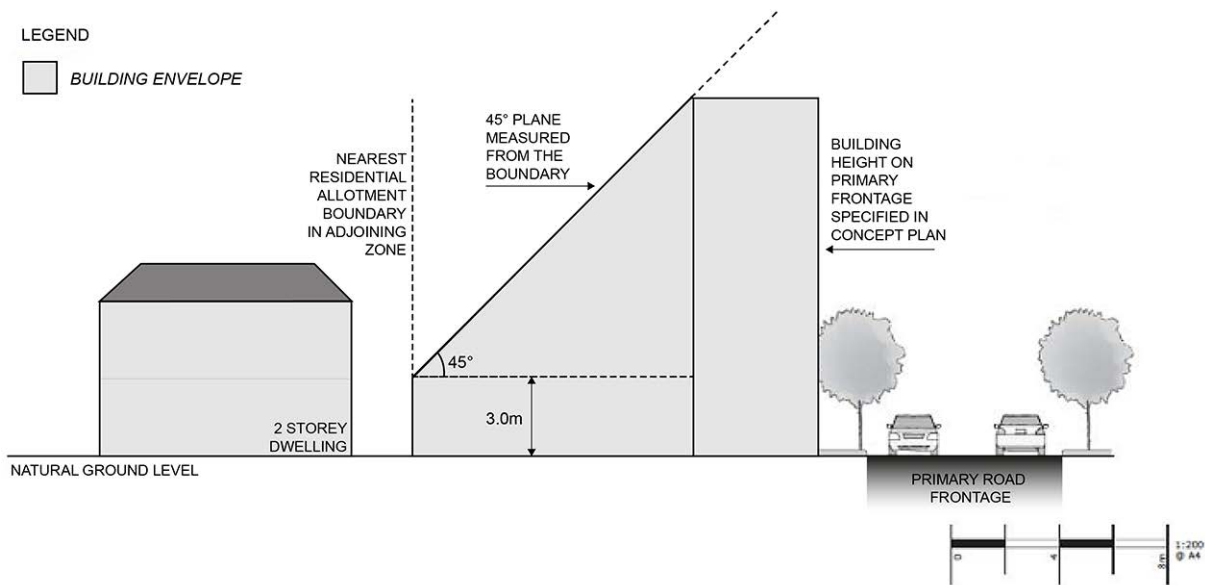
Designated area	Maximum building height
Core Area	6 storeys and 24.50 metres
Transition Area	4 storeys and up to 16.5 metres

- 19 Buildings with frontage to John Street should have a maximum podium/street wall height of 2 storeys, with upper building levels set back from the street wall in the order of 3 metres to reinforce the low scale built form along John Street,.
- 20 Building heights in the Transition Area may exceed 4 storeys (to a maximum of 6 storeys) in the area labelled 'Salisbury Oval Precinct' identified on [Concept Plan Map Sal/34 – Salisbury City Centre](#) where it can be demonstrated that development will retain satisfactory access to sunlight, minimise overlooking of adjacent private open space, and is part of an integrated and precinct planned development of the site.

Interface Height Provisions

- 21 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is primary road frontage), as illustrated in Figure 1:

Figure 1



Off Street Vehicle Parking

22 Where [Table Sal/2 – Off Street Vehicle Parking Requirements](#) applies a lesser rate may be applied where justified and based on local circumstances, including if:

- (a) the proposed development is adjacent to a designated pedestrian and/or cycle path
- (b) convenient on-street car parking is readily available
- (c) (there is opportunity to utilise shared car parking areas between uses based upon compatible hours of peak operation
- (d) (suitable arrangements are made for any parking shortfall to be met elsewhere or by other means
- (e) for studio apartments, dwellings with two bedrooms or less, student accommodation, affordable housing, retirement villages or aged persons accommodation.

23 Multi-deck car parking should take the appearance of a commercial building, with active frontages and mixed land uses on the ground level.

Land Division

24 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.

25 Wherever practicable, land division and site amalgamation should:

- (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
- (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments facilitate development as envisaged in [Concept Plan Map Sal/34 – Salisbury City Centre](#).

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development (except where the development is non-complying) within the Core Area as identified in relevant [Concept Plan Map Sal/33 - Salisbury City Centre Core Transition Areas](#) are complying:

A change of use to a shop, office, consulting room or any combination of these where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or the desired minimum in rate in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
 - (i) the building is a local heritage place

- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the Development Act 1993 or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
- (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

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

Form of development	Exceptions
Fuel depot	
General industry	
Public service depot	
Road transport terminal	
Special industry	
Store	
Transport depot	
Warehouse	
Waste reception, storage, treatment or disposal	

Public Notification

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

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Civic building	
Community centre	
Consulting room	
Dwelling	
Educational establishment	
Indoor recreation facility	
Nursing home	
Office	

Category 1

Category 2

Pre-school

Primary school

Recreation centre

Residential flat buildings

Retirement village

Shop or group of shops, except where it exceeds 500 square metres of gross leasable area within the Transition Area

Supported accommodation

Tourist accommodation

Urban Core Zone

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

OBJECTIVES

- 1 A mixed use zone accommodating a mix of employment generating land uses and medium to high density residential development in close proximity to a high frequency public transport corridor.
- 2 Development within a mixed use environment that is compatible with surrounding development and which does not unreasonably compromise the amenity of the zone or any adjoining residential zone.
- 3 Smaller dwellings, including innovative housing designs, located close to local services and public transport stops.
- 4 Mixed use development integrated with a high quality public realm that promotes walking, cycling, public transport patronage and positive social interaction.
- 5 A zone that provides a spatial separation, or transitions down, in scale and intensity to adjacent lower density residential zones.
- 6 Development that is compatible with existing and forecast noise nuisance from aircraft operations at Parafield Airport.
- 7 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will function primarily as a District Centre that supports housing at medium and high densities and a range of dwelling types which are conveniently located in proximity to high frequency public transport services, recreation, commercial, shop, office and other mixed use activities. Development within this zone will result in significant employment generating activity closely aligned to nearby public transport infrastructure and services.

Medium and high density housing, primarily in the form of row dwellings, residential flat buildings and mixed use buildings, will be developed in the zone. Overall, the zone is intended to achieve an average net residential site density of 150 dwellings per hectare.

Due to the scale and intensity of development, the zone will focus around a Core Area with a Transition Area adjoining neighbouring zones.

The Core Area will provide the greatest intensity of land use and activity in the zone with a mix of residential, commercial and employment generating activities integrated with adjacent public transit stop(s). Located within the Core Area is the **Main Shopping Policy Area 26**, which will provide the primary focus for convenience shopping, including supermarkets, and cultural and community services in the zone.

Development adjacent to a fixed transit stop will be mixed both vertically and horizontally, with non-residential uses encouraged on the ground floor to create visual interest and invite personal interaction on street frontages. The exterior storage or display of goods will not compromise pedestrian movement.

Student and aged accommodation, serviced apartments and affordable housing are also strongly encouraged in the Core Area to assist in delivering an overall mix of residential activity in this area.

The Transition Area will provide a buffer between the Core Area and adjacent residential areas / zones with development taking the form of high quality medium density housing and, subject to Airport building height restrictions, the combination of four storey townhouses/terraces/mews and residential flat buildings will provide a range of housing for a diverse community. There will be some provision for mixed use buildings, where it does not negatively impact on the predominant residential character of the area.

Development in the zone will achieve high quality urban design. Buildings will contribute to the provision of a coherent public realm by shaping the street space and, in particular, the physical and functional character of development fronting the key arterial road or public transport corridor.

As development intensifies, overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will also be addressed through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping. Buildings will also be designed to maximise solar access within the development site. Installation of solar rooftops, green walls and other design initiatives is to be considered.

Development will contribute positively to the quality of the public realm by articulating buildings with canopies, modelled façades and balconies that make use of light and shade, and by providing architectural detail. Solid material will be balanced with glazed areas, and plant and service equipment will be enclosed and out of view from the street and neighbouring sites.

A proportion of the public open space will be sited away from the transit corridor to ensure that residents and workers have a quiet tranquil outdoor place to relax in.

Where appropriate, the range of setbacks provided in the zone to accommodate development fronting a primary and/or secondary road frontage will be critical in softening the continuous edge of new built form and provide a higher amenity streetscape and pedestrian environment which is shaded by street trees and other forms of mature vegetation.

Where appropriate, landscaping features including public art will be used in communal open space or public promenades to punctuate and identify spaces that may assist in establishing a sense of place within the zone for the enjoyment and benefit of users.

Wide footpaths with associated landscaping will be provided throughout the zone to encourage the development of active land uses at street level along key thoroughfares. Landscaping features, including public art, will be used to create high amenity spaces that establish a sense of place within the zone and promote community cohesion.

Cycling routes and pedestrian pathways, and high amenity public open space will create an attractive living environment. Public open space will include a range of forms and sizes including small pocket parks and formal plazas. Spaces will be designed as safe and attractive places for a range of community activities as well as water management. A proportion of the public open space will be sited away from the transit corridor to ensure that residents and workers have a quiet tranquil outdoor place to relax in.

On-site parking areas will be consolidated, shared and, where possible, not visible from the street or public spaces. Provision of bicycle facilities is to be encouraged, including at any future multi-deck car park at the Interchange.

Development within the policy area will include Water Sensitive Urban Design systems that maximise the harvest, treatment, storage and reuse of storm water and will be integrated throughout the area at the neighbourhood, street, site and building level. Harvested storm water will be used to improve the aesthetic and functional value of open spaces throughout the policy area, including public access ways and greenways. Properties within the policy area will be connected to the purple pipe water recycling system to maximise the capture and re-use of stormwater.

The Mawson Interchange provides integrated bus and passenger train interconnection, a drop off area for commuters and Park 'n' Ride facilities with car parking. As development in the area continues to expand and the population increases, more and more people are expected to make use of the Interchange. Development in the immediate vicinity of the Interchange will be designed and sited to cater for the increased patronage and while development overall will enhance the usage of the Interchange. The ground level car parking at the Interchange should become a future multi-deck car park with commercial and retail ground floor tenancies to improve the pedestrian linkages and activation.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:
 - affordable housing
 - aged persons accommodation
 - art gallery
 - community centre
 - communication dish
 - consulting room
 - dwelling
 - dwelling and office
 - educational establishment
 - emergency services
 - entertainment venue
 - hall
 - hospital
 - library
 - licensed premises
 - nursing home
 - office
 - office and dwelling
 - parking facility
 - petrol filling station
 - pre-school
 - public transport Interchange
 - recreation area
 - residential flat building
 - retirement village
 - shop or group of shops
 - supported accommodation
 - swimming pool
 - telecommunications facility
 - theatre
 - undercroft car parking.
- 2 The following additional types of development, or combination thereof, are envisaged within the Core Area of the zone, identified on [Concept Plan Map Sal/8 – Mawson Lakes Urban Core Zone](#):
 - advertisement
 - discount department store (located within the **Main Shopping Policy Area 26**)
 - hotel
 - indoor recreation centre
 - place of worship
 - tourist accommodation.
 - supermarket (located within the **Main Shopping Policy Area 26**).
- 3 Development listed as non-complying is generally inappropriate.
- 4 Core Areas, Transition Areas and other identified features should be developed in accordance with the relevant [Concept Plan Map Sal/8 – Mawson Lakes Urban Core Zone](#).
- 5 Core Areas should be developed to include a range of land uses that are high pedestrian generators, directly promote public transport use and provide opportunities for multi-purpose trips.
- 6 Core Areas should incorporate integrated public open spaces, sport and recreation facilities, and community areas that act as social hubs for communal activity.

- 7 Except in Core Areas where a higher intensity of development is envisaged, non-residential development should comprise uses that:
- (a) are of local or neighbourhood scale
 - (b) encourage walking to local shopping, community services and other activities
 - (c) do not detrimentally impact on the amenity of nearby residents.

Form and Character

- 8 Development should be consistent with the desired character for the zone.
- 9 Residential development (other than residential development in mixed use buildings), should achieve a minimum net residential site density in accordance with the following:

Designated area	Minimum net residential site density
Core Area	150 dwellings per hectare net
Transition Area	70 dwellings per hectare net

- 10 Residential development in a mixed use building should achieve a minimum net residential site density of 60 dwellings per hectare.
- 11 In Transition Areas, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.

Design and Appearance

- 12 In Core Areas:
- (a) the ground and first floors of buildings should be built to dimensions including a minimum ceiling height of 4.5 metres to allow for adaptation to a range of land uses including shops, office and residential without the need for significant change to the building
 - (b) a minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.
- 13 Except in Core Areas, development of three or more storeys in height should ensure that:
- (a) north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - (b) ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 14 Buildings should address public open space and defined pedestrian and cycle routes.
- 15 Masonry fences should be no more than 1.2 metres in height to maintain sight lines between buildings and the street and to improve safety through passive surveillance.
- 16 Buildings should predominantly provide vehicle access via a side street or rear lane access way.

- 17 Side streets and rear lane access ways should be designed to:
- (a) provide space between buildings that reduces building mass and creates a more interesting public realm
 - (b) achieve active frontages at a lower intensity than the primary street frontage.

Ancillary Buildings and Services

- 18 Outbuildings and other ancillary buildings should be sited and designed to complement the external appearance of the main building and maintain or enhances the visual attractiveness of the locality.
- 19 All services should be located underground in such a way as to minimize their visual intrusion and any adverse effect on the desired natural character of the zone.
- 20 Microwave dishes, antennae, aerials and the like should be located to minimise their visual impact from public roads and public spaces.
- 21 Communication towers should be incorporated into the built form of the site or located at the rear of sites and away from public roads and public spaces where it can be demonstrated that this could not be achieved and be of a complementary form to that building.
- 22 Development within the policy area should only occur where it includes provision for all of the following:
- (a) a connection to the Recycled Water System to allow the water to be used for various uses, including garden watering and toilet flushing
 - (b) a common service trench capable of accommodating all of the infrastructure services required, including electricity, gas and telecommunications.

Building Envelope

Building Height

- 23 Except where airport building height restrictions prevail, building heights (excluding any rooftop locate mechanical plant or equipment) should be consistent with the following parameters:

Designated area	Minimum building height	Maximum building height
Core Area	4 storeys	10 storeys and up to 40.5 metres
Transition Area	No minimum	4 storeys and up to 16.5 metres

Setbacks from the Primary Road Frontage

- 24 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Designated area	Minimum setback from the primary road frontage
Core Area	No minimum
Transition Area	2 metres or as defined on the relevant Concept Plan

Setbacks from side boundaries

- 25 Buildings (excluding verandas, porticos and the like) should be set back from side boundaries in accordance with the following parameters:

Designated area	Minimum setback from side boundaries
Core Area	No minimum
Transition Area	0.9 metres

Other Setbacks

- 26 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Setback parameter	Value
Minimum setback from secondary road frontage	0.9 metres
Minimum setback from a rear access way	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
Minimum setback from the rear allotment boundary	4 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where development abuts the wall of an existing or simultaneously constructed building on the adjoining land

Incentives

- 27 Where a minimum of 3 hours sunlight access on 21 June to habitable rooms and open space of dwellings in adjoining zones can be maintained, the following incentives apply to development:

Form of development	Additional building height above maximum allowed height in the zone	Car parking Reduction (rounded to the nearest whole number)
Development which includes more than 15 per cent of dwellings as affordable housing	1 storey	30 per cent
Site of development located within 200 metres of a fixed public transport stop		30 per cent
The development includes undercroft parking with access from a road located to the side or rear of the site	1 storey	10 per cent
A building including non-residential development on the ground floor (or first two floors) with residential development on the floors above	1 storey	10 per cent except on land shown on <i>Overlay Map(s) - Strategic Transport Routes</i>
A building including a child care facility	1 storey	
A building including a rooftop garden that occupies a minimum 25 per cent of the building footprint area	1 storey	

Form of development	Additional building height above maximum allowed height in the zone	Car parking Reduction (rounded to the nearest whole number)
Sympathetic redevelopment of a local or State heritage place that retains the item and its appearance to the street		30 per cent
Maximum accumulated allowance	For buildings 5 storeys or less - 1 storey (and less than 4) metres additional building height. For buildings of 6 storeys or more - 2 storeys (and less than 8 metres) additional building height	30 per cent

Off Street Vehicle Parking

28 Except where incentives apply, vehicle parking should be provided at the following rates:

Form of development	Minimum number of parking spaces
Residential development	0.75 per dwelling
shops	3 per 100 square metres of gross leasable floor area
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 additional parking space for every 5 bedrooms over 100 bedrooms
All other non-residential development	3 per 100 square metres of gross leasable floor area at ground floor level plus 1.5 additional parking spaces for every 100 square metres of gross leasable floor area above ground floor level

29 A lesser parking rate may be applied where justified based on local circumstances, for example where:

- (a) the proposed development is adjacent to a designated pedestrian and/or cycling path
- (b) the proposed development is in convenient walking distance to readily accessible and frequent public transport
- (c) convenient on-street car parking is readily available
- (d) the proposed development is on or adjacent to the site of a heritage place which hinders the provision of on-site parking
- (e) there is the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation
- (f) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means
- (g) for studio apartments, student accommodation, affordable housing, retirement villages or aged persons' accommodation.

30 Car parking should be provided in the form of basement level parking, undercroft parking or multi-level parking rather than 'at grade'.

31 Multi-deck car parks should take the appearance of a commercial building.

Land Division

- 32 A traditional street grid pattern should be reinforced in any comprehensive development of areas for mixed use activity to maintain clear sightlines and ensure maximum connectivity.
- 33 Wherever practicable, land division and site amalgamation should:
- (a) create allotments that vary in size and are suitable for a variety of residential and commercial uses
 - (b) improve the level of integration associated with the design and layout of buildings, vehicle parking areas, access points and landscaping treatments.

Mawson Innovation Policy Area 24

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

OBJECTIVES

- 1 A policy area accommodating a range of advanced technology organisations, in areas such as defence and aerospace, advanced electronics and information communication technology sectors.
- 2 A high quality innovative and progressive education and business community with organisations that range from small businesses and start-up companies to global organisations.
- 3 Development that meets accepted best practice principles in environmental design.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area provides opportunities to bring together the innovation, technology knowledge, and research and development resources of Technology Park, University of South Australia, and Mawson Lakes for business and research collaboration.

The policy area will provide facilities for technology businesses with an emphasis on the commercialisation of new technology and achieving sustainable growth in technology employment within Mawson Lakes. It will provide flexibility for technology businesses that want to grow and offer a range of accommodation solutions to suit businesses of any size, including short term serviced offices, long term leased accommodation and fully serviced commercial land with flexible allotment sizes. There will be opportunities for limited residential uses of a higher density within the Technology Park area, particularly along the river front, which will be maintained as a park like setting.

Buildings which are capable of accommodating information and communication technologies, software design and development, wireless systems, satellite and mobile communications, sensor signals and information processing, environmental and materials technologies, defence and aerospace technologies, education and health technologies and associated support services.

Buildings will be located in landscaped settings, with staff car parking, service access, storage areas and external operations located to the rear of buildings. Visitor parking will be conveniently located adjacent to the main entrance to buildings. Undercroft car-parking is envisaged.

Development of State Heritage Places will provide for the continued use or adaptive re-use of the buildings and support the conservation of their cultural significance. Adjacent development will conserve the setting of these State heritage places.

Development will have regard to the Parafield Airport operational requirements for matters such as building height restrictions, and airplane noise, operational airspace intrusion, wildlife strike management and lighting.

The Mawson Lakes campus of the University of South Australia will continue to provide a base for the University's computing and information technology, engineering, science, civil aviation, applied science, sports science, e-commerce and environmental studies programs. It will continue to house many internationally and nationally recognised research institutes and centres. The campus enjoys state-of-the-art research facilities, an extensive library and collaborative links with nearby Technology Park Adelaide.

The Mawson Centre building provides a shared space for the campus and the Mawson Lakes community, containing a library, lecture theatre and computer barn. Increased pedestrian and vehicular traffic to the campus will continue from the north-west, from a combination of higher residential densities, proximity to the railway station and bus interchange and access from Elder Smith Road. Development of the campus will recognise these influences.

Buildings within the campus are principally rectilinear in nature, two to three storeys in height, have flat roofs and have resulted in a series of courtyards, avenues, vistas and views. This form of development will be continued for infill development, capitalising on the existing precedent. However, a contrast in building form is appropriate at strategic sites around the campus and at the three main entry points of the campus, in the south-east, south-west and north-west corners. Developments at the interface with the Core Area of the **Urban Core Zone** will respond to their individual contexts.

The Endeavour College campus will continue its educational activities with provision for community uses. Built form will be consistent in style with the main building.

All development will be of high quality architectural design and build, and designed, sited, constructed and operated to meet contemporary water and energy efficiency requirements.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the Policy Area:
 - affordable housing
 - consulting room
 - community centre
 - dwellings located above non-residential land uses
 - educational establishment
 - health facility
 - light industry associated with high technology or research and development related uses
 - library
 - office
 - pre-school
 - primary school
 - public administration office
 - residential flat building
 - service trade premises
 - shop with a gross leasable area less than 250 square metres
 - store
 - theatre
 - training facility
 - warehouse.

Form and Character

- 2 Development that contributes to the desired character of the policy area.
- 3 Mixed use developments should complement the predominant built form and be compatible with the land uses and activities that exist within the locality.
- 4 Buildings in the Mawson Lakes Innovation policy area should provide:
 - (a) a highly articulated building form, with a range of roof forms, including flat, pitched or curved roof shapes
 - (b) vertical and horizontal articulation at appropriate intervals

- (c) variation in facades by the use of such means as balconies, porticos, verandas and minor variations in building lines to create shadow lines
 - (d) pedestrian shelter along major pedestrian routes
 - (e) a continuous building form to the street frontage
 - (f) a wide range of materials and finishes
 - (g) legible entry points for both commercial and residential activities
 - (h) orientation to public roads and/or public spaces.
- 5 Residential development in the policy area should only occur where one or more of the following applies:
- (a) it is combined with a small scaled office, business or research activity to form a small offices/home offices (SOHOs)
 - (b) it is located adjacent to the lake and/or the alignment of Dry Creek
 - (c) it is designed to integrate with the commercial environment in which it is located and it utilises contemporary design solutions such as glass, steel, aluminium, concrete, fibre-cement and synthetic materials.
- 6 The non-residential component of SOHOs should:
- (a) not adversely impact on the residential component
 - (b) be larger than 30 square metres or 30 percent of the total floor area and not less than 100 square metres.

University of South Australia's Mawson Lakes campus

- 7 Development within the Mawson Lakes Campus should:
- (a) be designed and sited to maintain the campus as a pre-eminent tertiary institution particularly in the fields of information technology, engineering environment and education.
 - (b) be integrated with development in the adjoining **Mawson Central Policy Area** and surrounding facilities.
 - (c) be integrated with and designed to complement the open space amenity of the campus.
 - (d) provide a safe and convenient parking and access for campus users and visitors.
 - (e) ensure recreational areas and facilities are integrated throughout the campus and they are designed to accommodate a range of activities that are accessible to the community.

Main Shopping Policy Area 25

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

OBJECTIVES

- 1 A core retail centre which includes the primary retail development and associated land uses and facilities.
- 2 that is developed at a human scale and accommodates a range of retail uses, offices, consulting rooms and residential development.
- 3 Development of a visually and functionally cohesive and integrated centre that Additional development in the precinct should be integrated with, and form a logical extension of, the existing shopping complex
- 4 Landscaping and planting that is co-ordinated throughout the policy area and includes the use of native trees, shrubs and ground cover.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area will encourage the development of a destination that attracts people to its combination of and variety of retail uses such as supermarkets, discount department stores and associated retail uses. Ground floor uses will be comprised primarily of shops, offices and consulting rooms with residential uses above the ground floor.

There is no maximum floor area for a shop or groups of shops in the policy area however, it is envisaged that retail activity within the policy area will be of a scale that is capable of serving the community and visitors within the surrounding district.

Buildings will be designed to create visual interest to the pedestrian, provide frequent pedestrian entries to the street and clear windows along building facades. The facades of buildings will have a width, rhythm and pattern that will support a variety of tenancies on narrow footprints with increased building heights. Buildings are to be built with zero set back from the main street, with the occasional section of building set back to allow for outdoor dining areas, visually interesting building entrances and intimate but active spaces.

Footpaths are to be sheltered with verandas, canopies and the like to provide shade and enhance the pedestrian experience. Safe, landscaped pedestrian walkways will be established between buildings to encourage permeability to neighbouring streets and enhance the sense of place and identity within the policy area.

Small scale or vertical landscaping in the form of creepers, green walls and planter boxes will established along footpaths and at the front façade of developments. Street trees are to be planted between parking spaces along the street.

Vehicle access will be grouped to minimise the number of access points onto the street. Undercroft car parking or semi basement car parking is envisaged however, it will not have an imposing impact on the street or footpath.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - bulky goods outlet
 - consulting room
 - discount department store
 - dwelling in conjunction with a non-residential development
 - health facility
 - hotel
 - library
 - office
 - place of worship
 - restaurant
 - shop
 - supermarket.
- 2 Development should be consistent with the desired character for the policy area.
- 3 Development on the ground floor of buildings should be non-residential.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the policy area should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity.
- 7 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.
- 8 Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandas.
- 9 The ground level street frontages of buildings should be designed to contribute to the appearance and retail function of the area by ensuring that at least 5 metres or 60 per cent of the street frontage (whichever is greater) is comprised of an entry/ foyer or display window
- 10 Buildings along ground level street frontages should be designed to provide high quality urban designed outcomes and encourage street activation and pedestrian interest within the policy area.
- 11 The finished floor level of the ground floor of buildings should be level with the footpath.
- 12 Development within the policy area should include covered pedestrian walkways to provide a link to the bus stops and where possible buildings which are separate from the main retail area.
- 13 Major roadways within the policy area should be designed:
 - (a) to ensure car parking areas are separated by a landscaped strip which is at least 3 metres wide
 - (b) so as not to provide direct access to car parking spaces
 - (c) to provide safe and convenient pedestrian crossings at frequent intervals, with such crossing being clearly distinguished from the roadway surface.

- 14 Vehicle access/egress should not be provided from residential streets to commercial development within the policy area.
- 15 Parking and access should be provided for emergency service vehicles, and provision should be made where necessary for ambulance access to medical facilities established within the policy area.
- 16 Landscaping and planting of native trees, shrubs and ground cover should be undertaken extensively to create favourable microclimatic conditions, to provide shade and for screening purposes with sites adjacent to residential properties.
- 17 Landscaping strips should be at least three metres wide.

Airport Runway Control Area Policy Area 26

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

OBJECTIVES

- 1 Development that ensures the on-going operational and safety aviation requirements of Parafield Airport.
- 2 A policy area accommodating a range of integrated and accessible sporting, entertainment, cultural and recreational land uses and activities with associated spectator and administrative facilities.
- 3 Buildings, facilities and carparks that are located and designed to blend in with existing natural landscape and where possible contribute to revegetation.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is located on the eastern side of the University campus and extends to Main North Road. The activities undertaken in this policy area are an integral part of University life and therefore a blurring of activities is envisaged at the interface between this policy area and the adjacent Mawson Innovation policy area. Development within this policy area however will need to have regard to the operational requirements of Parafield Airport.

The landscaped open space area on the western side of the policy area will be maintained and enhanced to provide an attractive outlook when viewed from the adjacent University Campus. The landscaped open space area will be used for educational purposes associated with the University campus as well as a range of passive and active recreational activities such as walking, cycling, golf and other organised sports.

Enhancement of the wetlands will continue in combination with unstructured group planting. Long and short walking paths are to be provided through the policy area for both recreational and educational purposes. Paths will be provided to the waters' edge, along with hides for observing birdlife and boardwalks over the water for collecting water and marine samples.

Any built development within the policy area will be in association with the recreational or educational activities desired in the policy area. Development will be designed, sited, constructed and operated to meet contemporary water and energy efficiency requirements.

Development in the policy area will need to ensure that land use conflicts with the nearby Parafield Airport are minimised.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - car parking
 - clubroom associated with a sports facility
 - golf course
 - lighting for night use of facilities
 - office associated with community or recreation facility
 - playground
 - sports ground and associated facility
 - special event

- spectator and administrative facilities ancillary to recreation development.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development in the policy area should be designed and sited to:
 - (a) provide an attractive landscaped outlook when viewed from the adjacent University Campus
 - (b) provide long and short walking paths to the wetlands
 - (c) be used primarily for passive recreation, active recreation and educational purposes.
- 4 Development that is likely to result in the assembly or concentration of large numbers of people in locations where there is a significant risk to public health or safety should not occur within the policy area.
- 5 Development should be designed and sited to restrict the level of lighting and ensure all lighting complies with the Australian Defence Force Publication - 602 Part 5 Chapter 7 and the Civil Aviation Safety Authority Manual of Standards Part 139 Aerodromes Section 9.21.
- 6 Lights with no upward light component (e.g. aero screen type designs) should be utilised to minimise the potential conflict with aircraft operations.
- 7 Development (including roofs) should be constructed using materials which are non-reflective textures or colours that blend with the natural environment and avoid light glare.
- 8 Development within the Airport Runway Control Area as shown on *Policy Area Map Sal/48* should not:
 - (a) contain buildings, unless it is a clubroom or similar building used for sporting and recreational activities, or buildings associated with such activities
 - (b) result in a significant increase in the number of people working or congregating in that area
 - (c) involve the use or storage of hazardous materials.

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) involving any of the following is non-complying:

Form of development	Exceptions
Advertisement and/or advertising hoarding that achieves one or more of the following: <ul style="list-style-type: none"> (a) it moves, rotates or incorporates flashing lights (b) it is attached to a building and any part extends above the roof line of the building. 	
Fuel depot	
General industry	
Light industry	Except where located outside of: <ul style="list-style-type: none"> (a) Main Shopping Policy Area 25 (b) Airport Runway Control Policy Area 26.
Public service depot	
Road transport terminal	
Service trade premises	
Special industry	
Store	Except where located outside of: <ul style="list-style-type: none"> (a) Main Shopping Policy Area 25 (b) Airport Runway Control Policy Area 26.
Transport depot	
Warehouse	Except where located outside of: <ul style="list-style-type: none"> (a) Main Shopping Policy Area 25 (b) Airport Runway Control Policy Area 26.
Waste reception, storage, treatment or disposal	

Public Notification

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

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
<p>Advertisement</p> <p>Aged persons accommodation</p> <p>All forms of development that are ancillary and in association with residential development</p> <p>Art gallery</p> <p>Consulting room</p> <p>Communication dish</p> <p>Dwelling</p> <p>Dwelling and office</p> <p>Educational establishment</p> <p>Hall</p> <p>Hotel where located within the 'Core Area' on Concept Plan Map Sal8 – Mawson Lakes Urban Core Zone.</p> <p>Indoor recreation facility</p> <p>Nursing home</p> <p>Office</p> <p>Parking facility</p> <p>Pre-school</p> <p>Primary school</p> <p>Recreation area</p> <p>Residential flat buildings</p> <p>Retirement village</p> <p>Shop or group of shops where located:</p> <p>(a) within the Main Shopping Policy Area 25</p> <p>(b) outside of the Main Shopping Policy Area 25 and has a gross leasable area of 500 square metres or less.</p> <p>Supported accommodation</p> <p>Telecommunications facility</p> <p>Tourist accommodation</p>	<p>All forms of development not listed as Category 1</p>

Urban Corridor Zone

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

OBJECTIVES

- 1 A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- 2 Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential development above.
- 3 A mix of land uses that enable people to work, shop and access a range of services close to home.
- 4 Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- 5 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- 6 A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- 7 Noise and air quality impacts mitigated through appropriate building design and orientation.
- 8 Development that contributes to the desired character of the zone.
- 9 Development that is compatible with existing and forecast noise nuisance from aircraft operations at Parafield Airport

DESIRED CHARACTER

This zone supports an innovative mix of medium (from around 45 dwellings per hectare net residential site density) and high density (70 dwellings per hectare net residential site density) residential and mixed use development along the Montague Road Primary Road Corridor.

It will be developed with a diversity of housing, including row dwellings, residential flat buildings and multi-storey buildings that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Residents will have access to a local and neighbourhood scale mix of land uses that are well connected to public transport, and active public spaces that facilitate walking and/or cycling to a range of daily activities.

Buildings will create a linear corridor that frames the main road with active street frontages that establish an interesting pedestrian environment and human scale at ground level. Buildings of 4 or more storeys will be the predominant built form.

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. High quality footpaths will be provided (of a durable non-slip surface) that are shaded by street trees that cool the street environment and reduce air pollution. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations (such as shops, schools and local parks).

Montague Road is a strategic route. Its function as a major transport corridor will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. Parking areas will be consolidated, shared, where possible, and screened from the street or publicspaces.

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in particular, the physical and functional character of the main road, will be established. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity.

Development will have a human scale and contribute positively to the public realm with articulated buildings that incorporate canopies, modelled façades, fenestration and balconies that make use of light and shade. Solid materials will be appropriately balanced with glazed areas. Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements.

The greatest height, mass and intensity of development will be focussed at the main road frontage. Key strategic sites will be developed with landmark buildings.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping.

Well-designed landscaping will assist to visually reduce the scale of large building façades, soften edges and provide visual amenity and shade. Plant and service equipment will be enclosed and screened from view from the street and neighbouring sites.

Nominated public spaces will be designed to create a quiet space or retreat for people to use.

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater will be integrated at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following types of development, or combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- businesses
- community centre
- consulting room
- dwelling
- educational establishment
- entertainment venue
- licensed premises
- mixed use development
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should be consistent with the desired character for the zone.
- 4 Residential development (other than residential development in mixed use buildings on sites less than 5000 square metres), should achieve a minimum net residential site density in accordance with the following:

Policy area	Minimum net residential site density
Business Policy Area 27	No minimum

- 5 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

Design and Appearance

- 6 Buildings should maintain a pedestrian scale at street level, and should:
- (a) include a clearly defined podium or street wall with a maximum building height of 2 storeys.
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.
- 7 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 8 Buildings should be designed to:
- (a) enable suitable sunlight access to public open space
 - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes.
- 9 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.
- 10 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
- (a) from side streets or rear access ways
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 11 Vehicle access points on side streets and rear access ways should be located and designed to:
- (a) minimise the impacts of headlight glare and noise on nearby residents
 - (b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

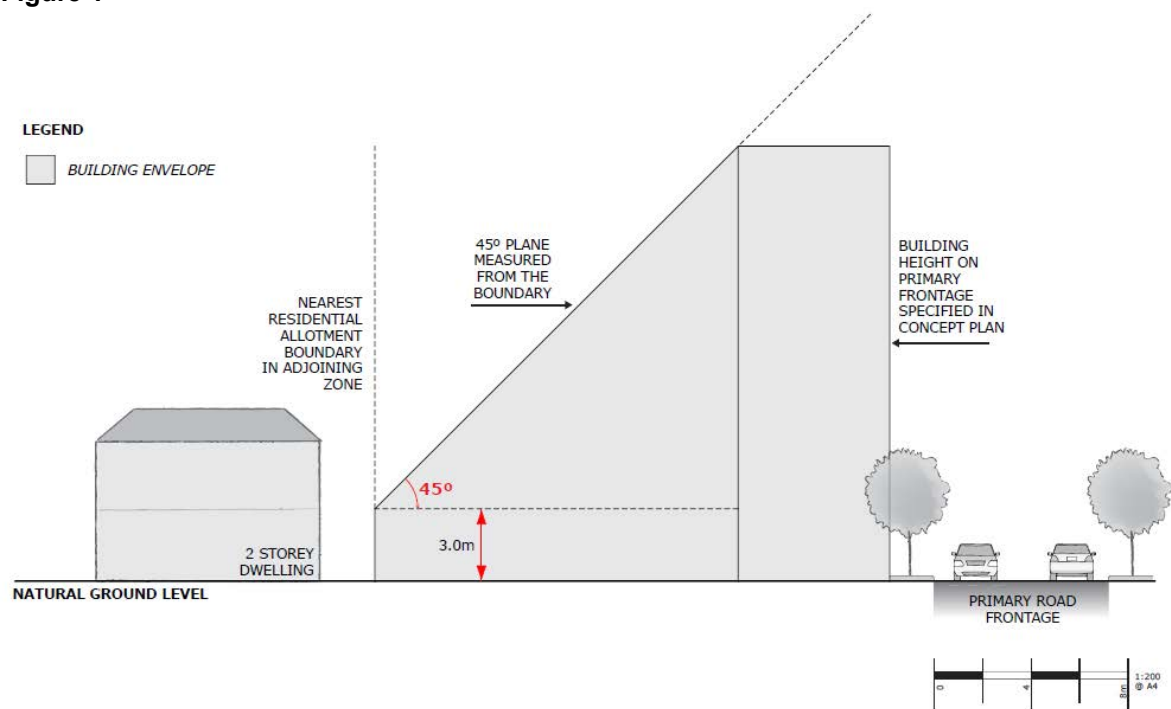
- 12 Except where airport building height restrictions prevail, or interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Business Policy Area 27	1 storey	4 storeys and up to 16.5 metres

Interface Height Provisions

- 13 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a residential zone (except where this boundary is a southern boundary or the Primary Road Corridor), as illustrated in **Figure 1**:

Figure 1



- 14 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
- north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June
 - ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
 - half of the existing ground level open space
 - 35 square metres of the existing ground level pen space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

- 15 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Policy area	Minimum setback from the primary road frontage where it is the Primary Road Corridor	Minimum setback from the primary road frontage in all other cases
Business Policy Area 27	5 metres from the Primary Road Corridor	2 metres

- 16 Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Policy area	Minimum setback from secondary road	Minimum setback from a rear access way
Business Policy Area 27	1 metre	No minimum where the access way is 6.5 metres or more. OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles.

Other Setbacks

- 17 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Policy area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Business Policy Area 27	4 metres where the subject land directly abuts an allotment of a different zone. 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	For allotments with a frontage width of: (a) 20 metres or less: (i) no minimum (b) for allotments with a frontage width of 21 metres or more, 1 metre.

Land Division

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

Business Policy Area 27

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

OBJECTIVES

- 1 A mixed use business policy area that accommodates a range of commercial and light industrial land uses together with compatible medium and high density residential development.
- 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 3 A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity.
- 4 Development that contributes to the desired character of the policy area.
- 5 Development that is compatible with existing and forecast noise nuisance from aircraft operations at Parafield Airport

DESIRED CHARACTER

This policy area will have a strong employment focus, encouraging the continuation and expansion of retail, office commercial and light industrial uses with supporting medium density residential and shops to support the local workforce's daily needs.

Development will be varied in form to accommodate a mixture of commercial and business land uses, with residential dwellings located above the ground floor.

The policy area is comprised primarily of industrial activities that have been established for some years.

Heritage buildings will be adapted, maintaining their heritage qualities with development encouraged to the rear and behind the front façades. Buildings adjacent to heritage buildings will be sympathetic to the heritage nature in their design.

Solid masonry front fencing will be a maximum of 1.2 metres and used to define private and public space.

Parking will be predominantly at the rear of buildings and vehicle access will be from the rear or side rather than the main road, where possible. Some parking at the front of the building on the site is anticipated for short term use. The creation of laneways and shared vehicle access is encouraged.

The Dry Creek Linear Park provides opportunities to develop housing along its length. It is a significant public recreational asset and provides a pedestrian and bicycle link through Mawson Lakes.

The footpath will be sheltered with awnings, verandas and similar structures, and street tree planting will provide shade and shelter and soften hard building edges.

Development within this policy area will include Water Sensitive Urban Design systems that maximise the harvest, treatment, storage and re-use of stormwater and will be integrated throughout the area at the neighbourhood, street, site and building level. Harvested stormwater will be used to improve the aesthetic and functional value of open spaces throughout the policy area, including public access ways and greenways. Properties within this policy area will be connected to the purple pipe water recycling system to maximise the capture and re-use of stormwater.

Development will be required to demonstrate that appropriate site contamination assessment has been undertaken and that, where necessary, the site has been remediated to ensure that it is suitable and safe for the proposed use. A long time unused cemetery site exists in an unknown location within the policy area and site investigations may also result in remediation works.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the Business Policy Area and are additional to those identified in the zone:
 - light industry
 - service industry
 - service trade premises
 - store
 - warehouse.
- 2 Land uses on the ground floor of buildings should be non-residential.
- 3 Shops or groups of shops should have a gross leasable area of less than 500 square metres.
- 4 Light industry should comprise high technology and/or research and development related uses.

Form and Character

- 5 Development should be consistent with the desired character for the policy area.
- 6 Vehicle parking should be predominantly located at the rear or underneath buildings with limited short-term parking located to the front.
- 7 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 8 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in [Table Sal/2 – Off-street Vehicle Parking Requirements](#):

- (a) change in the use of land, from residential to office on the ground or first floor of a building
- (b) change in the use of land, from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

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

Form of development	Exceptions
Industry	Except light industry or service industry where located within the Business Policy Area 27 .
Fuel depot	
Petrol filling station	
Public service depot	
Road transport terminal	
Service trade premises	Except where located within the Business Policy Area 27 .
Store	Except where located within the Business Policy Area 27 .
Transport depot	
Warehouse	Except where located within the Business Policy Area 27 .
Waste reception storage treatment and disposal	

Public Notification

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

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that:
All forms of development that are ancillary and in association with residential development	(a) exceeds maximum height
Consulting room Dwelling	(b) exceeds the Building Envelope and Interface Height Provisions.
Educational establishment	

Category 1

Category 2

Light industry where located within the **Business Policy Area 27**

Office

Pre-school Primary school

Residential flat building Retirement village

Service industry where located within the **Business Policy Area 27**

Service trade premises where located within the **Business Policy Area 27**

Store where located within the **Business Policy Area 27**

Supported accommodation Tourist accommodation

Warehouse where located within the **Business Policy Area 27**

Urban Employment Zone

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

OBJECTIVES

- 1 A mixed use employment zone that **primarily** accommodates a range of industrial land uses together with other employment and business activities that generate wealth and employment for the State.
- 2 Local activity centres, which include a range of activities including shops, consulting rooms, personal service establishments, child care and training facilities that provide support services for businesses and an expanding workforce.
- 3 Provision for large floor plate enterprises, such as major logistics and manufacturing plants, and high technology and/or research and development facilities, located to take advantage of existing and future road and rail infrastructure.
- 4 The effective location and management of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations.
- 5 A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones.
- 6 Development that promotes business clusters that provide a range of economic and environmental benefits.
- 7 Co-ordinated and integrated development that:
 - (a) incorporates high speed information technology and telecommunications facilities and infrastructure
 - (b) contributes to the improvement of the physical, social and economic conditions of adjoining communities where appropriate.
- 8 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Greater Edinburgh Parks will be a high quality enterprise and employment destination, attracting a specialised workforce and providing a focus for manufacturing, research and technology, logistics and transport services, intermodal operations and expansion of defence industries in particular. Development will build on existing industrial and enterprise activities at Edinburgh Parks, the Defence Science Technology Organisation and RAAF Base, and major automotive manufacturing at Elizabeth South.

Superior road and rail connections and information communication technology will also link the area to ports and harbours and specialised defence and technology precincts at Osborne and Mawson Lakes, providing significant competitive advantages for the State. Coordinated staging of development and infrastructure, and integration with the Salisbury and the Elizabeth Centres, is envisaged to contribute to the improvement of the physical, social and economic conditions of adjoining communities, including enhancing access to public transport.

This zone provides for the establishment of business clusters that create opportunities for innovation, start up and the growth of new businesses, and link businesses to global investment opportunities.

Desirable land uses include a wide range of activities that generate employment, focusing on industry, indoor industrialised horticulture and associated processing and packaging, transport and technology-based activities that can operate on a twenty-four hour, seven day per week basis where appropriate, together with offices and industry-related training and educational establishments. Existing defence operations, including explosive ordnance activities, will be protected and not adversely impacted by development. Development should also comprise high technology and/or research and development related uses where it is compatible with adjoining uses.

As a primary freight route and key access into Greater Edinburgh Parks, Heaslip Road will be a focus for road-based logistics, warehousing, distribution and transport services requiring convenient access to Port Wakefield Road, the Northern Expressway and rail facilities. Large allotment sizes are envisaged adjacent both sides of Heaslip Road to accommodate large floor plate enterprises. Edinburgh Road will provide the key access route into Edinburgh Parks from Heaslip Road. Access points onto Edinburgh Road and Heaslip Road will therefore be limited and direct property access onto these roads should not occur in order to preserve their planned function.

Special industry should not occur in the zone unless associated with food and beverage production, is considered necessary to support major manufacturing clusters or involves bulk handling activities associated with intermodal and transport operations. Such industries should not be located adjacent or in close proximity to local activity centres, sensitive land uses or other zones. Where special industry is proposed, use of best available technology economically achievable will be encouraged to minimise land use impacts and reduce the need for large buffer or separation areas.

The development of local activity centres accommodating local shops (including cafes and restaurants), consulting rooms, service trade premises, child care facilities, recreation facilities and training facilities is encouraged in the zone to support an expanding workforce and provide support services for business. These activity nodes will be compatible with the function of other zones or nearby centres. More sensitive land uses such as educational establishments, child care centres and consulting rooms will be located and designed to ensure that higher impact land uses such as general industry do not undermine the successful operation of any land use. Locations of activity nodes are shown on [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#).

The bulky goods node or other local activity centres should provide the primary location of bulky goods outlets.

A high level of compatibility between land uses in the zone is envisaged to ensure a quality and attractive business environment is maintained. Clustering of industrial activities to share resources and reduce waste impacts and energy needs is encouraged in the zone, as well as shared use of facilities and services, including training, communication and information technology, shipping and receiving facilities, and car parking areas where practical. Allotments that adjoin the boundary of another zone where more sensitive land uses are anticipated (e.g. residential development), will be large enough to accommodate design features and siting arrangements that limit impact on the adjoining zone. Conventional horticulture is not anticipated in the zone, and will be replaced by envisaged land uses over time. Consequently, establishing new conventional horticulture should not occur. Development will also respect the historical character of places of cultural or heritage significance such as the Sturton Church and graveyard.

Development will comprise high quality, innovative contemporary architecture that is both adaptable and flexible to accommodate multiple uses or changes in future land uses where practical. Buildings will comprise low reflective materials and provide a variation in finishes, façade treatments and setbacks rather than appearing as large uniform buildings with blank facades. Outdoor storage and service areas will also be located away from major roads or residential areas and be screened from public view with fencing/structures of varied materials that limit potential for vandalism.

Landscaping will be used to define gateways to the area and be carefully integrated with built form, ensuring that vegetation is sustainable, drought tolerant, locally indigenous and matched to the scale of development, while also providing a comfortable, pleasant and attractive environment. Siting of development and setbacks from arterial roads, freight routes and the Northern Expressway in particular will allow for suitable landscaped areas to enhance the visual amenity of key movement, entry and arrival points to the area. Car parking areas will include trees to provide shade and enhance visual amenity. The appearance of outdoor storage areas will also be enhanced through landscaping. Landscaping will be carefully designed to minimise opportunity for crime by ensuring passive/active surveillance and minimising places of entrapment. Landscaping, building and structures should also be sited and designed to ensure that the security of the DSTO security fence is not compromised.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout the area at the neighbourhood, street, site and building level, taking advantage of large allotment sizes and impervious areas. Roadways will be designed to accommodate major stormwater flows in excess of the capacity of underground drainage systems. Major stormwater drainage infrastructure should be developed in accordance with [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#) and be designed in an attractive form with grass-lined sides and allow for the planting of trees and shrubs on both sides of open channels. Harvested stormwater will improve the aesthetic and functional value of landscaping and open spaces, including public access ways and greenways, contributing to a superior working environment.

Two buried high pressure gas transmission pipelines traverse some areas within the zone, namely the Epic Energy and SEA Gas pipelines. These transmission pipelines are to be designed, constructed, operated and maintained in accordance with Australian Standard (AS) 2885: Pipelines – Gas and Liquid Petroleum to ensure protection of the pipeline, which in turn ensures the safety of the community, protection of the environment and security of (gas) supply to users.

Any change to the use of land and/or proposed construction activity in the vicinity of these pipelines require a detailed assessment to be undertaken to ensure that all risks associated with continued pipeline operations remain acceptable. In light of these requirements, development within 640 metres of the SEAGAS gas pipeline and 400 metres of the Epic gas pipeline as shown on [Overlay Map Sal/1 Development Constraints](#) should conform with the minimum pipeline safety requirements for AS2885 (Pipeline Gas and Liquid Petroleum).

Infrastructure for Greater Edinburgh Parks

Development within the Greater Edinburgh Parks requires the co-ordinated delivery of infrastructure and should only proceed where it has been demonstrated that such co-ordination exists to ensure infrastructure between development sites (or a stage of a development) facilitates the overall achievement of the relevant Concept Plan. In some cases this may include provision for temporary works pending development of adjacent land or other land within the same Concept Plan area.

Particular attention will be given to infrastructure co-ordination to achieve the following:

- (a) an efficient and easily maintained stormwater management system comprising a series of drainage channels and retention / detention basins and /or wetlands
- (b) key upgrades to local road junctions (including Heaslip / Edinburgh Roads, Argent / Womma Roads, Heaslip / Womma Roads and Andrews / Womma Roads to provide either an intersection upgrade or provision of a roundabout to distribute traffic to the existing road network
- (c) key electricity substations located near the intersection of Penfield / Short Roads and Mill / Short Roads to accommodate the requirements of SA Power Networks.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development, or combination thereof, are envisaged in the zone:

- consulting room
- dwelling in association with industry
- electricity substation
- fuel depot
- indoor industrialised horticulture
- indoor recreation centre
- industry
- intermodal rail freight facility
- motor repair station
- office
- petrol filling station

- pre-school
 - prescribed mains
 - public service depot
 - road transport terminal
 - service trade premises
 - service industry
 - shop or group of shops
 - training facility
 - store
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development should be in accordance with the relevant [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#).
- 4 Development should not impede the operation of established land uses through encroachment, over development of sites or noise/emissions or any other harmful or nuisance-creating impact.
- 5 Shops or groups of shops (other than bulky good outlets and service trade premises) should serve the local workforce within the zone and have a gross leasable floor area less than:
- (a) 2500 square metres where located in designated local activity centres shown on [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#).
 - (b) 250 square metres where outside of designated local activity centres
- 6 Bulky goods outlets and service trade premises should only be located in the bulky goods node or local activity centres identified on [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#).
- 7 Bulky goods outlets and service trade premises should not have any adverse impacts on heavy vehicle access or freight movements.
- 8 Restaurants and cafes should only be located in bulky goods outlets or service trade premises that are larger than 2000 square metres, and should have a gross leasable area of 150 square metres or less.
- 9 Short term workers accommodation or other sensitive uses within the zone should be designed and located to ensure the ongoing operation of any existing activity within the zone is not impeded.

Form and Character

- 10 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 11 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following parameters:

Building height (metres)	Minimum setback from the primary road frontage (metres)	Minimum setback from the secondary road frontage (metres)
6 metres	8 metres	4 metres
Greater than 6 metres	10 metres	4 metres

- 12 Building façades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise or light spillage that would adversely affect the amenity of nearby residents.

- 13 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining allotments not zoned for employment, and should be designed to minimise its effect on the amenity of the locality.
- 14 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly activities requiring extended hours of operation.
- 15 The hours of operation of an activity should not detract from the amenity of any residential area.
- 16 Within 50 metres of a residential zone boundary:
 - (a) non-residential development (including loading and unloading activities) should:
 - (i) demonstrate appropriate acoustic performance
 - (ii) ensure that all noise sources including machinery, loading, unloading and other service areas on allotments nearest to the residential boundary are located within the building
 - (b) development should be designed and constructed of a material to ensure noise emissions are minimised within acceptable standards.
- 17 Development should be adaptable to allow for flexibility of use over time and accommodate multiple uses and shared facilities where practical, including training areas and car parking.
- 18 Buildings should not occupy more than 50 percent of the total area of the site upon which they are located, unless it can be demonstrated that stormwater can be harvested, treated, stored and reused on the site of the development to minimise impacts on external stormwater infrastructure.
- 19 Industries, warehouses, stores and similar developments should be provided with sufficient and convenient parking for staff and visitors based on the following rates:

Building Component	Number of required vehicle parking spaces
Part of development used as office space	3.3 spaces per 100 square metres
Part of development used as non-office space	2 spaces per 100 square metres where industrial building area is under 200 square metres
	1.33 spaces per 100 square metres where industrial building area is between 200-2000 square metres
	0.67 spaces per 100 square metres where industrial building area is greater than 2000 square metres
Service trade premises	2 spaces per 100 square metres

- 20 For labour-intensive industries where car parking demand exceeds the rates in [Principle 20 above](#), the total car parking should be provided at a rate of 0.75 spaces by the number of employees
- 21 For non-labour intensive industries, the rates in [Principle 20 above](#) can be varied having regard to expected maximum staff and visitor levels.
- 22 Development within the “Runway Public Safety Area”, but located outside of the “Limited Development Area”, as identified in [Concept Plan Map Sal/6 – Urban Employment Zone](#) should not:
 - (a) contain any land uses or industries that result in a significant increase in people working or congregating in that area (except warehousing and/or road transport terminals)
 - (b) involve land uses that store flammable or hazardous materials.

- 23 No development should occur within the “Limited Development Area” as identified in [Concept Plan Map Sal/6 – Urban Employment Zone](#), except for the following developments that have heights of no greater than 2.1 metres above ground level:
- (a) car parking
 - (b) outdoor storage area (but not including storage of flammable or hazardous materials)
 - (c) ancillary structures (eg. fencing and street lights)
 - (d) landscaping.
- 24 No development should occur in the “No Structures and Development Area” as identified in [Concept Plan Map Sal/6 – Urban Employment Zone](#).

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development, or any combination, are designated as complying subject to the requirements in [Table Sal/1 - Building Setbacks from Road Boundaries](#):

Form of development	Complying criteria / conditions
(a) light industry (b) service industry (c) service trade premises (d) warehouse.	<p>1 The building, or any part, is not located within:</p> <ul style="list-style-type: none"> (a) areas affected by aircraft noise shown on Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure (b) an area shown on Concept Plan Map Sal/3 - Edinburgh Defence Airfield Lighting Constraints where restrictions on the amount of upward light apply. <p>2 The development does not involve an activity of environmental significance or major environmental significance identified in Schedules 21 and 22 of the <i>Development Regulations 2008</i>.</p> <p>3 The development does not require referral pursuant to Section 37 of the <i>Development Act 1993</i>.</p> <p>4 The development site is greater than 60 metres from the nearest residential zone boundary.</p> <p>5 The development has direct access to a sealed roadway.</p> <p>6 All vehicles able to access/egress the site in a forward direction.</p> <p>7 A site coverage of less than 50 per cent.</p> <p>8 Building height does not exceed airport building heights shown on Concept Plan Map Sal/1 - Edinburgh Defence Airfield Defence (Area Control) Regulations and is no greater than 12 metres.</p> <p>9 Building setback in accordance with the following:</p> <ul style="list-style-type: none"> (a) buildings up to a height of 6 metres sited at least 8 metres from the primary street alignment (b) buildings exceeding a height of 6 metres sited at least 10 metres from the primary street alignment

Form of development	Complying criteria / conditions
	(c) 4 metres from the secondary street frontage.
10	The development is designed as follows: <ul style="list-style-type: none"> (a) buildings adjacent public streets are designed to overlook the street and have a maximum unarticulated length of 30 metres (15 metres for offices) (b) comprise low-reflective materials and pre-colour treatment if metal clad.
11	Landscaping comprises: <ul style="list-style-type: none"> (a) an area of not less than 10 per cent of the site (b) a landscaped setback area of more than 3 metres wide along any street boundary, except where a building is setback a lesser distance from any street boundary in which case the intervening setback is landscaped (c) a mix of species expected to grow to less than 0.5 metres in height and species expected to grow with clear stems to 2 metres height and with the canopy above.
12	A clearance of not less than 3 metres being provided for access purposes between any structure and one side boundary of the site.
13	Off-street vehicle parking and specifically marked disabled parking provided at the rate of not less than: <ul style="list-style-type: none"> (a) 2 per 100 square metres (industrial building area under 200 square metres) (b) 1.33 per 100 square metres (industrial building area 200-2000 square metres) (c) 0.67 per 100 square metres (industrial building area greater than 2000 square metres) (d) 3.3 spaces per 100 square metres (office building area) (e) 2 per 100 square metres (service trade premises building area).
14	All buildings, including the associated filling of land - are sited, designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.
15	Areas used for the loading or unloading of materials or for the storage of chemicals and materials used in industrial operations and processes are to incorporate bunding or containment facilities that: <ul style="list-style-type: none"> (a) prevent the entry of external stormwater (b) contain any spilt materials from entering the stormwater system.
16	All loading and/or unloading of vehicles to occur within the boundaries of the site.
17	All outside loading and unloading and goods storage areas should be screened by solid fencing or dense screen landscaping.
18	All stormwater drainage is retained and treated on-site or connected to an approved stormwater management scheme.
19	Waste collection and storage areas provided which are: <ul style="list-style-type: none"> (a) screened and separated from adjoining areas (b) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system.

Form of development	Complying criteria / conditions
	<p>20 The development comprises a maximum of two advertising displays, each of which does not encroach upon the public road reserve and accords with the following:</p> <p>(a) A maximum of one pylon sign per site that:</p> <ul style="list-style-type: none"> (i) has a maximum height of 6 metres (ii) has a maximum area of 8 square metres (iii) is located between the building and the front property boundary. <p>(b) A maximum of one freestanding directory sign per site that:</p> <ul style="list-style-type: none"> (i) has a maximum height of 3 metres (ii) has a maximum length of 6 metres. <p>(c) A maximum of one flush wall sign per site that:</p> <ul style="list-style-type: none"> (i) has a maximum area of 8 square metres (ii) is erected on the building façade (iii) is located below the parapet of the building.
	<p>21 Fencing exceeding 2.1 metres in height (including colour –coated wire mesh fencing) adjacent to public roads should be set back in one of the following ways:</p> <ul style="list-style-type: none"> (a) in-line with the building façade (b) behind the building line (c) behind a landscaped area that softens its visual impact.

Non-complying Development

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

Form of development	Exceptions
Advertisement or advertising hoarding	<p>Except where the advertisement or advertising hoarding:</p> <ul style="list-style-type: none"> (a) does not move, rotate or incorporate flashing light(s) (b) has no part that projects above the walls or fascia where attached to a building (c) covers less than 10 per cent of the total surface area of a wall oriented to a public road or reserve (d) does not include bunting, streamers, flags or wind vanes.
Amusement machine centre	
Caravan or residential park	<p>Except for minor alterations and additions within a caravan park or residential park.</p>
Dwelling or Dwellings	<p>Except:</p> <ul style="list-style-type: none"> (a) for short term accommodation that is ancillary to and in association with industry (b) for alterations and additions to existing dwellings.
Intensive animal keeping	
Motel	
Nursing home	
Place of worship	
Prescribed mining operations	
Primary school	

Form of development	Exceptions
Secondary school	
Stadium	
Stock slaughter works	
Tourist accommodation	

Public Notification

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

In addition, the following forms of development, or any combination thereof (except where the development is classified as non-complying), are designated:

Category 1	Category 2
All kinds of development except where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed Use Zone boundary	Development where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed Use Zone boundary

Table Section

Table Sal/1 - Building Setbacks from Road Boundaries

Road Name	Portion of Road Affected	Setback Distance
Burton Road	The whole length on both sides	8 metres
Carey Street, Salisbury	The north-western side from Commercial Road to Ponton Road	11 metres
Clayson Road, Salisbury East	Both sides from Main North Road to Bridge Road	11 metres
Commercial Road, Salisbury	The whole length on both sides	11 metres
Cross Keys Road, Salisbury South, Salisbury	The whole length on both sides	14 metres
Deuter Road, Burton, Paralowie	The whole length on both sides	14 metres
Fendon Road, Salisbury	The whole length on both sides	14 metres
Frederick Street, Cavan	The whole length on both sides	9.5 metres
Frost Road, Salisbury South	The whole length on both sides	14 metres
Helps Road, Direk, Burton	The whole length on both sides	14 metres
James Street, Salisbury	The northern side between Gawler Street and Parabanks Shopping Centre boundary	12.9 metres
Kelly Terrace, Salisbury	The north-eastern side from Carey Street, for a distance of 100.58 metres in a south easterly direction	13 metres
Kesters Road, Para Hills West	Both sides from Main North Road to Bridge Road	14 metres
Martins Road	The whole length on both sides	8 metres
Maxwell Road	The whole length on both sides	8 metres
Milne Road	The whole length on both sides	8 metres
Nelson Road	The whole length on both sides	8 metres
Ponton Street, Salisbury	The north-eastern side from Commercial Road to Carey Street	11 metres
Pratt Avenue, Pooraka	The whole length of both sides	10.5 metres
Saints Road	The whole length of both sides	8 metres
Shepherdson Road, Parafield Gardens	The south-western side from the north-western boundary of Section 2249, Hundred of Yatala to Port Wakefield Road	12.5 metres
Shepherdson Road, Parafield Gardens	The whole length of the north-eastern side	12.5 metres

Salisbury Council
Table Section
Table Sal/1 - Building Setbacks from Road Boundaries

Road Name	Portion of Road Affected	Setback Distance
South Terrace, Salisbury	The north-eastern side commencing at a point 18.28 metres north-west of the north-western alignment of Hunt Street and continuing north-westward for a distance of 17.72 metres	14 metres
Spains Road, Salisbury, Salisbury Downs	The whole length on both sides between Salisbury Highway and the railway line	8 metres
Stanford Road, Salisbury Heights	The eastern side from Target Hill Road to a point 79.24 metres south-west of Taylor Avenue	10.5 metres
Stanford Road, Salisbury Heights	Both sides from Golden Grove Road to a point 79.24 metres south-west of Taylor Avenue	16.5 metres
Stanford Road, Salisbury Heights	The western side from Target Hill Road to a point 79.24 metres south-west of Taylor Avenue	18 metres
Thomas Street, Cavan	The whole length on both sides	9.5 metres
Whites Road, Salisbury North, between Waterloo Corner Road and Diment Road	The whole length on both sides	11 metres
Whites Road, Salisbury North, Paralowie, Parafield Gardens	Both sides from Kings Road to Waterloo Corner Road	14 metres
Whites Road, Parafield Gardens	Both sides from Cook Street to Shepherdson Road	8 metres
Winzor Street	The whole length on both sides	8 metres
Wright Street	The whole length on both sides	8 metres
Wynn Vale Drive	The whole length on both sides	8 metres

Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply:

- (a) to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is light industry whereby the rates for Industry, warehouse, stores are applicable
- (b) to development that is subject to the requirements in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	1 space per 4 cinema seats
Hotel	1 space per 2 square meters of floor area available to the public
Public bar	
Lounge or beer garden	
Gaming room	1 space per 2 machines
Office	1 space per 25 square metres, with a minimum of 4 spaces per office
Restaurant	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Service trade premises	3 spaces per 100 square metres
Shop	7 spaces per 100 square metres of gross leasable area for shops outside of centre zones
	5 spaces per 100 square metres of gross leasable area for shops within centre zones
Community/civic	
Child care centre	1 space per 4 children
Community centre	10 spaces per 100 square metres of total floor area
Library	4 spaces per 100 square metres
Place of worship	Greater of 1 space for every 3 seats or every 3 attendees
Dwellings	

Salisbury Council
Table Section
Table Sal/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
Detached dwelling Semi Detached Dwelling Row Dwelling	2 spaces per dwelling, one of which is to be covered
Residential flat building Multiple dwelling Group dwelling	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling
Industry, warehouses, stores	
Office component	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres	1 space per 50 square metres
Plus 200-2000 square metres	1 additional space for every 75 square metres
Plus greater than 2000 square metres	1 additional space for every 150 square metres
Or	Or
For labour intensive industries, inclusive of office component (whichever ever is greater)	0.75 car parking spaces per employee
Medical	
Consulting room	10 per 100 square metres of total floor area, with a minimum of 3 spaces per tenancy
Hospital	2.5 spaces per bed
Nursing home	1 space for every 4 beds

The following vehicle parking requirements apply to development specifically within the **Mixed Use (Bulky Goods, Entertainment and Leisure) Zone**:

Form of Development	Minimum number of required vehicle parking spaces
All forms of development (except Light Industry)	3 spaces per 100 square metres of gross leasable floor area

Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
 - (a) any applicable condition(s) is/are not met
 - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
District Centre Zone	Any part of the development site is located in accordance with at least one of the following:
Local Centre	
Neighbourhood Centre Zone	(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service ⁽²⁾
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone	(b) within 400 metres of a bus interchange ⁽¹⁾ that is part of a high frequency public transit service ⁽²⁾
Urban Core (Salisbury) Zone	(c) within 400 metres of an O-Bahn interchange ⁽¹⁾
	(d) within 400 metres of a passenger rail station ⁽¹⁾ that is part of a high frequency public transit service ⁽²⁾
	(e) within 400 metres of a passenger tram station ⁽¹⁾
	(f) within 400 metres of the Adelaide Parklands.

⁽¹⁾ Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

⁽²⁾ A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality (but not limited to) the following:
 - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
 - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
 - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

VEHICLE PARKING RATES TABLES

Table 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

Table 2: Residential and Tourist Accommodation

Location of development	Type of development	Desired minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
Urban Core (Salisbury) Zone (subject to associated conditions in provision 2)	Residential development	1 space per residential dwelling	2 spaces per residential dwelling
Urban Core (Salisbury) Zone (subject to associated conditions in provision 2)	Serviced Apartments and Tourist Accommodation	1 space per 3 beds, or 1 space per room plus 1 per employee (whichever is greater)	No maximum

Table Sal/3 - Off Street Bicycle Parking Requirements

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

Table Sal/4 - 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
Magazine Road DRY CREEK	Dry Creek Explosive Magazines and Earth Mounds	A1 A3	D63323 D63323	CR 5937/504 CT 5937/506	a e	14521
Explosives Road (Off) EDINBURGH	DSTO (former Salisbury Explosives Factory) Site - Portion of the Industrial Explosives area (Former Bomb Filling Section) - Buildings 5, 7, 9, 11, 20 & 37 and associated bunding and lightning arresters	A51	D74722	CT 5992/579	a d e g	26027
10 Sturton Road EDINBURGH	DSTO (former Salisbury Explosives Factory) Site - Portion of the Base Repair Facility (Former TNT Section) - Buildings 1,6,7,8,10 and 14	A8	D68390	CT 6044/980	a d g	26029
Taranaki Road EDINBURGH	DSTO (former Salisbury Explosives Factory) Site - Portion of the Contractor's Area (Former Shell filling Section) - Buildings 25, 26, 27, 30, 31, 32, 35, 36, 37, 51, 285 with associated bunding	A54 A55 A56 A52	D74722 D74722 D74722 D74722	CT 5992/582 CT 5992/583 CT 5992/584 CT 6058/138	a d e g	26028
The Crescent EDINBURGH	DSTO (former Salisbury Explosives Factory) Site - Portion of the Headquarters Area (Former Administration Section) - Buildings 1, 2, 3, 11, 12, 13, 14, 15, 27 and 28	A503	D78952	CT 6046/456	a d g	26030
6-30 Woomera Avenue EDINBURGH	DSTO (former Salisbury Explosives Factory) Site - Portion of the Headquarters Area (Former Administration Section) - Buildings 5, 6, 7 and 10	A2	D74139	CT 6002/692	a d g	26031
27 Prunus Avenue ELIZABETH VALE	Dwelling ('Grove Crescent')	A6	D44009	CT 5351/399		14518
15 Park Way MAWSON LAKES	Former Levels Homestead Stables	A128 A33	D17917 D78736	CT 6016/685 CT 6029/418		25051
Lot 951 The Mews MAWSON LAKES	Former Levels Homestead	A544	D82811	CT 6057/57		10953

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
92 Shepherdson Road PARAFIELD GARDENS	Salisbury City Church (former Angas Home for Aged and Infirm Deaf Mutes), including Residential Wings, Kitchen, Manager's Residence and Florence Thompson Memorial	A1 A2	D65783 D65783	CT 5932/894 CT 5932/895		10650
8 Settlers Court PARALOWIE	Dwelling	A11	D34918	CT 5086/416		14513
94 Waterloo Corner Road PARALOWIE	Hostel ('Paralowie House') and Gardens	A203	D46880	CT 5583/676		10600
3 Ann Street SALISBURY	Former Salisbury Police Station, Courthouse & Stables	A501	D45830	CT 5352/179		10587
47 Burton Road SALISBURY	Dwelling (Douglas Park Farm) & Front Fence	A103	D40931	CT 5976/387		14512
2-22 Mary Street SALISBURY	Former Salisbury Primary School	A101	D23343	CT 5437/484		14509
Mary and Church Streets SALISBURY	First and Second St John's Anglican Churches & Graveyard	A127 & 128 A664	F212480 F211450	CT 5590/813 CT 5658/207		10580
7 Robert Street SALISBURY	Dwelling ('Shirley Hall', previously 'Chelsea'), Separate Kitchen, Outbuilding & Fence	A11 A12	D18616 D18616	CT 5089/257 CT 5089/258		14511
Wiltshire Street SALISBURY	Salisbury Institute	A54	F113958	CT 5326/408		10636
1955 Main North Road SALISBURY HEIGHTS	Old Spot Hotel	A200	D41172	CT 6050/968		14524
1 Terama Court SALISBURY HEIGHTS	Dwelling ('Portview')	A12	D13258	CT 5742/944		14517
17 Riversdale Drive SALISBURY PARK	Dwelling ('Sans Souci')	A83	D13938	CT 5137/565		14514
2 Saints Road SALISBURY PARK	Dwelling ('Fendon Grove')	A12	D17699	CT 5663/664		14523
Dry Creek Reserve WALKLEY HEIGHTS	Former Powder Magazine, Yatala Labour Prison	A4	D42140	CR 5958/324		10578
Dry Creek Reserve WALKLEY HEIGHTS	Former Warder's Tower Post No 1, Yatala Labour Prison	A4	D42140	CR 5958/324		10717

Note: In the event of a discrepancy between this extract and the South Australian Heritage Register, the South Australian Heritage Register shall prevail.

Mapping Section

Map Reference Tables

Spatial Extent Maps

Bushfire Risk Maps

Concept Plan Maps

Map Reference Tables

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Map Reference

[Council Index Map](#)

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Coastal Open Space Zone	Sal/13
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Policy Area Name	Map Numbers
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Overlay Maps

Issue	Map Numbers
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Bushfire Protection Overlay Maps

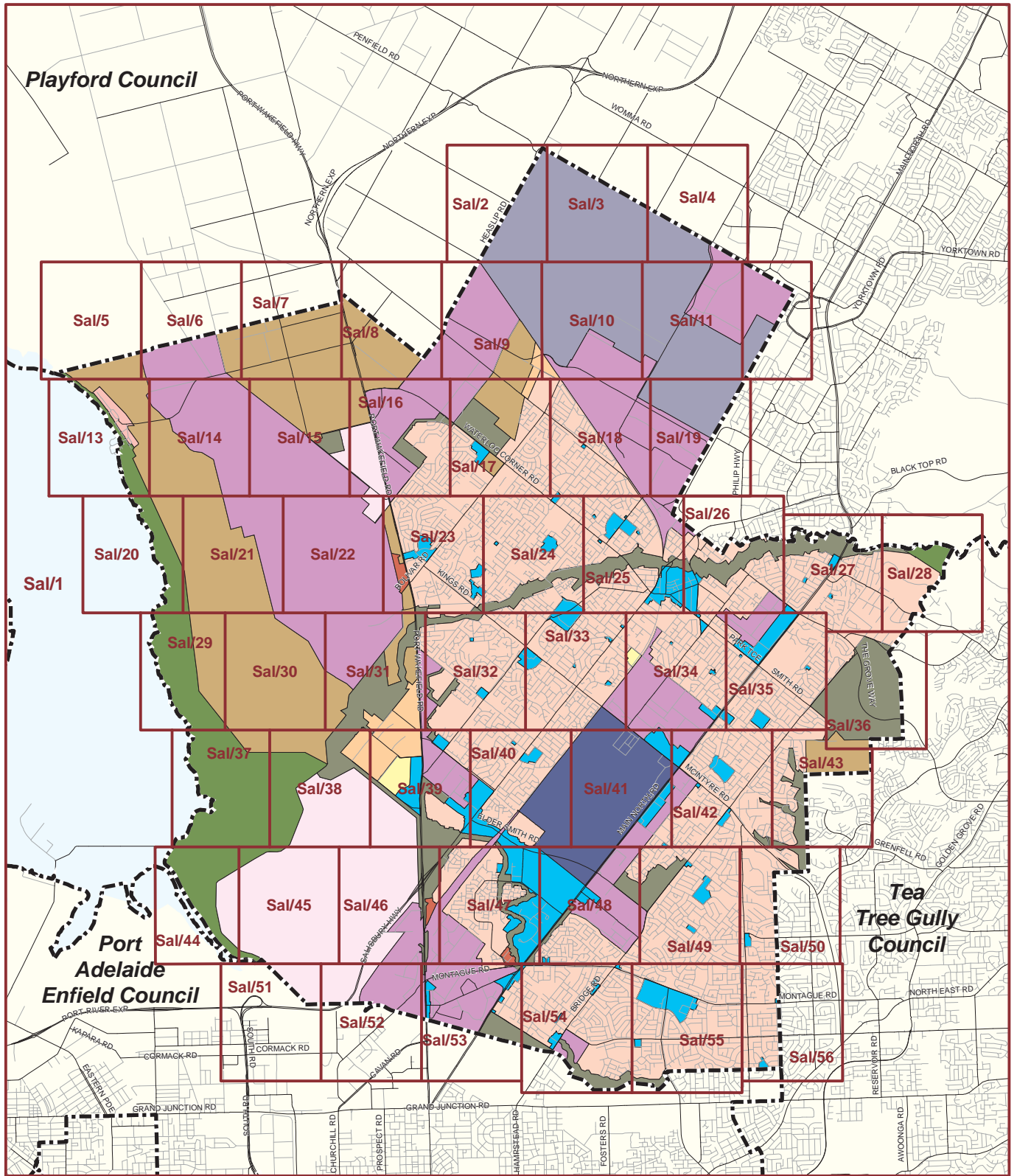
Bushfire Map Type	BPA Map Numbers
Bushfire Protection - Bushfire Risk	Sal/1, Sal/2, Sal/3

Concept Plan Maps

Concept Plan Title	Map Numbers
Edinburgh Defence Airfield (Area Control) Regulations	Concept Plan Map Sal/1
Edinburgh Defence Airfield Aircraft Noise Exposure	Concept Plan Map Sal/2
Edinburgh Defence Airfield Lighting Constraints	Concept Plan Map Sal/3
Globe Derby Park	Concept Plan Map Sal/4
Salisbury Downs District Centre	Concept Plan Map Sal/5
Urban Employment Zone	Concept Plan Map Sal/6
Greater Edinburgh Parks	Concept Plan Map Sal/7
Mawson Lakes Urban Core Zone	Concept Plan Map Sal/8
Pooraka Light Industry	Concept Plan Map Sal/9
North East Salisbury	Concept Plan Map Sal/10

Concept Plan Title	Map Numbers
Waterloo Corner Road Neighbourhood Centre	Concept Plan Map Sal/11
Bolivar Road Neighbourhood Centre	Concept Plan Map Sal/12
Whites Road Neighbourhood Centre	Concept Plan Map Sal/13
Shepherdson Road Neighbourhood Centre	Concept Plan Map Sal/14
Kings Road Neighbourhood Centre	Concept Plan Map Sal/15
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Old Spot Hotel	Concept Plan Map Sal/20
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Direk Residential Area	Concept Plan Map Sal/23
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Paralowie Residential Area 2	Concept Plan Map Sal/26
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Ingle Farm District Centre Car Park Fund Area	Concept Plan Map Sal/29
Airport Building Heights and Lighting Plan	Concept Plan Map Sal/30
Salisbury Heights	Concept Plan Map Sal/31
Mawson Lakes Town Centre Car Park Fund Area	Concept Plan Map Sal/32

Spatial Extent Maps



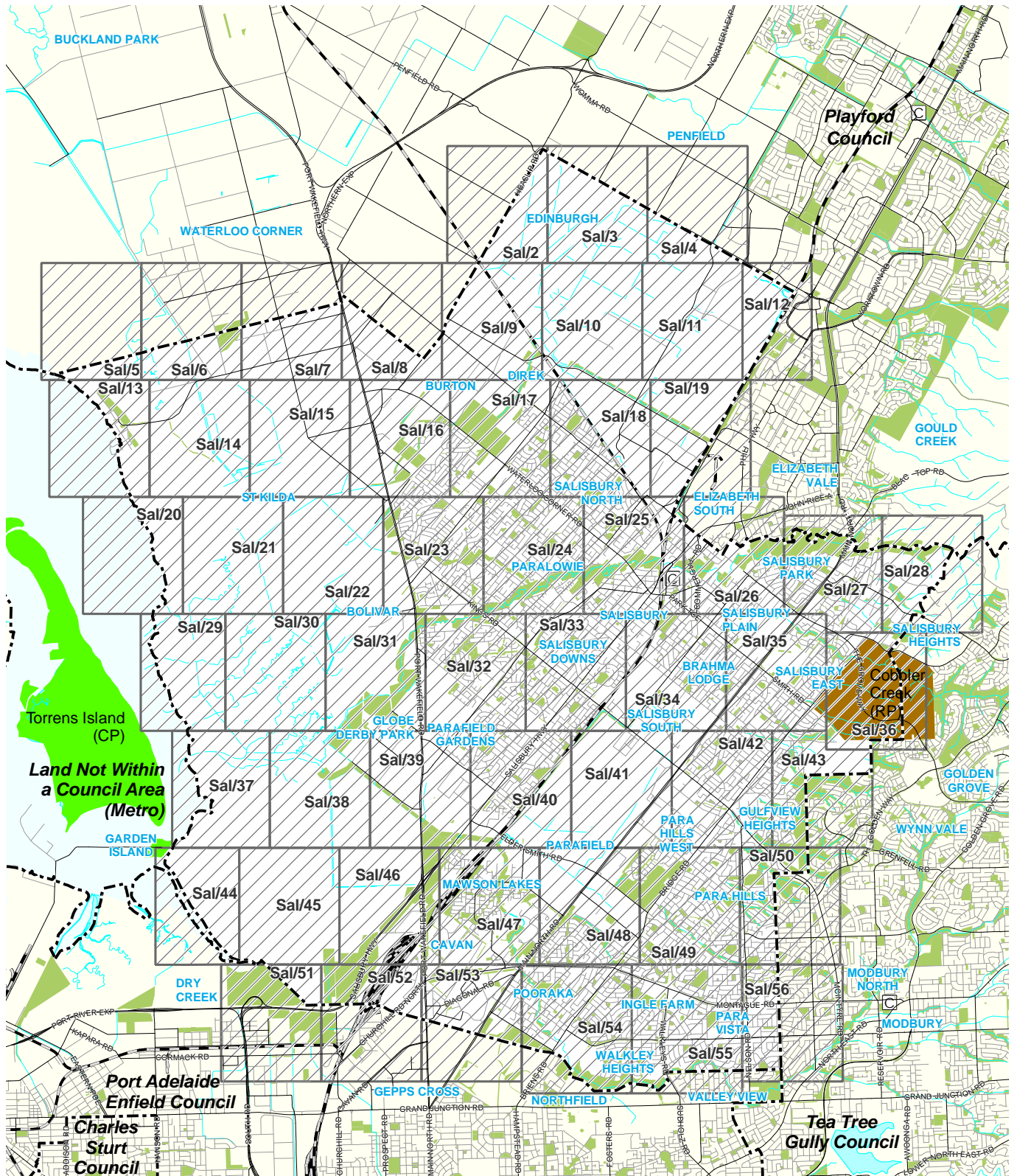
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Sal/1 to Map Sal/57 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the 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.

0



10 km

Council Index Map

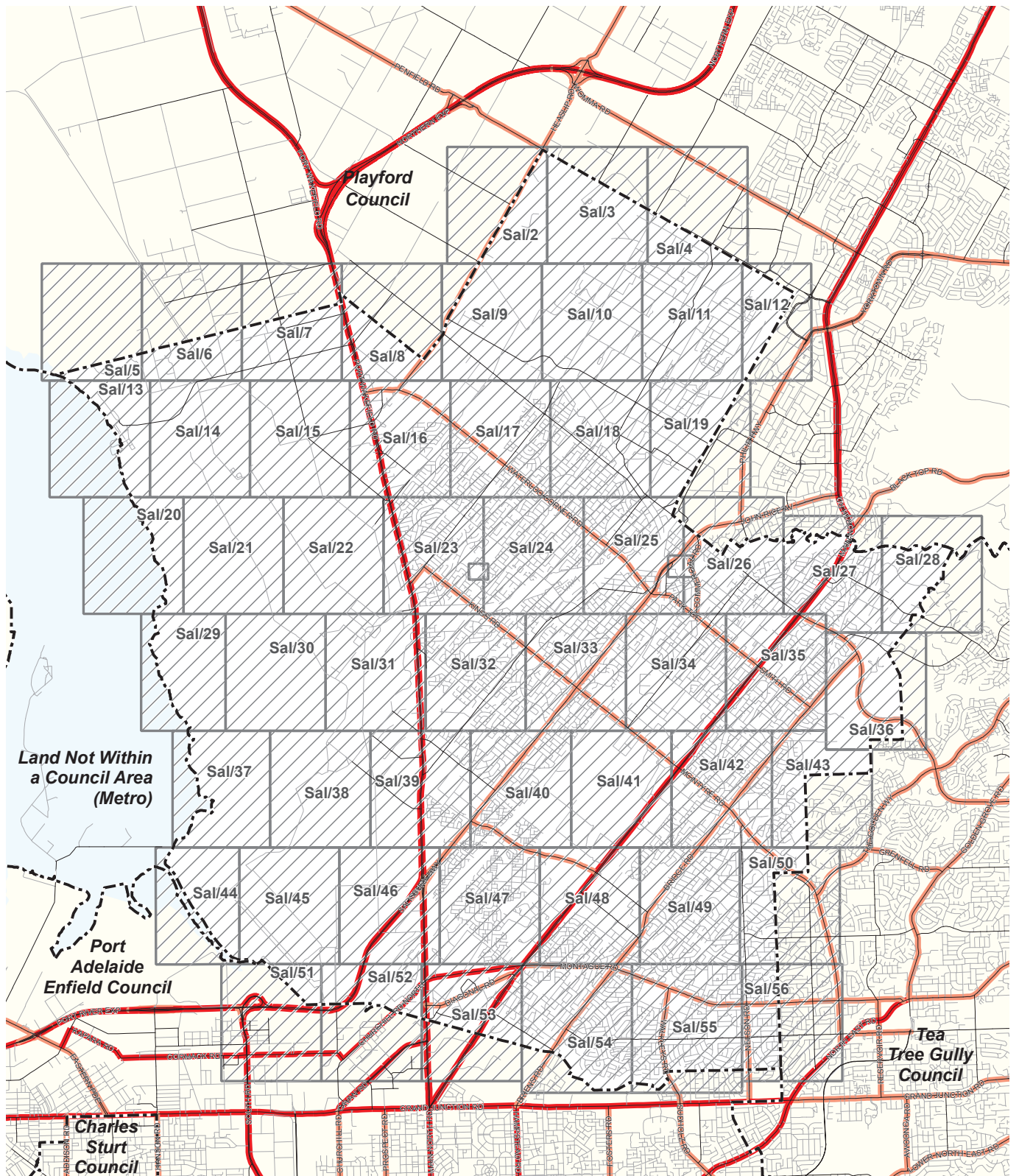


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- Council Office
- Railways
- Waterway / drain / channel
- Local Reserves
- Conservation Park
- Recreation Park
- Waterbodies
- Development Plan Boundary

Location Map Sal/1



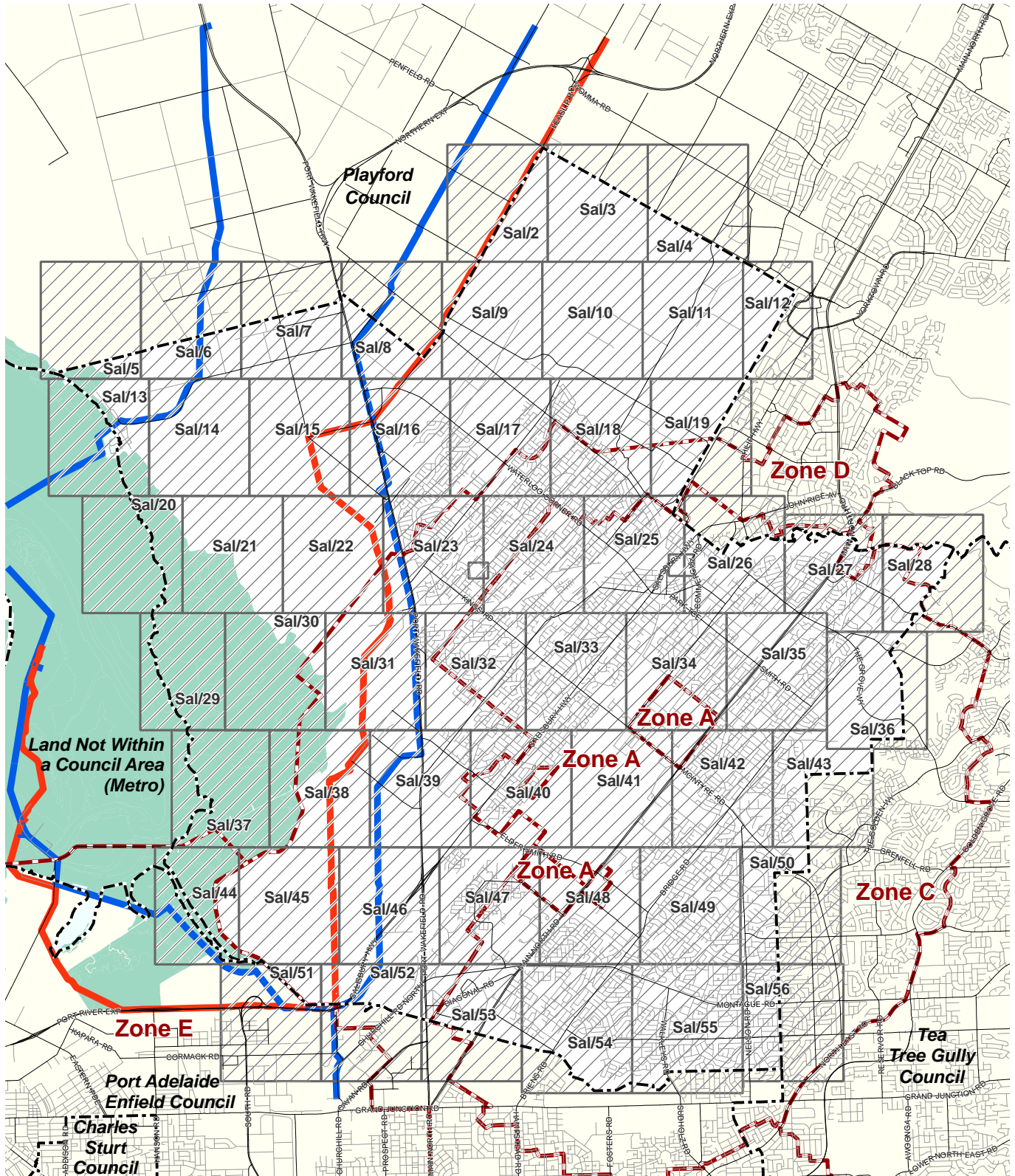
- Primary Arterial Roads
- Secondary Arterial Roads
- Development Plan Boundary

0



Overlay Map Sal/1





TRANSPORT



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

- Zone A** All Structures
- Zone C** All Structures Exceeding 15 metres above existing ground level
- Zone D** All Structures Exceeding 45 metres above existing ground level
- Zone E** All Structures Exceeding 100 metres above existing ground level

-  Epic Energy Gas Pipeline
-  South East Australia Gas Pipeline
-  Airport Building Heights
-  Coastal Acid Sulfate Soils
-  Development Plan Boundary

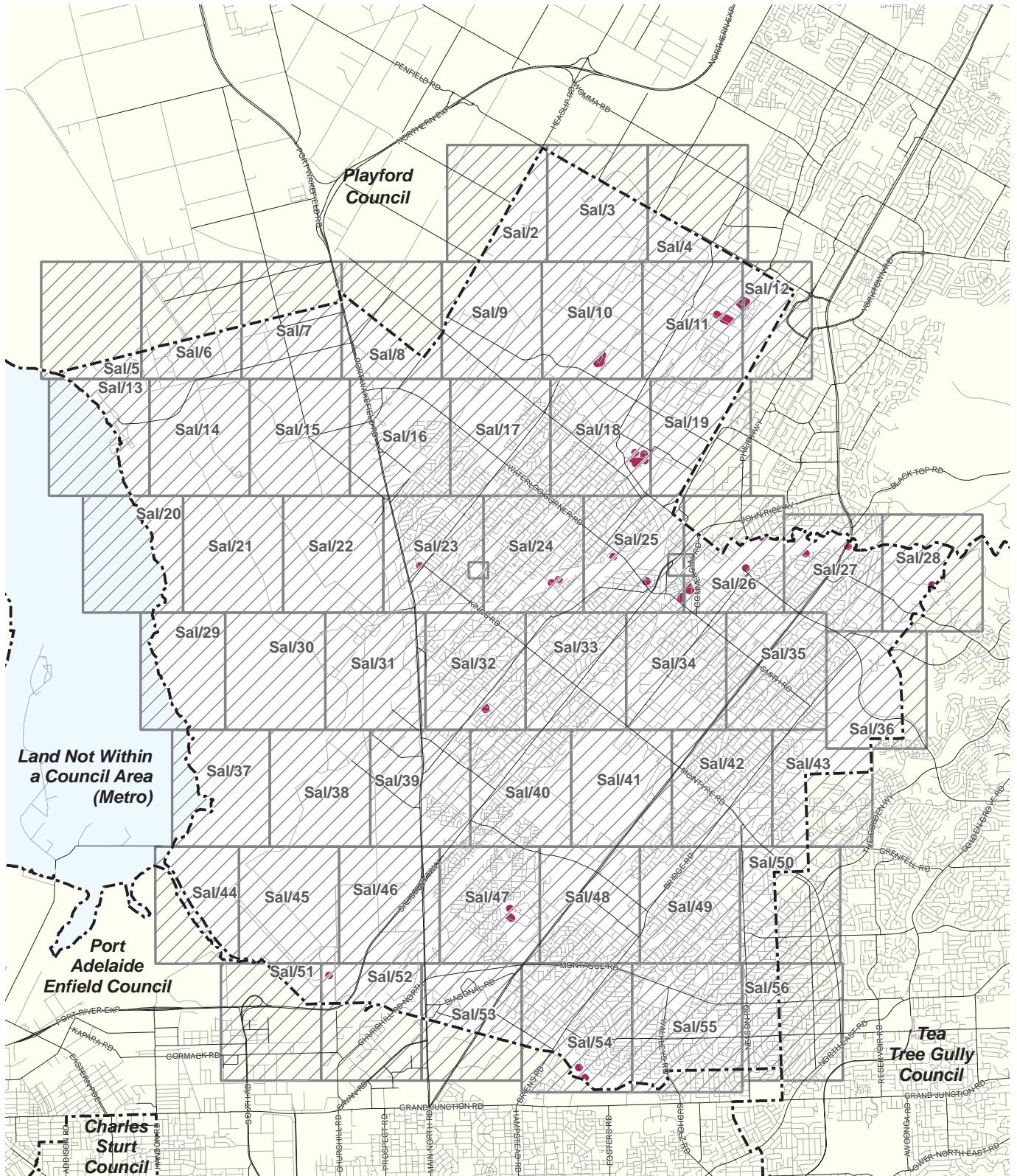
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10km

Overlay Map Sal/1

DEVELOPMENT CONSTRAINTS



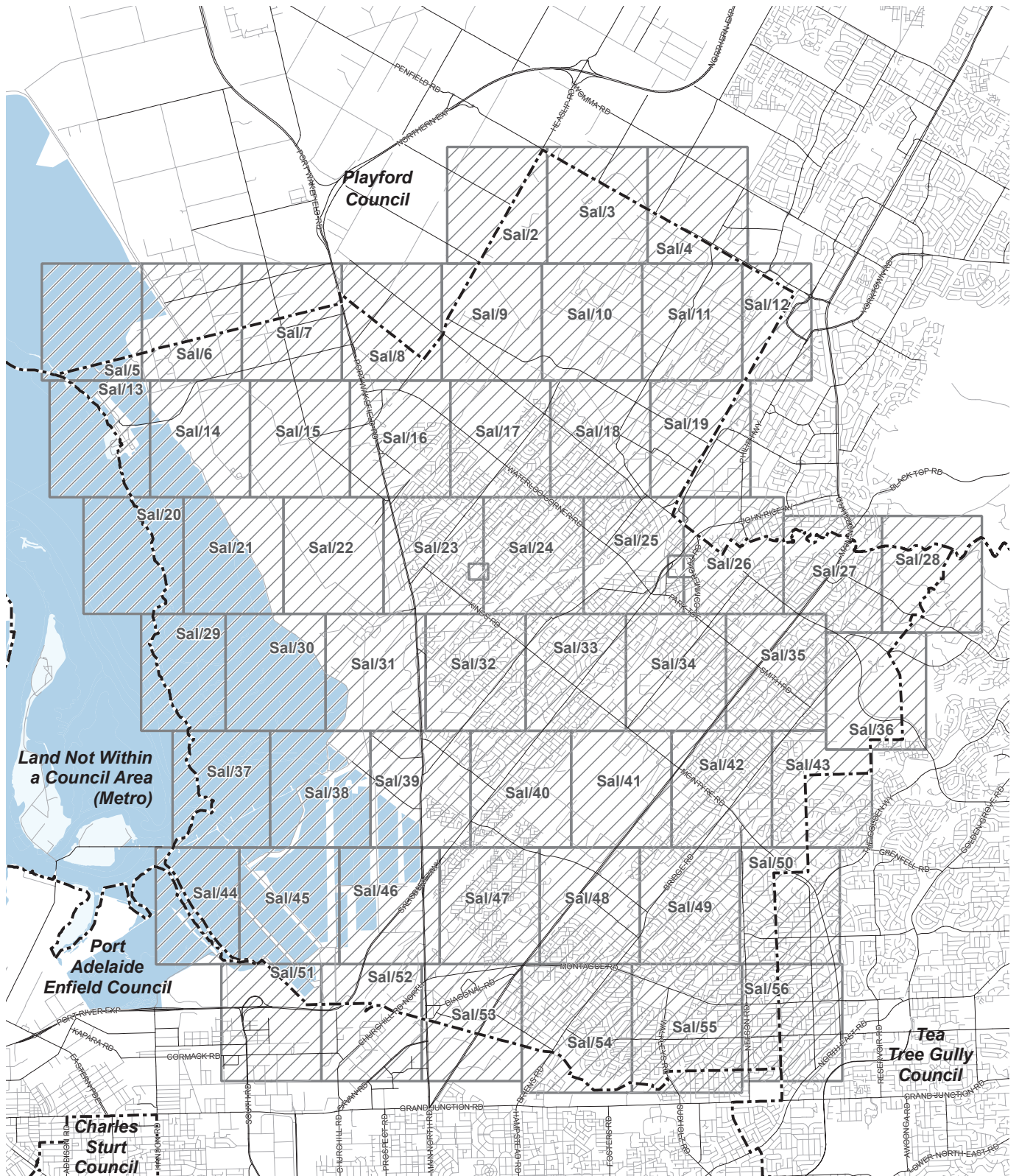
Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory items please refer to the relevant tables within this document.



Overlay Map Sal/1

HERITAGE

- State heritage place
- Development Plan Boundary



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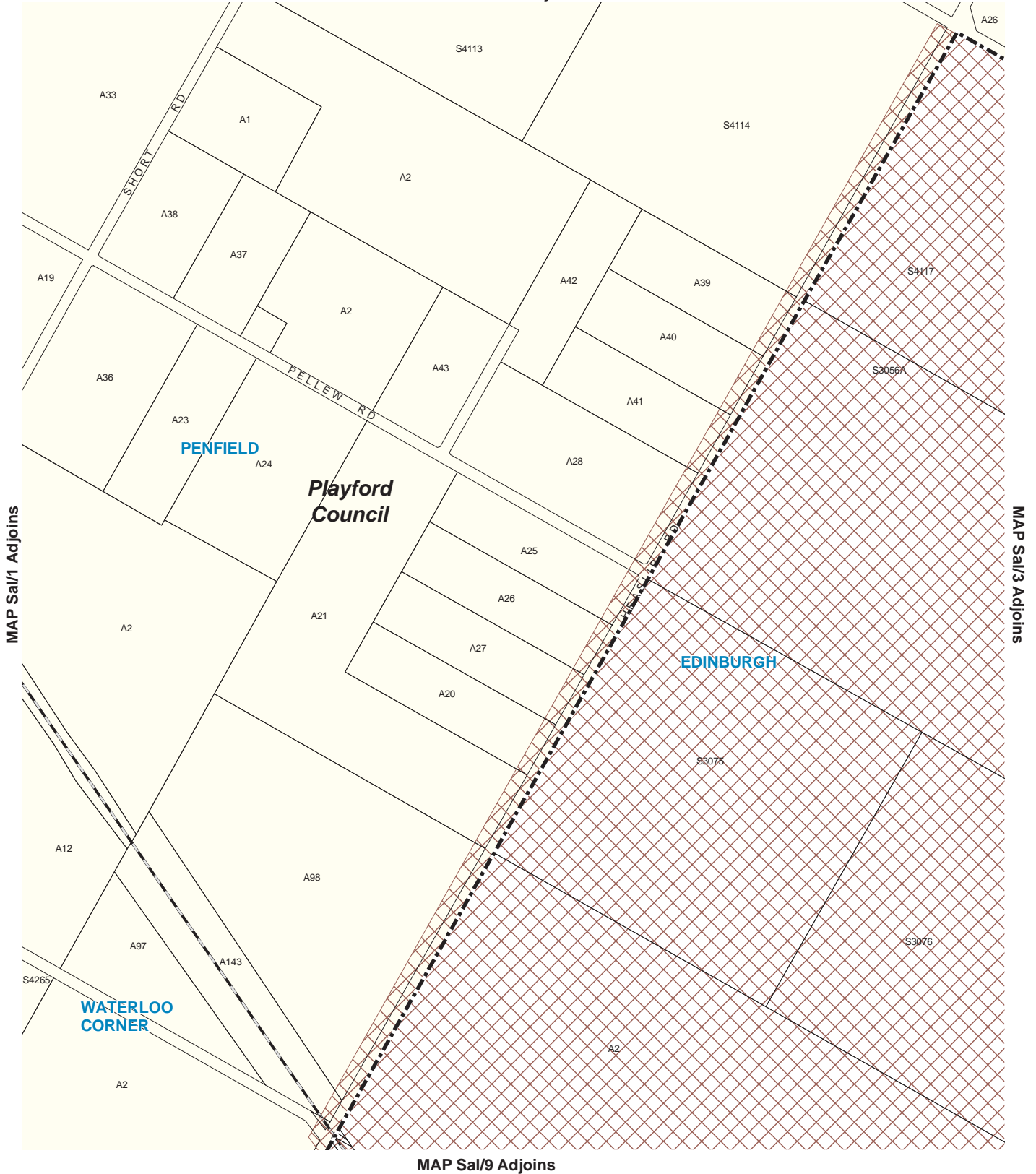
10km

Overlay Map Sal/1

NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary




MAP Sal/1 Adjoins



MAP Sal/9 Adjoins



Location Map Sal/2

-  Railways
-  Edinburgh RAAF base defence reserve
-  Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/1 Adjoins

MAP Sal/3 Adjoins

MAP Sal/9 Adjoins



Overlay Map Sal/2 TRANSPORT

- Secondary Arterial Roads
- Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/1 Adjoins

MAP Sal/3 Adjoins

MAP Sal/9 Adjoins



Overlay Map Sal/2

DEVELOPMENT CONSTRAINTS

- Epic Energy Gas Pipeline
- South East Australia Gas Pipeline
- - - - - Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/9 Adjoins



Overlay Map Sal/2

STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/1 Adjoins

MAP Sal/3 Adjoins

MAP Sal/9 Adjoins

Lamberts Conformal Conic Projection, GDA94

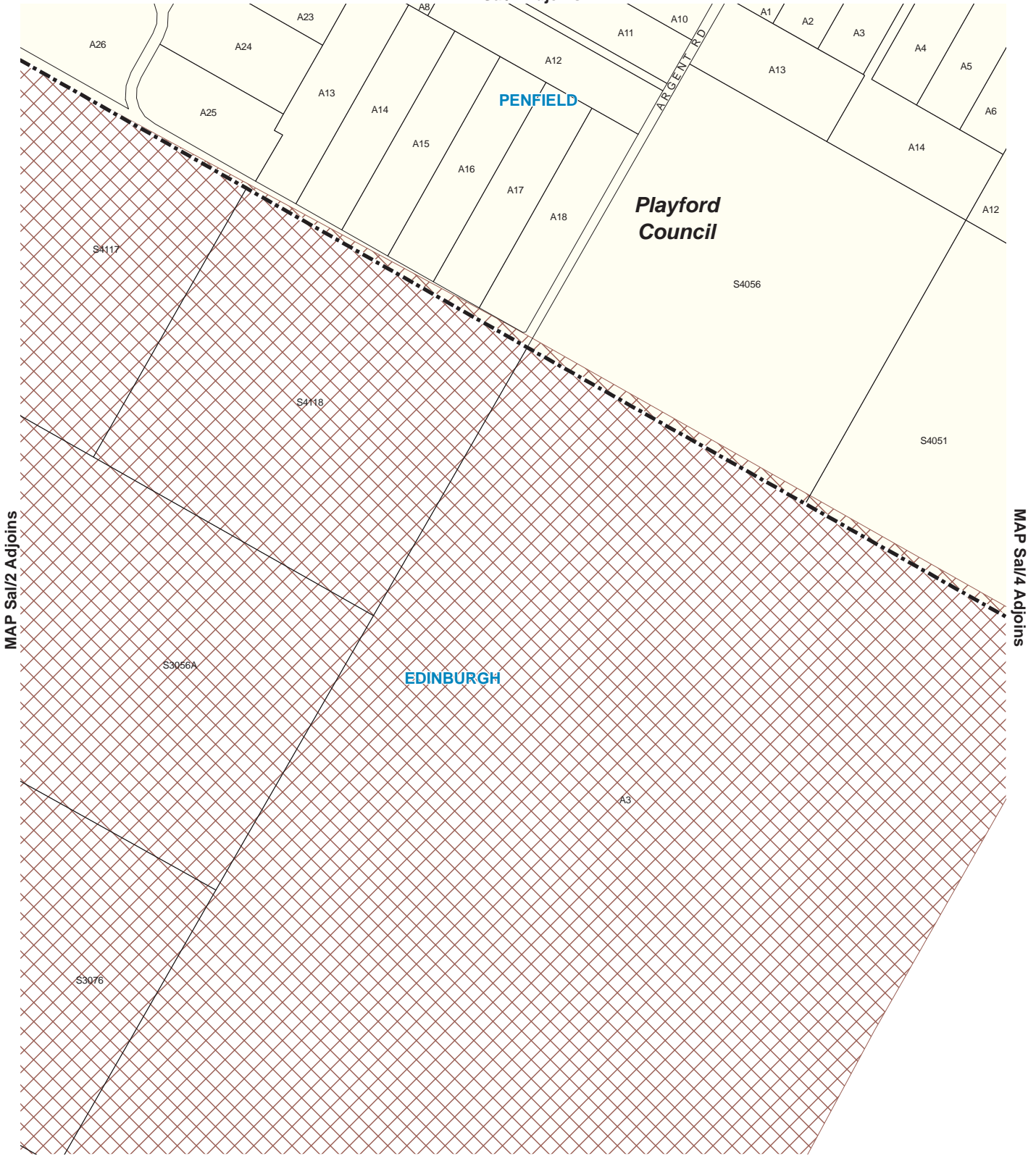


Zone Map Sal/2

Zones

- Ex Excluded
- UE Urban Employment
- Zone Boundary
- Development Plan Boundary



MAP Sal/1 Adjoins



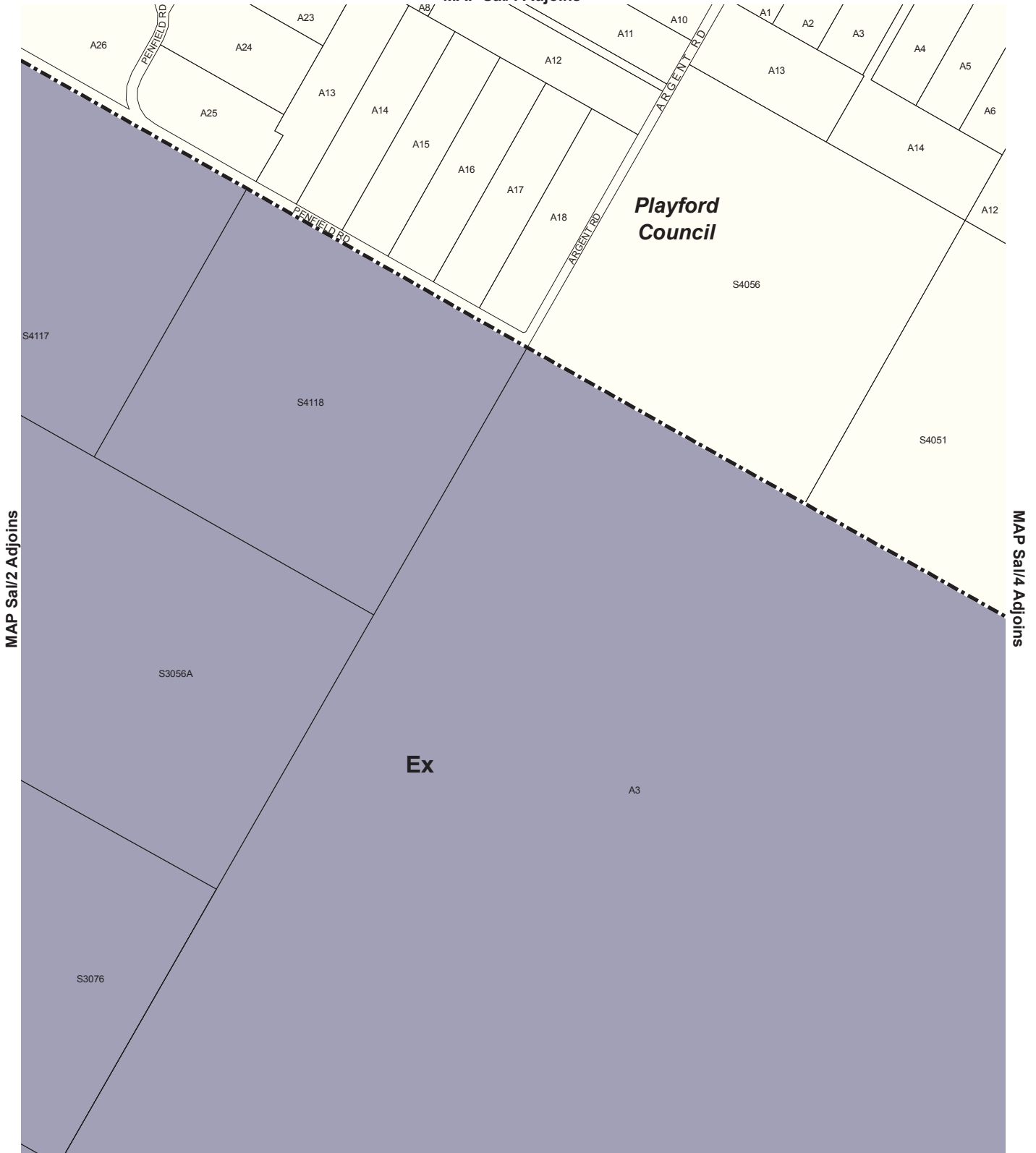
MAP Sal/10 Adjoins



Location Map Sal/3

-  Edinburgh RAAF base defence reserve
-  Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/10 Adjoins

Lamberts Conformal Conic Projection, GDA94



Zone Map Sal/3

Zones

- Ex Excluded
- Zone Boundary
- Development Plan Boundary




MAP Sal/1 Adjoins



MAP Sal/11 Adjoins



Location Map Sal/4

-  Edinburgh RAAF base defence reserve
-  Local Reserves
-  Development Plan Boundary

MAP Sal/1 Adjoins





MAP Sal/3 Adjoins

MAP Sal/1 Adjoins

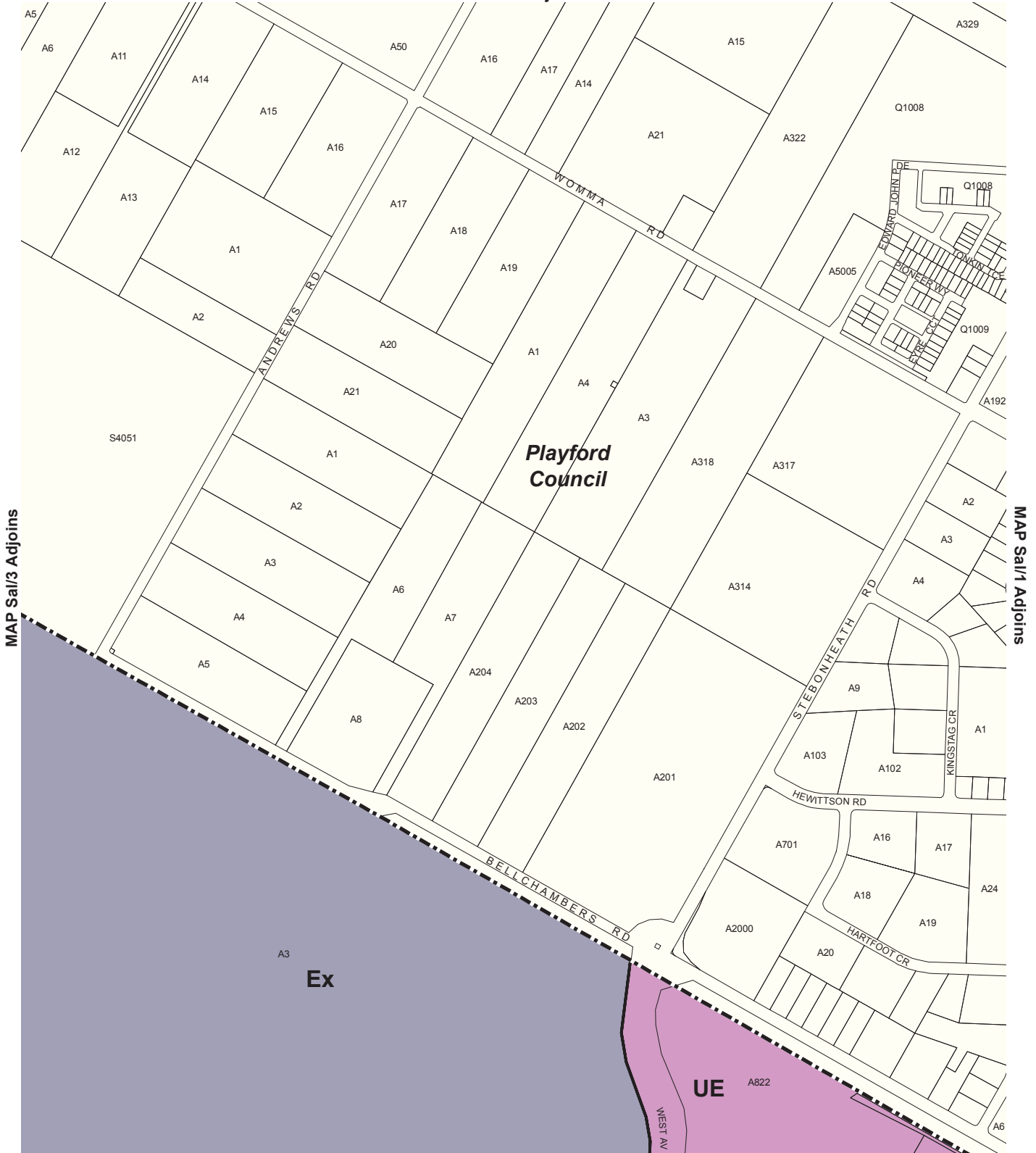
MAP Sal/11 Adjoins



Overlay Map Sal/4 TRANSPORT

-  Secondary Arterial Roads
-  Development Plan Boundary

MAP Sal/1 Adjoins



Lamberts Conformal Conic Projection, GDA94



- Zones**
- Ex Excluded
 - UE Urban Employment
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/4



Location Map Sal/5

----- Development Plan Boundary

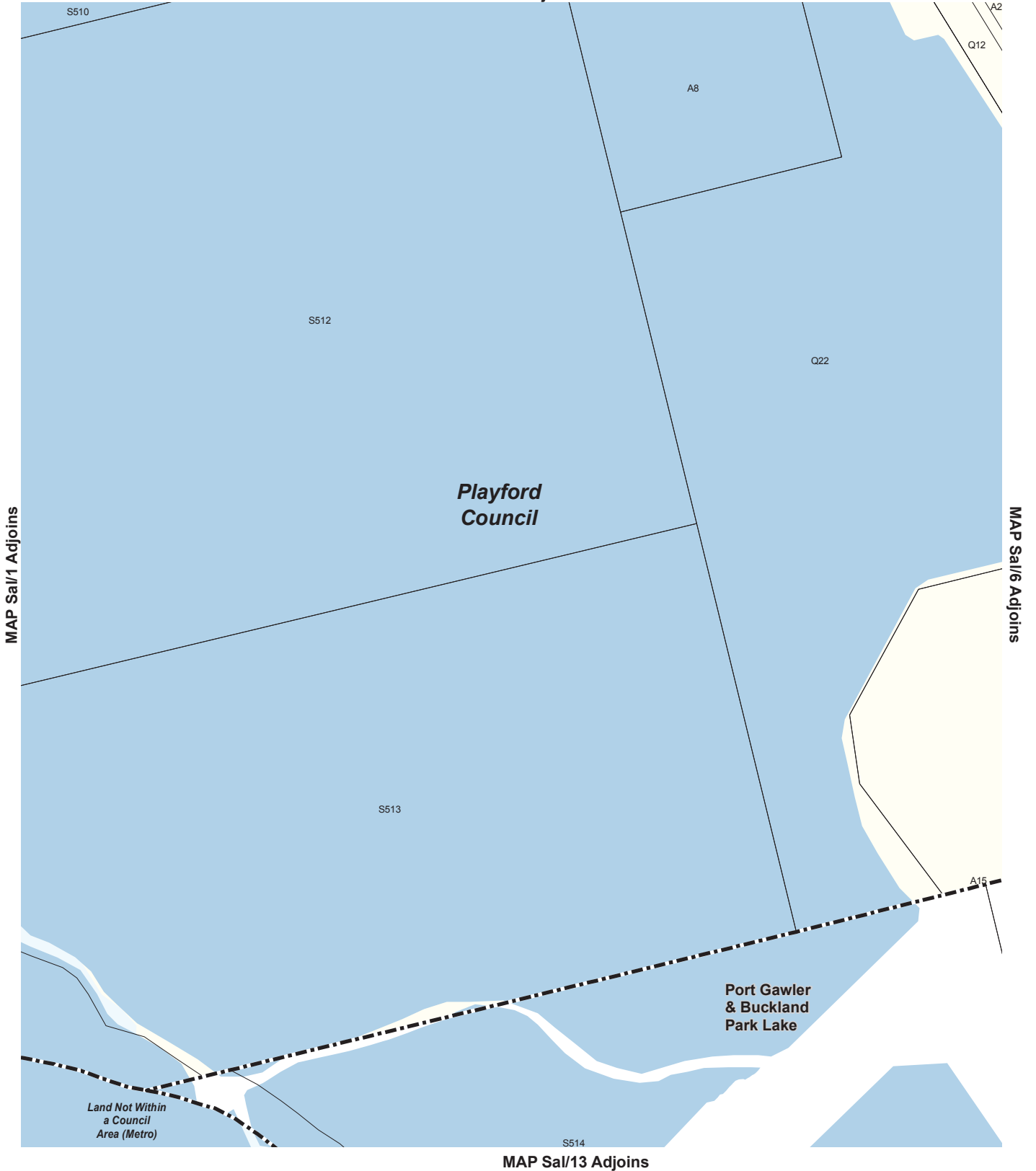


Overlay Map Sal/5

DEVELOPMENT CONSTRAINTS

- Coastal Acid Sulfate Soils
- Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/1 Adjoins

MAP Sal/6 Adjoins

MAP Sal/13 Adjoins

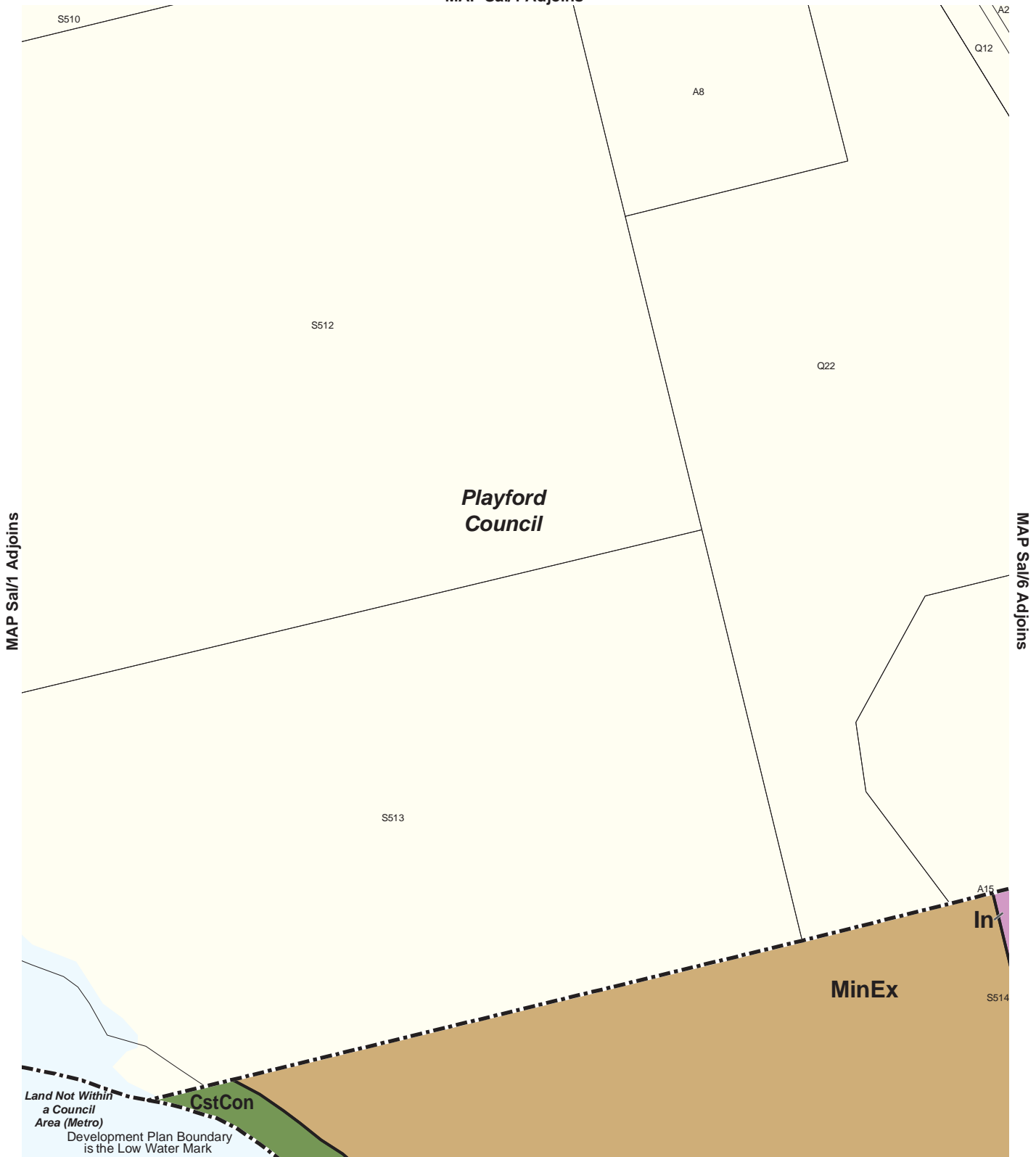


Overlay Map Sal/5

NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary

MAP Sal/1 Adjoins



Lamberts Conformal Conic Projection, GDA94



- Zones**
- CstCon Coastal Conservation
 - In Industry
 - MinEx Mineral Extraction
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/5

MAP Sal/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area
9 Infrastructure



Policy Area Map Sal/5

-  Policy Area Boundary
-  Development Plan Boundary



- Local Reserves
- Development Plan Boundary

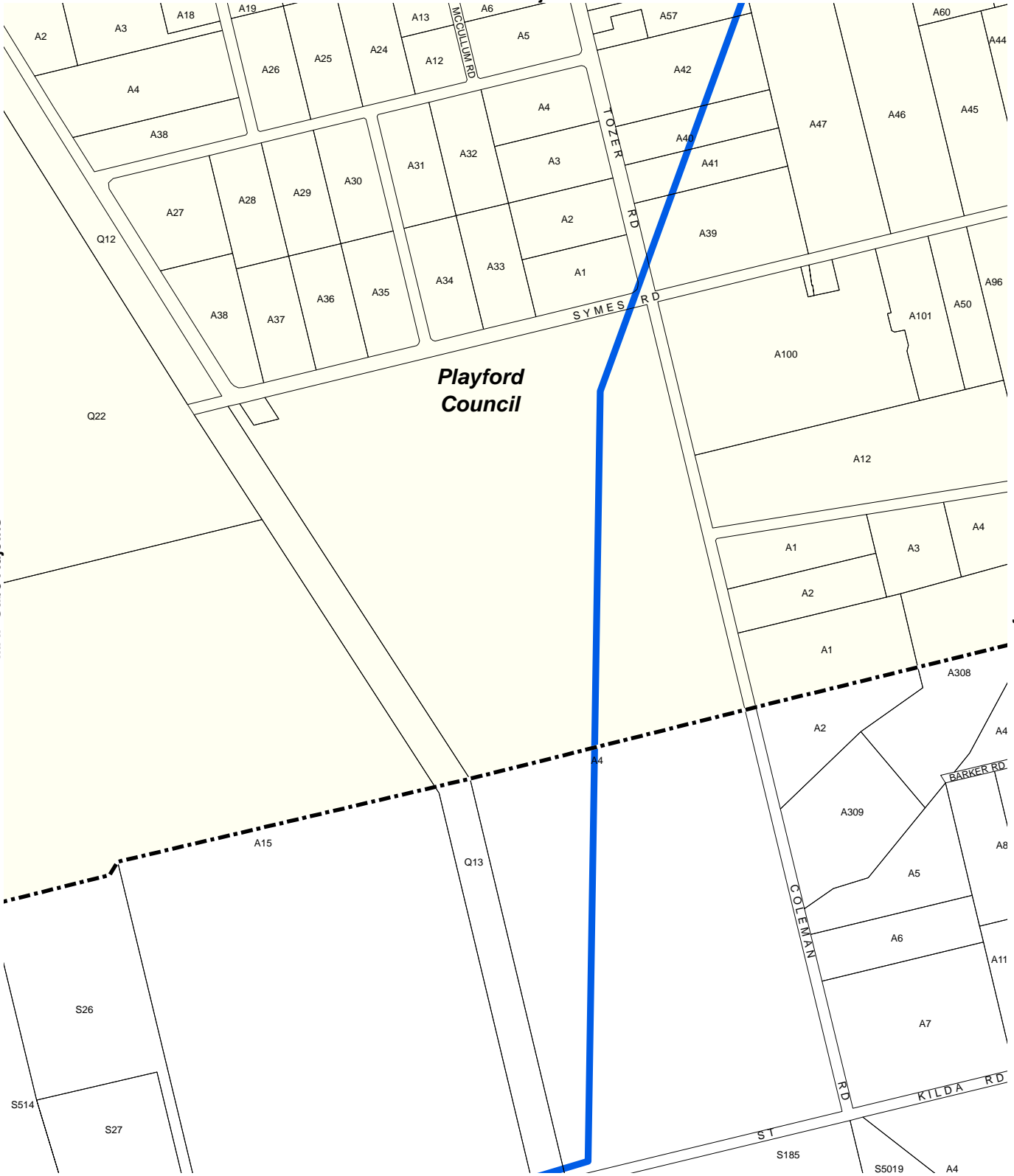
Location Map Sal/6

MAP Sal/1 Adjoins

Playford Council

MAP Sal/14 Adjoins

Overlay Map Sal/6 DEVELOPMENT CONSTRAINTS



- Epic Energy Gas Pipeline
- - - - - Development Plan Boundary



MAP Sal/1 Adjoins



Port Gawler & Buckland Park Lake Q22

Playford Council

MAP Sal/5 Adjoins

MAP Sal/7 Adjoins

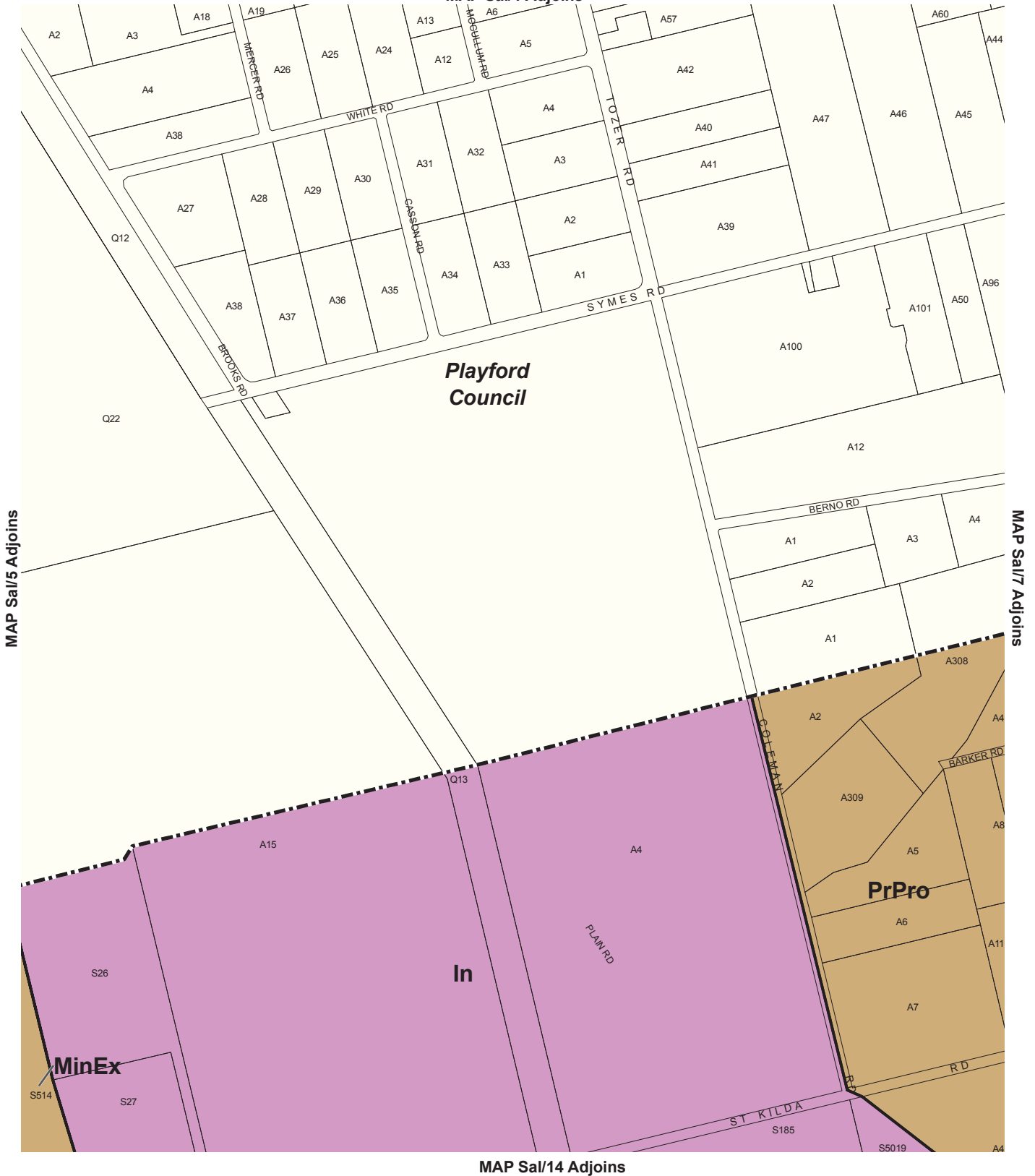
MAP Sal/14 Adjoins



Overlay Map Sal/6 NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary

MAP Sal/1 Adjoins



Playford Council

PrPro

In

MinEx

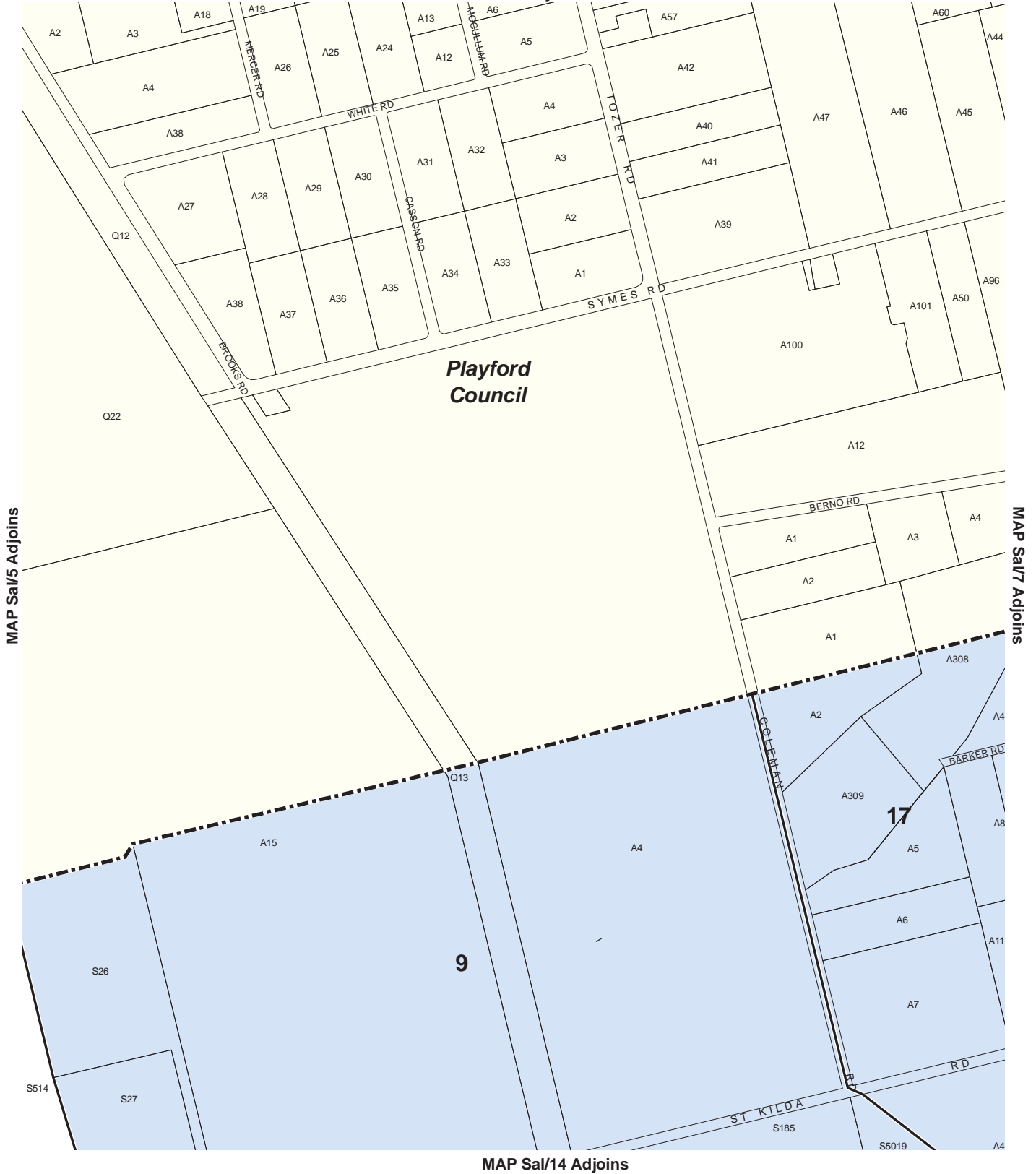
Lamberts Conformal Conic Projection, GDA94



Zone Map Sal/6

- Zones**
- Industry
 - Mineral Extraction
 - Primary Production
 - Zone Boundary
 - Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/14 Adjoins

Lamberts Conformal Conic Projection, GDA94

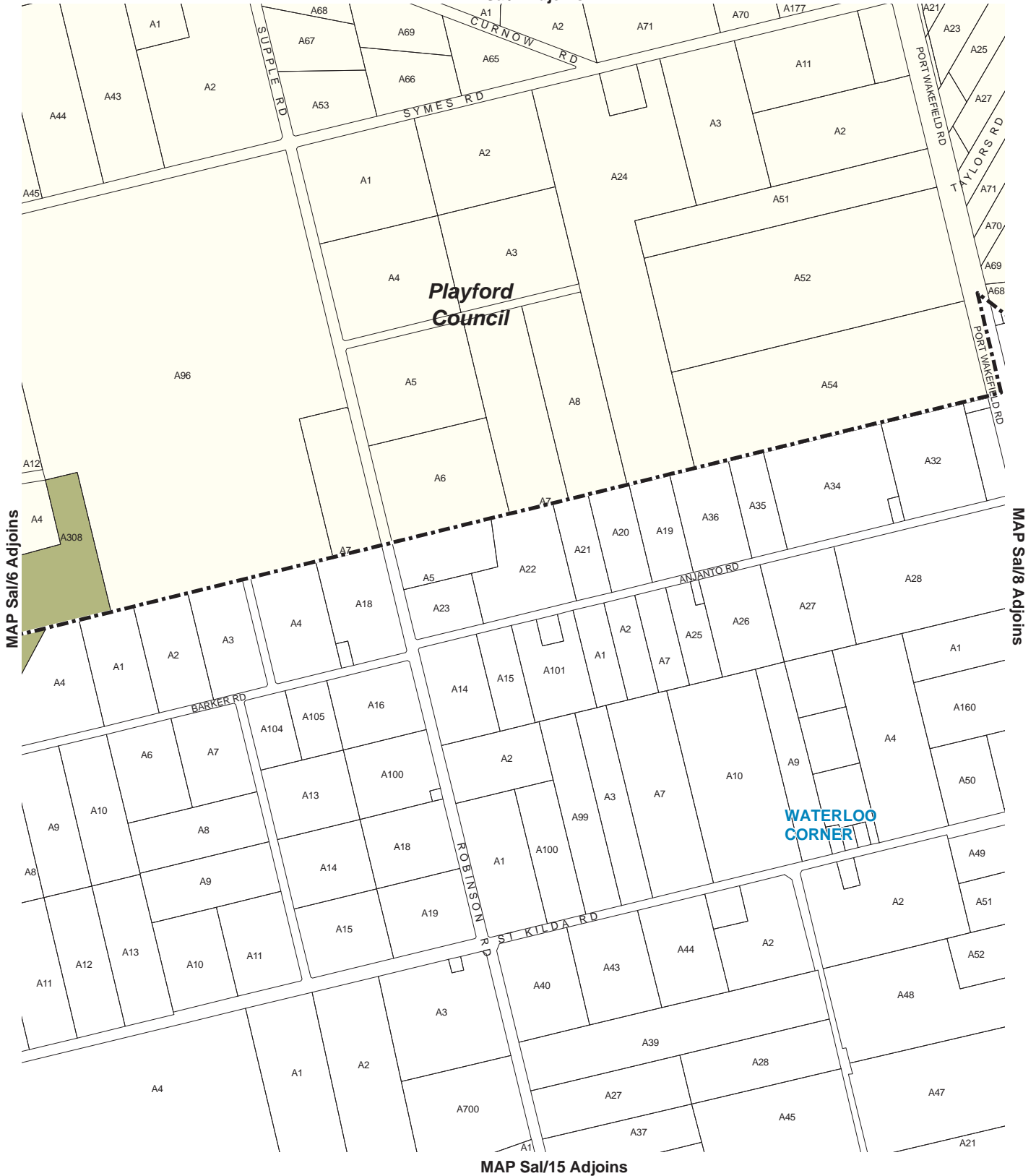
- Policy Area**
 17 Horticulture
 9 Infrastructure



Policy Area Map Sal/6

- Policy Area Boundary
- Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/8 Adjoins

MAP Sal/6 Adjoins

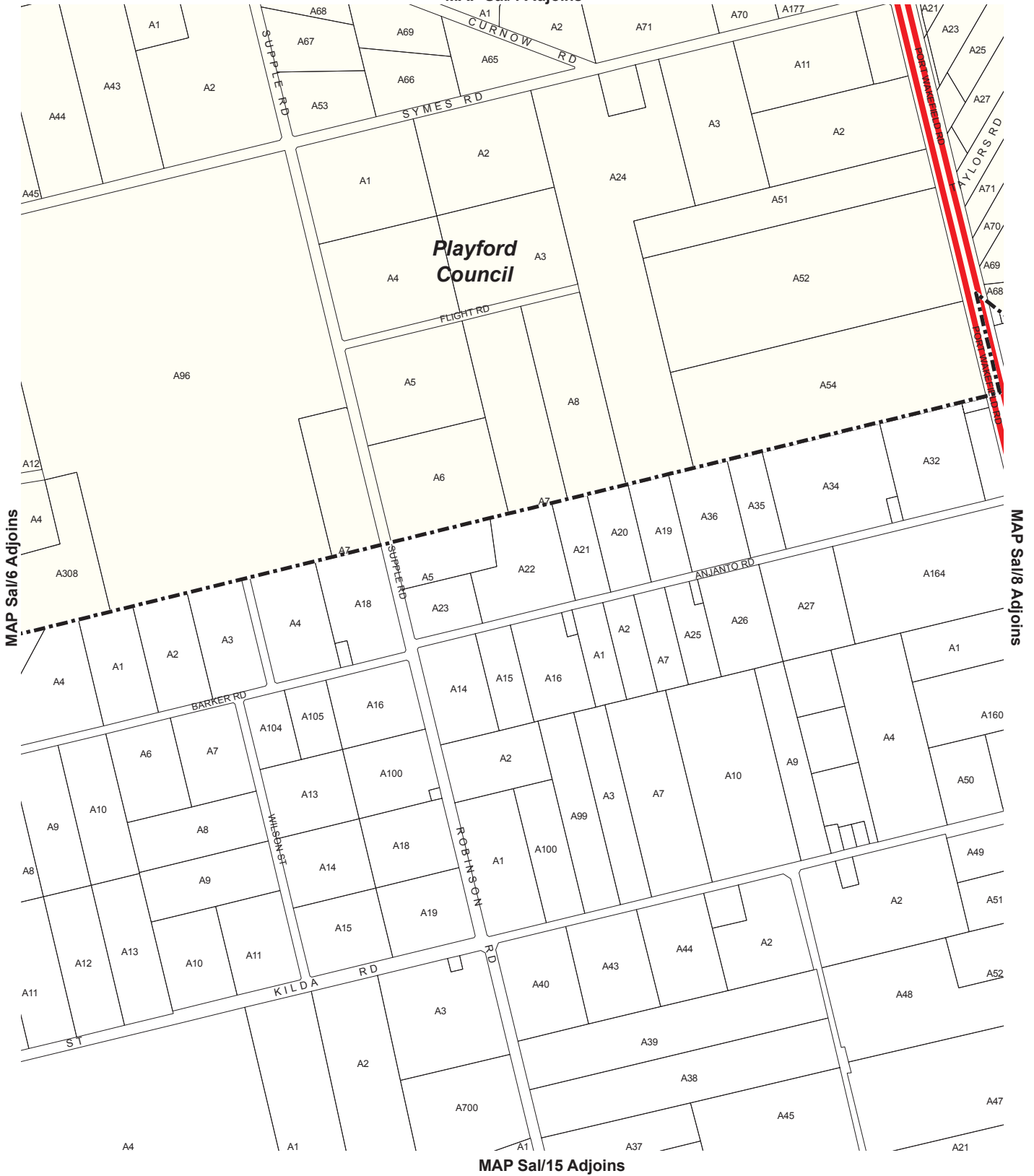
MAP Sal/15 Adjoins



Location Map Sal/7

- Local Reserves
- Development Plan Boundary

MAP Sal/1 Adjoins



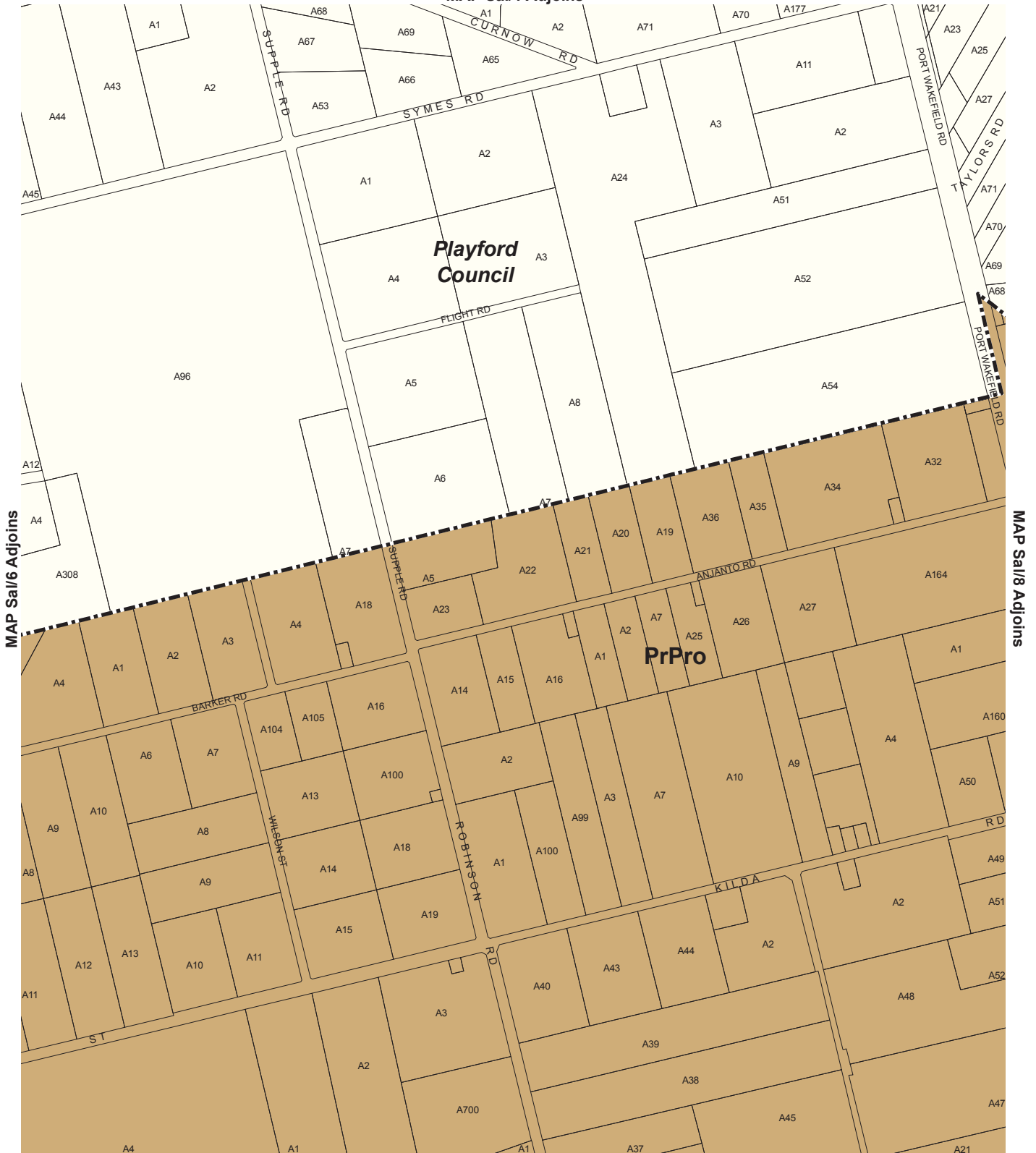
MAP Sal/15 Adjoins



Overlay Map Sal/7 TRANSPORT

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

MAP Sal/1 Adjoins



MAP Sal/15 Adjoins

Lamberts Conformal Conic Projection, GDA94

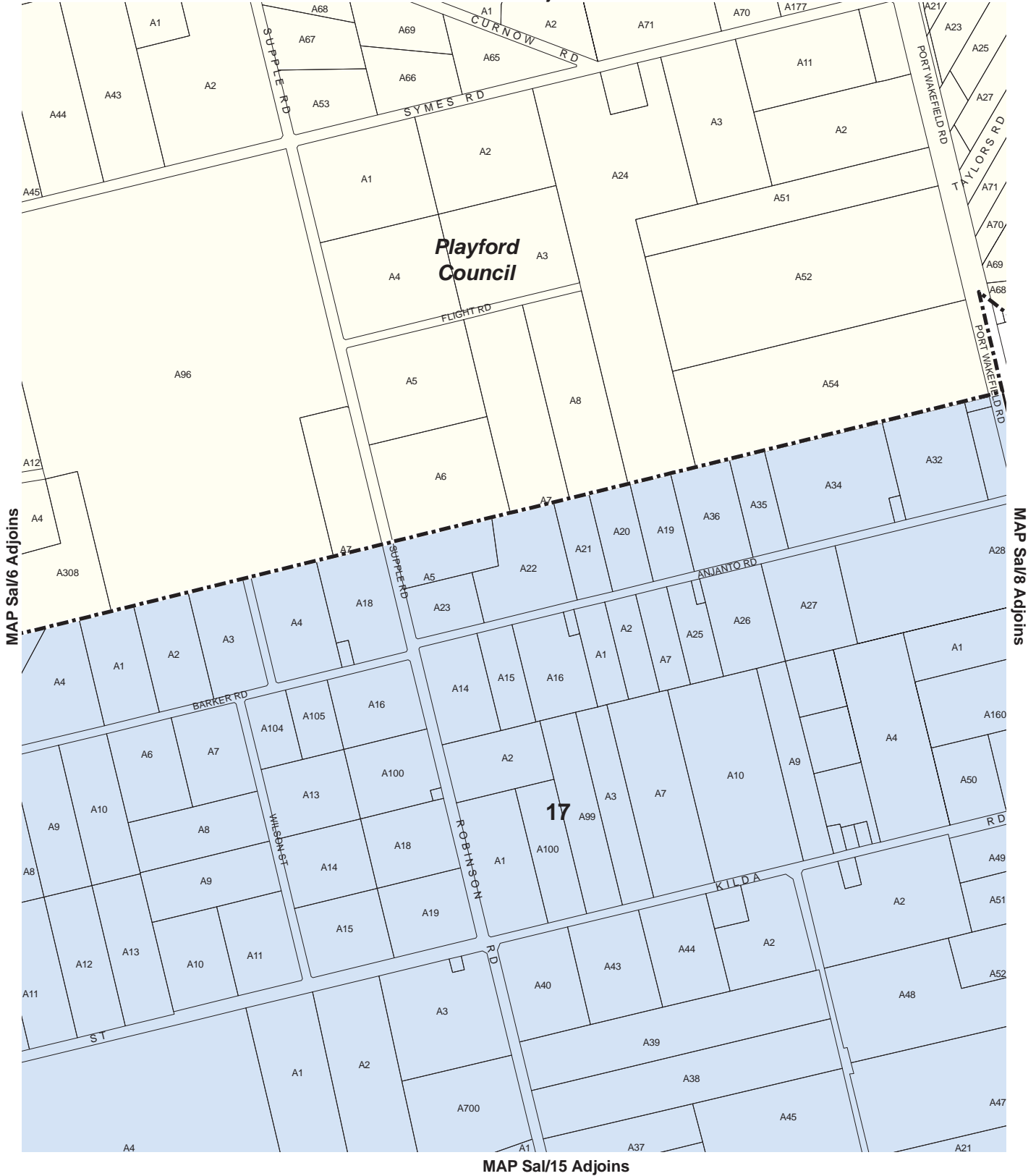


Zone Map Sal/7

Zones

- PrPro Primary Production
- Zone Boundary
- Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/15 Adjoins

Lamberts Conformal Conic Projection, GDA94

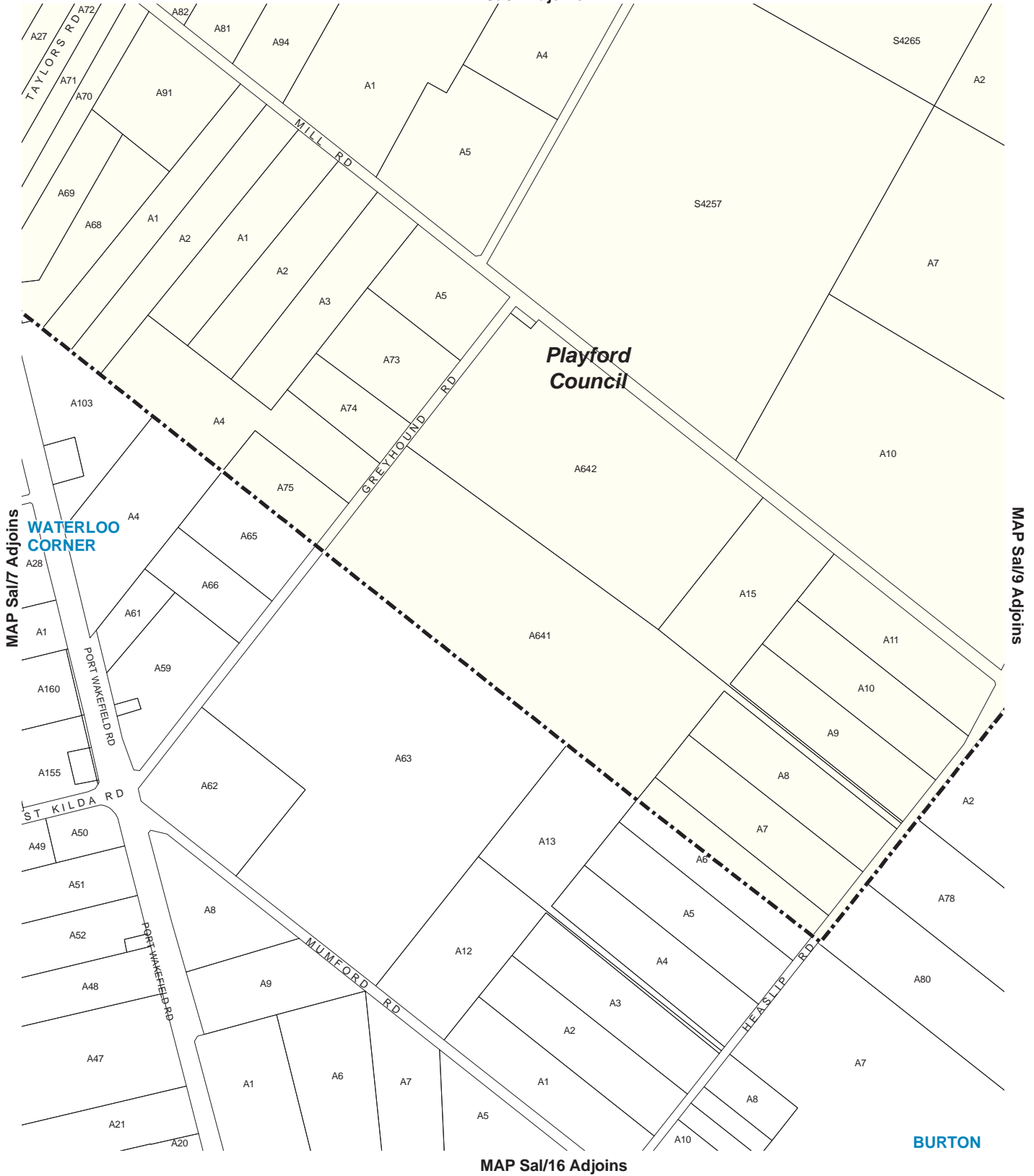
Policy Area
17 Horticulture



Policy Area Map Sal/7

- Policy Area Boundary
- Development Plan Boundary

MAP Sal/1 Adjoins



Location Map Sal/8

--- Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/7 Adjoins

MAP Sal/9 Adjoins

Playford Council

MAP Sal/16 Adjoins






Overlay Map Sal/8 TRANSPORT

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

MAP Sal/1 Adjoins



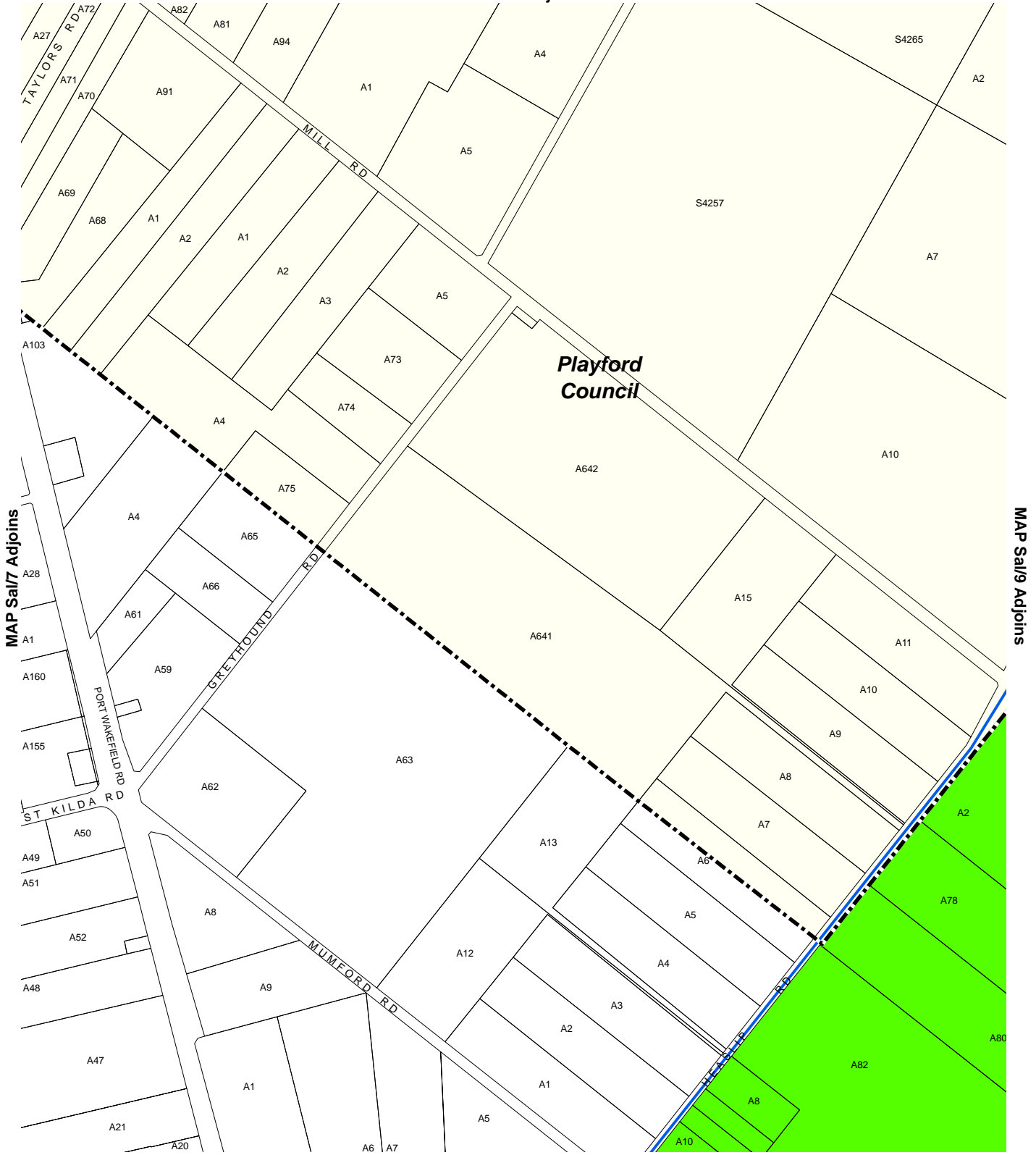
-  Epic Energy Gas Pipeline
-  South East Australia Gas Pipeline
-  Development Plan Boundary

Overlay Map Sal/8

DEVELOPMENT CONSTRAINTS



MAP Sal/1 Adjoins



MAP Sal/7 Adjoins

MAP Sal/9 Adjoins




MAP Sal/16 Adjoins

Playford Council

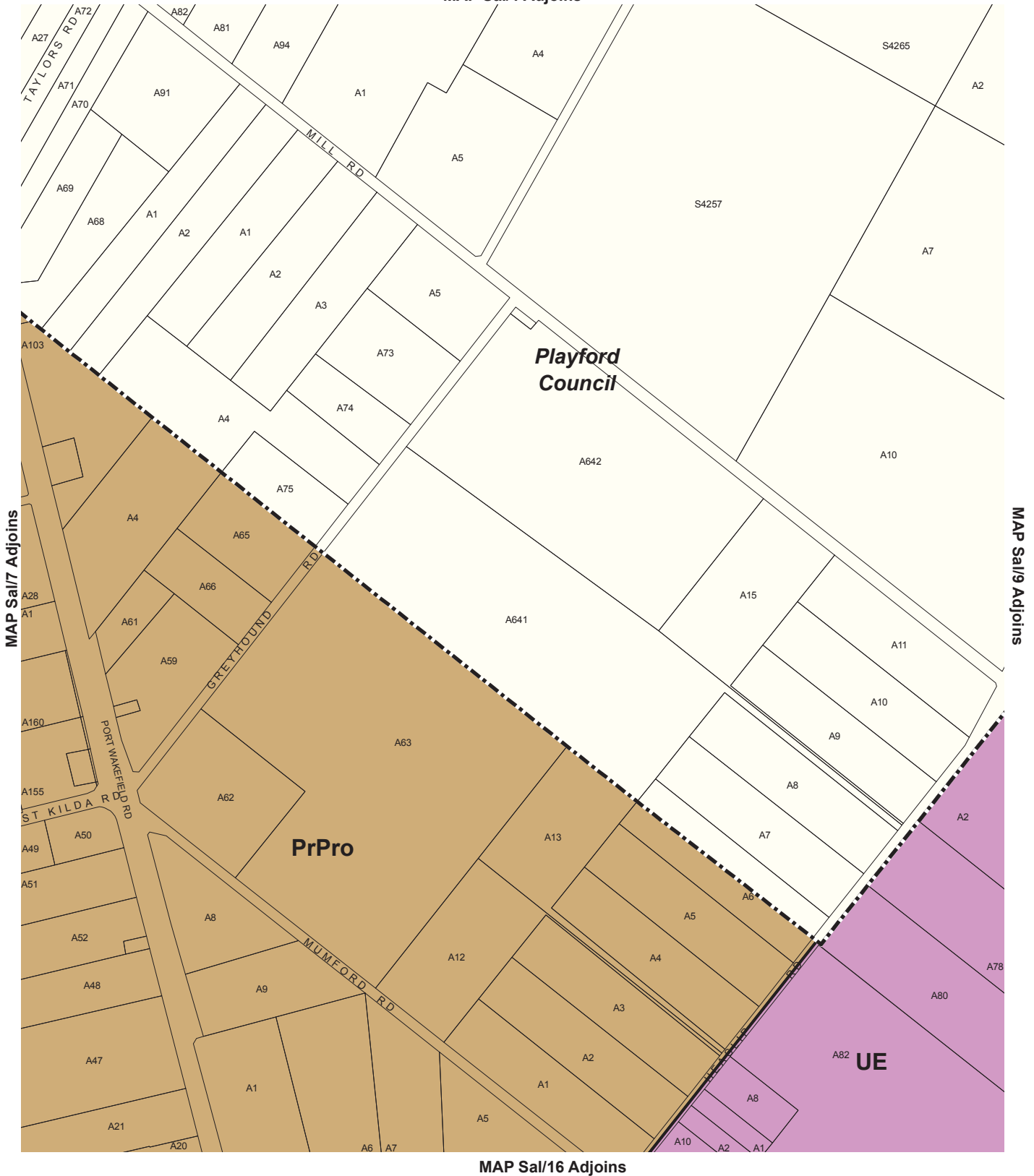


Overlay Map Sal/8

STRATEGIC TRANSPORT ROUTES

-  Strategic Transport Route
-  Strategic Transport Routes Designated Area
-  Development Plan Boundary

MAP Sal/1 Adjoins



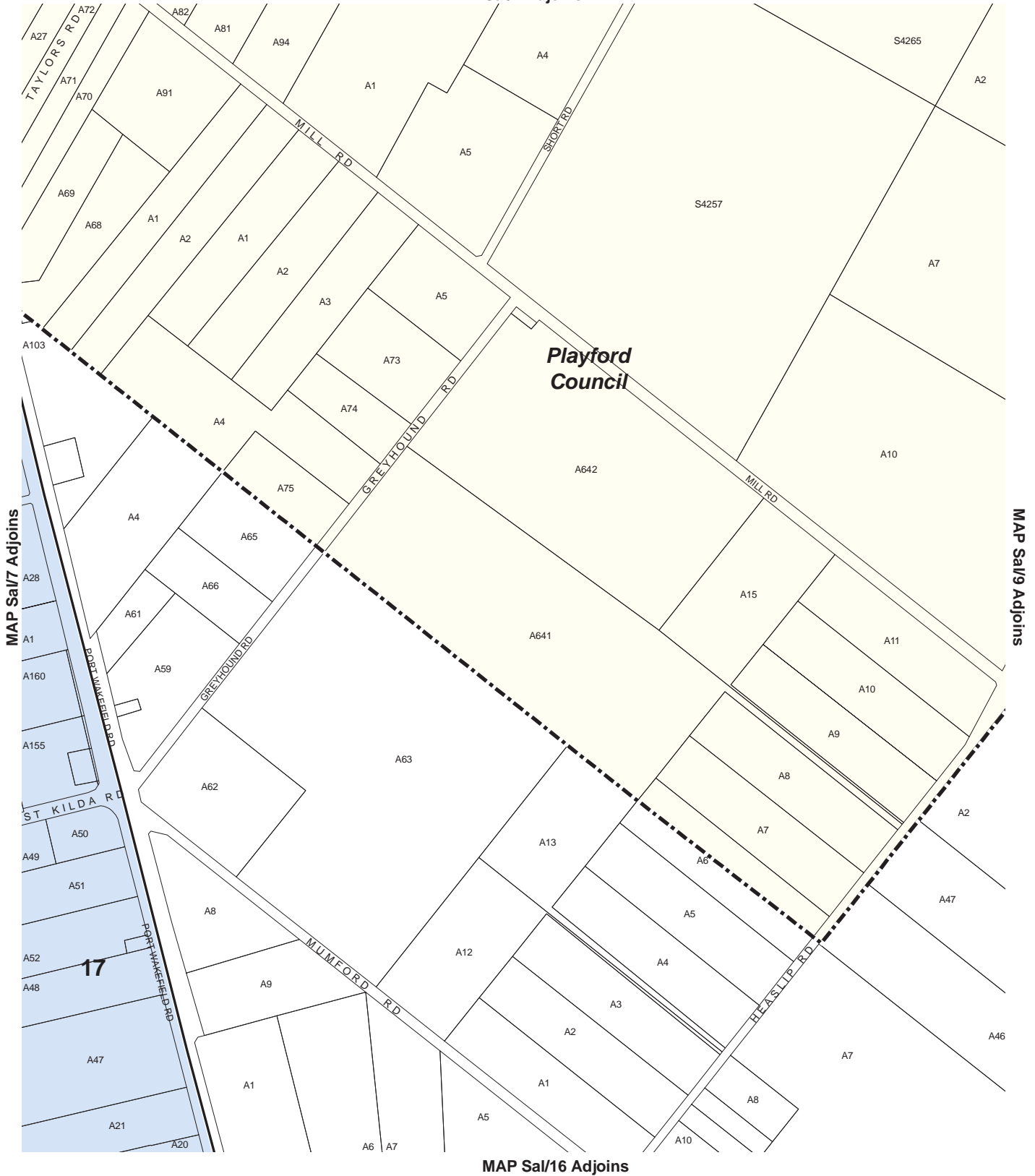
Lamberts Conformal Conic Projection, GDA94



- Zones**
- PrPro Primary Production
 - UE Urban Employment
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/8

MAP Sal/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area
17 Horticulture



Policy Area Map Sal/8

- Policy Area Boundary
- Development Plan Boundary

MAP Sal/2 Adjoins



Playford Council

EDINBURGH





WATERLOO CORNER

DIREK

BURTON

MAP Sal/17 Adjoins



-  Railways
-  Edinburgh RAAF base defence reserve
-  Local Reserves
-  Development Plan Boundary

Location Map Sal/9

MAP Sal/2 Adjoins



Playford Council

MAP Sal/8 Adjoins

MAP Sal/10 Adjoins

MAP Sal/17 Adjoins



Overlay Map Sal/9 TRANSPORT

- Secondary Arterial Roads
- Development Plan Boundary

MAP Sal/2 Adjoins



Overlay Map Sal/9 DEVELOPMENT CONSTRAINTS

- South East Australia Gas Pipeline
- Development Plan Boundary

MAP Sal/2 Adjoins

Playford Council



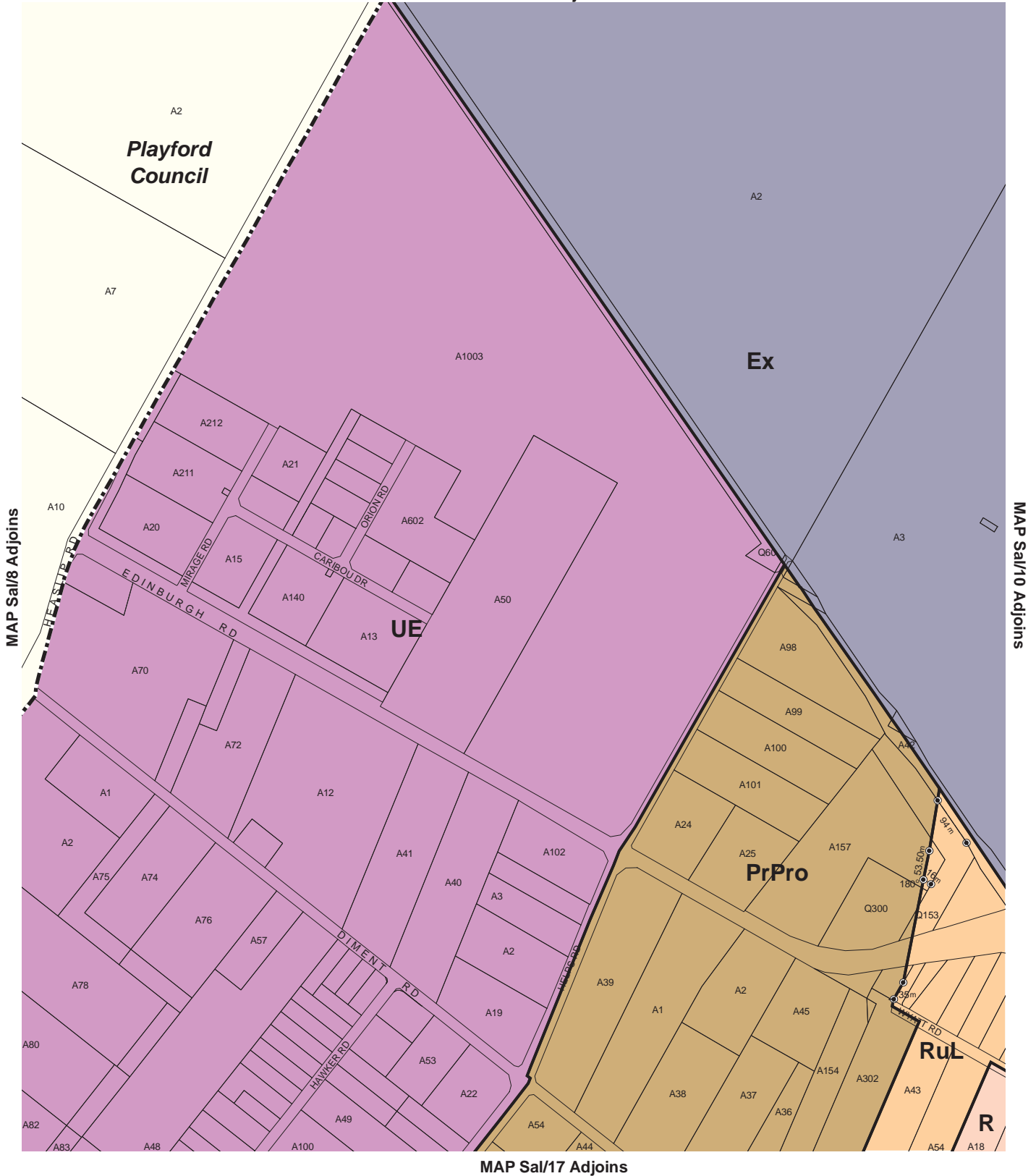
MAP Sal/17 Adjoins



Overlay Map Sal/9

STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Strategic Transport Routes Designated Area
- Development Plan Boundary



Lamberts Conformal Conic Projection, GDA94



Zones

- Ex Excluded
- PrPro Primary Production
- R Residential
- RuL Rural Living
- UE Urban Employment
- Zone Boundary
- Development Plan Boundary

Zone Map Sal/9

MAP Sal/2 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area
16 Aircraft Noise
20 Direk



Policy Area Map Sal/9



- Policy Area Boundary
- Development Plan Boundary

MAP Sal/2 Adjoins



Lamberts Conformal Conic Projection, GDA94

Precinct
19 Limited Residential

-  Precinct Boundary
-  Development Plan Boundary

Precinct Map Sal/9

MAP Sal/3 Adjoins

MAP Sal/9 Adjoins





MAP Sal/11 Adjoins



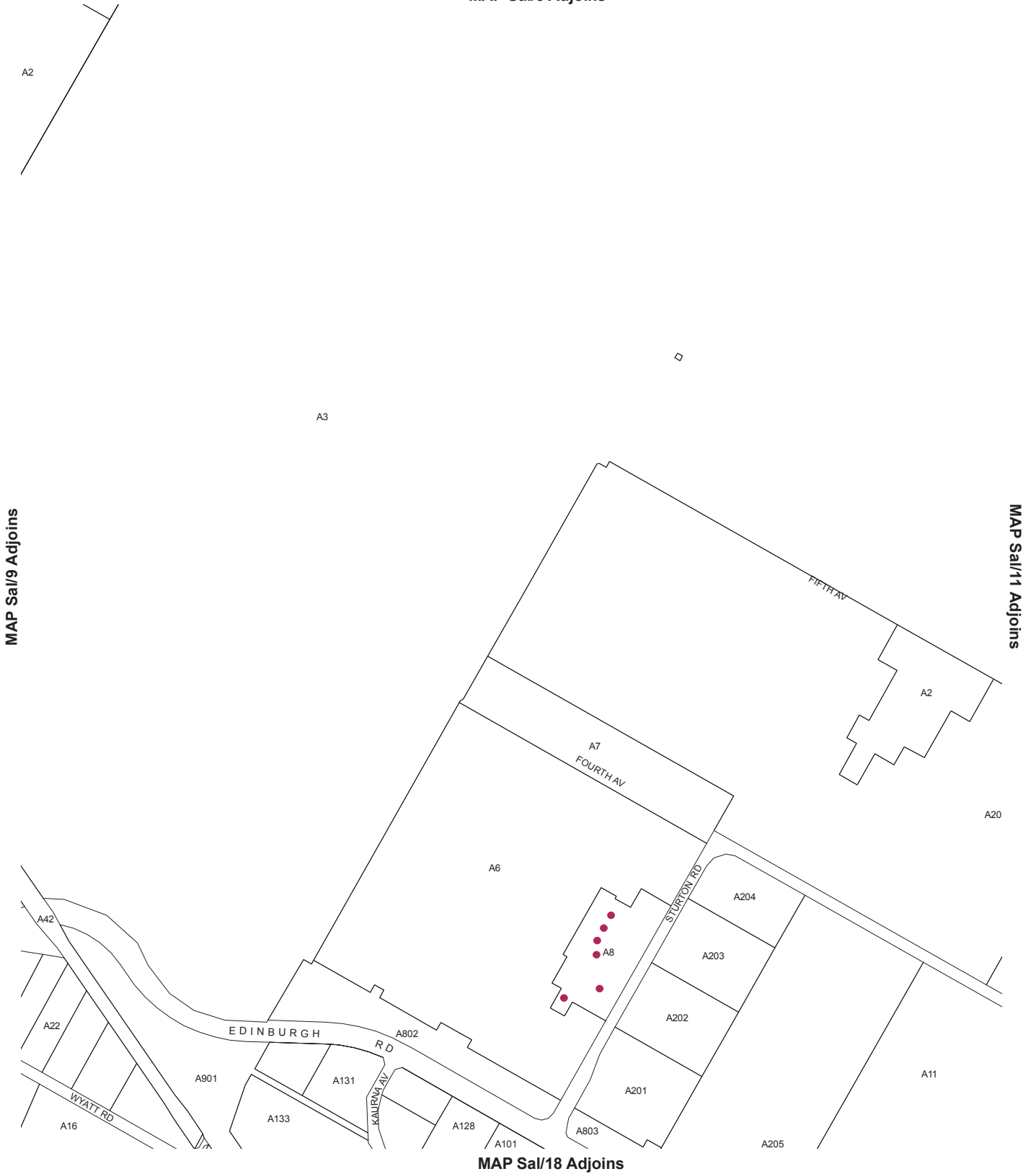
MAP Sal/18 Adjoins



Location Map Sal/10

-  Post Office
-  Railways
-  Edinburgh RAAF base defence reserve
-  Local Reserves

MAP Sal/3 Adjoins



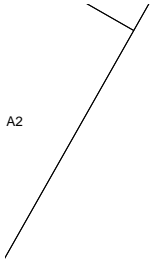
Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory
Items please refer to the relevant tables within this document.



Overlay Map Sal/10 HERITAGE

● State heritage place

MAP Sal/3 Adjoins



A3



MAP Sal/9 Adjoins

MAP Sal/11 Adjoins



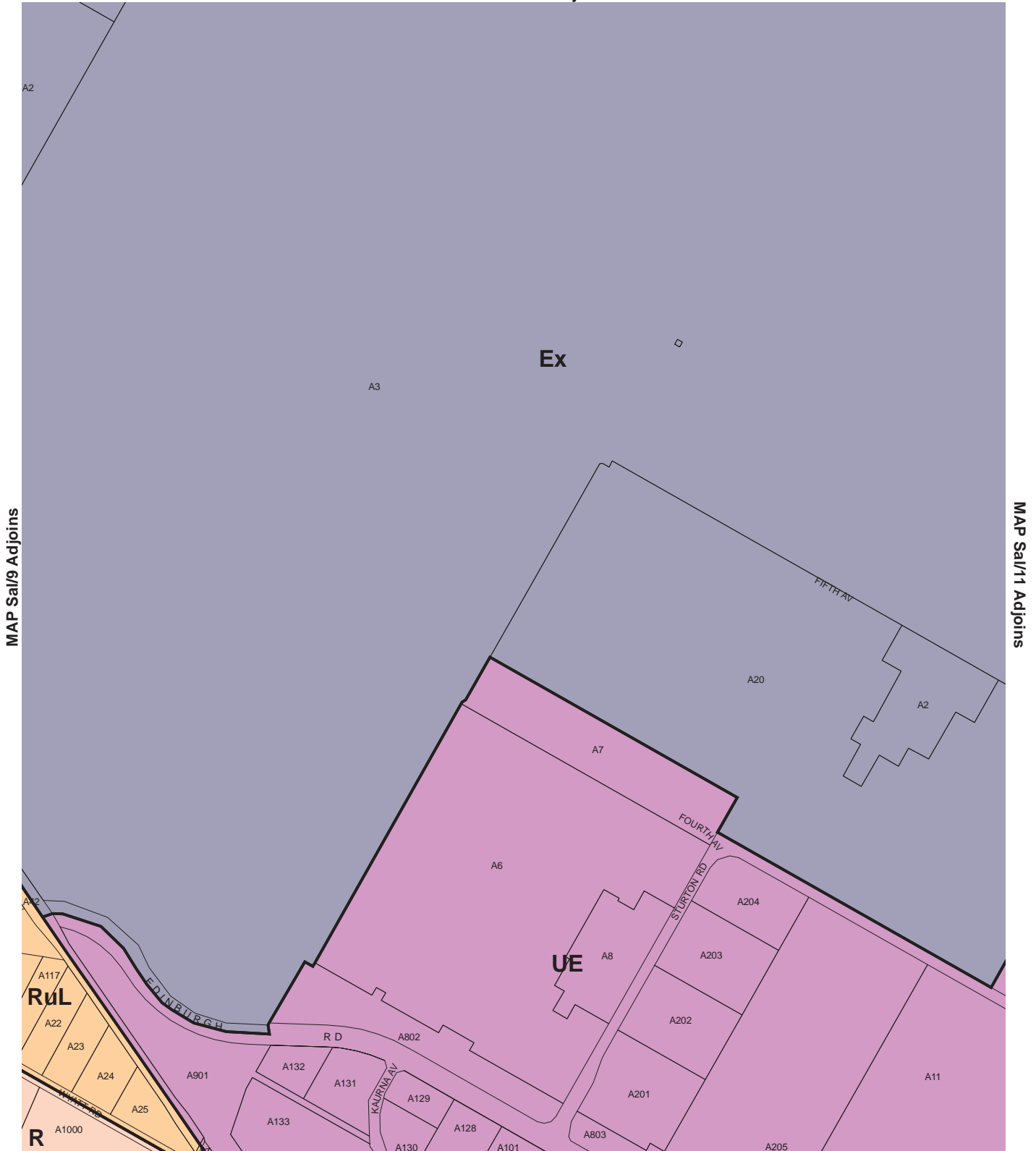
MAP Sal/18 Adjoins



-  Strategic Transport Route
-  Strategic Transport Routes Designated Area

Overlay Map Sal/10 STRATEGIC TRANSPORT ROUTES

MAP Sal/3 Adjoins



MAP Sal/18 Adjoins

Lamberts Conformal Conic Projection, GDA94

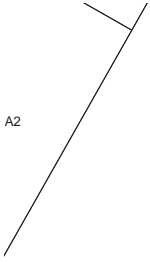


Zones

- Ex Excluded
- R Residential
- RuL Rural Living
- UE Urban Employment
- Zone Boundary

Zone Map Sal/10

MAP Sal/3 Adjoins



A3

MAP Sal/9 Adjoins

MAP Sal/11 Adjoins



MAP Sal/18 Adjoins

Lamberts Conformal Conic Projection, GDA94

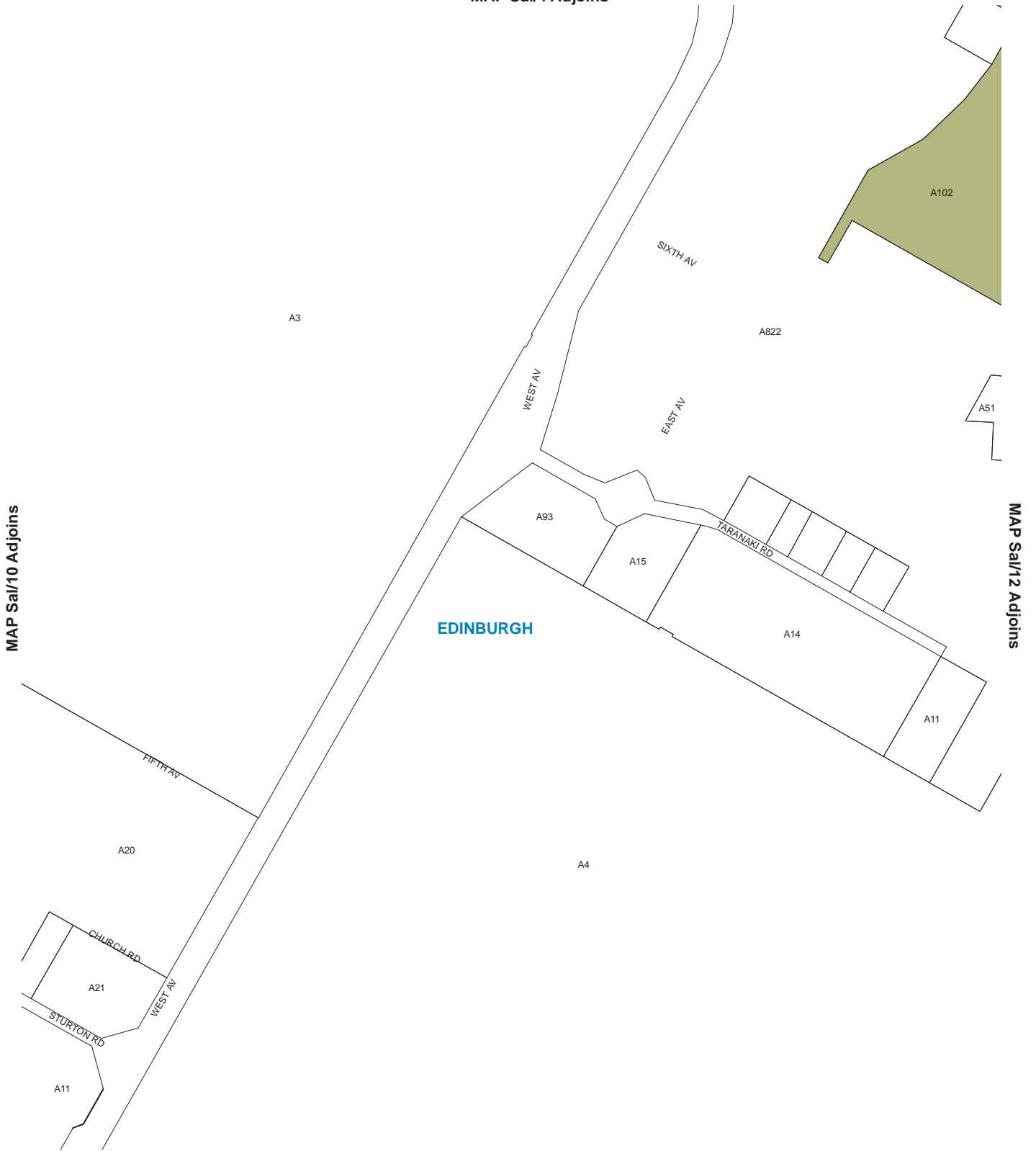
Policy Area
20 Direk



Policy Area Map Sal/10

 Policy Area Boundary


MAP Sal/4 Adjoins



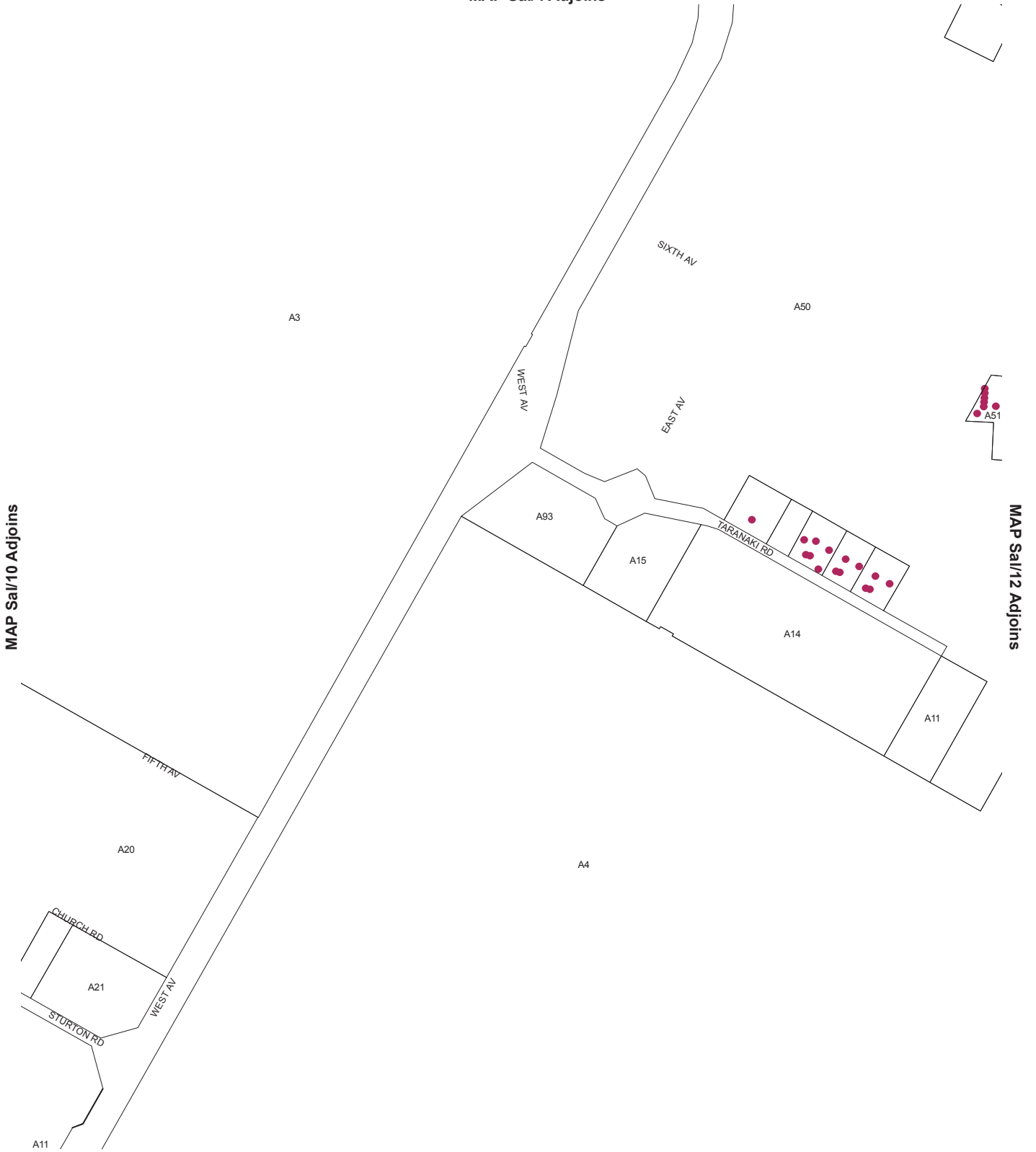
MAP Sal/19 Adjoins



Location Map Sal/11

 Local Reserves

MAP Sal/4 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.

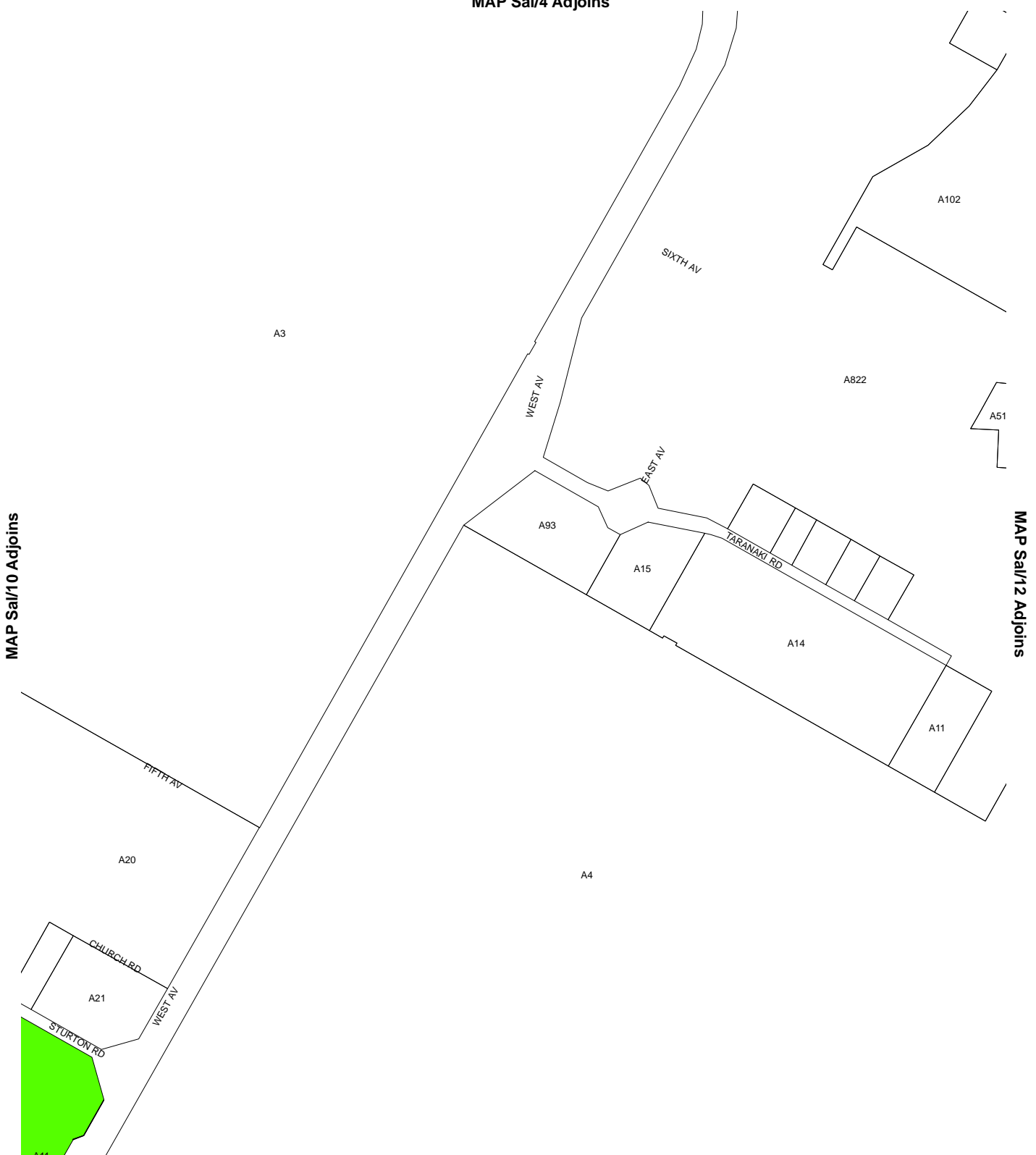


Overlay Map Sal/11

HERITAGE

● State heritage place

MAP Sal/4 Adjoins



MAP Sal/19 Adjoins

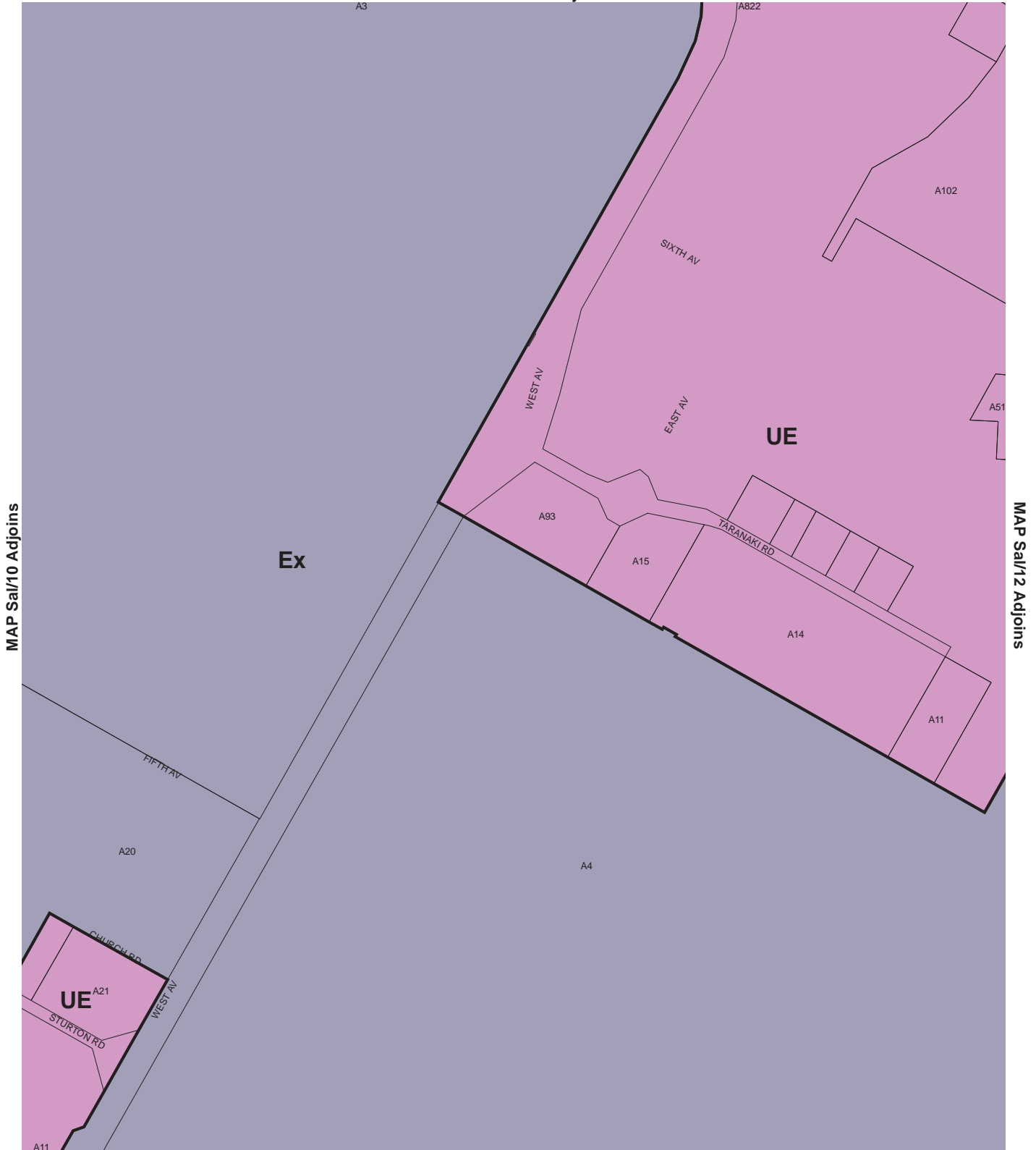


Overlay Map Sal/11

STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Strategic Transport Routes Designated Area

MAP Sal/4 Adjoins

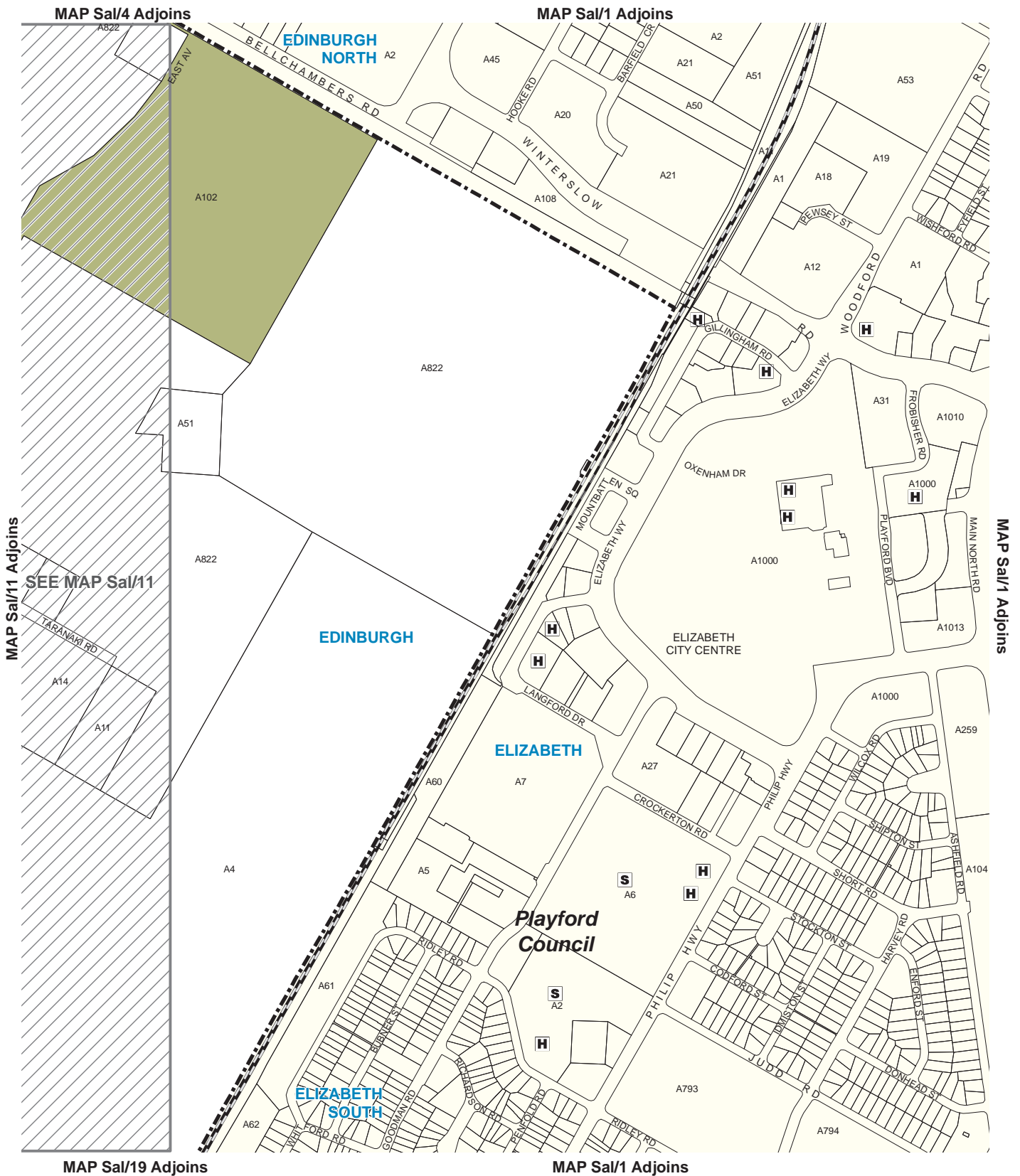


Lamberts Conformal Conic Projection, GDA94



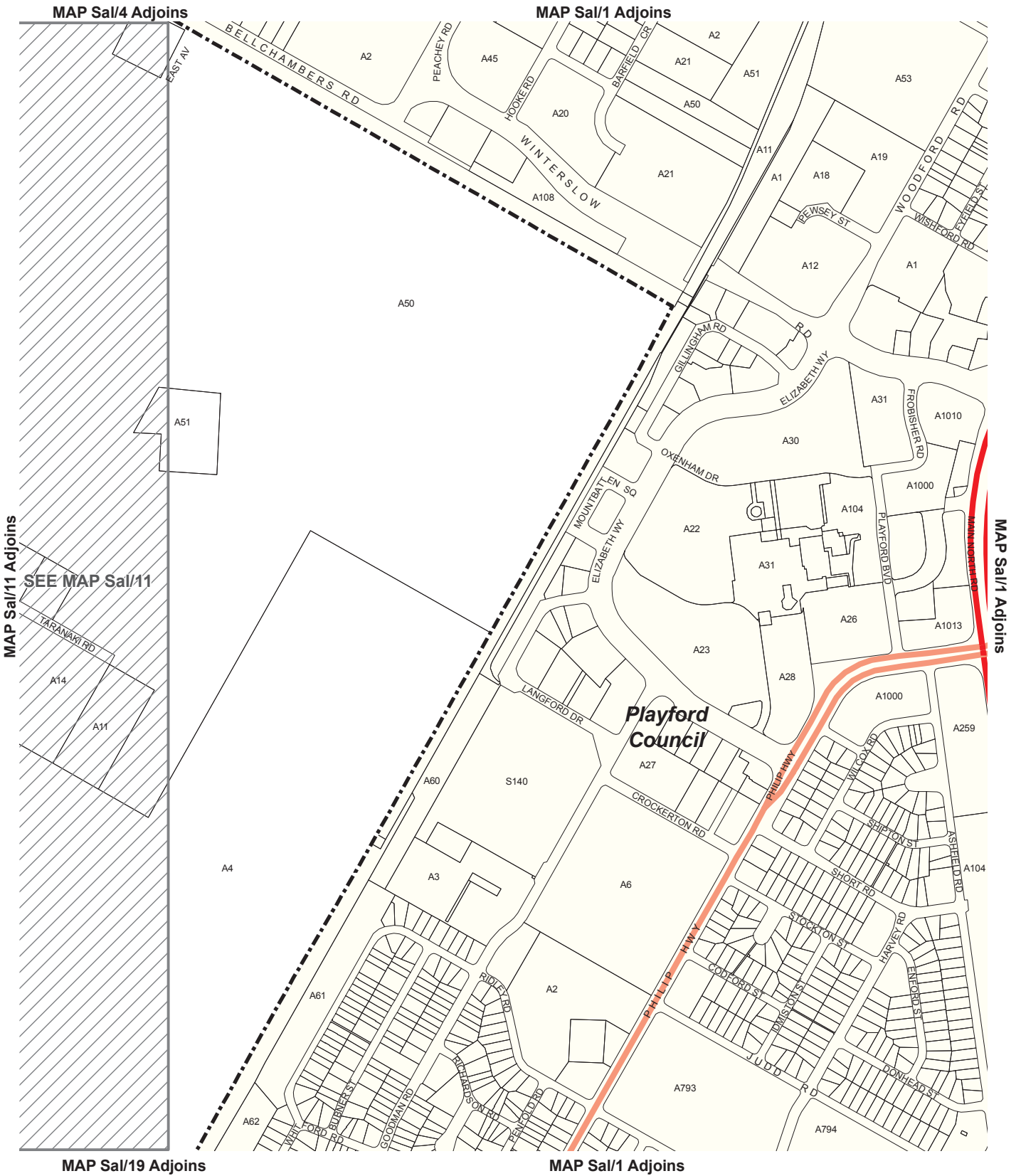
Zone Map Sal/11

- Zones**
- Ex Excluded
 - UE Urban Employment
 - Zone Boundary



Location Map Sal/12

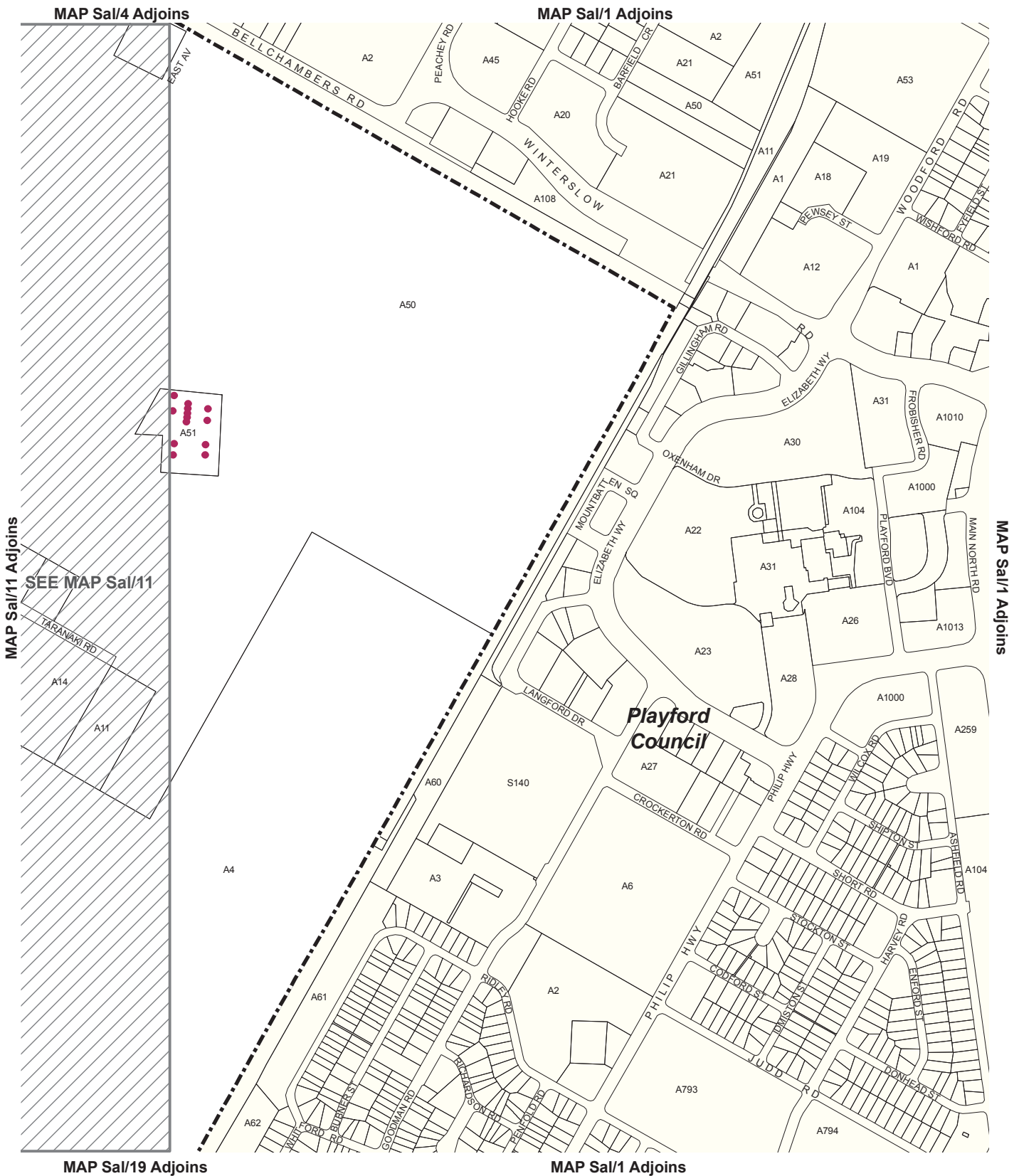
- S School
- H Other Health Services
- Railways
- Local Reserves
- Development Plan Boundary



Overlay Map Sal/12

TRANSPORT

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



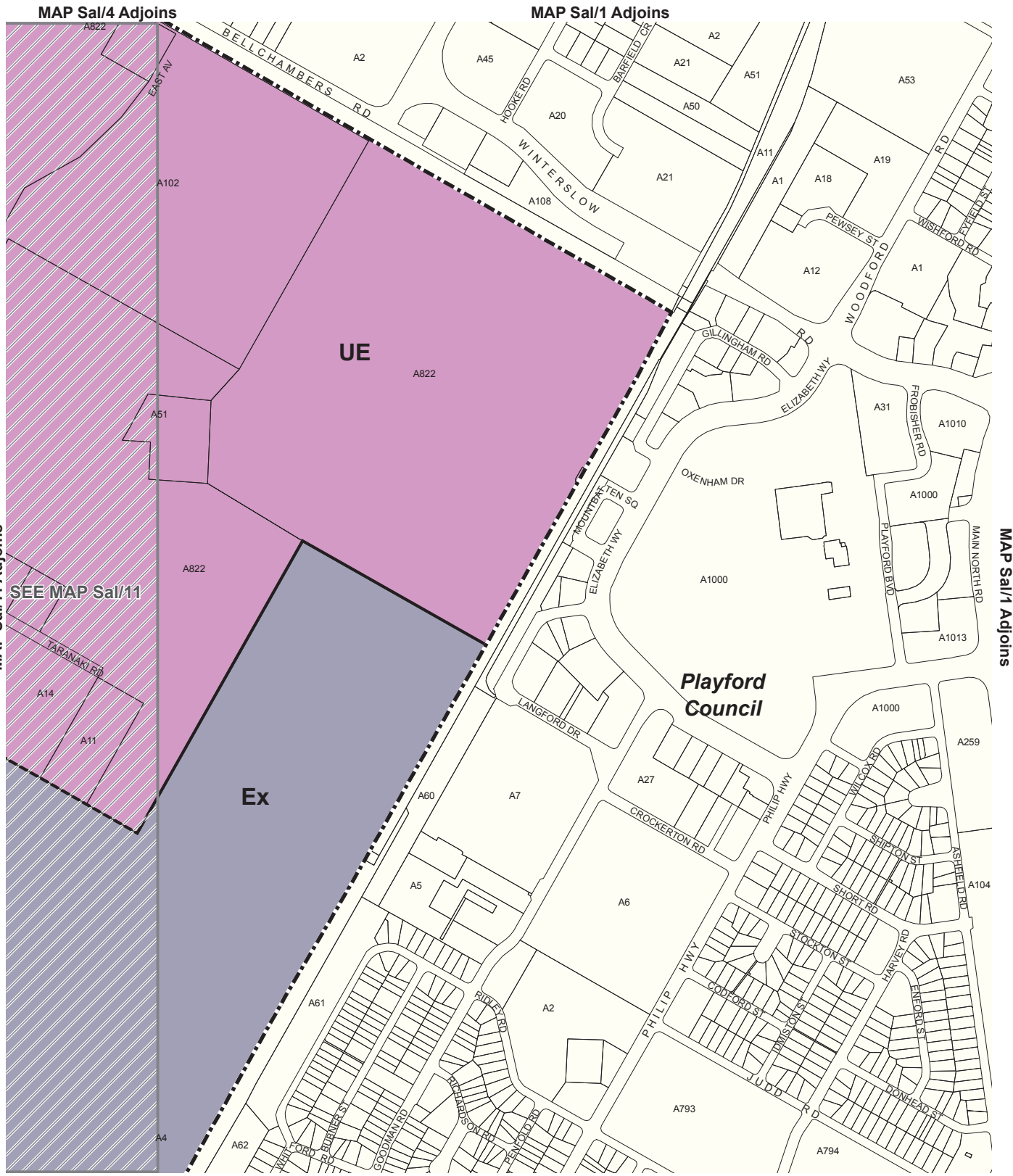
Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.

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

Overlay Map Sal/12

HERITAGE

SALISBURY COUNCIL
 Consolidated - 4 April 2019



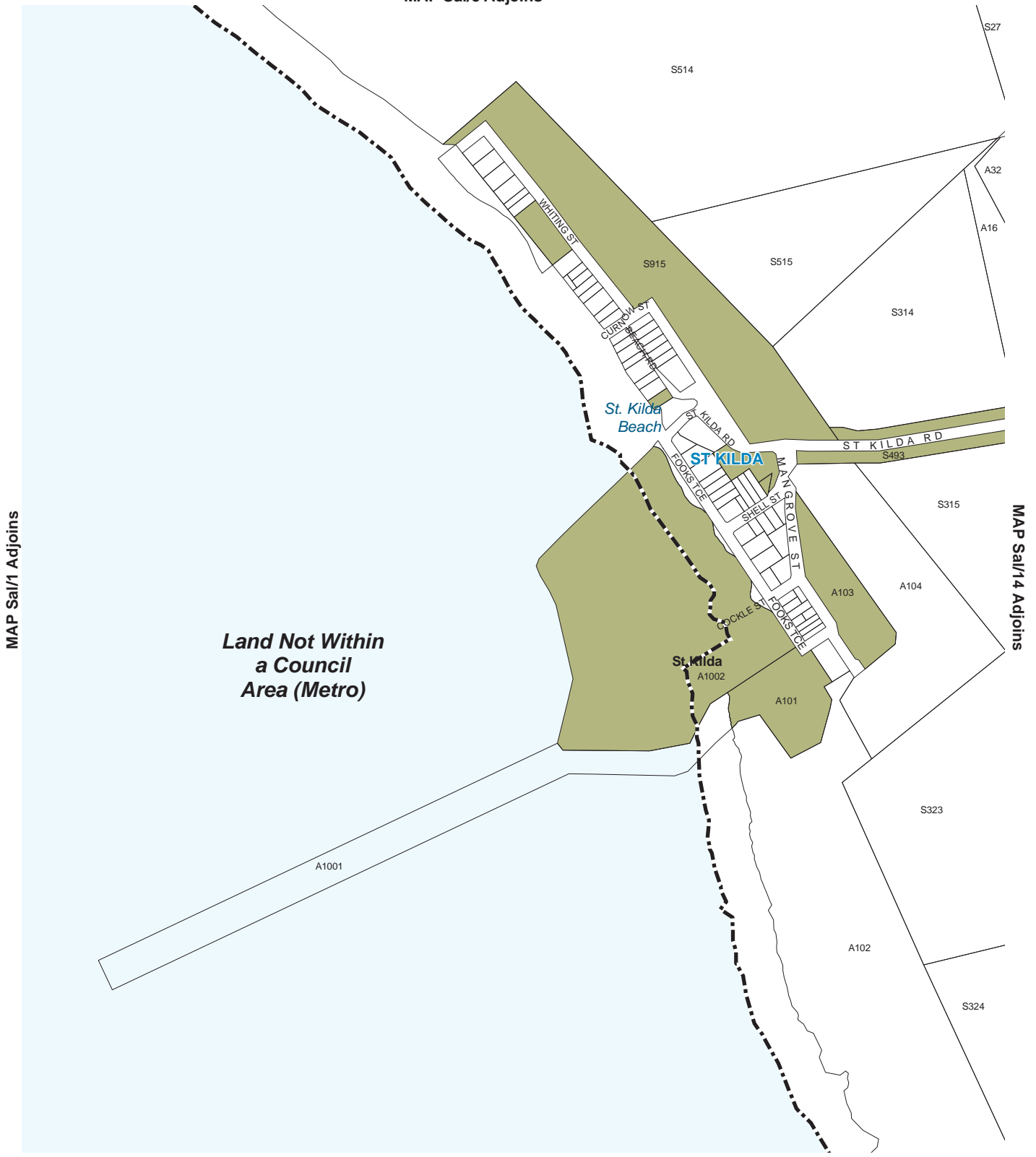
MAP Sal/19 Adjoins
 See enlargement map for accurate representation.
 Lamberts Conformal Conic Projection, GDA94



- Zones**
- Ex Excluded
 - UE Urban Employment
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/12

MAP Sal/5 Adjoins



Land Not Within a Council Area (Metro)

MAP Sal/1 Adjoins

MAP Sal/14 Adjoins

MAP Sal/1 Adjoins

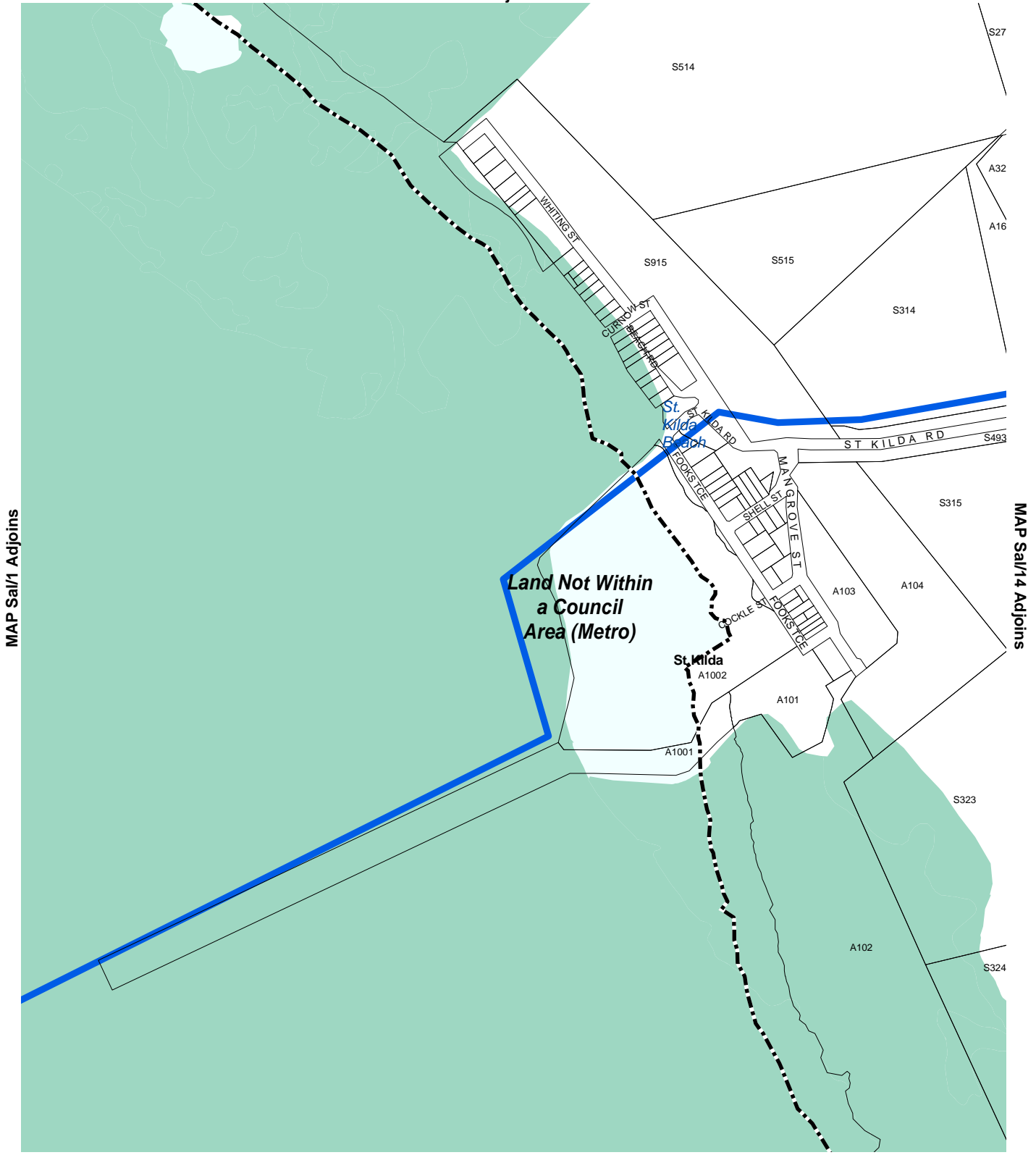
MAP Sal/20 Adjoins



Location Map Sal/13

- Local Reserves
- Development Plan Boundary

MAP Sal/5 Adjoins



MAP Sal/1 Adjoins

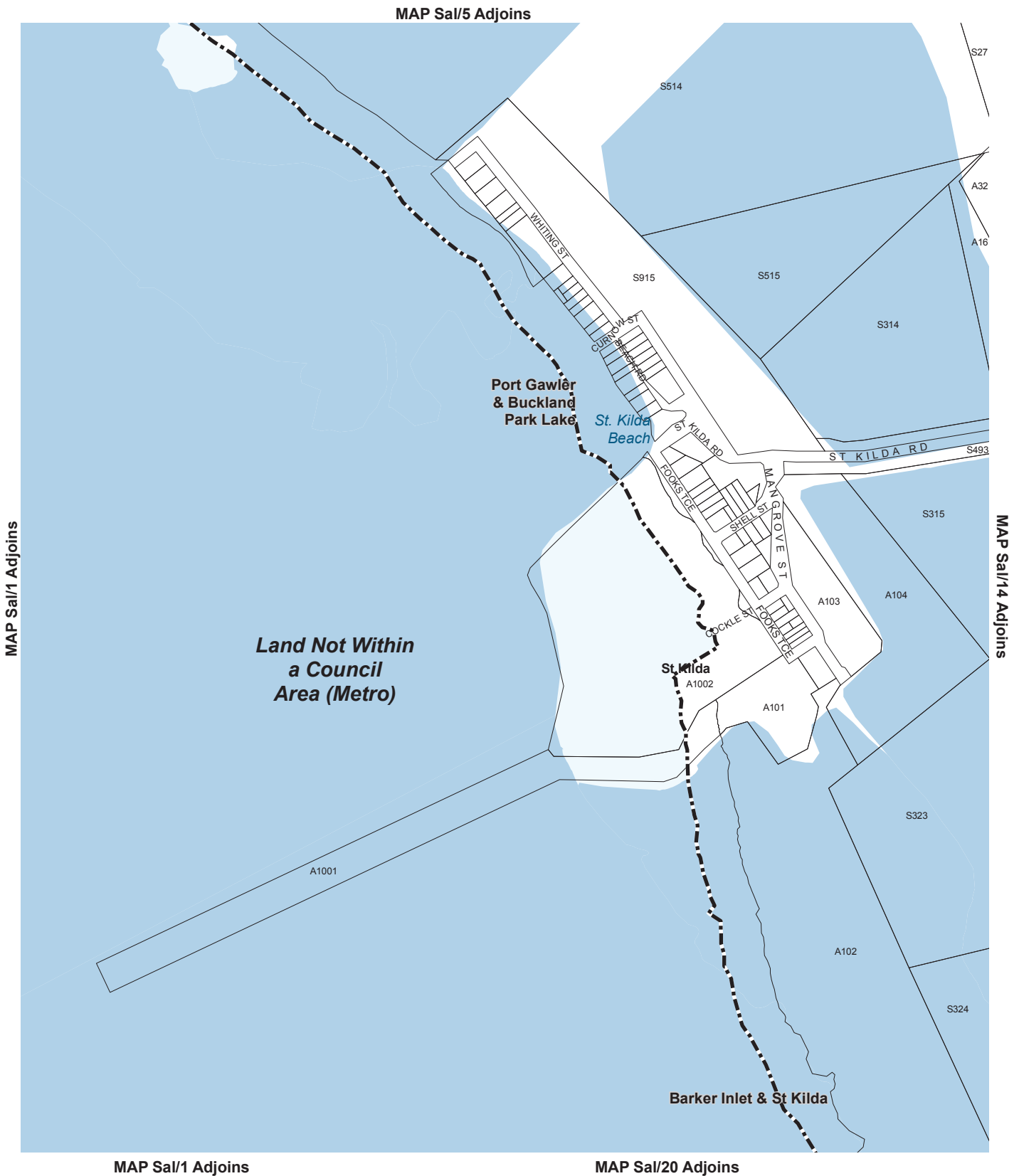
MAP Sal/20 Adjoins



Overlay Map Sal/13

DEVELOPMENT CONSTRAINTS

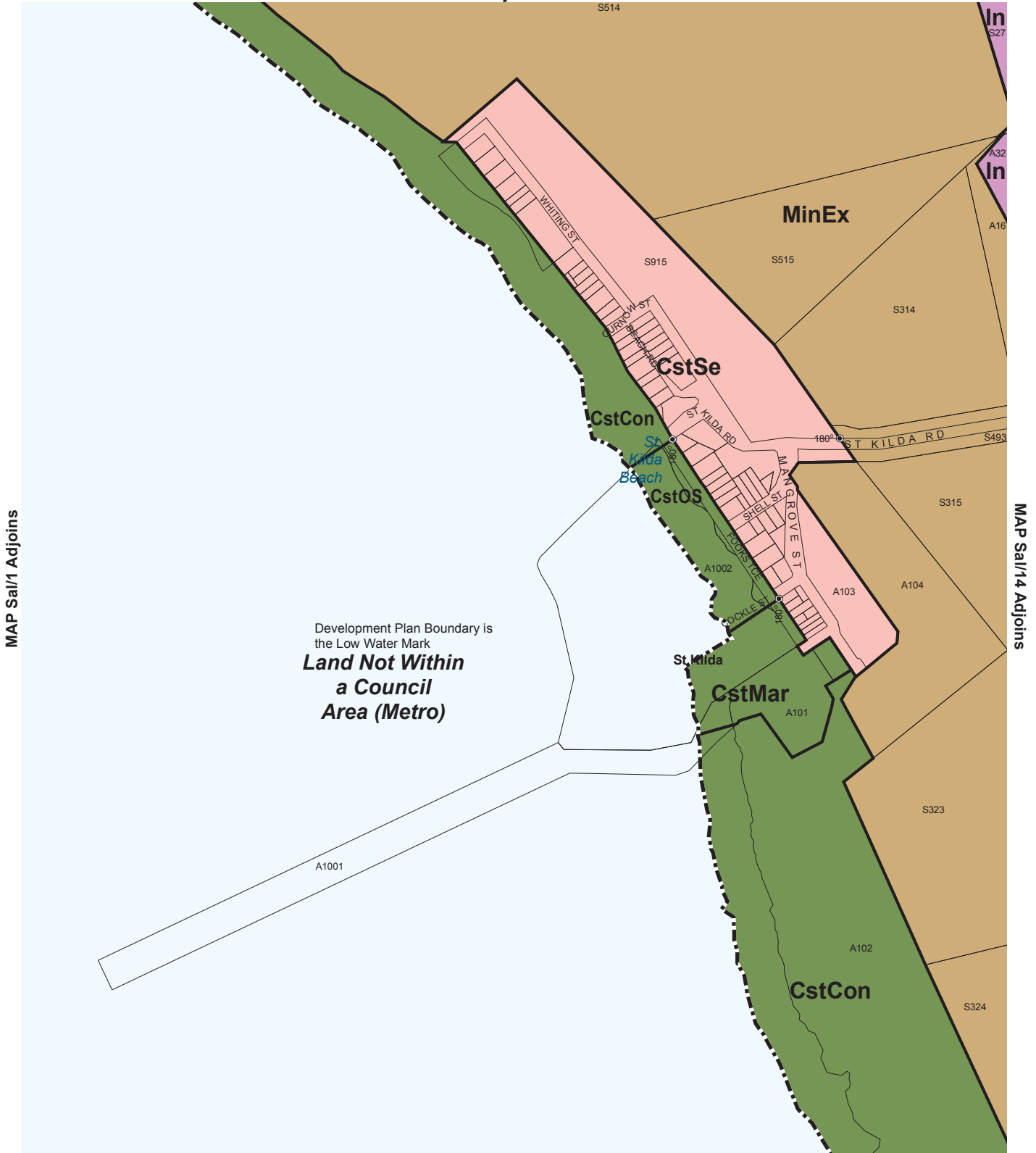
- █ Epic Energy Gas Pipeline
- █ Coastal Acid Sulfate Soils
- █ Development Plan Boundary



Overlay Map Sal/13

NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary



Development Plan Boundary is the Low Water Mark
Land Not Within a Council Area (Metro)

Lamberts Conformal Conic Projection, GDA94

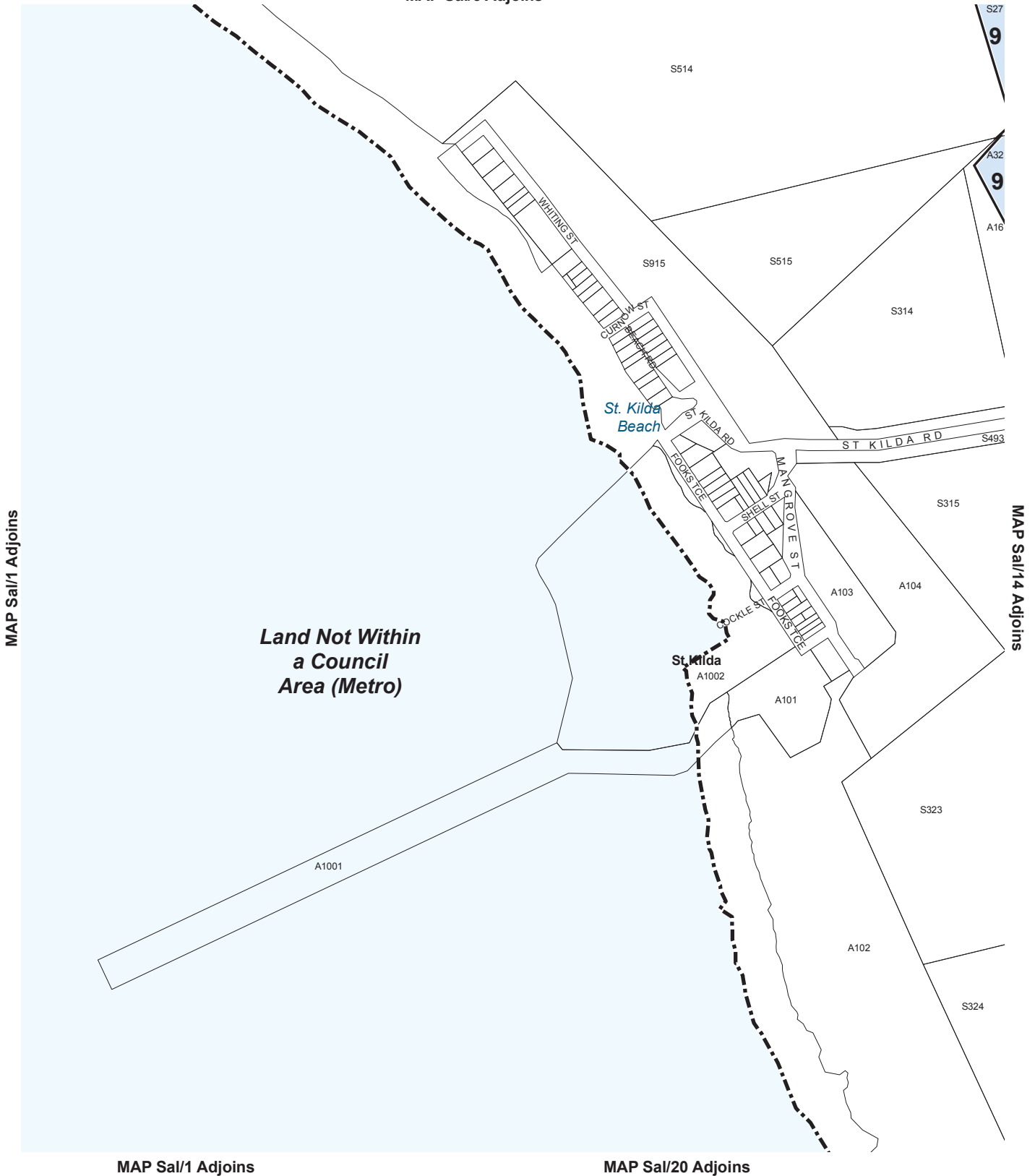


Zones

- CstCon Coastal Conservation
- CstMar Coastal Marina
- CstOS Coastal Open Space
- CstSe Coastal Settlement
- In Industry
- MinEx Mineral Extraction
- Zone Boundary
- Development Plan Boundary

Zone Map Sal/13

MAP Sal/5 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area
9 Infrastructure




Policy Area Map Sal/13

-  Policy Area Boundary
-  Development Plan Boundary



Location Map Sal/14

 Local Reserves



- Epic Energy Gas Pipeline
- Coastal Acid Sulfate Soils

Overlay Map Sal/14

DEVELOPMENT CONSTRAINTS

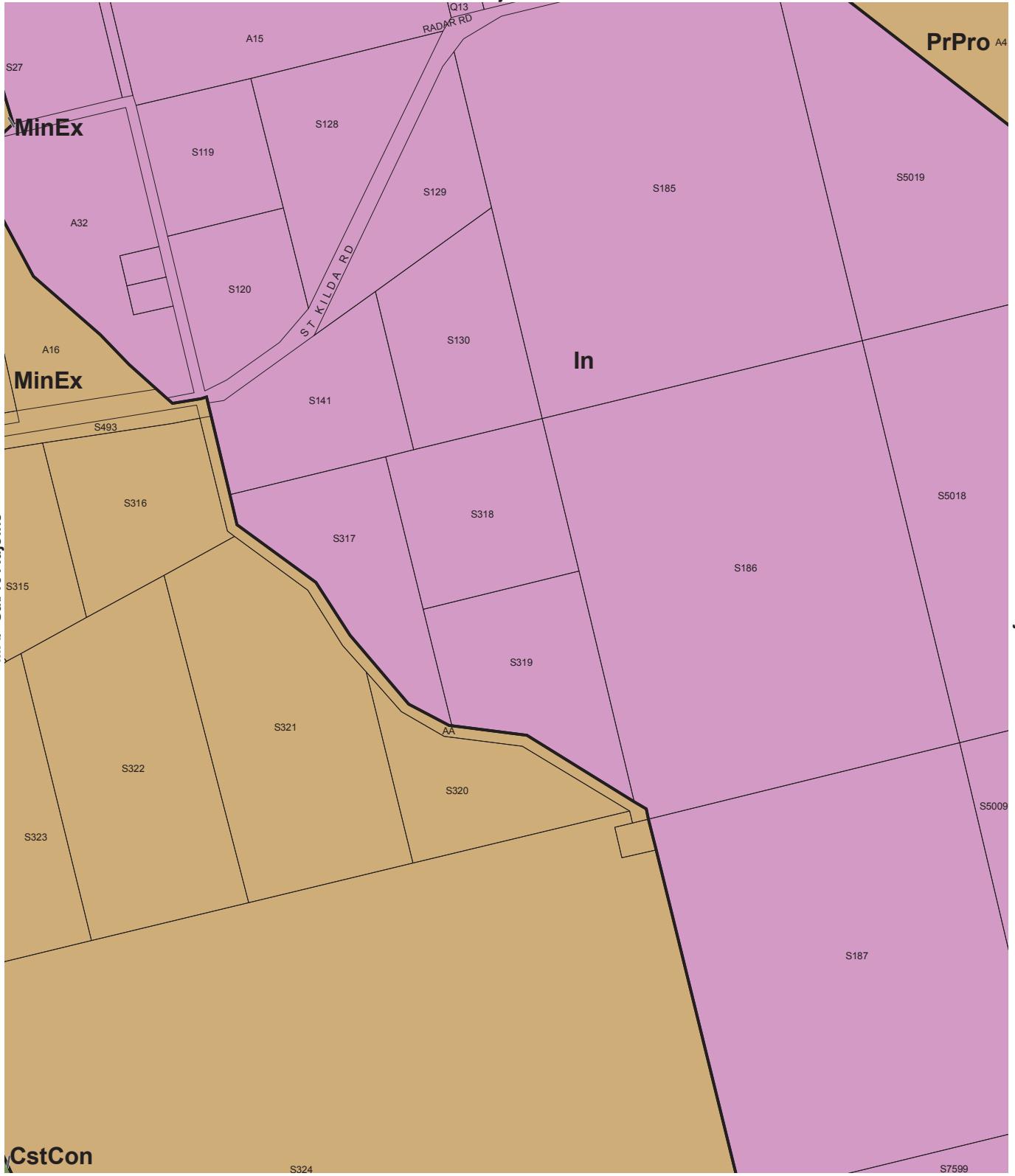


Overlay Map Sal/14

NATURAL RESOURCES

Wetlands of National Importance

MAP Sa/6 Adjoins



MAP Sa/13 Adjoins

MAP Sa/15 Adjoins

MAP Sa/20 Adjoins

MAP Sa/21 Adjoins

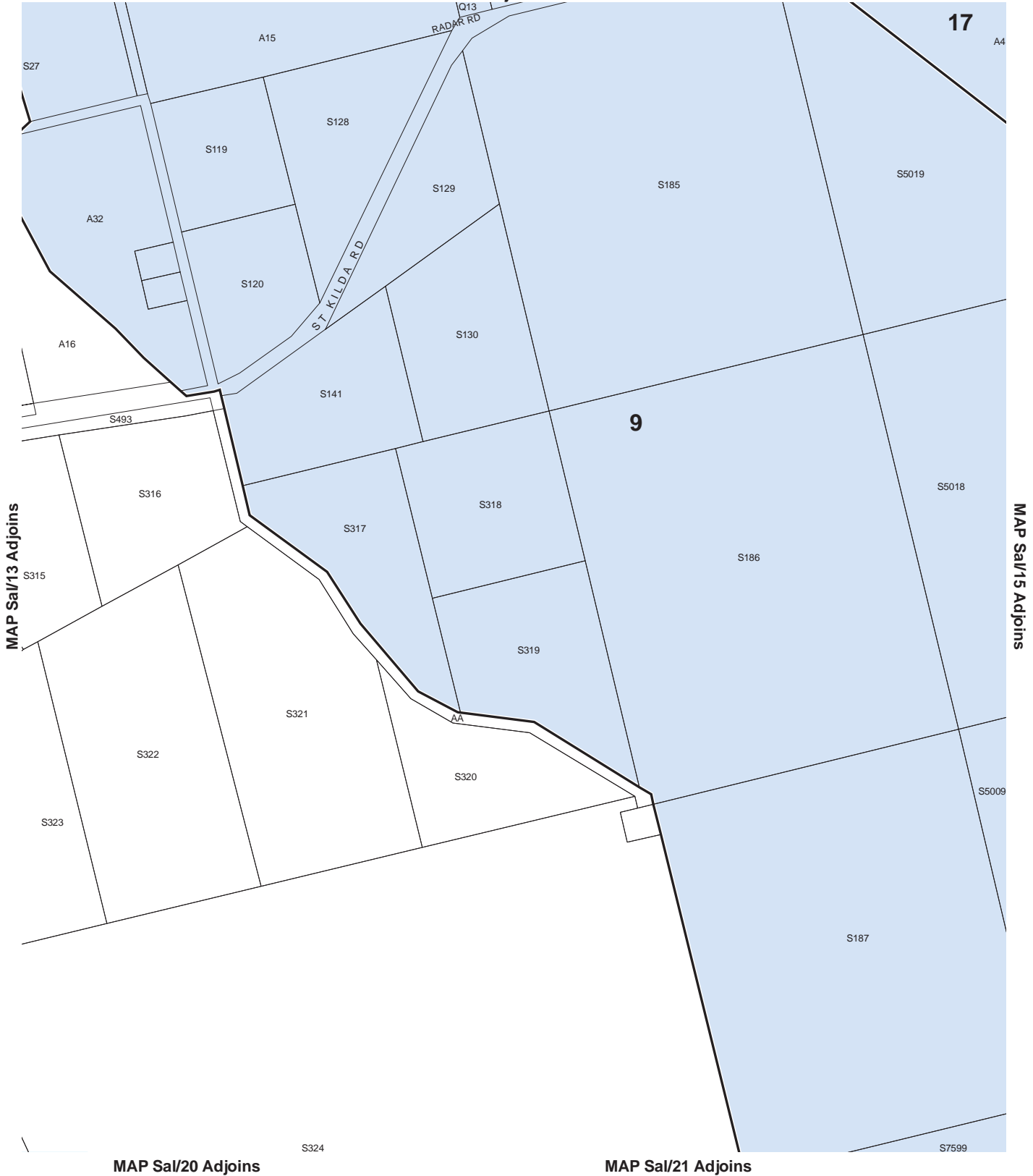
Lamberts Conformal Conic Projection, GDA94



- Zones**
- CstCon Coastal Conservation
 - In Industry
 - MinEx Mineral Extraction
 - PrPro Primary Production
 - Zone Boundary

Zone Map Sa/14

MAP Sal/6 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Policy Area**
 17 Horticulture
 9 Infrastructure




Policy Area Map Sal/14

 Policy Area Boundary



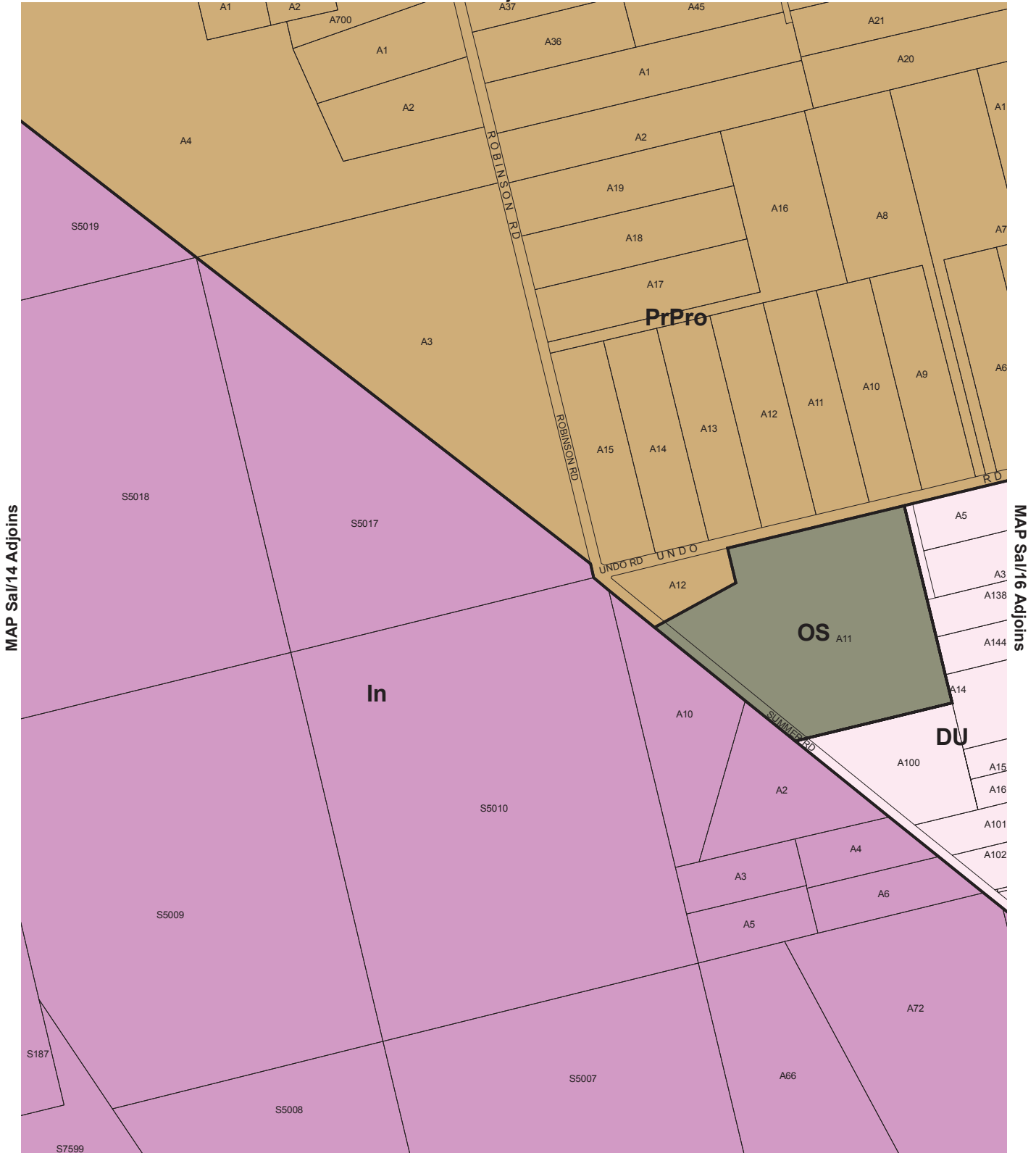
Location Map Sal/15



 South East Australia Gas Pipeline

Overlay Map Sal/15 DEVELOPMENT CONSTRAINTS

MAP Sal/7 Adjoins



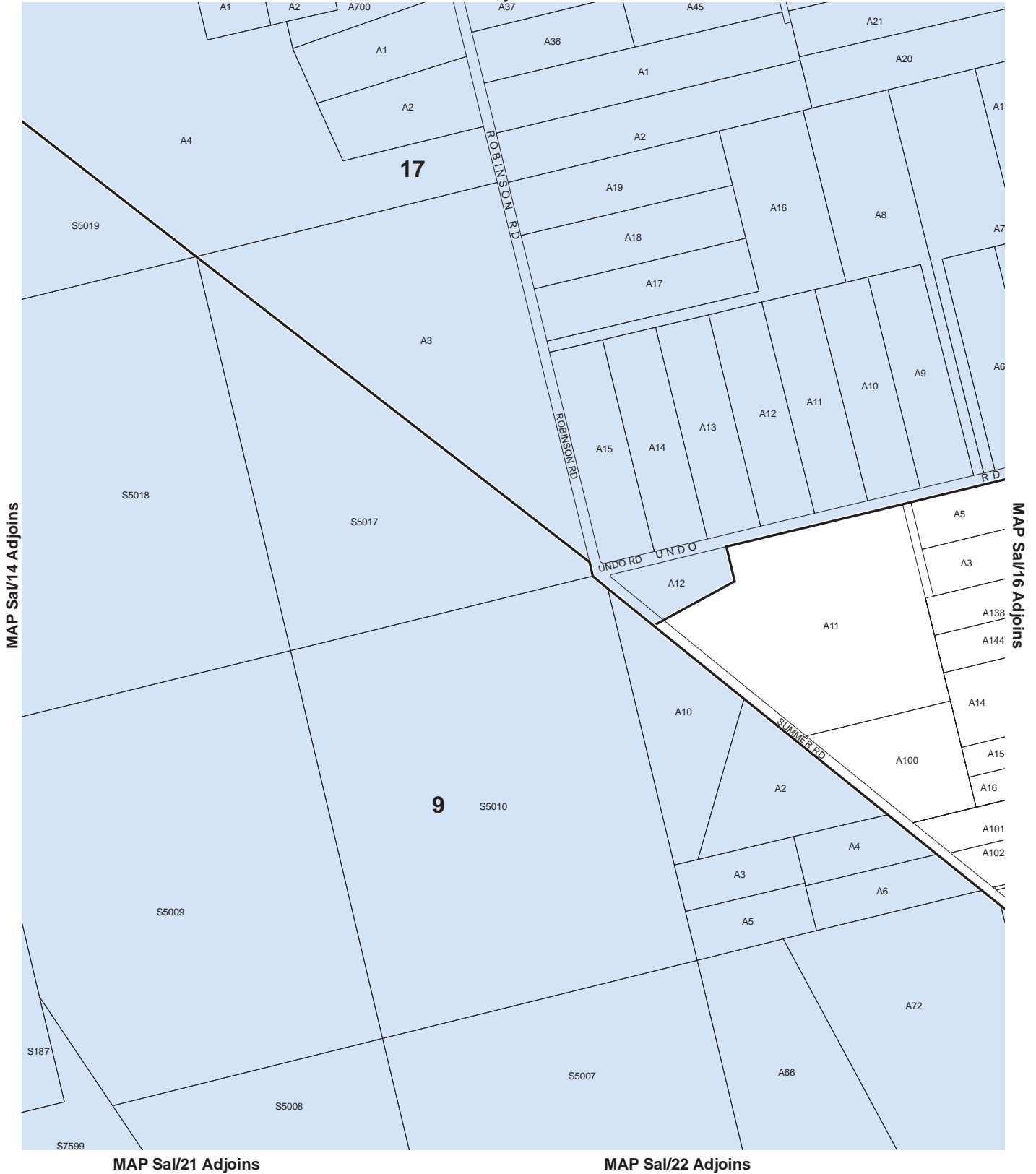
Lamberts Conformal Conic Projection, GDA94



- Zones**
- DU Deferred Urban
 - In Industry
 - OS Open Space
 - PrPro Primary Production
 - Zone Boundary

Zone Map Sal/15

MAP Sal/7 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area
 17 Horticulture
 9 Infrastructure



Policy Area Map Sal/15

 Policy Area Boundary



Lamberts Conformal Conic Projection, GDA94

Precinct
3 Deferred Industry



Precinct Map Sal/15

 Precinct Boundary



Location Map Sal/16

- S School
- Local Reserves
- Waterbodies



Overlay Map Sa/16

TRANSPORT

- ▬ Primary Arterial Roads
- ▬ Secondary Arterial Roads



- Epic Energy Gas Pipeline
- South East Australia Gas Pipeline

Overlay Map Sal/16

DEVELOPMENT CONSTRAINTS

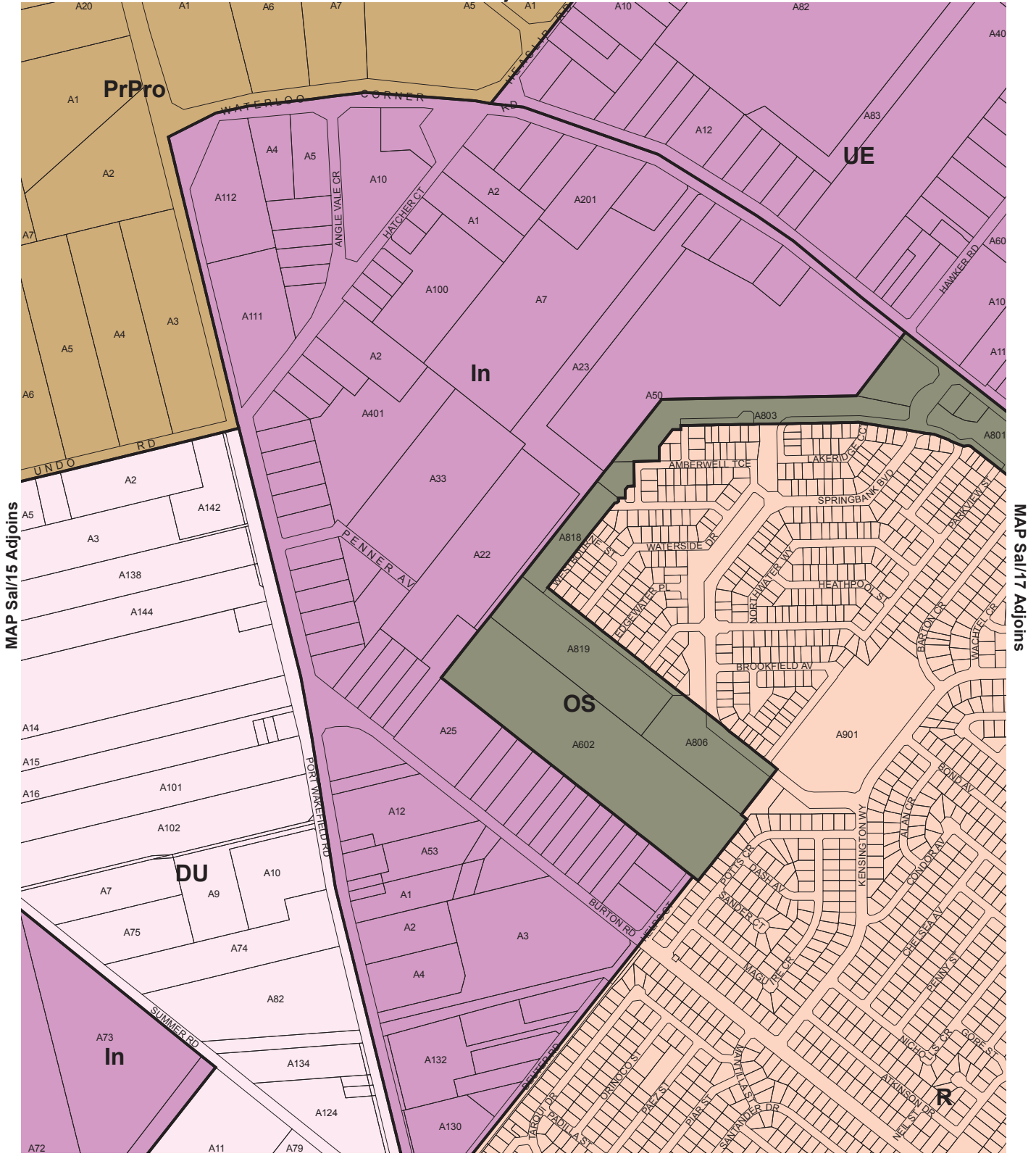


Overlay Map Sal/16

STRATEGIC TRANSPORT ROUTES

- Strategic Transport Route
- Strategic Transport Routes Designated Area

MAP Sal/8 Adjoins



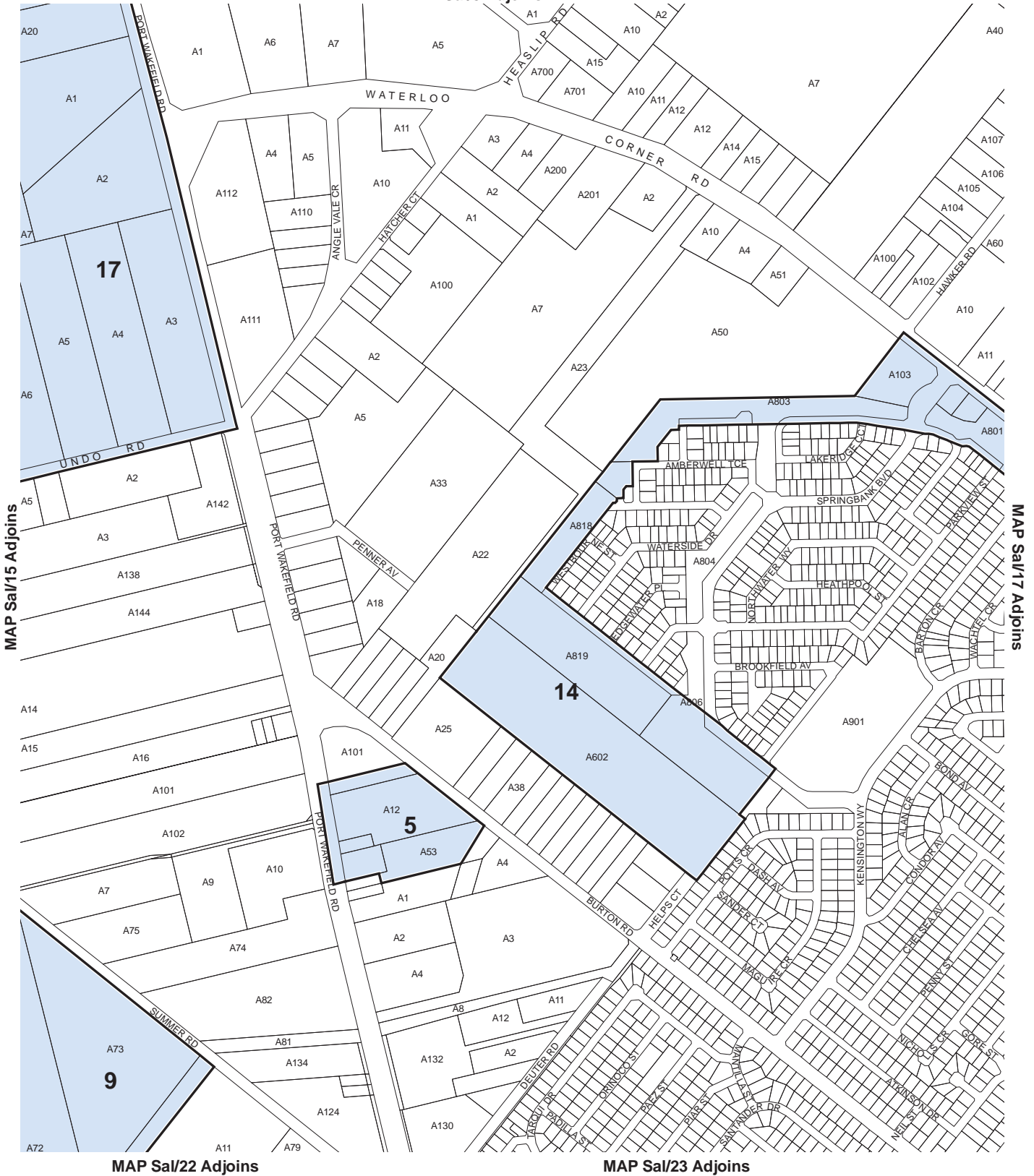
Lamberts Conformal Conic Projection, GDA94

Zones

- DU Deferred Urban
- In Industry
- OS Open Space
- PrPro Primary Production
- R Residential
- UE Urban Employment
- Zone Boundary

Zone Map Sal/16

MAP Sa/8 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

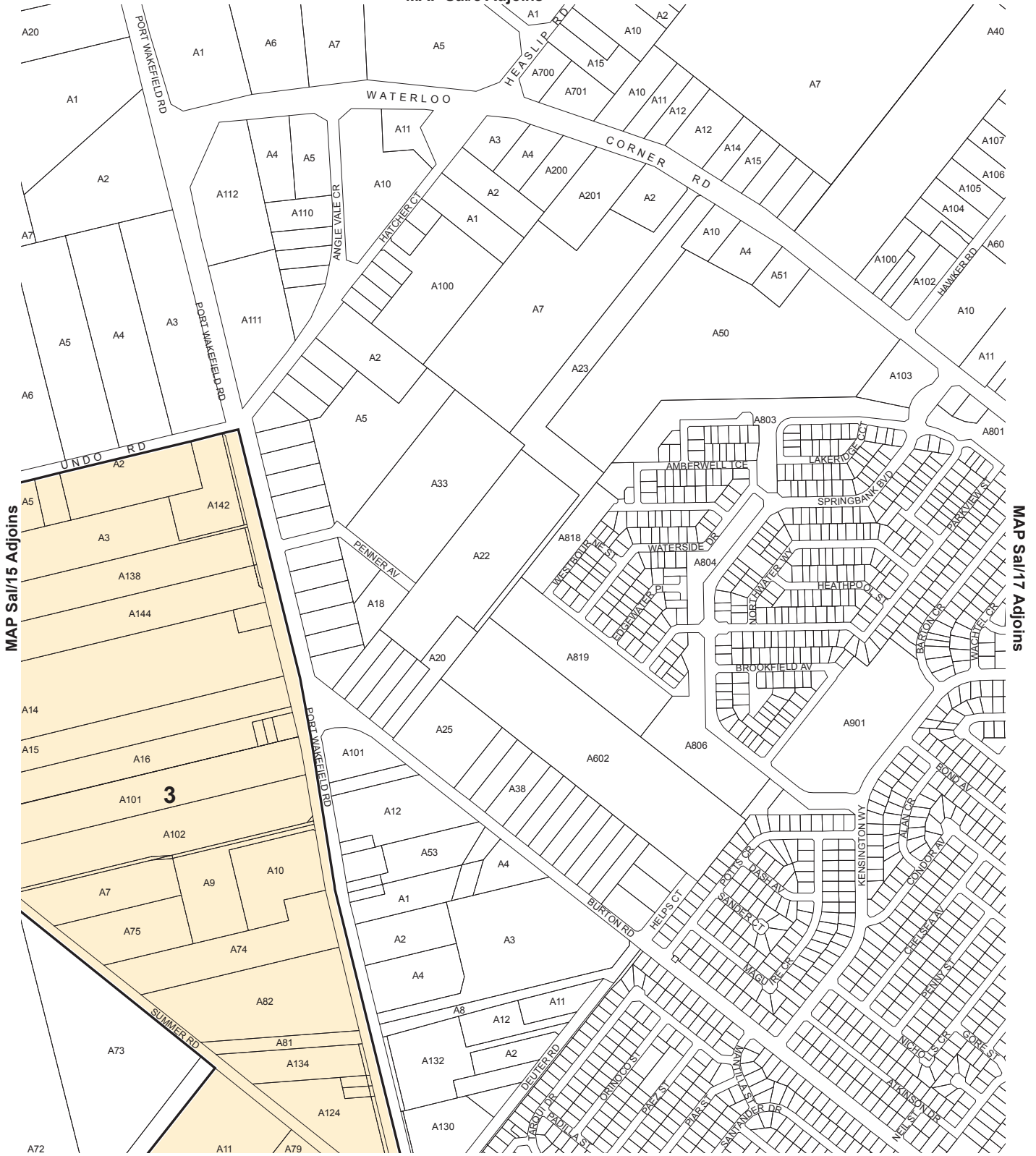
- 14 Landscape Buffer
- 17 Horticulture
- 5 Burton Poultry Processing
- 9 Infrastructure



Policy Area Map Sa/16

Policy Area Boundary

MAP Sal/8 Adjoins



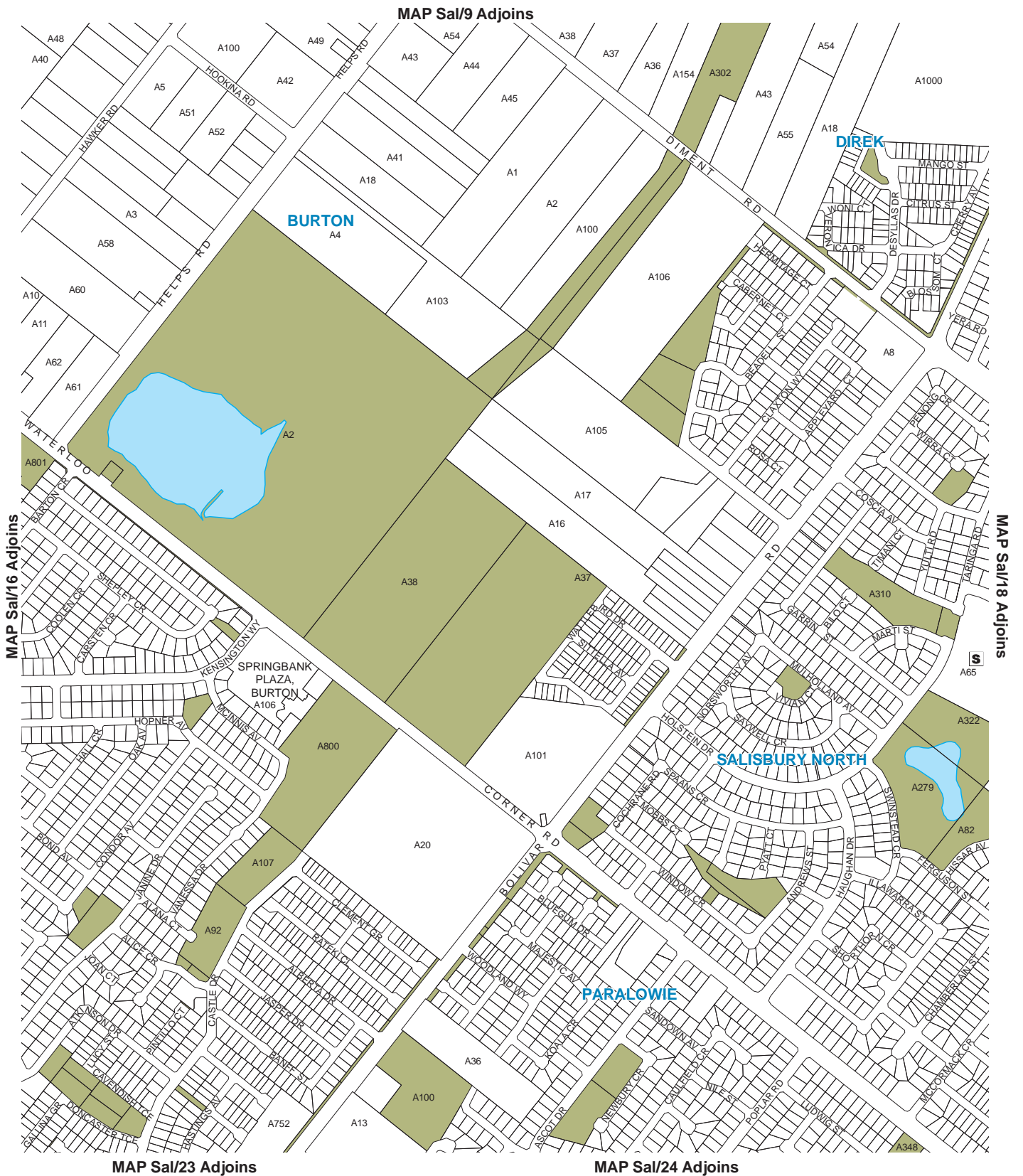
Lamberts Conformal Conic Projection, GDA94

Precinct
3 Deferred Industry



Precinct Map Sal/16

 Precinct Boundary



Location Map Sal/17

- S School
- Local Reserves
- Waterbodies

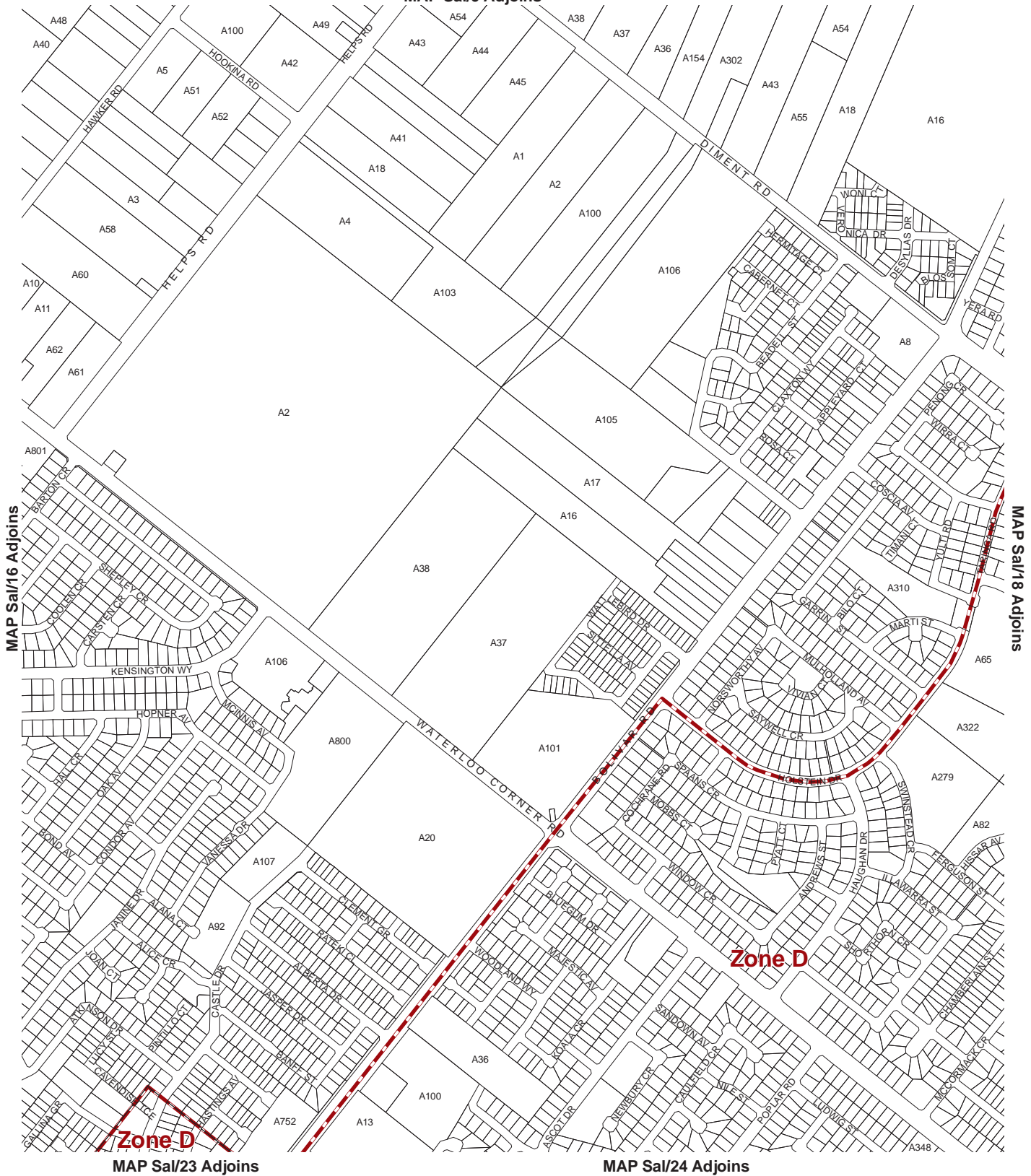
MAP Sal/9 Adjoins



Overlay Map Sal/17 TRANSPORT

- Possible Arterial Roads
- Secondary Arterial Roads

MAP Sa/9 Adjoins



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

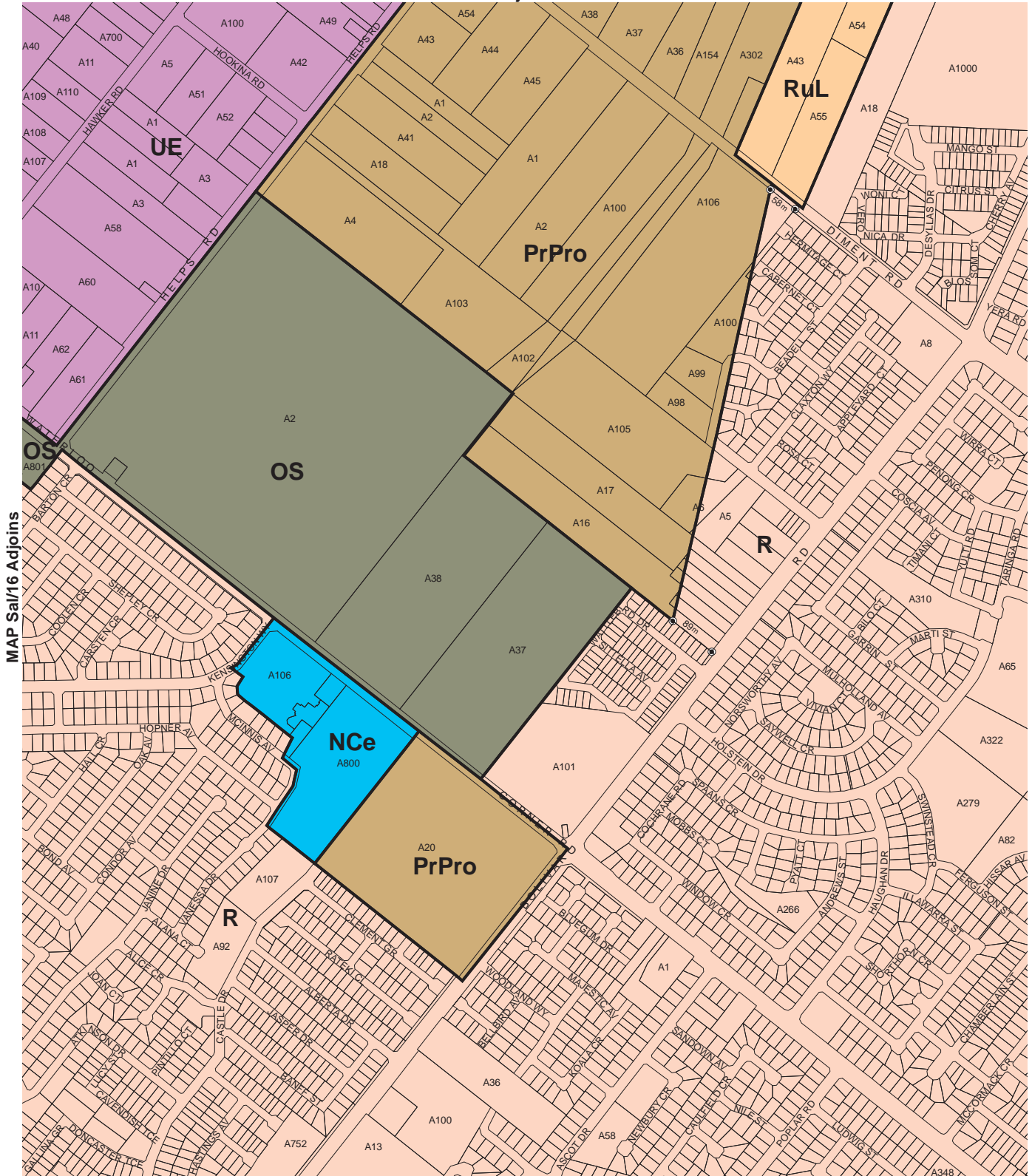
Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sa/17 DEVELOPMENT CONSTRAINTS

 Airport Building Heights

MAP Sal/9 Adjoins



MAP Sal/16 Adjoins

MAP Sal/18 Adjoins

MAP Sal/23 Adjoins

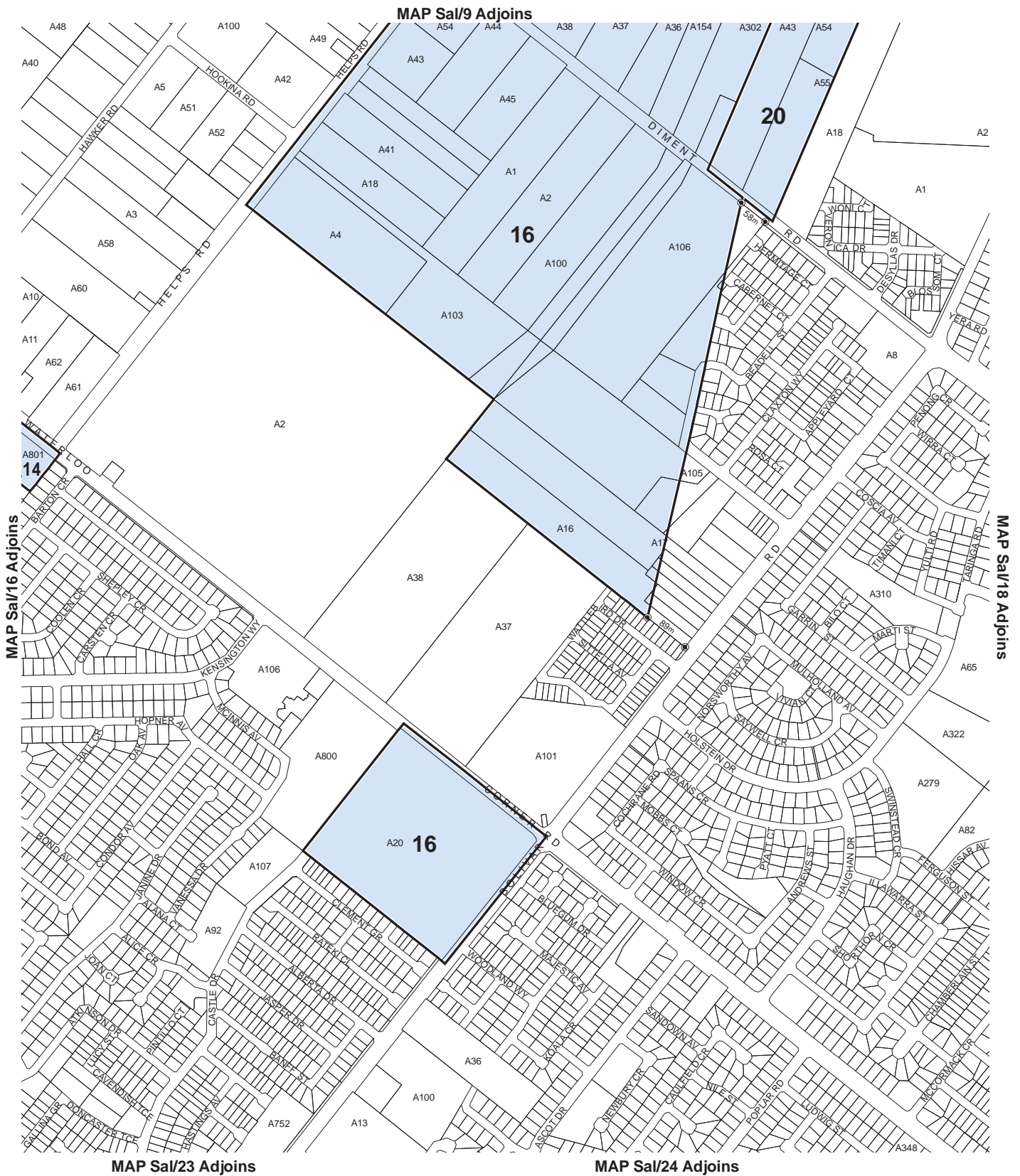
MAP Sal/24 Adjoins

Lamberts Conformal Conic Projection, GDA94



- Zones**
- NCe Neighbourhood Centre
 - OS Open Space
 - PrPro Primary Production
 - R Residential
 - RuL Rural Living
 - UE Urban Employment
 - Zone Boundary

Zone Map Sal/17



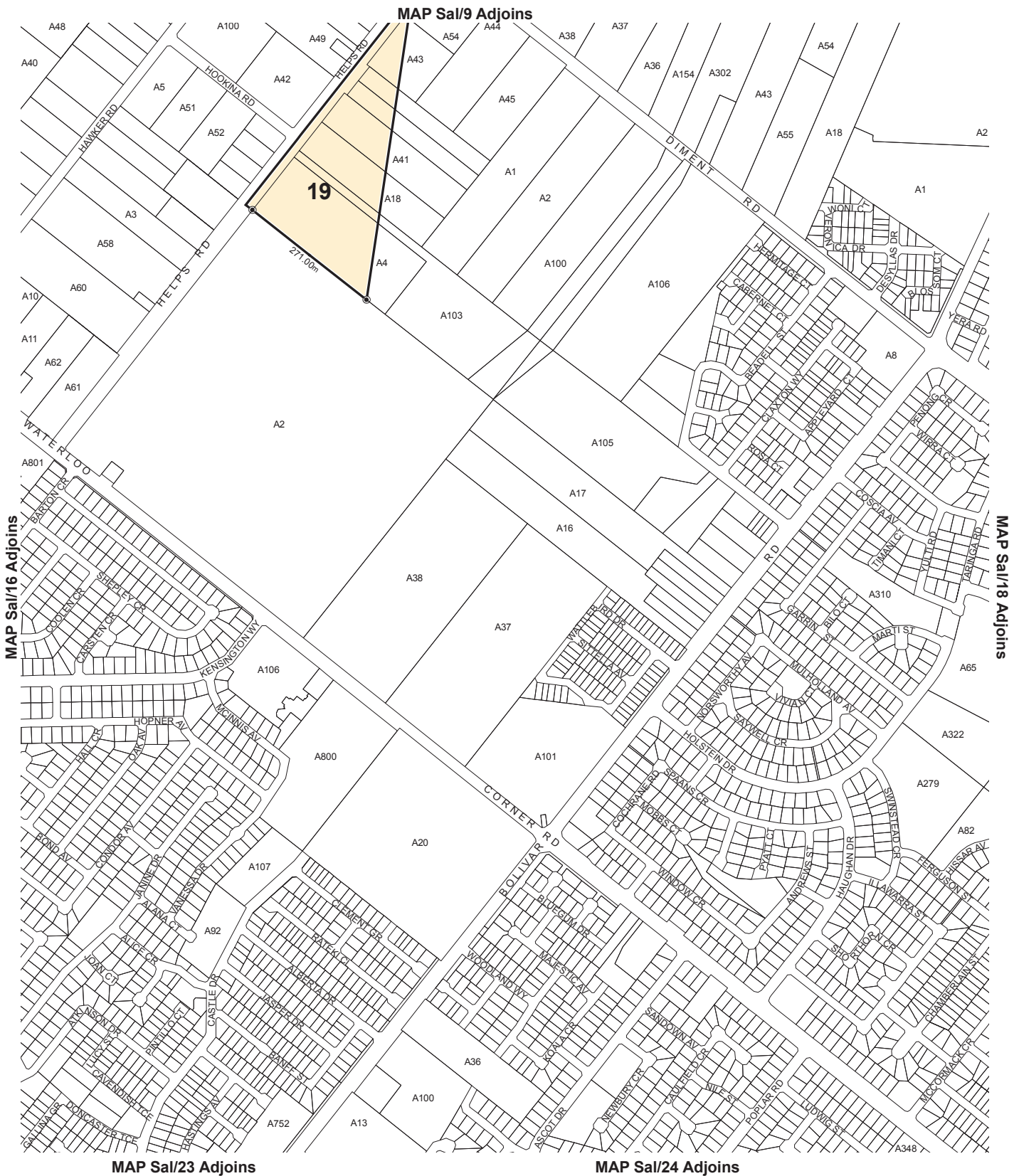
Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 14 Landscape Buffer
 - 16 Aircraft Noise
 - 20 Direk



Policy Area Map Sal/17

 Policy Area Boundary



Lamberts Conformal Conic Projection, GDA94

Precinct
19 Limited Residential



Precinct Map Sal/17

 Precinct Boundary

MAP Sal/10 Adjoins



0 500m

Location Map Sal/18

- S School
- H Other Health Services
- Railways
- Local Reserves

MAP Sal/10 Adjoins



MAP Sal/17 Adjoins


MAP Sal/19 Adjoins

MAP Sal/24 Adjoins

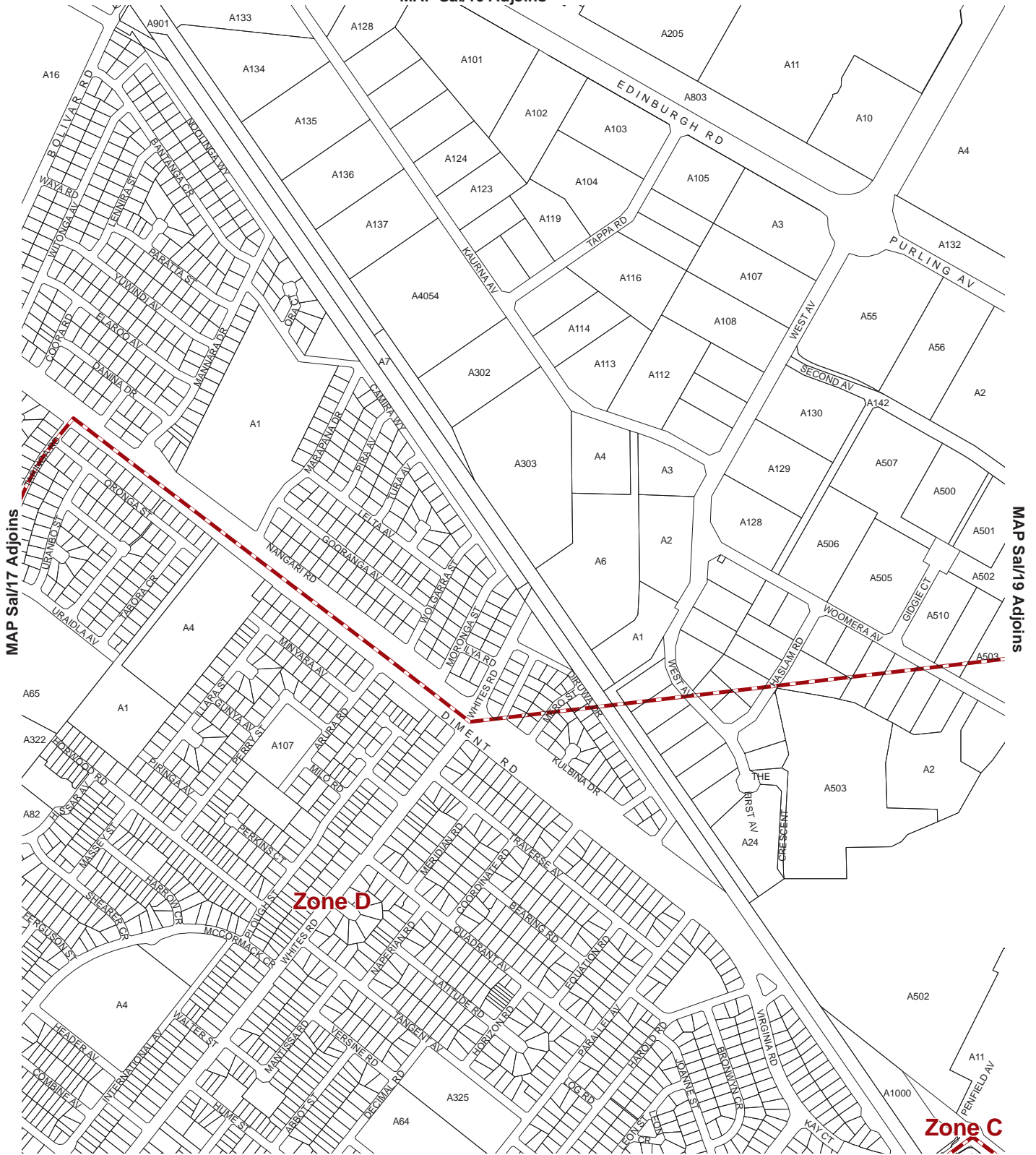
MAP Sal/25 Adjoins



Overlay Map Sal/18 TRANSPORT

 Possible Arterial Roads

MAP Sal/10 Adjoins



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

- Zone C All Structures Exceeding 15 metres above existing ground level
- Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/18 DEVELOPMENT CONSTRAINTS



MAP Sal/10 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 Sal/18 HERITAGE

● State heritage place

MAP Sal/10 Adjoins

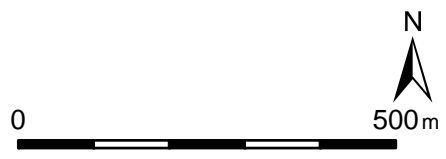


MAP Sal/17 Adjoins

MAP Sal/19 Adjoins



MAP Sal/24 Adjoins

MAP Sal/25 Adjoins

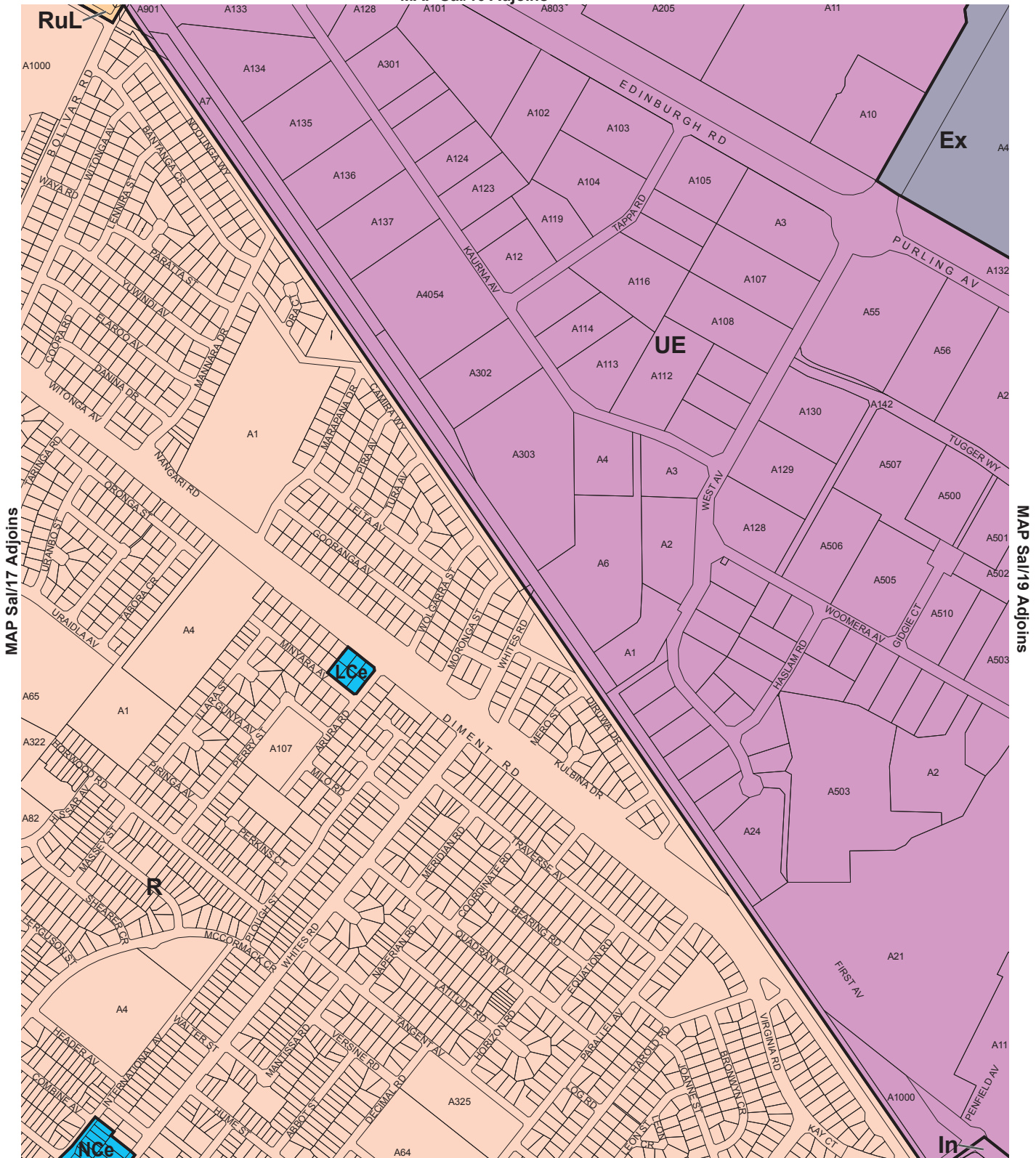


Overlay Map Sal/18

STRATEGIC TRANSPORT ROUTES

-  Strategic Transport Route
-  Strategic Transport Routes Designated Area

MAP Sal/10 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Zones**
- Ex Excluded
 - In Industry
 - LCe Local Centre
 - NCe Neighbourhood Centre
 - R Residential
 - RuL Rural Living
 - UE Urban Employment
 - Zone Boundary



Zone Map Sal/18

MAP Sal/10 Adjoins



MAP Sal/24 Adjoins

MAP Sal/25 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area
20 Direk

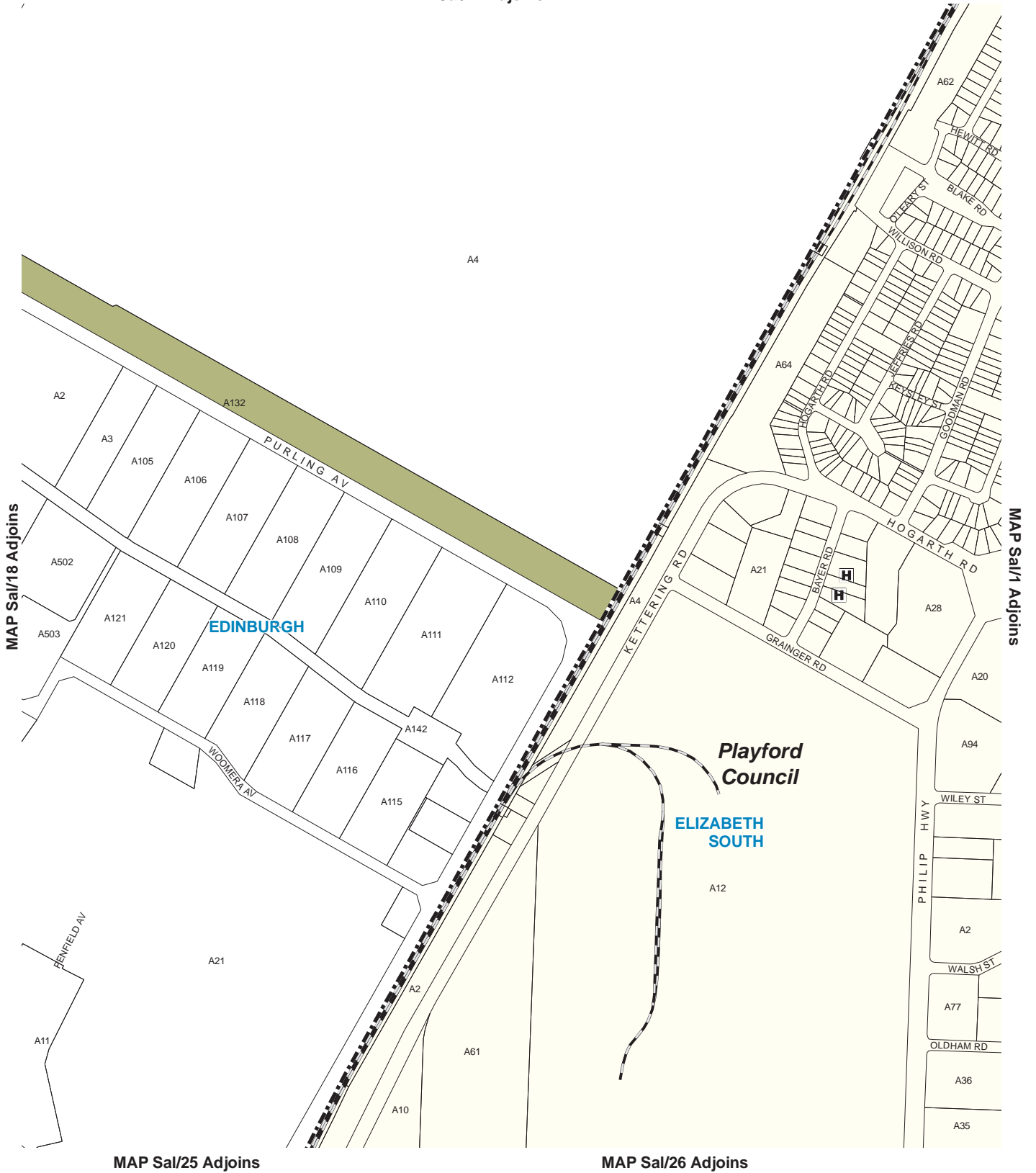


0 500m

Policy Area Map Sal/18

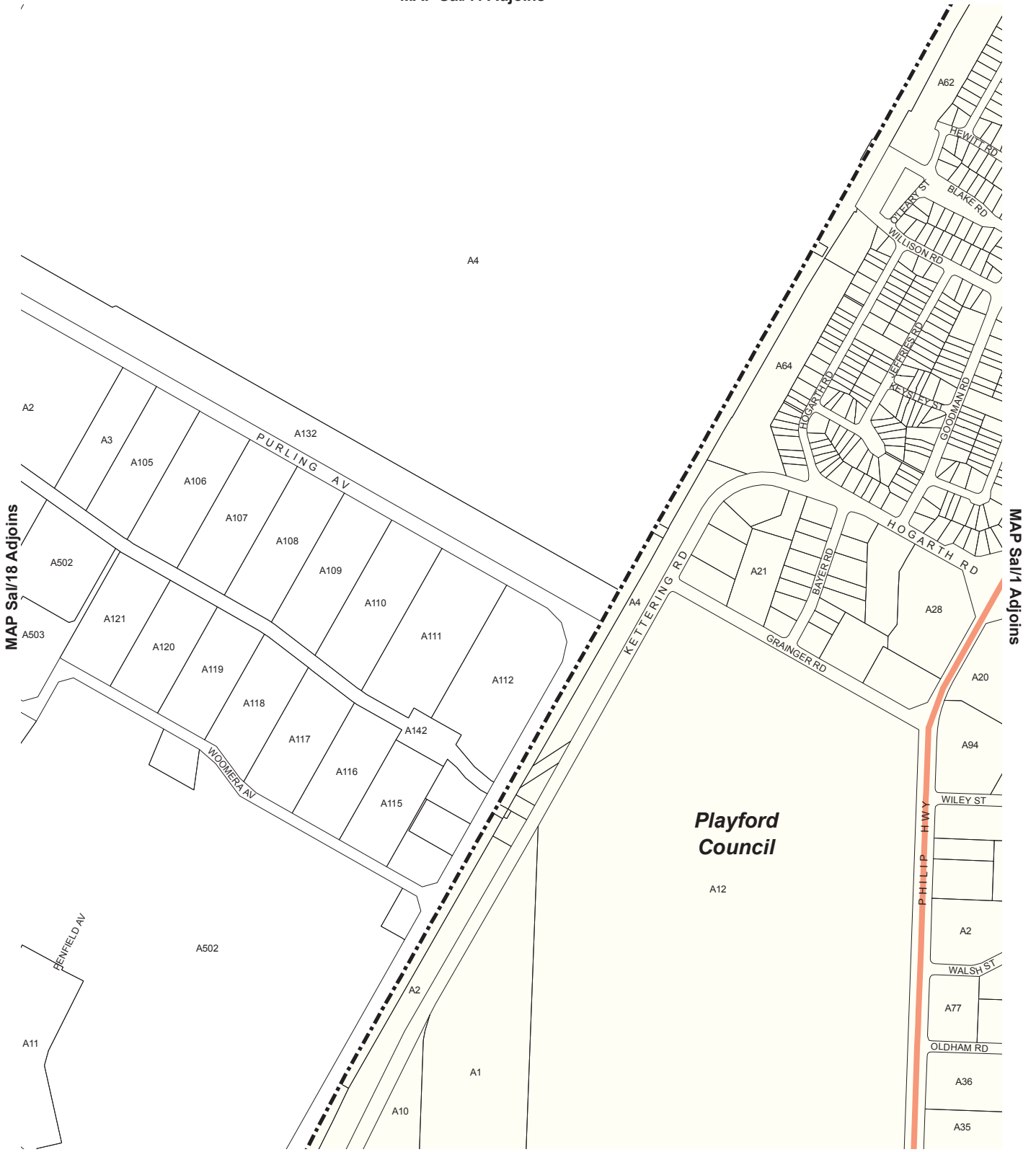
 Policy Area Boundary

SALISBURY COUNCIL
Consolidated - 4 April 2019



Location Map Sal/19

-  Other Health Services
-  Railways
-  Local Reserves
-  Development Plan Boundary



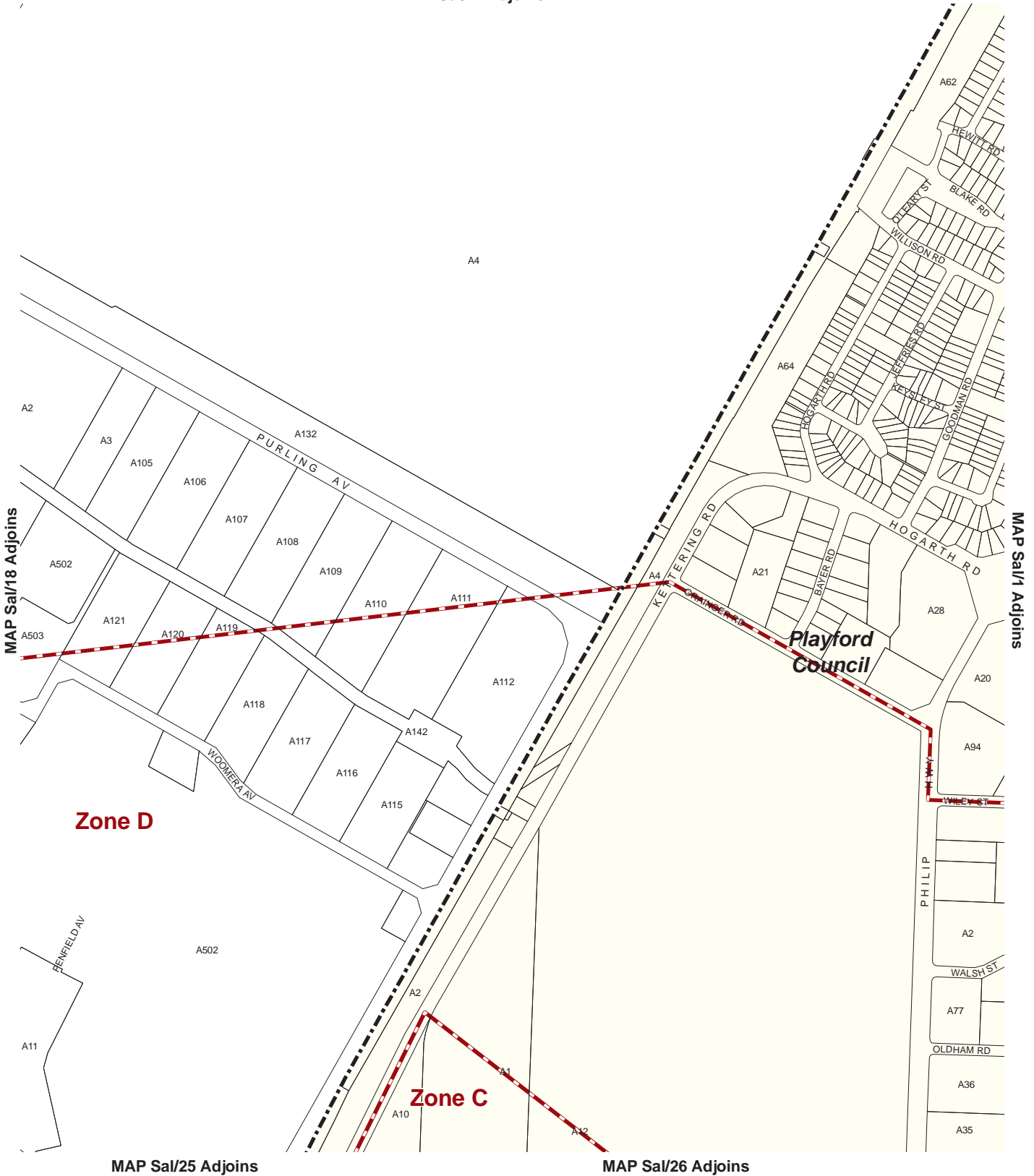
MAP Sal/25 Adjoins

MAP Sal/26 Adjoins



Overlay Map Sal/19 TRANSPORT

- Secondary Arterial Roads
- Development Plan Boundary



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

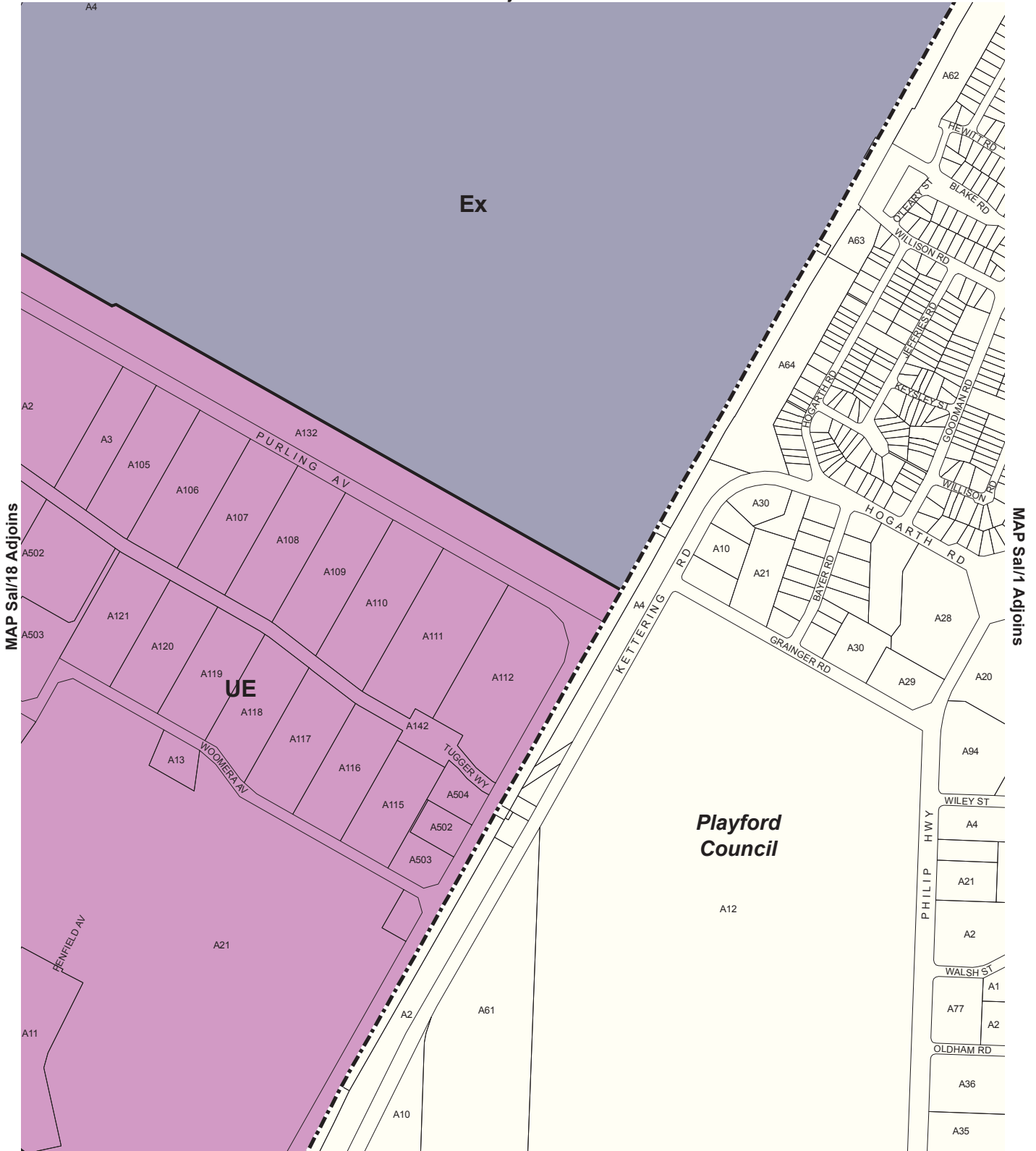
Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

- Zone C All Structures Exceeding 15 metres above existing ground level
- Zone D All Structures Exceeding 45 metres above existing ground level

- Airport Building Heights
- Development Plan Boundary

Overlay Map Sal/19

DEVELOPMENT CONSTRAINTS



Lamberts Conformal Conic Projection, GDA94



- Zones**
- Ex Excluded
 - UE Urban Employment
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/19



Location Map Sal/20

----- Development Plan Boundary

MAP Sal/13 Adjoins

MAP Sal/14 Adjoins

MAP Sal/1 Adjoins

MAP Sal/21 Adjoins

MAP Sal/1 Adjoins

MAP Sal/29 Adjoins

*Land Not Within
a Council
Area (Metro)*

S324

S325

A102

S326

S536



0 500m

- Coastal Acid Sulfate Soils
- Development Plan Boundary

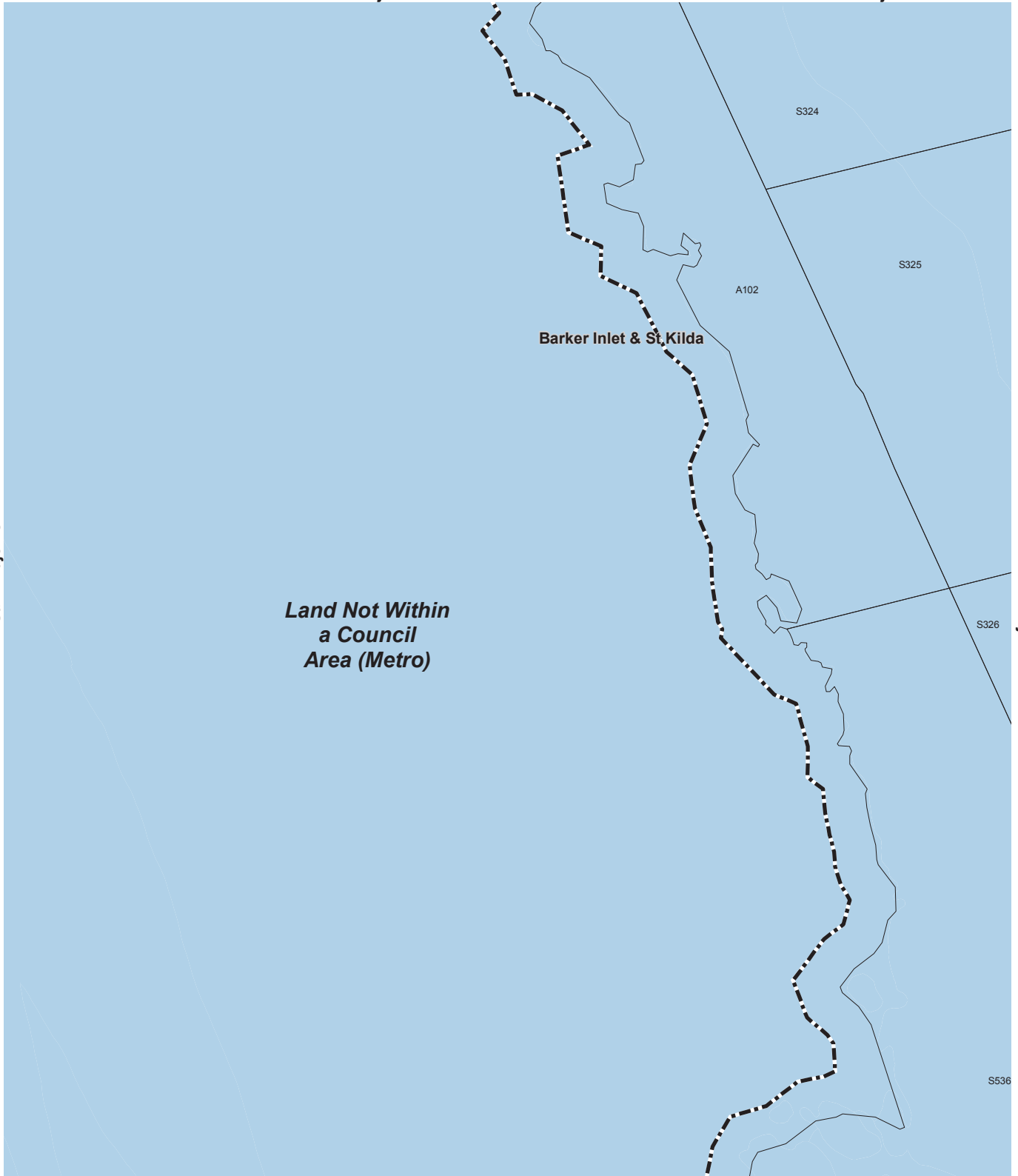
Overlay Map Sal/20 DEVELOPMENT CONSTRAINTS

MAP Sal/13 Adjoins

MAP Sal/14 Adjoins

MAP Sal/1 Adjoins

MAP Sal/21 Adjoins



*Land Not Within
a Council
Area (Metro)*

Barker Inlet & St. Kilda

MAP Sal/1 Adjoins

MAP Sal/29 Adjoins



Overlay Map Sal/20 NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary

MAP Sal/13 Adjoins

MAP Sal/14 Adjoins

MAP Sal/1 Adjoins

MAP Sal/21 Adjoins

**Land Not Within
a Council
Area (Metro)**

Development Plan Boundary is
the Low Water Mark

MAP Sal/1 Adjoins

MAP Sal/29 Adjoins

Lamberts Conformal Conic Projection, GDA94



Zones

- CstCon Coastal Conservation
- MinEx Mineral Extraction
- Zone Boundary
- Development Plan Boundary

Zone Map Sal/20




Location Map Sal/21



Overlay Map Sal/21

DEVELOPMENT CONSTRAINTS

 Coastal Acid Sulfate Soils

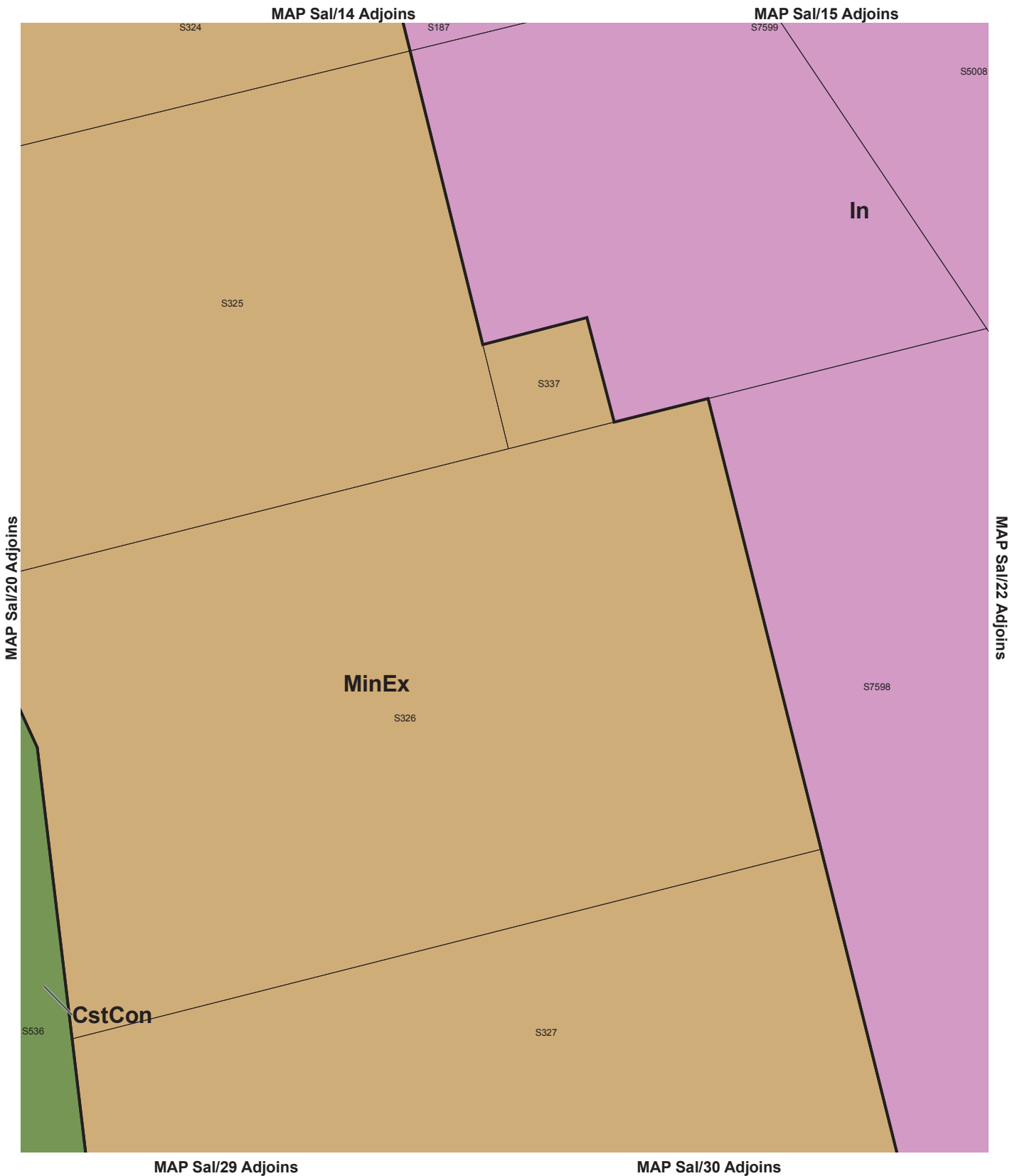
SALISBURY COUNCIL
Consolidated - 4 April 2019



Overlay Map Sal/21

NATURAL RESOURCES

Wetlands of National Importance



Lamberts Conformal Conic Projection, GDA94



- Zones**
- CstCon Coastal Conservation
 - In Industry
 - MinEx Mineral Extraction
 - Zone Boundary

Zone Map Sal/21



Lamberts Conformal Conic Projection, GDA94

Policy Area
9 Infrastructure

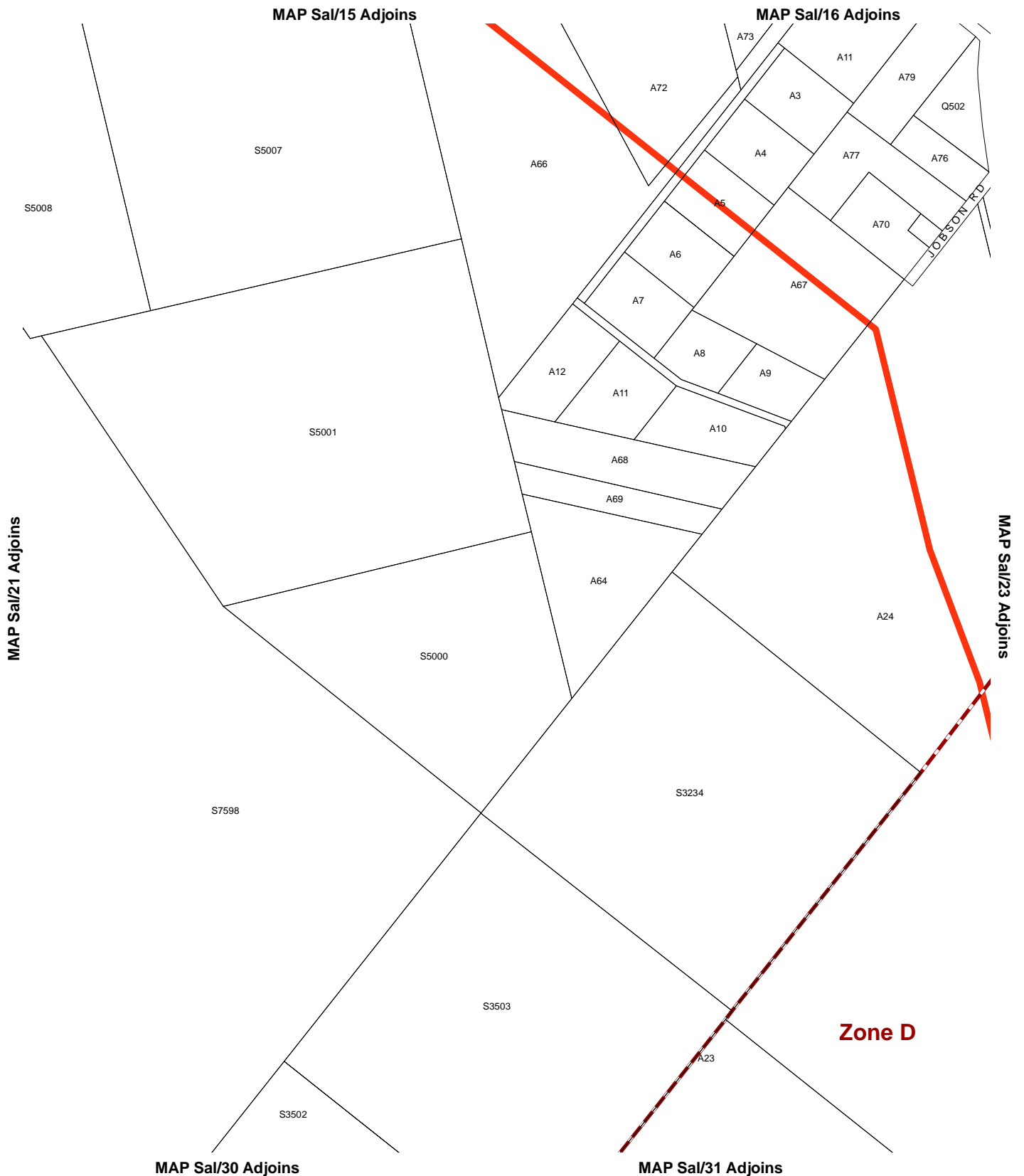


Policy Area Map Sal/21

 Policy Area Boundary





Location Map Sal/22



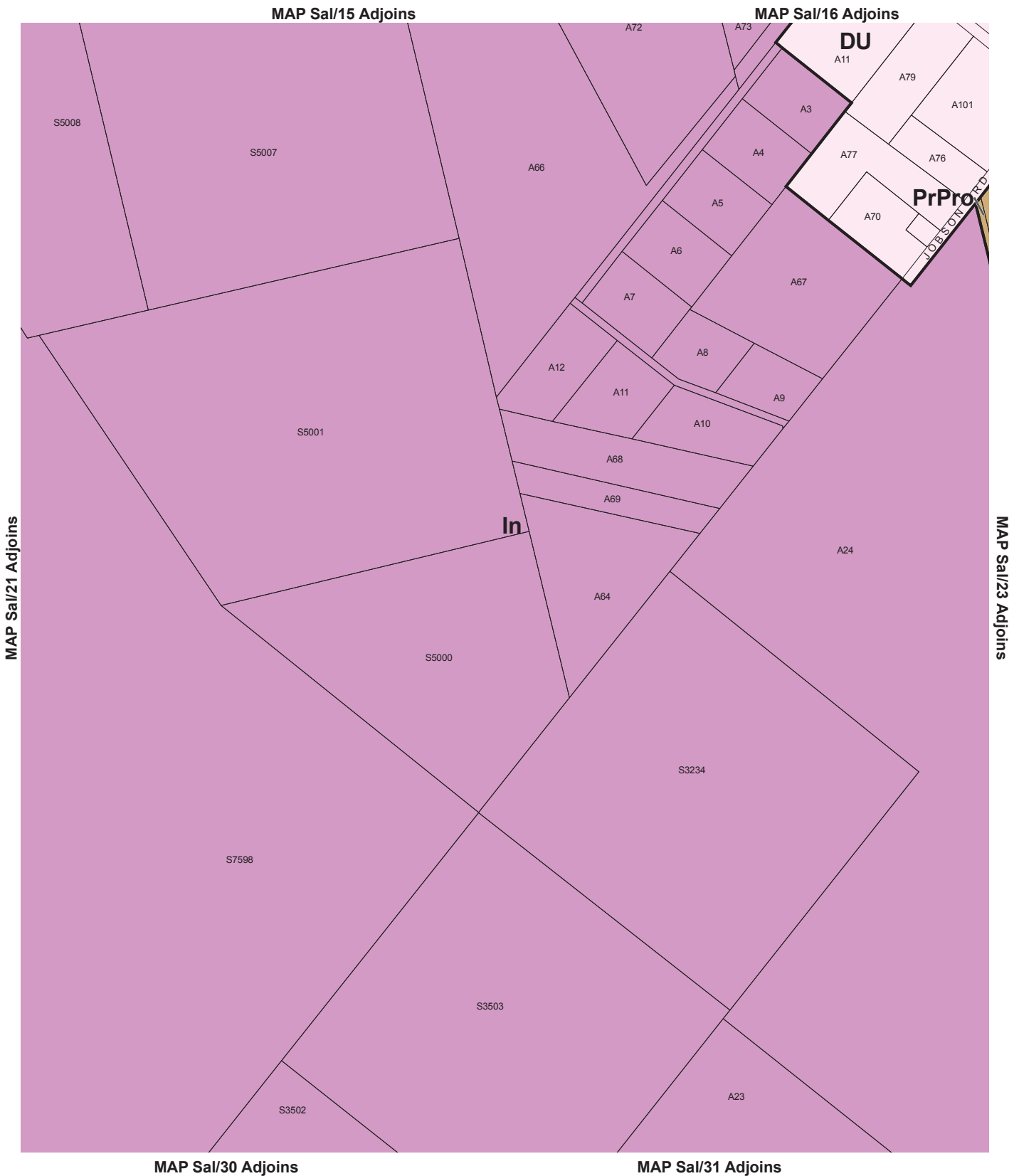
Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level



-  South East Australia Gas Pipeline
-  Airport Building Heights

Overlay Map Sal/22

DEVELOPMENT CONSTRAINTS



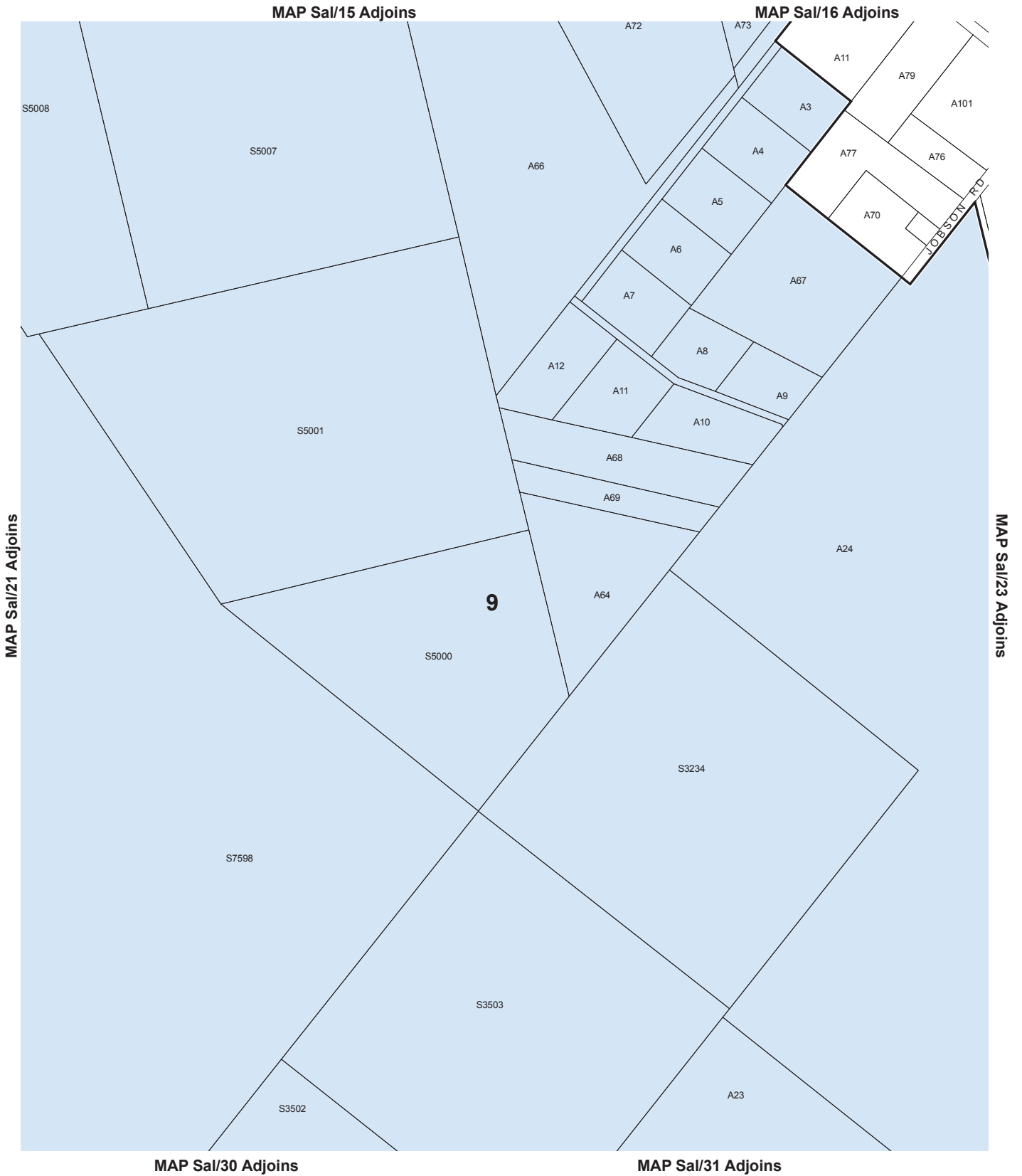
Lamberts Conformal Conic Projection, GDA94



Zones

DU	Deferred Urban
In	Industry
PrPro	Primary Production
	Zone Boundary

Zone Map Sal/22



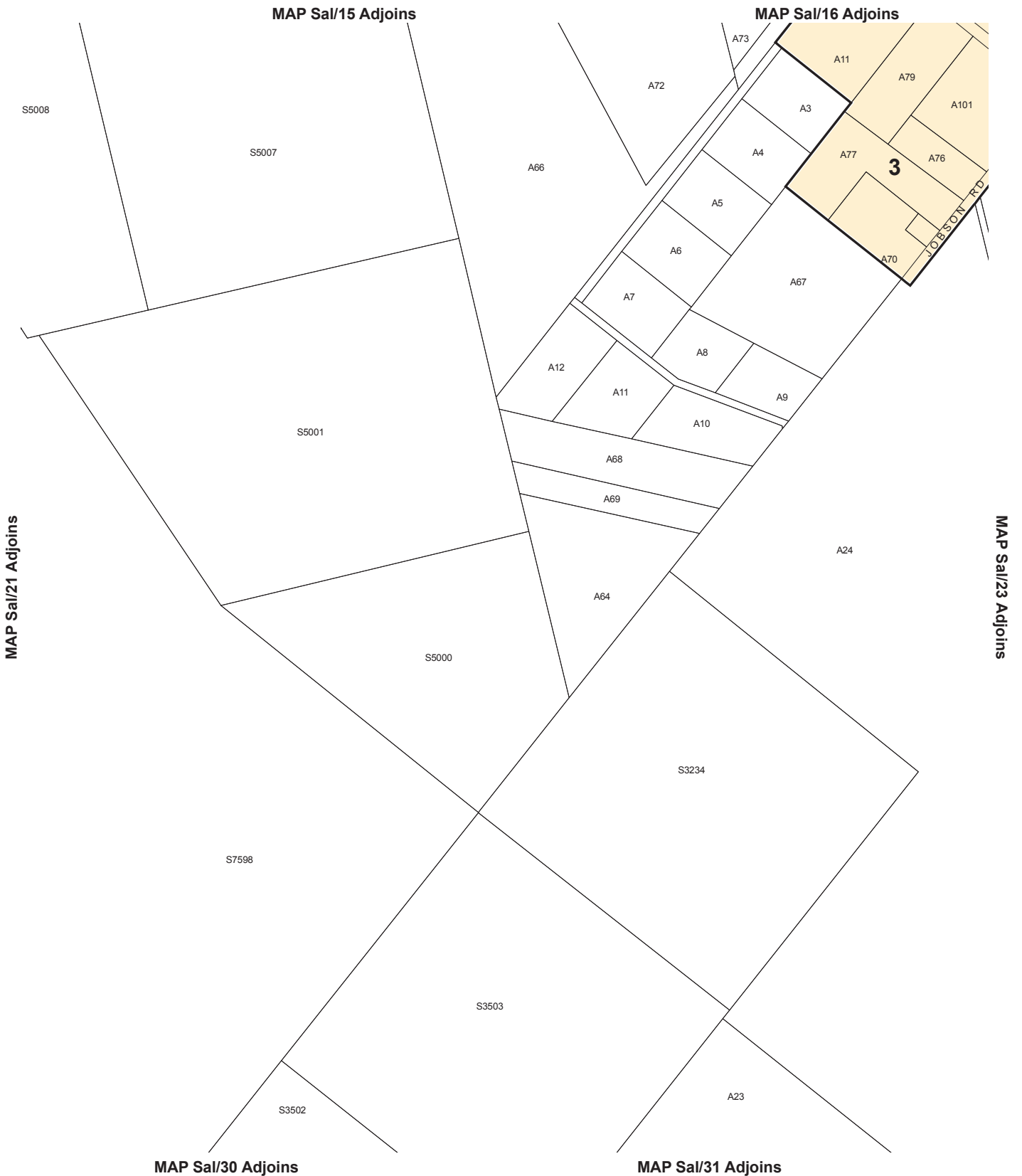
Lamberts Conformal Conic Projection, GDA94

Policy Area
 9 Infrastructure



Policy Area Map Sal/22

 Policy Area Boundary



Lamberts Conformal Conic Projection, GDA94

Precinct
3 Deferred Industry



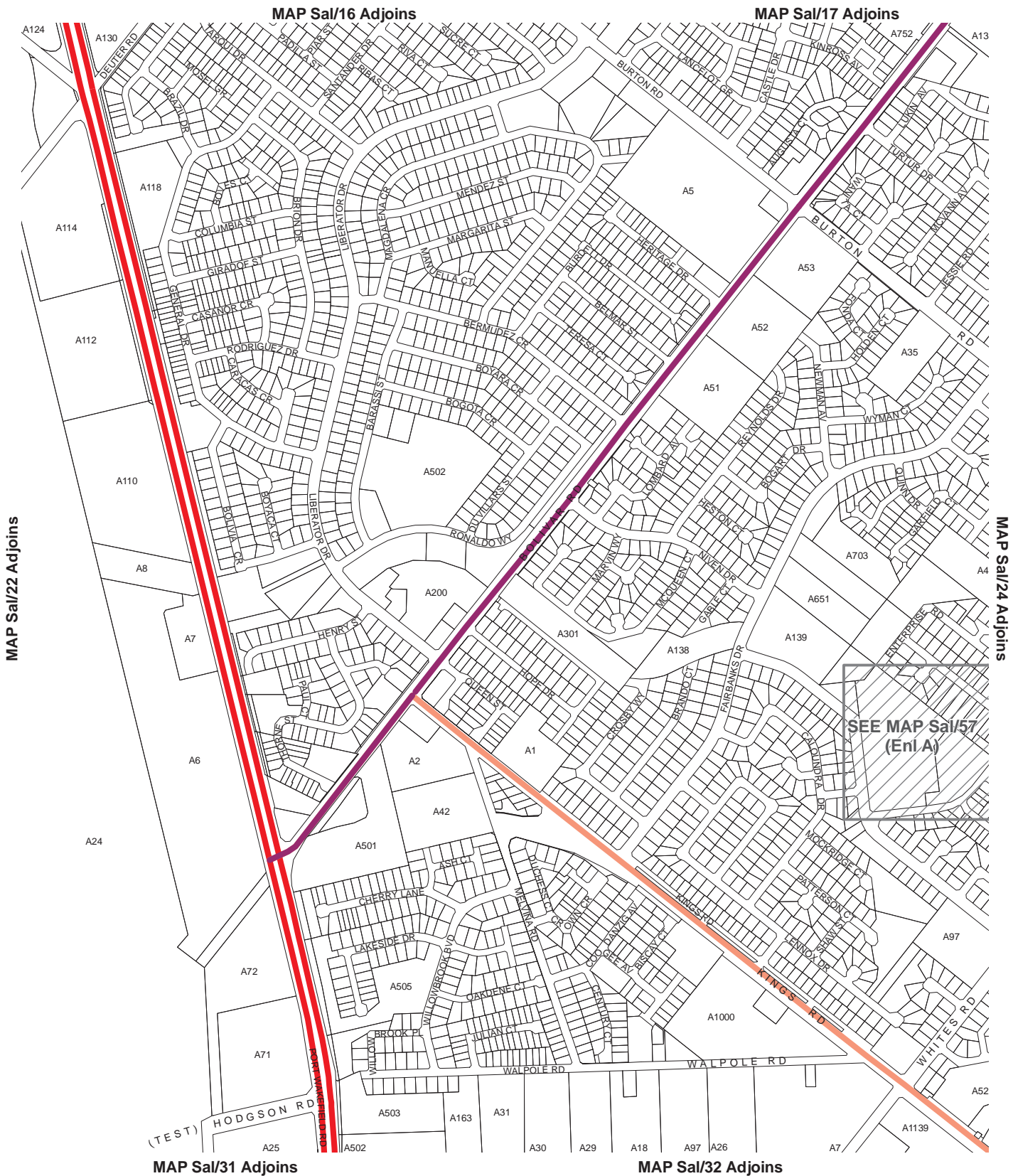
Precinct Map Sal/22

 Precinct Boundary



Location Map Sal/23

- S School
- H Other Health Services
- Local Reserves
- Waterbodies

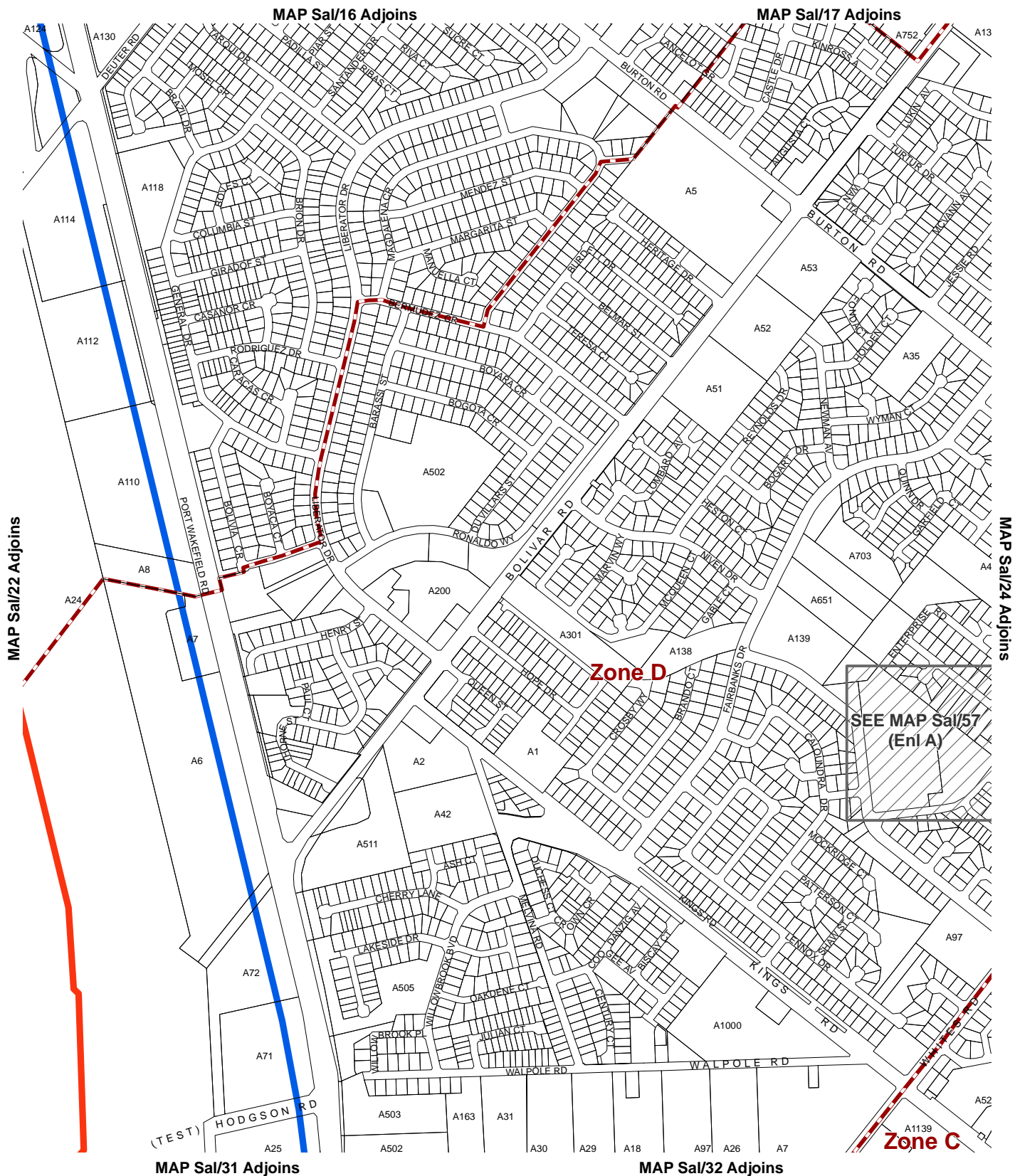


- Possible Arterial Roads
- Primary Arterial Roads
- Secondary Arterial Roads



Overlay Map Sal/23

TRANSPORT



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level

- █ Epic Energy Gas Pipeline
- █ South East Australia Gas Pipeline
- Airport Building Heights

Overlay Map Sal/23

DEVELOPMENT CONSTRAINTS



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.

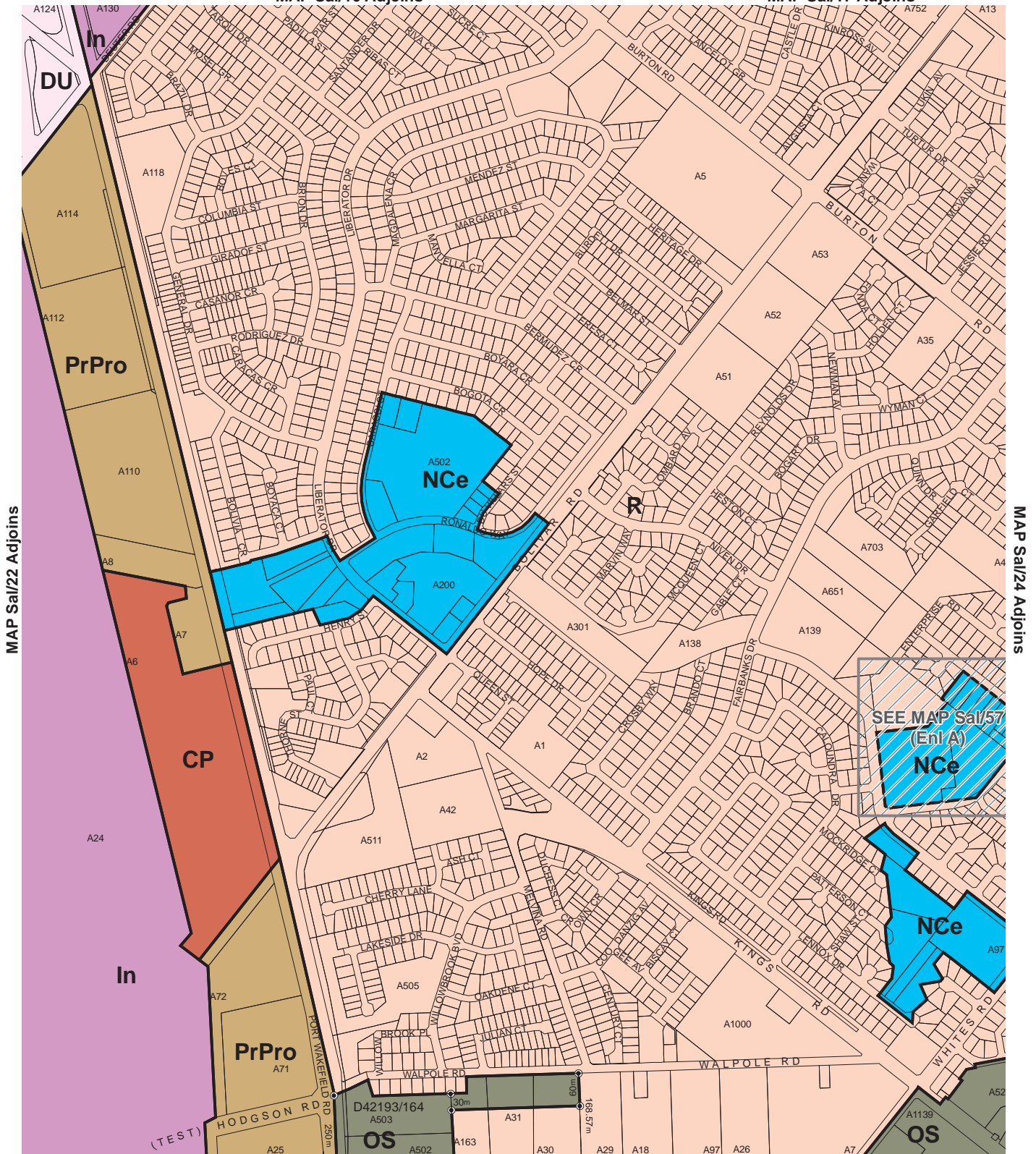


Overlay Map Sal/23 HERITAGE

● State heritage place

MAP Sal/16 Adjoins

MAP Sal/17 Adjoins



MAP Sal/22 Adjoins

MAP Sal/24 Adjoins

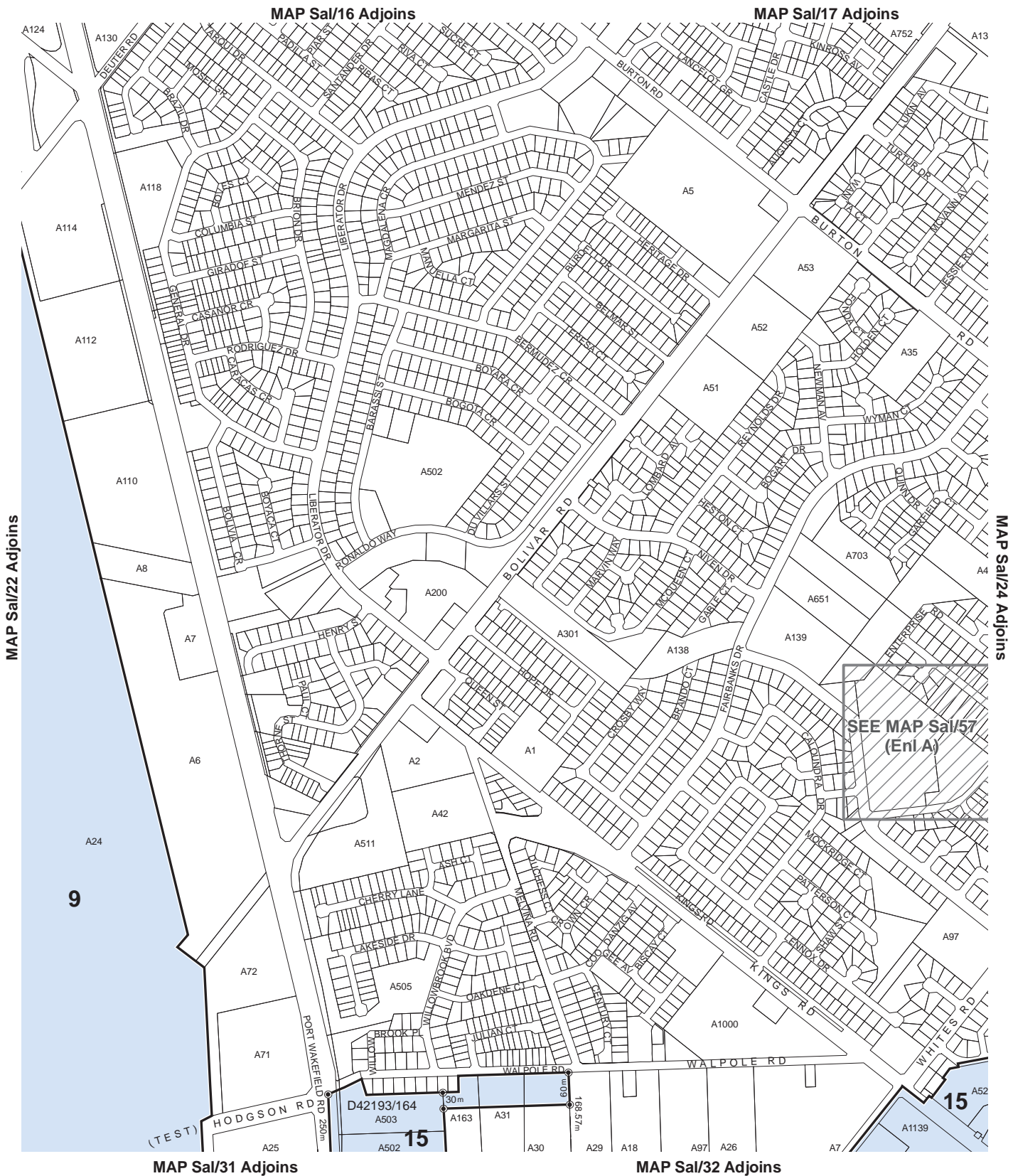
MAP Sal/31 Adjoins

MAP Sal/32 Adjoins

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

- Zones**
- CP Caravan and Tourist Park
 - DU Deferred Urban
 - In Industry
 - NCe Neighbourhood Centre
 - OS Open Space
 - PrPro Primary Production
 - R Residential
 - Zone Boundary

Zone Map Sal/23

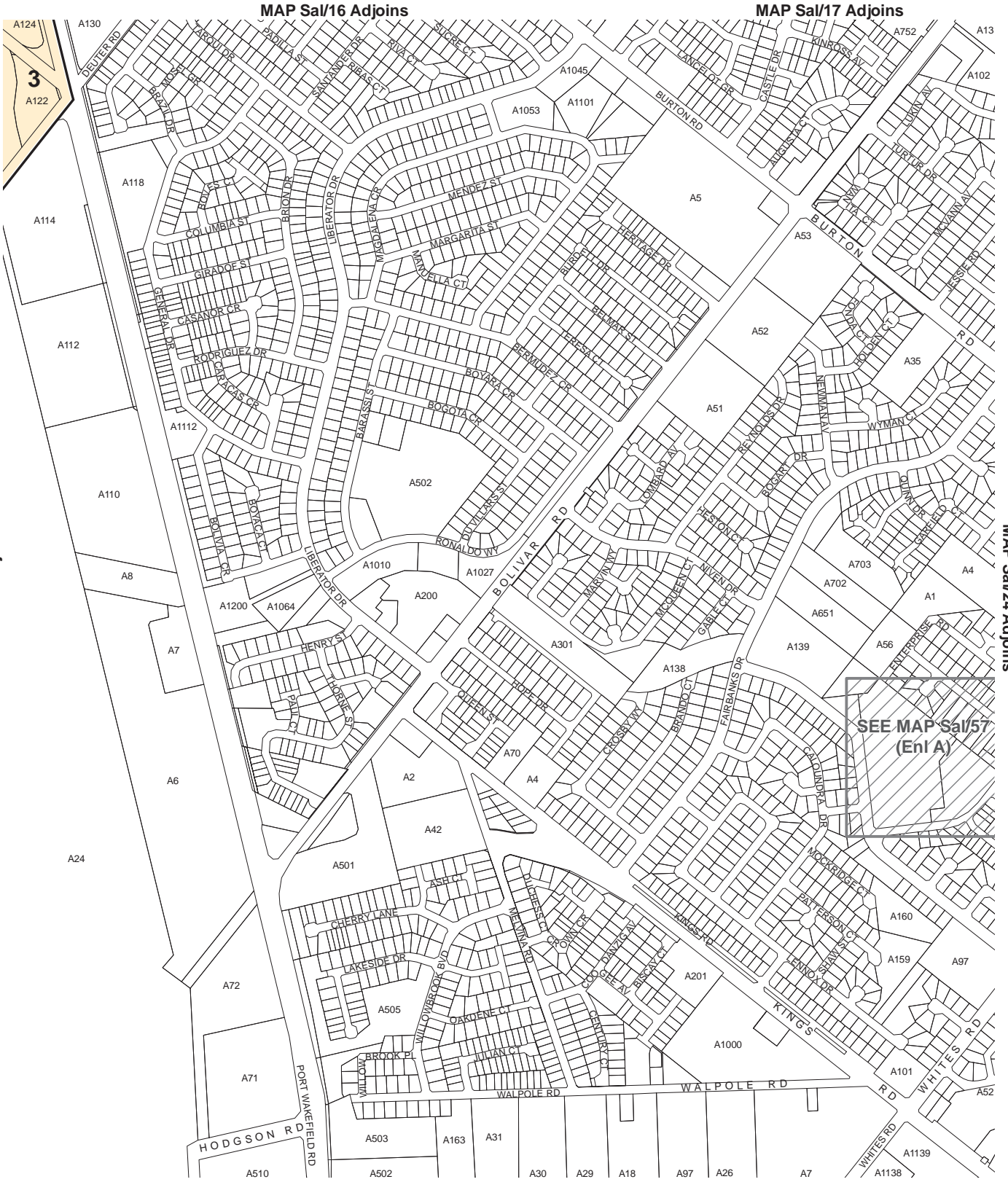


See enlargement map for accurate representation.
 Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 15 Recreation
 - 9 Infrastructure

Policy Area Boundary

Policy Area Map Sal/23



See enlargement map for accurate representation.
 Lamberts Conformal Conic Projection, GDA94
Precinct
 3 Deferred Industry



Precinct Map Sal/23

 Precinct Boundary

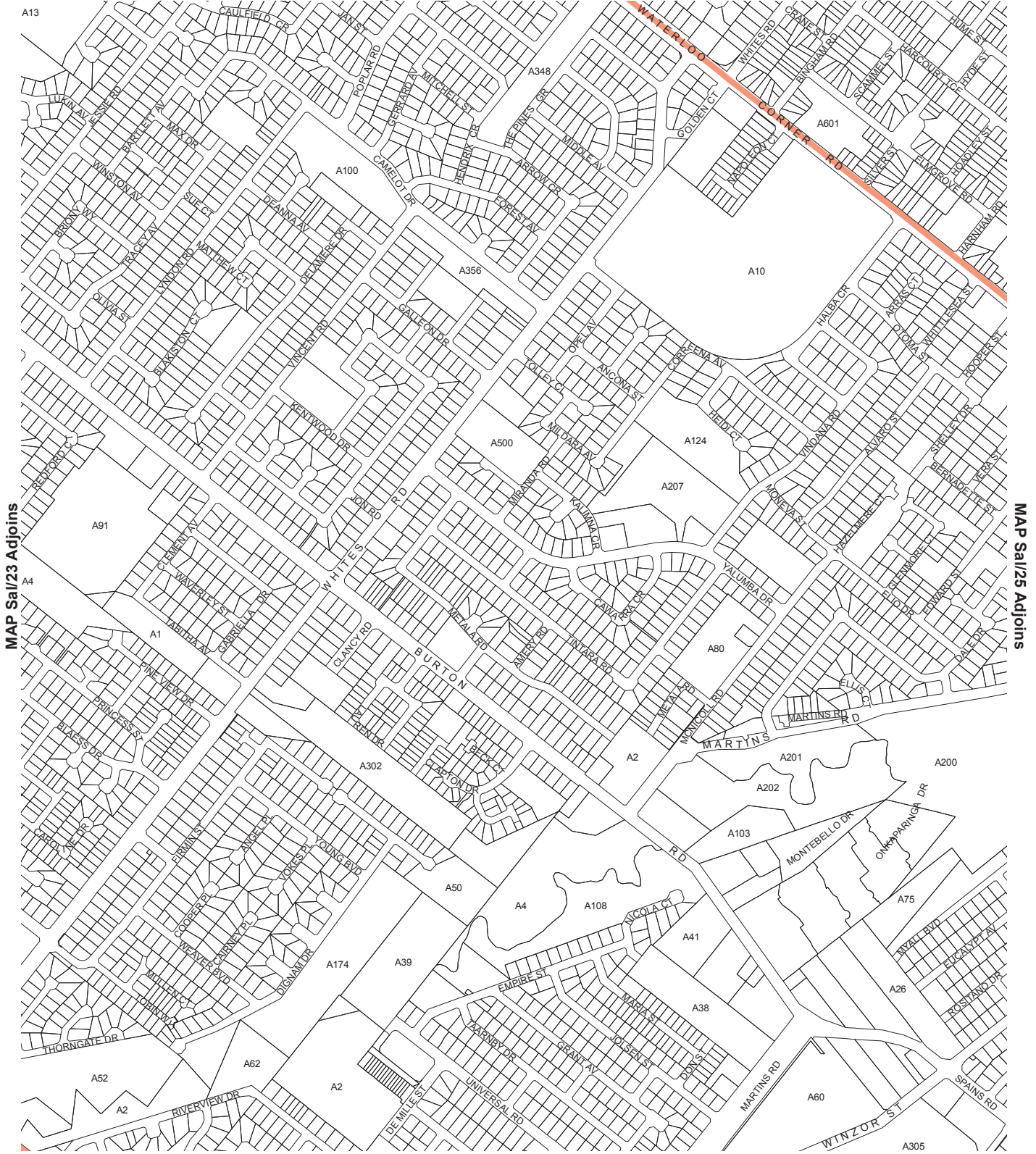


Location Map Sal/24

- S** School
- P** Post Office
- H** Other Health Services
- Local Reserves

MAP Sal/17 Adjoins

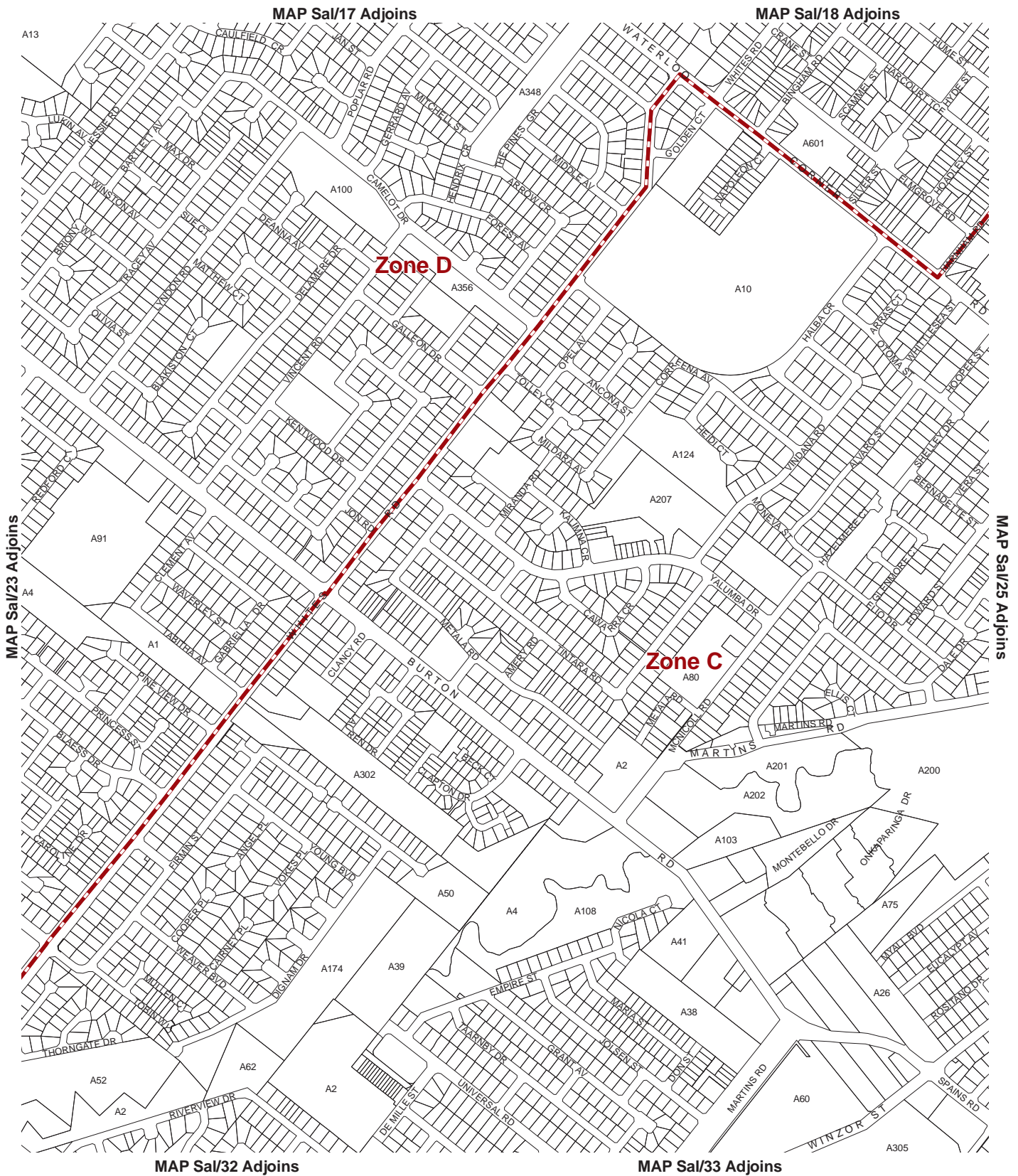
MAP Sal/18 Adjoins



Overlay Map Sal/24 TRANSPORT

 Secondary Arterial Roads

SALISBURY COUNCIL
Consolidated - 4 April 2019



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

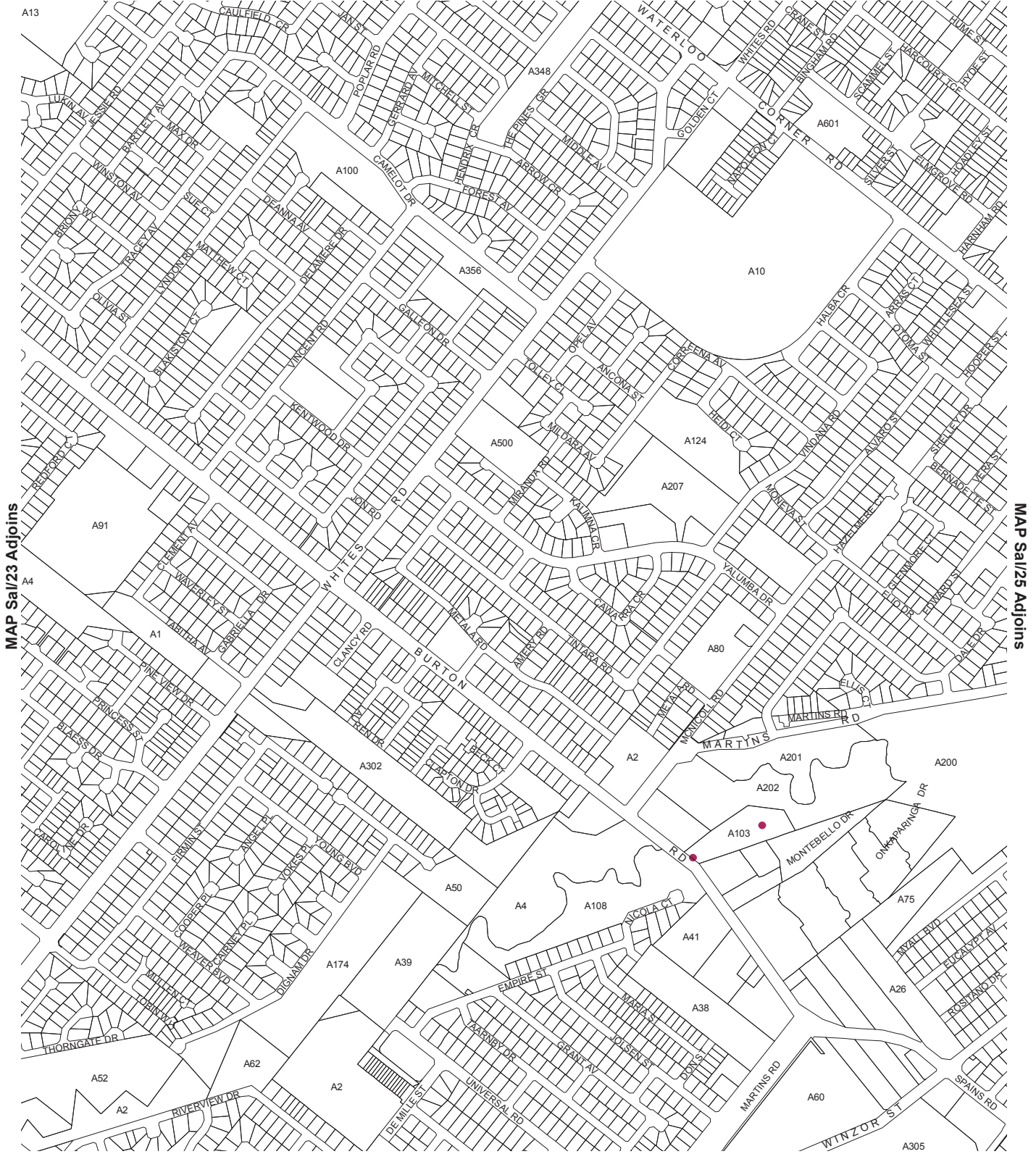
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level

 Airport Building Heights

Overlay Map Sal/24 DEVELOPMENT CONSTRAINTS

MAP Sal/17 Adjoins

MAP Sal/18 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.

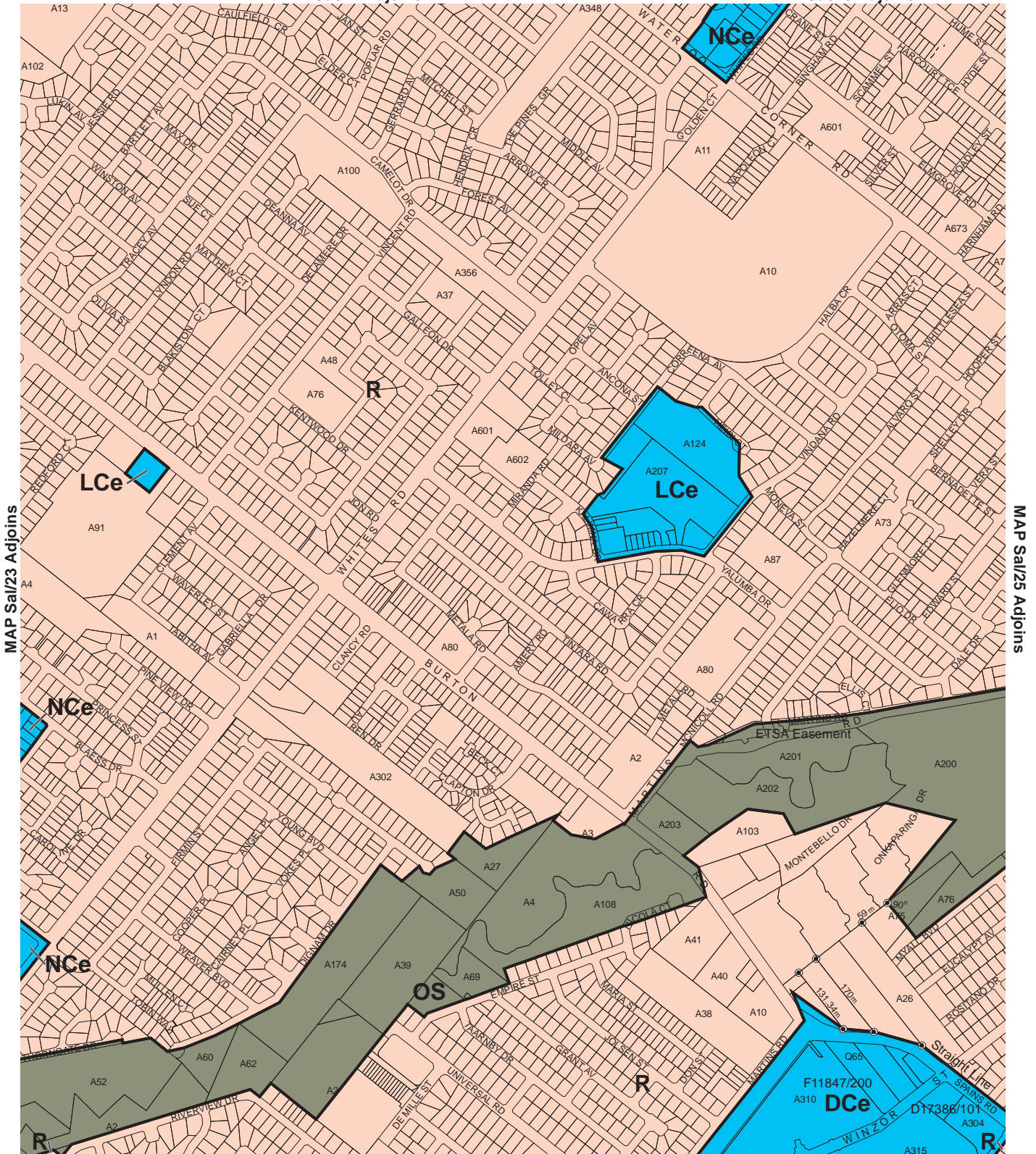


Overlay Map Sal/24 HERITAGE

● State heritage place

MAP Sal/17 Adjoins

MAP Sal/18 Adjoins



MAP Sal/32 Adjoins

MAP Sal/33 Adjoins

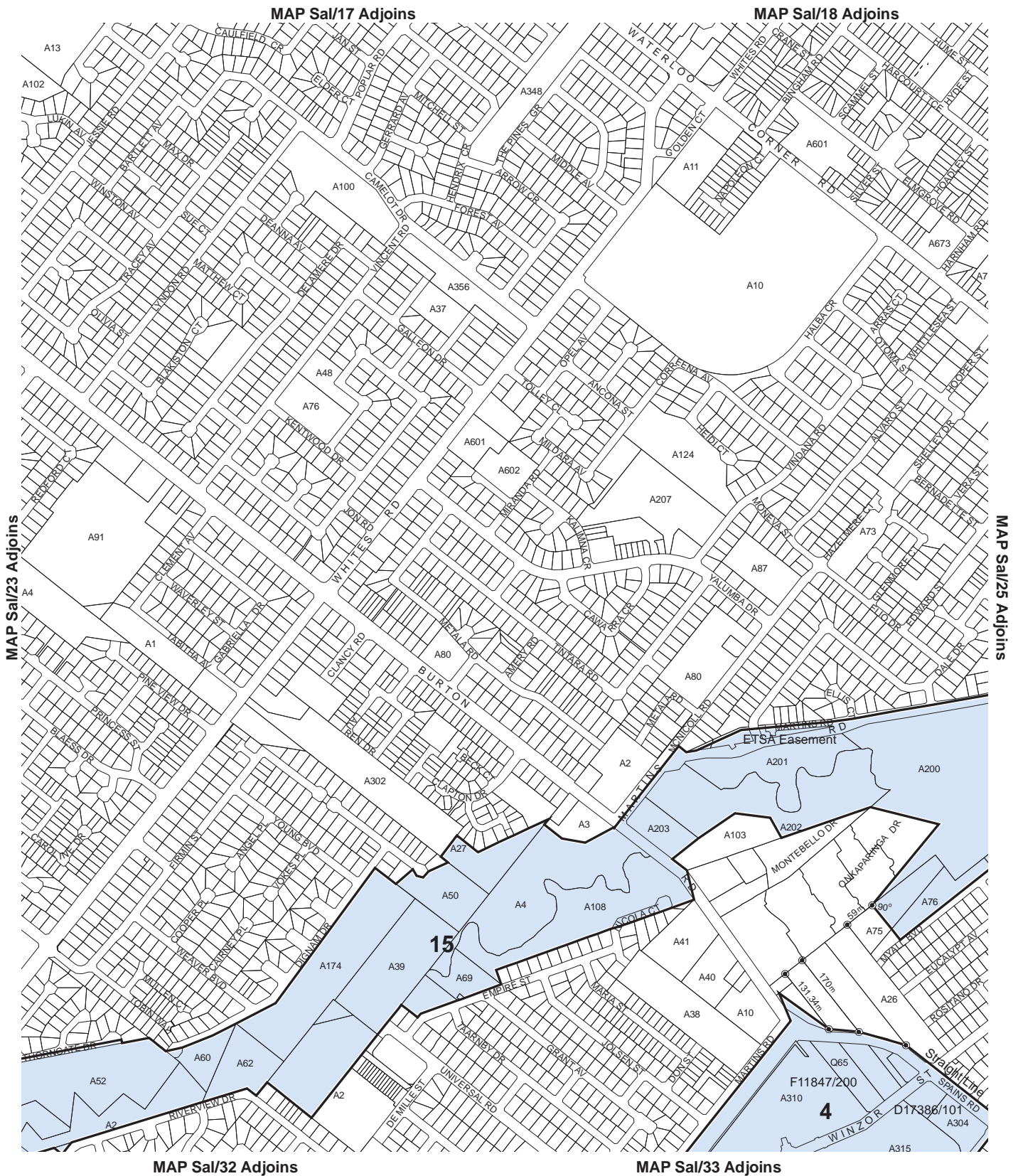
Lamberts Conformal Conic Projection, GDA94



Zones

- DCe District Centre
- LCe Local Centre
- NCe Neighbourhood Centre
- OS Open Space
- R Residential
- Zone Boundary

Zone Map Sal/24



Lamberts Conformal Conic Projection, GDA94

- Policy Area**
15 Recreation
4 Salisbury Downs

 Policy Area Boundary

Policy Area Map Sal/24

MAP Sal/17 Adjoins

MAP Sal/18 Adjoins



Lamberts Conformal Conic Projection, GDA94

- Precinct**
- 14 Bulky Goods
 - 16 Mixed Use
 - 17 Retail Core



Precinct Map Sal/24

 Precinct Boundary

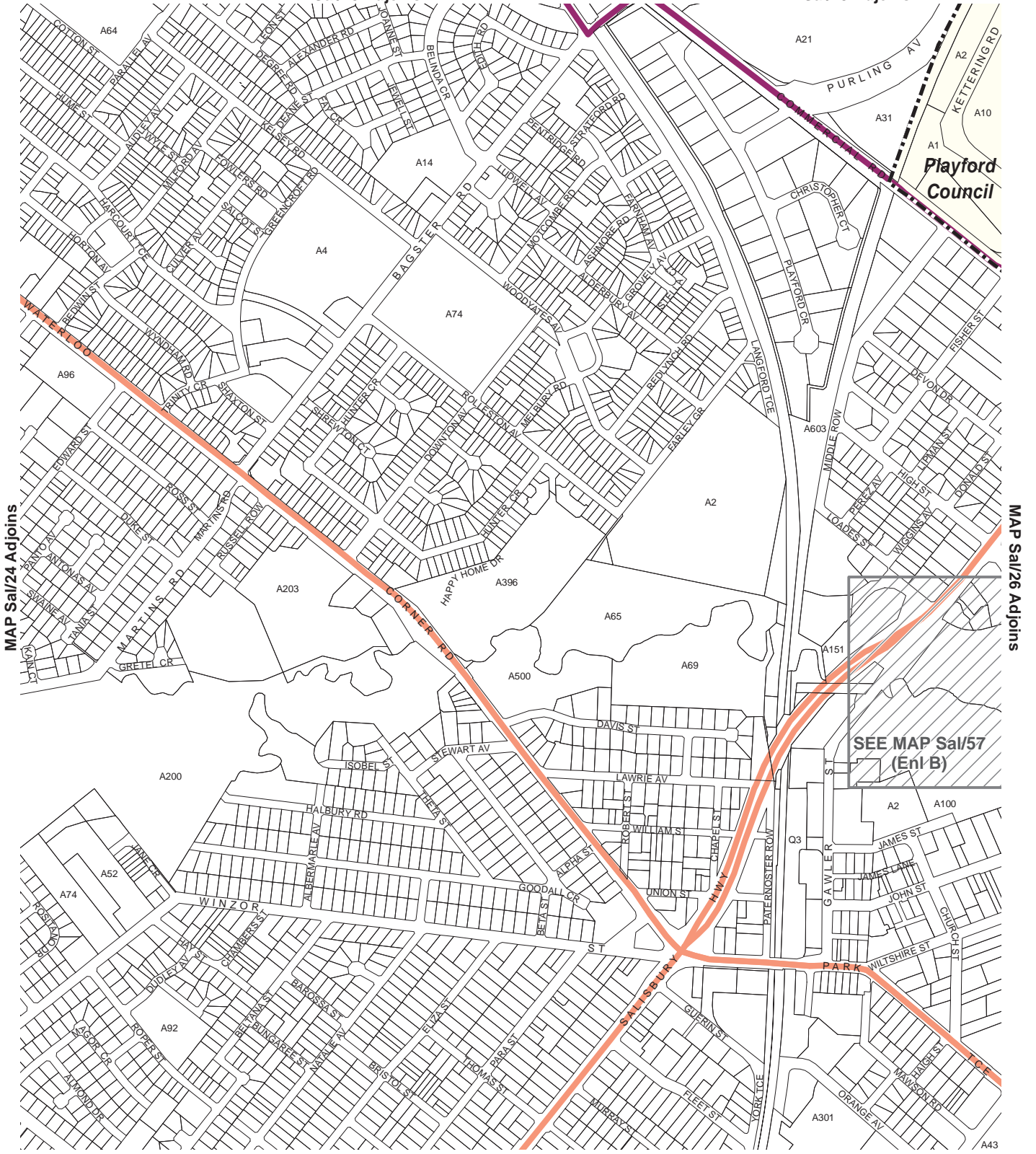


Location Map Sal/25

MAP Sal/18 Adjoins

MAP Sal/19 Adjoins

Playford Council



MAP Sal/33 Adjoins

MAP Sal/34 Adjoins

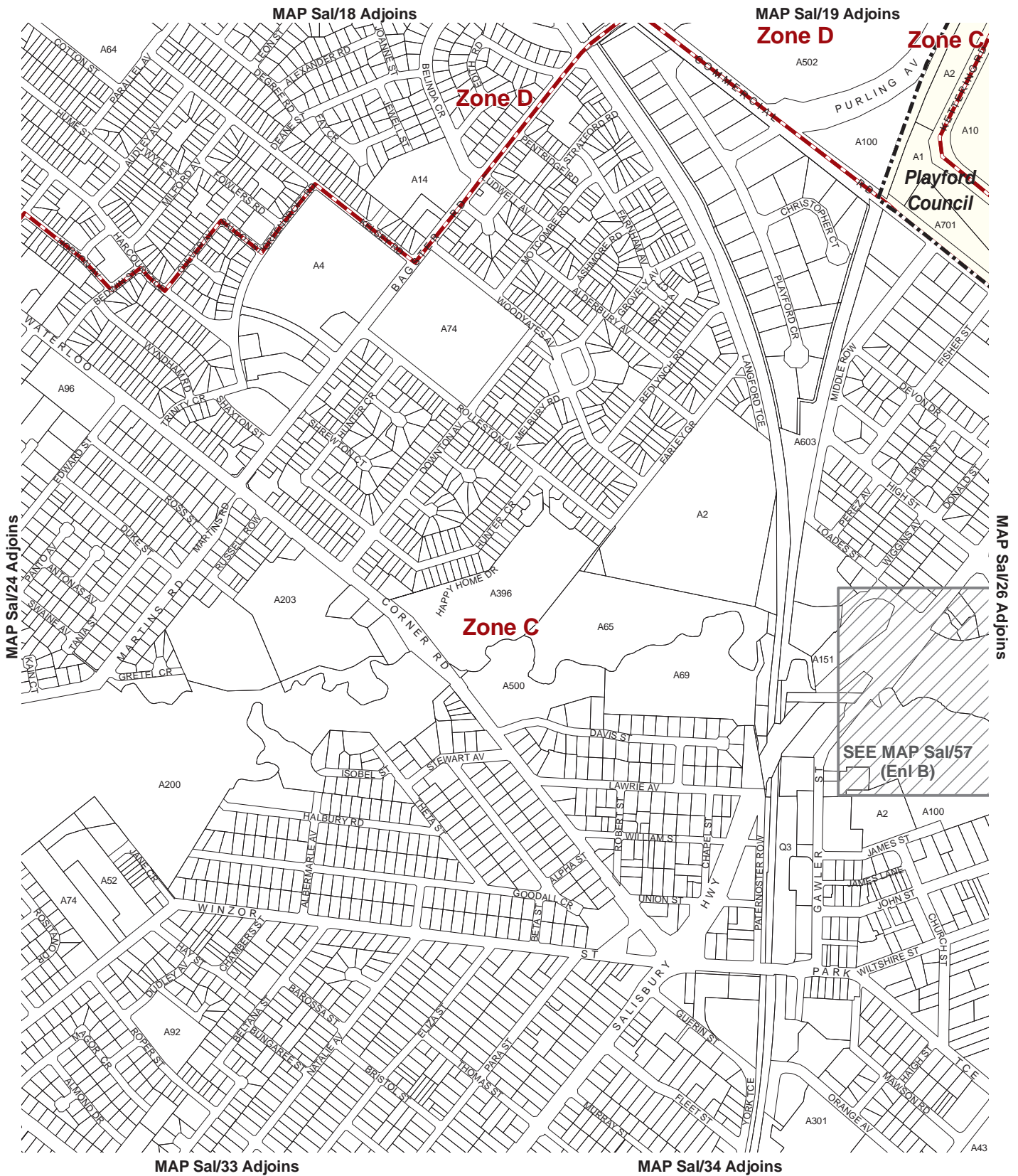


0 500m

Overlay Map Sal/25

TRANSPORT

- Possible Arterial Roads
- Secondary Arterial Roads
- Development Plan Boundary



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

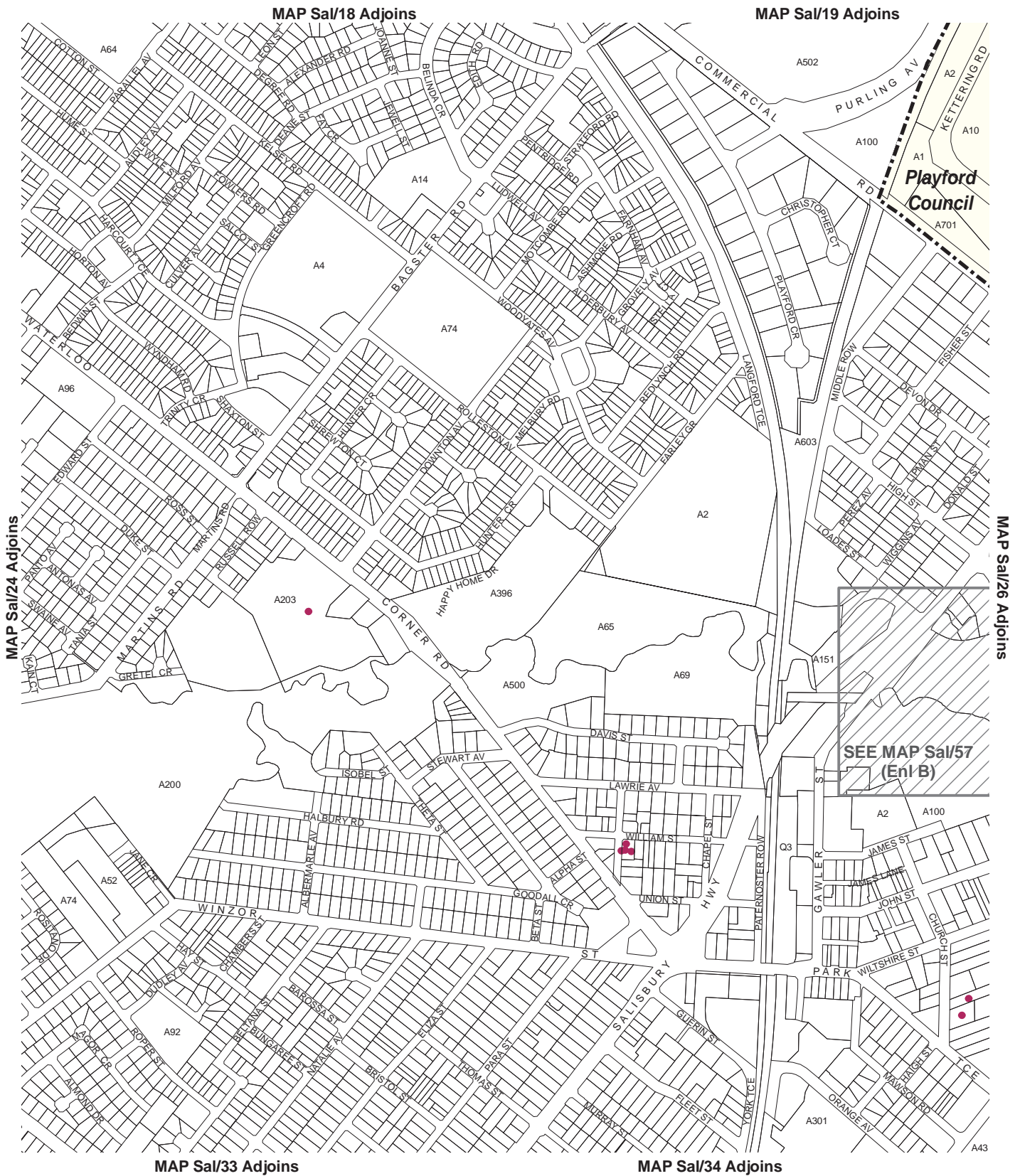
Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

Zone C All Structures Exceeding 15 metres above existing ground level
 Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/25 DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary



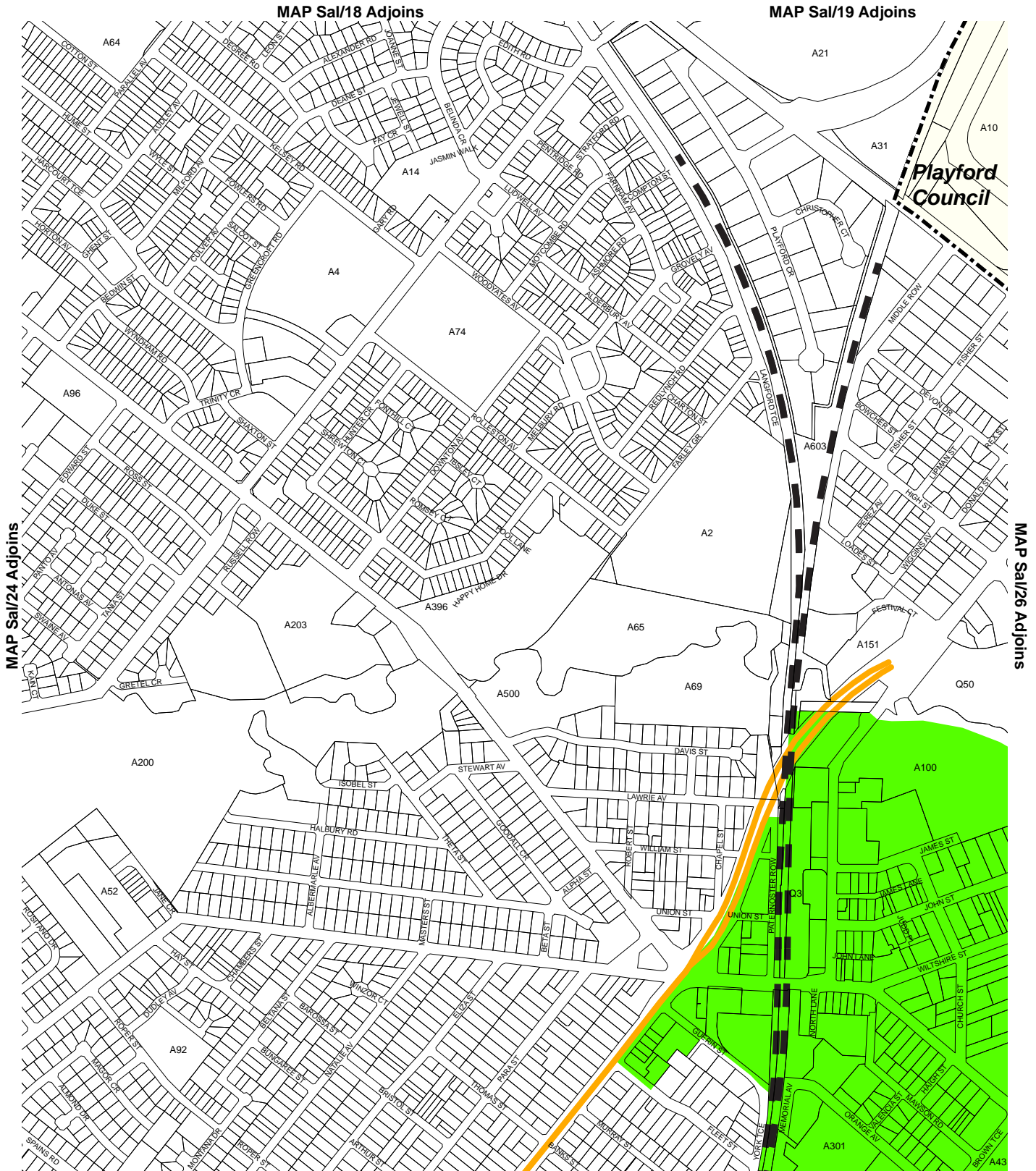
Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.



Overlay Map Sal/25

HERITAGE

- State heritage place
- Development Plan Boundary



Playford Council



0 500m

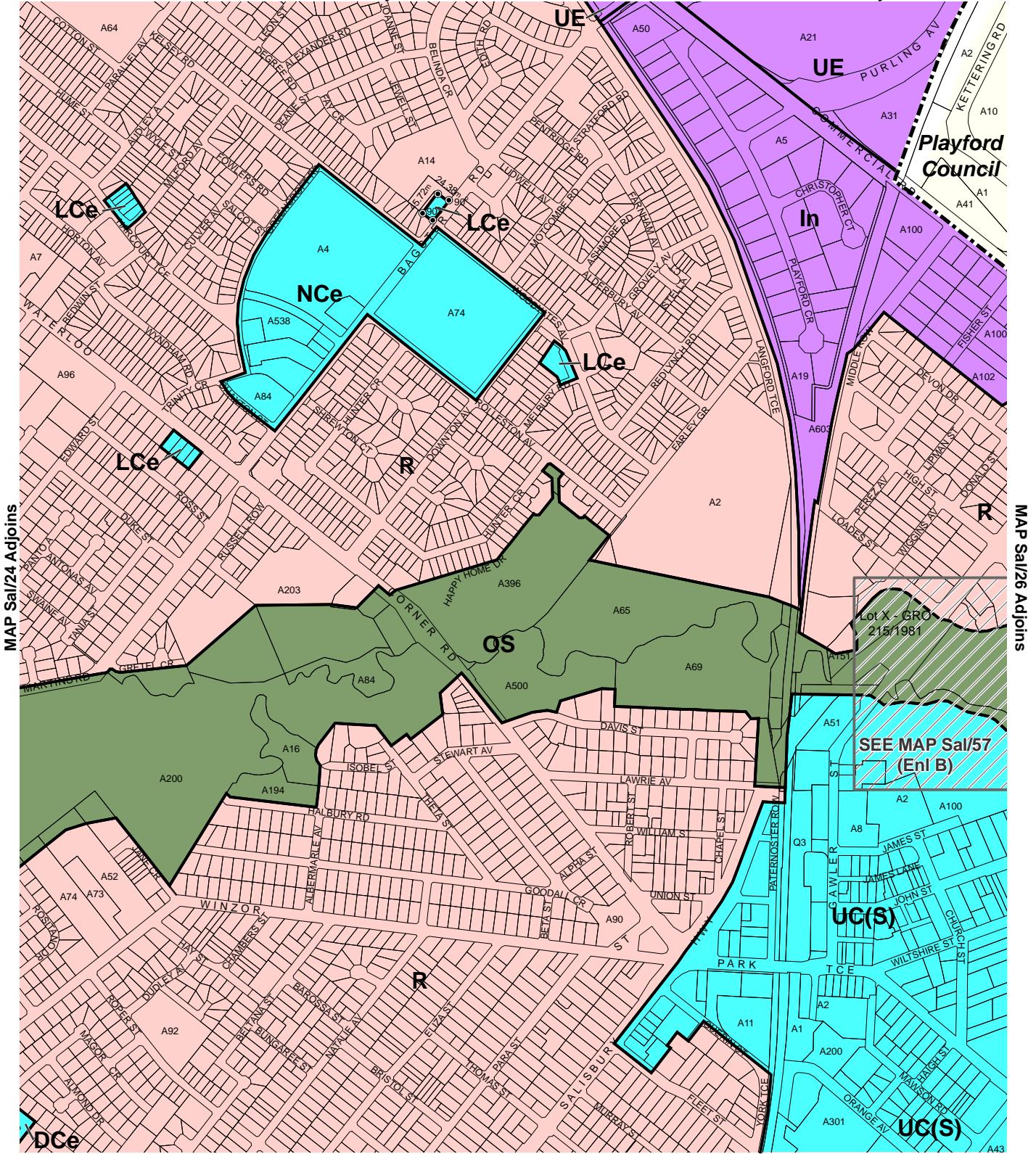
- Train Line
- Designated Road: type B road
- Noise and Air Emissions Designated Area
- Development Plan Boundary

Overlay Map Sal/25

NOISE AND AIR EMISSIONS

MAP Sal/18 Adjoins

MAP Sal/19 Adjoins



MAP Sal/24 Adjoins

MAP Sal/26 Adjoins

MAP Sal/33 Adjoins

MAP Sal/34 Adjoins

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

- Zones**
- In Industry
 - LCe Local Centre
 - NCe Neighbourhood Centre
 - OS Open Space
 - R Residential
 - UC(S) Urban Core(Salisbury)
 - UE Urban Employment
 - Zone Boundary
 - Development Plan Boundary

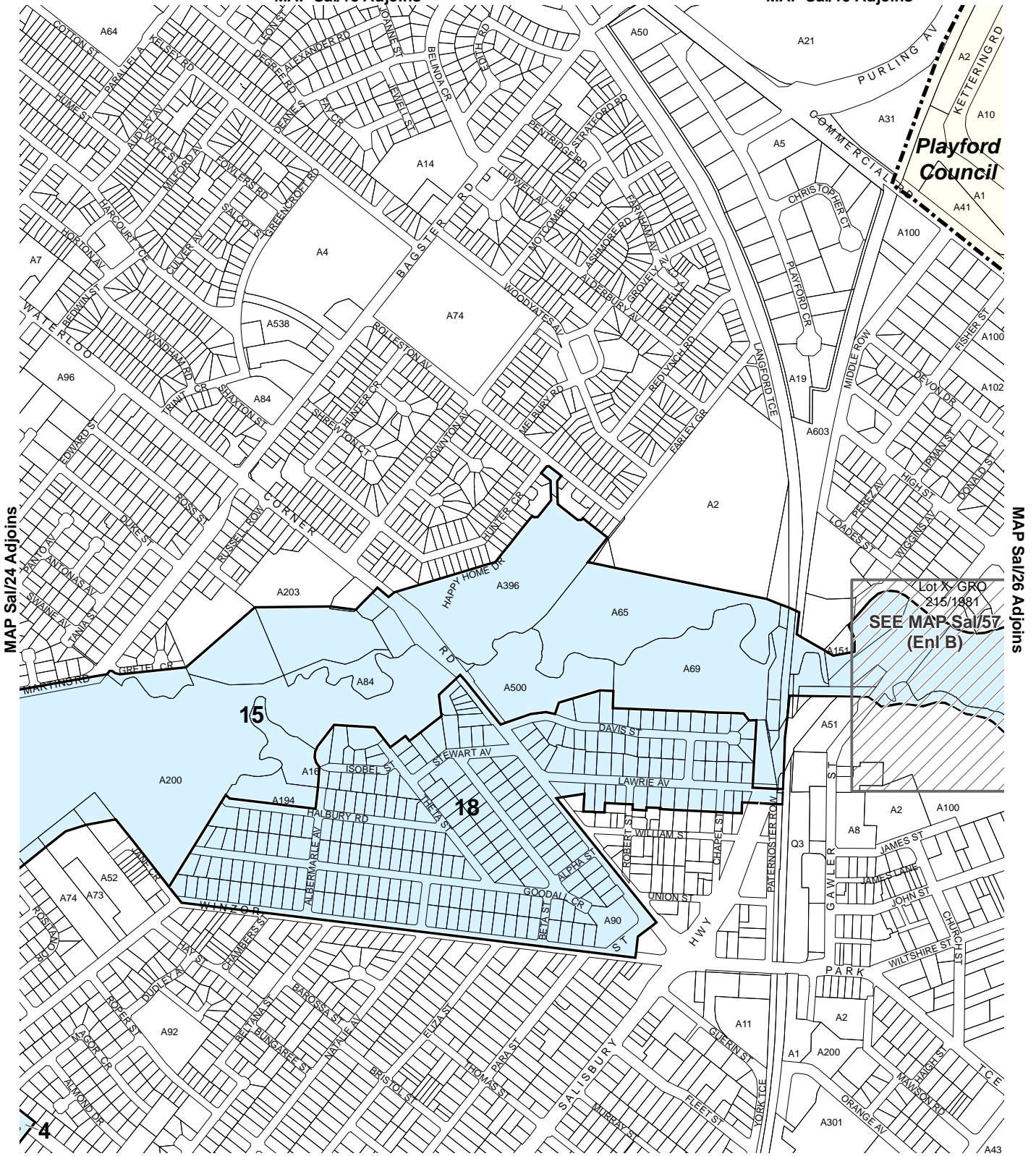


0 500m

Zone Map Sal/25

MAP Sa/18 Adjoins

MAP Sa/19 Adjoins





Playford Council

Lot X, GRO 215/1481
SEE MAP Sa/57 (Enl B)

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

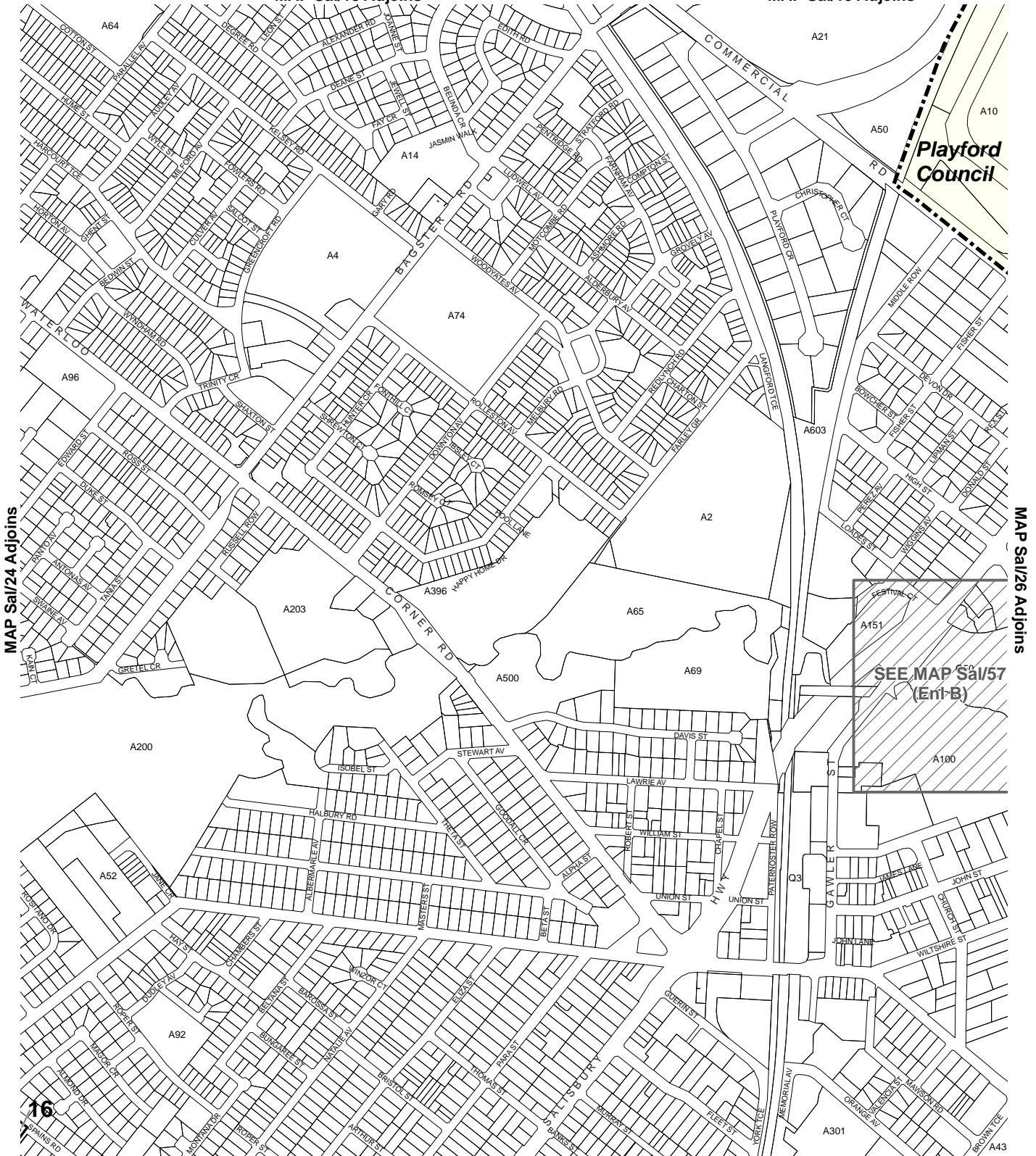
- Policy Area**
- 15 Recreation
 - 18 Salisbury Residential
 - 4 Salisbury Downs

 Policy Area Boundary
 Development Plan Boundary

Policy Area Map Sa/25

MAP Sal/18 Adjoins

MAP Sal/19 Adjoins



Playford Council

SEE MAP Sal/57 (Ent-B)

16

MAP Sal/33 Adjoins

MAP Sal/34 Adjoins

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

Precinct

16 Mixed Use

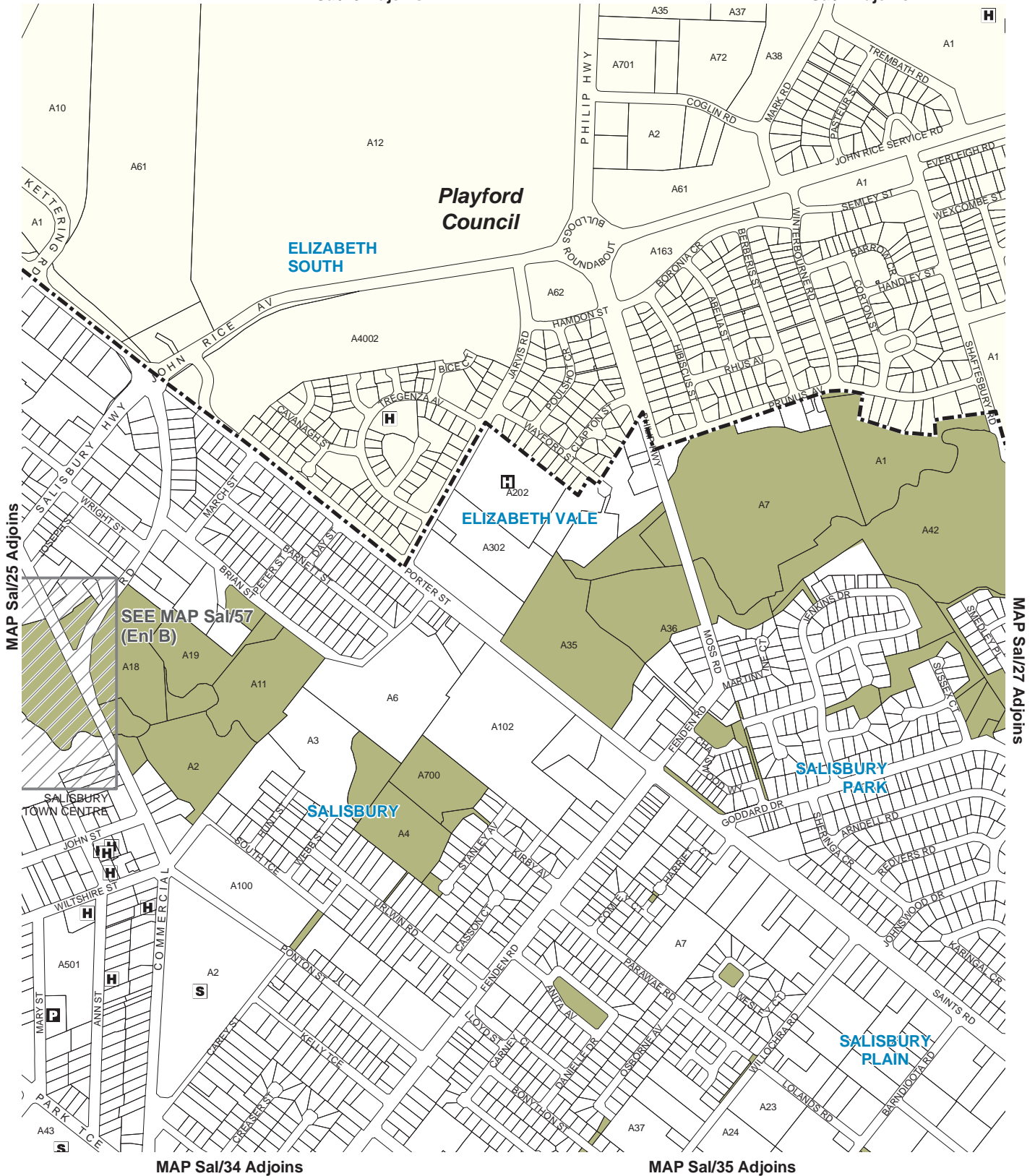


Precinct Map Sal/25

- Precinct Boundary
- Development Plan Boundary

MAP Sal/19 Adjoins

MAP Sal/1 Adjoins



MAP Sal/25 Adjoins

MAP Sal/27 Adjoins

MAP Sal/34 Adjoins

MAP Sal/35 Adjoins

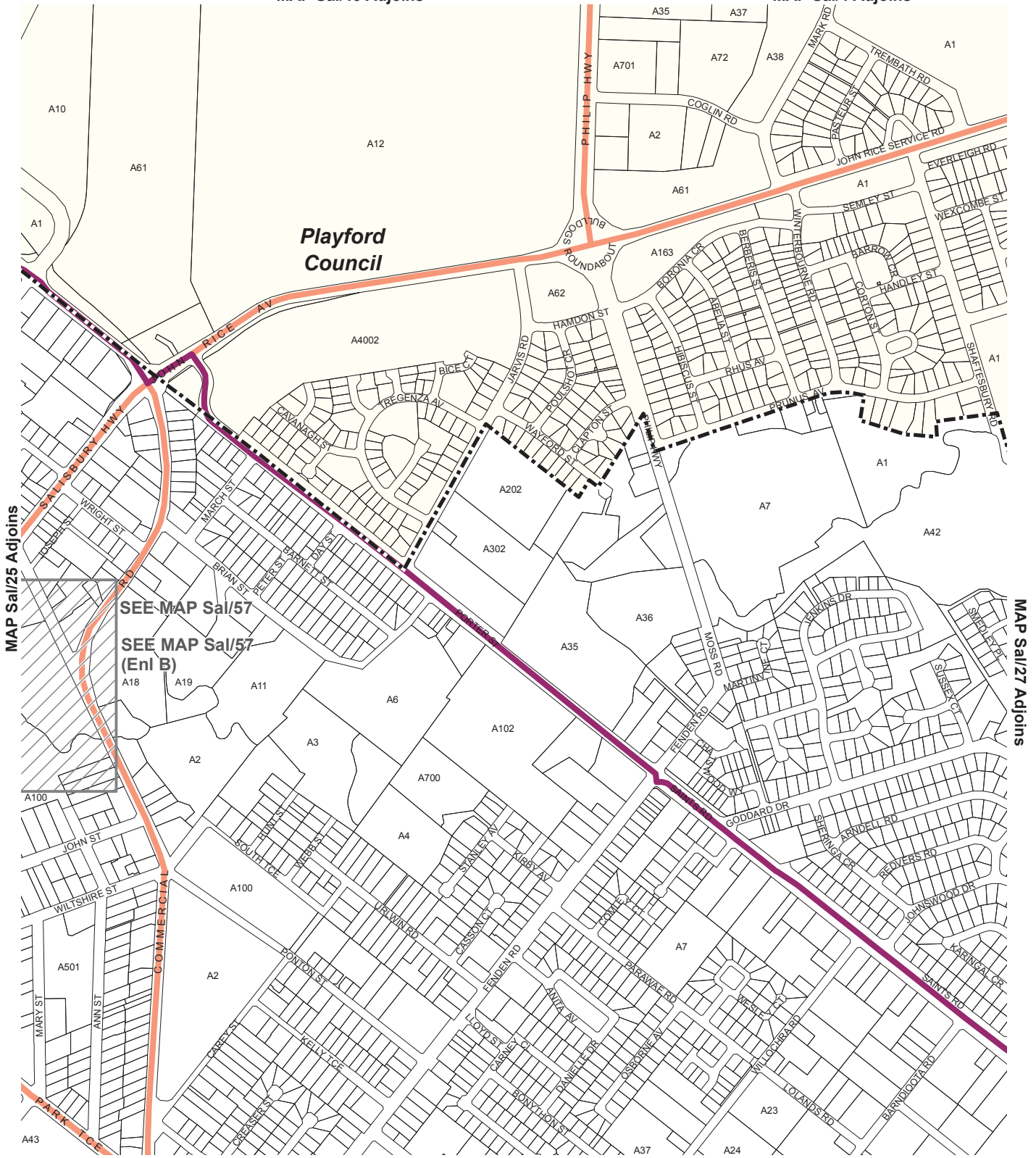


- S** School
- H** Other Health Services
- H** Hospital
- P** Police Station
- Local Reserves
- Development Plan Boundary

Location Map Sal/26

MAP Sal/19 Adjoins

MAP Sal/1 Adjoins

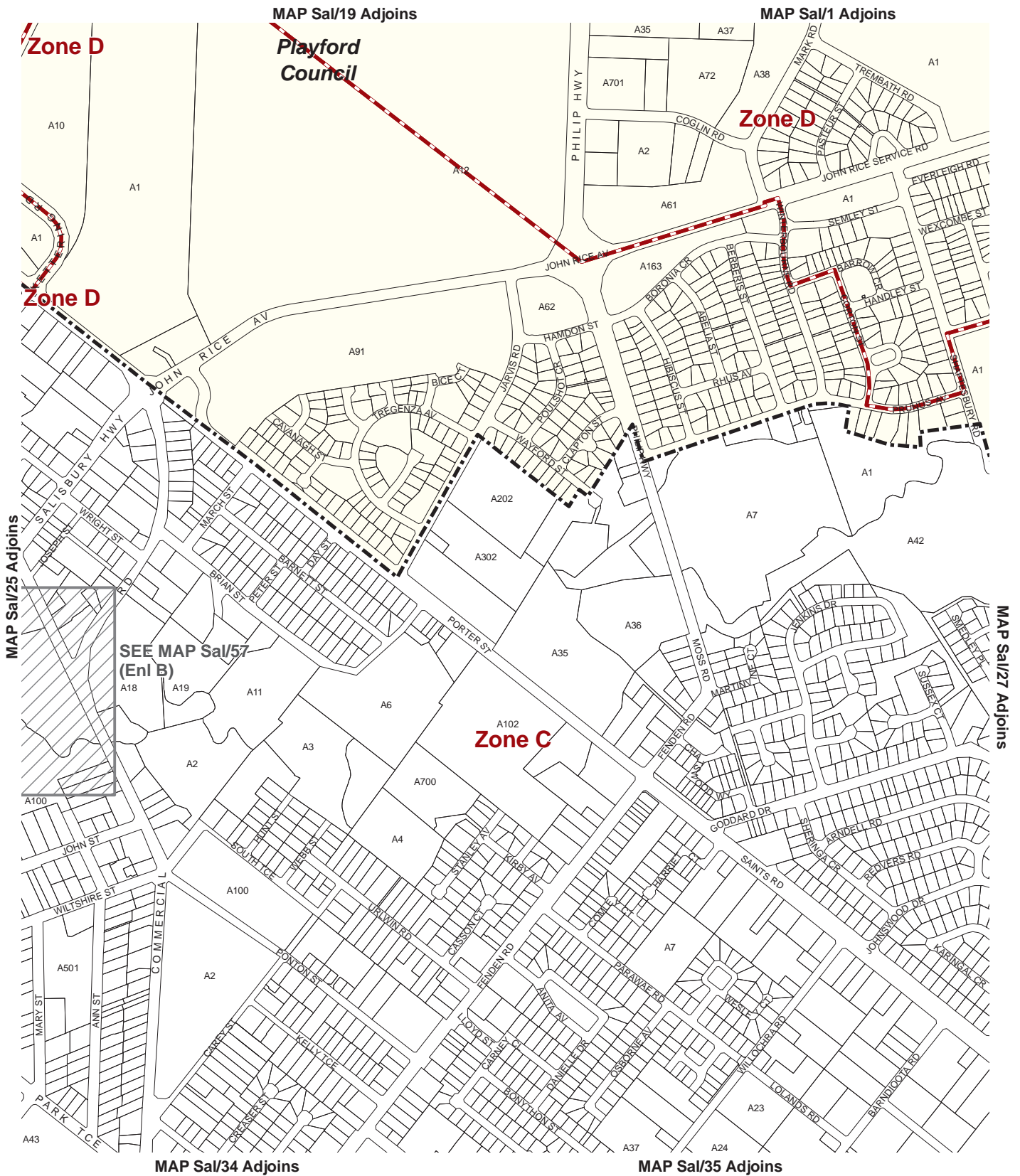


SEE MAP Sal/57
SEE MAP Sal/57
(Enl B)

Overlay Map Sal/26

TRANSPORT

- Possible Arterial Roads
- Secondary Arterial Roads
- Development Plan Boundary



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

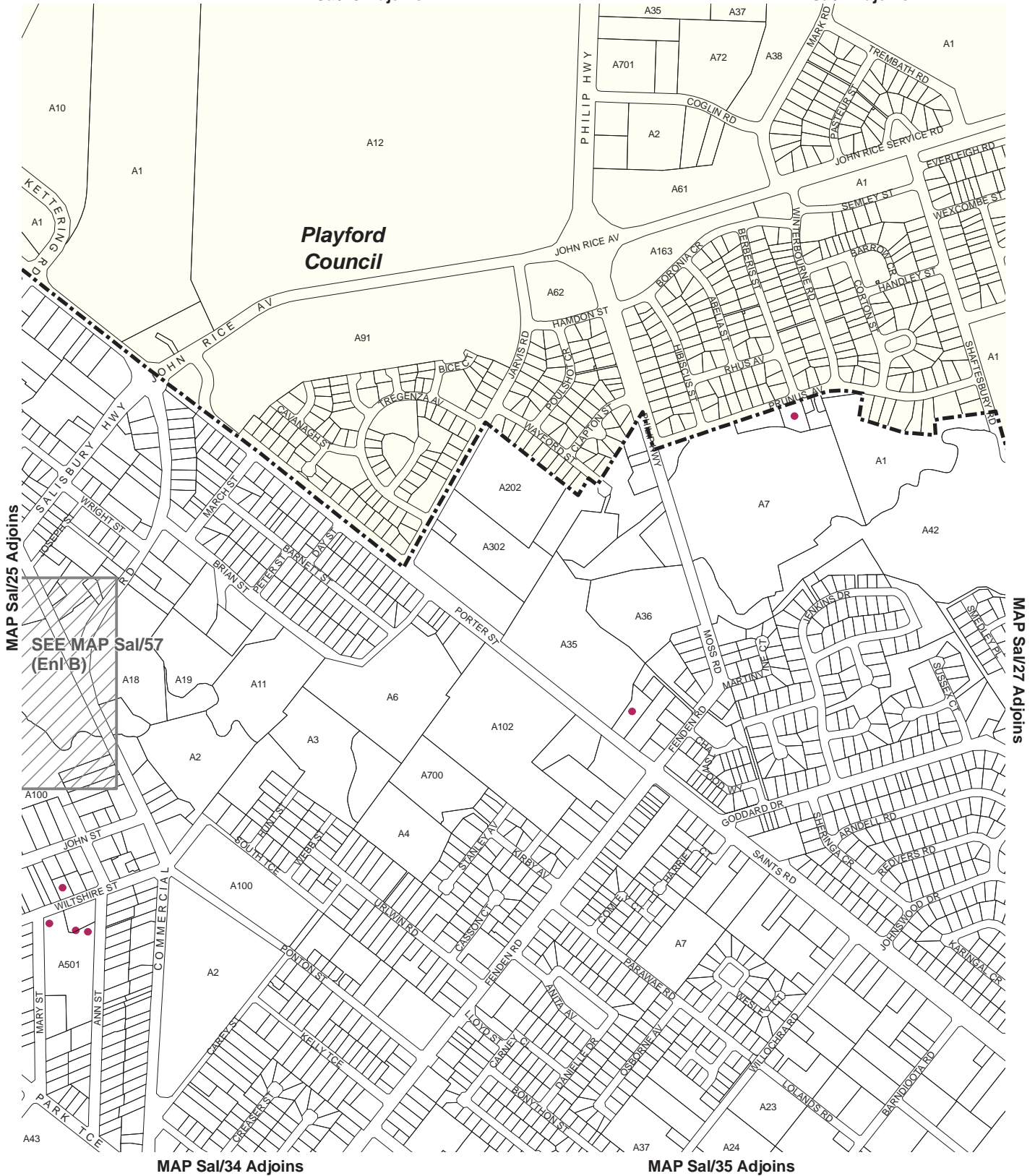
Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

Zone C All Structures Exceeding 15 metres above existing ground level
 Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/26 DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- 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 Sal/26

HERITAGE

- State heritage place
- Development Plan Boundary

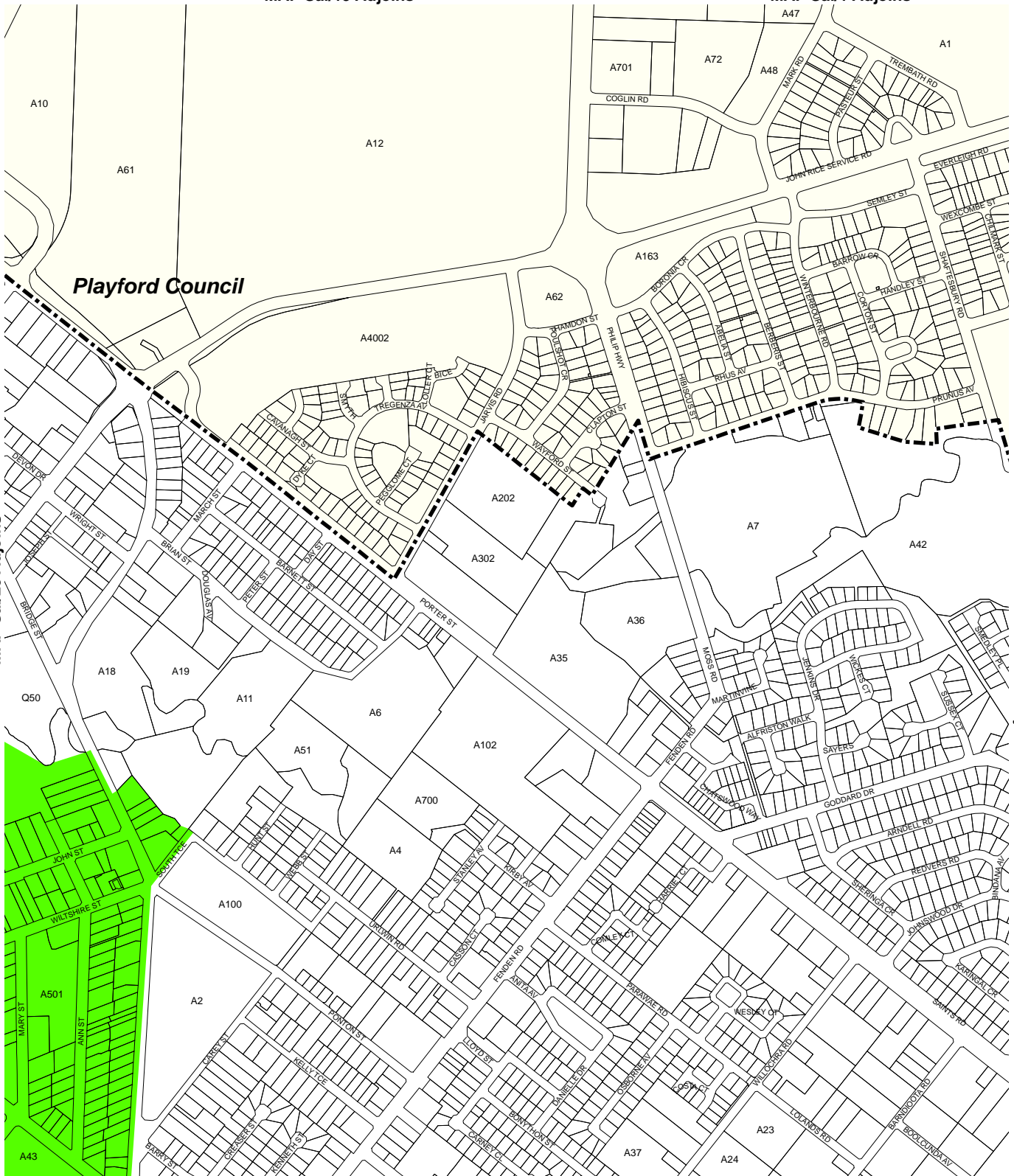
MAP Sal/19 Adjoins

MAP Sal/1 Adjoins

Playford Council

MAP Sal/25 Adjoins

MAP Sal/27 Adjoins



MAP Sal/34 Adjoins

MAP Sal/35 Adjoins



Overlay Map Sal/26

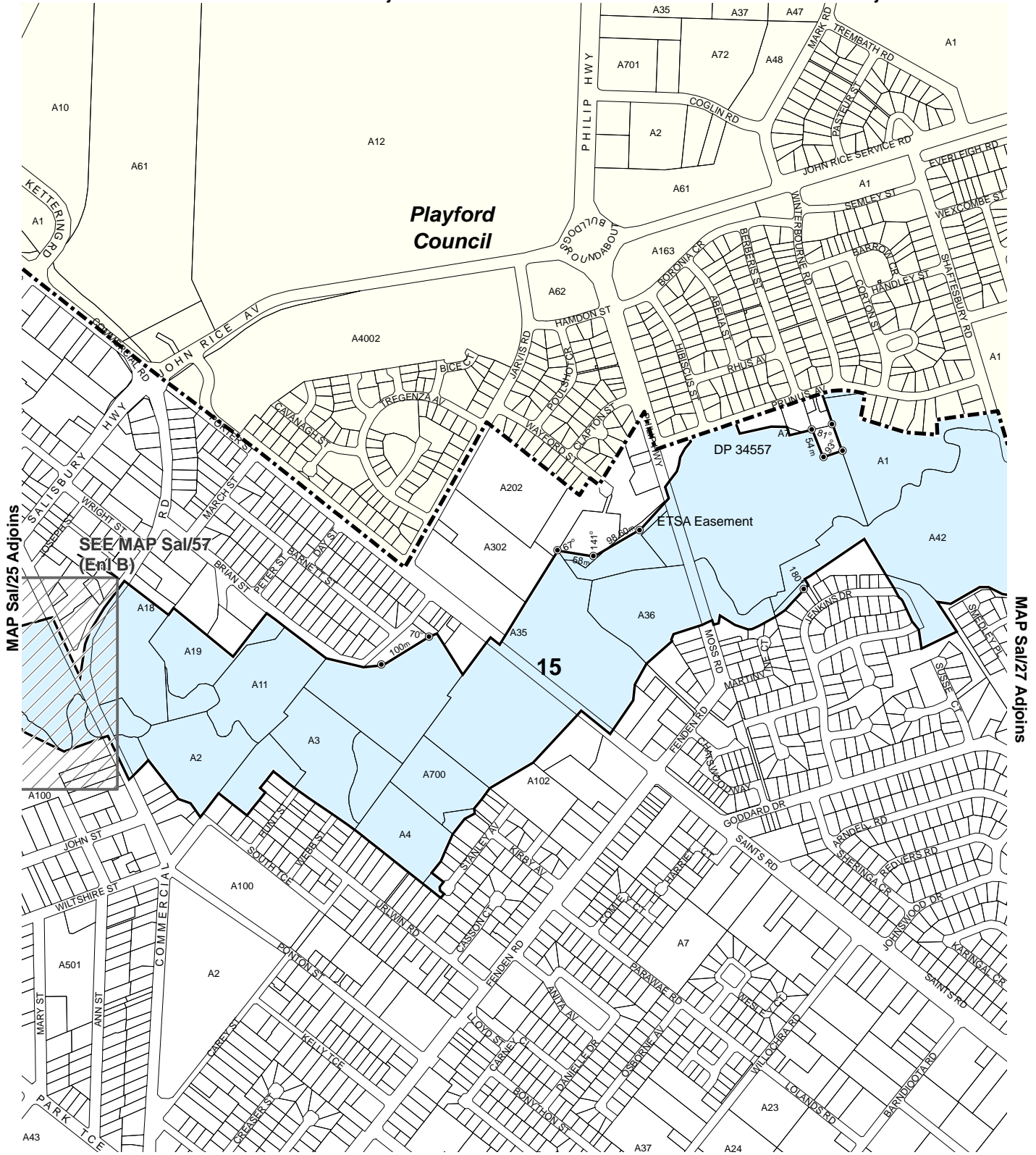
NOISE AND AIR EMISSIONS

- Noise and Air Emissions Designated Area
- Development Plan Boundary

MAP Sal/19 Adjoins

MAP Sal/1 Adjoins

Playford Council



SEE MAP Sal/57 (Enl B)

15

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

Policy Area
15 Recreation

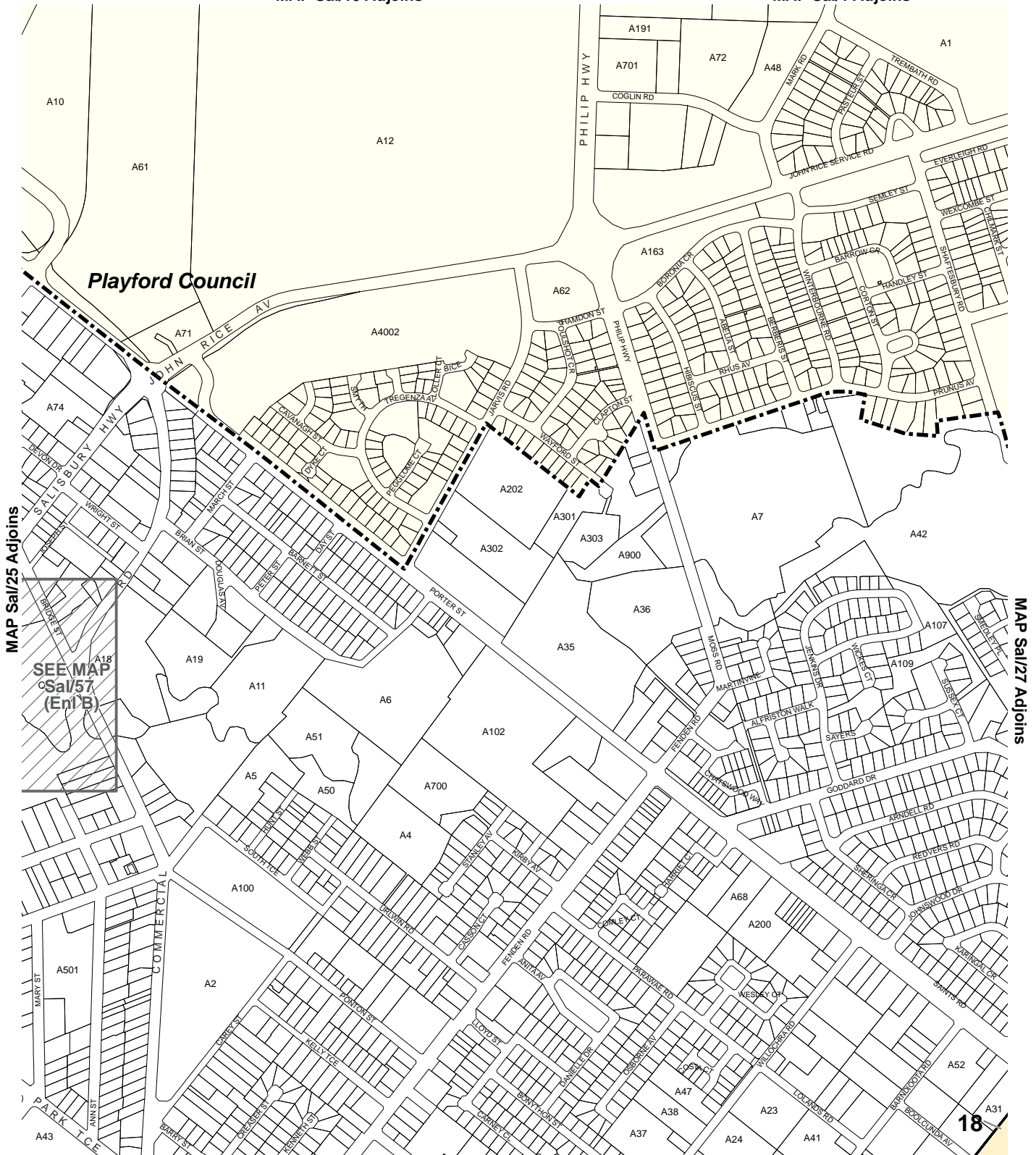


Policy Area Map Sal/26

- Policy Area Boundary
- Development Plan Boundary

MAP Sal/19 Adjoins

MAP Sal/1 Adjoins



Playford Council

SEE MAP Sal/57 (Enl B)

MAP Sal/34 Adjoins

MAP Sal/35 Adjoins

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

Precinct

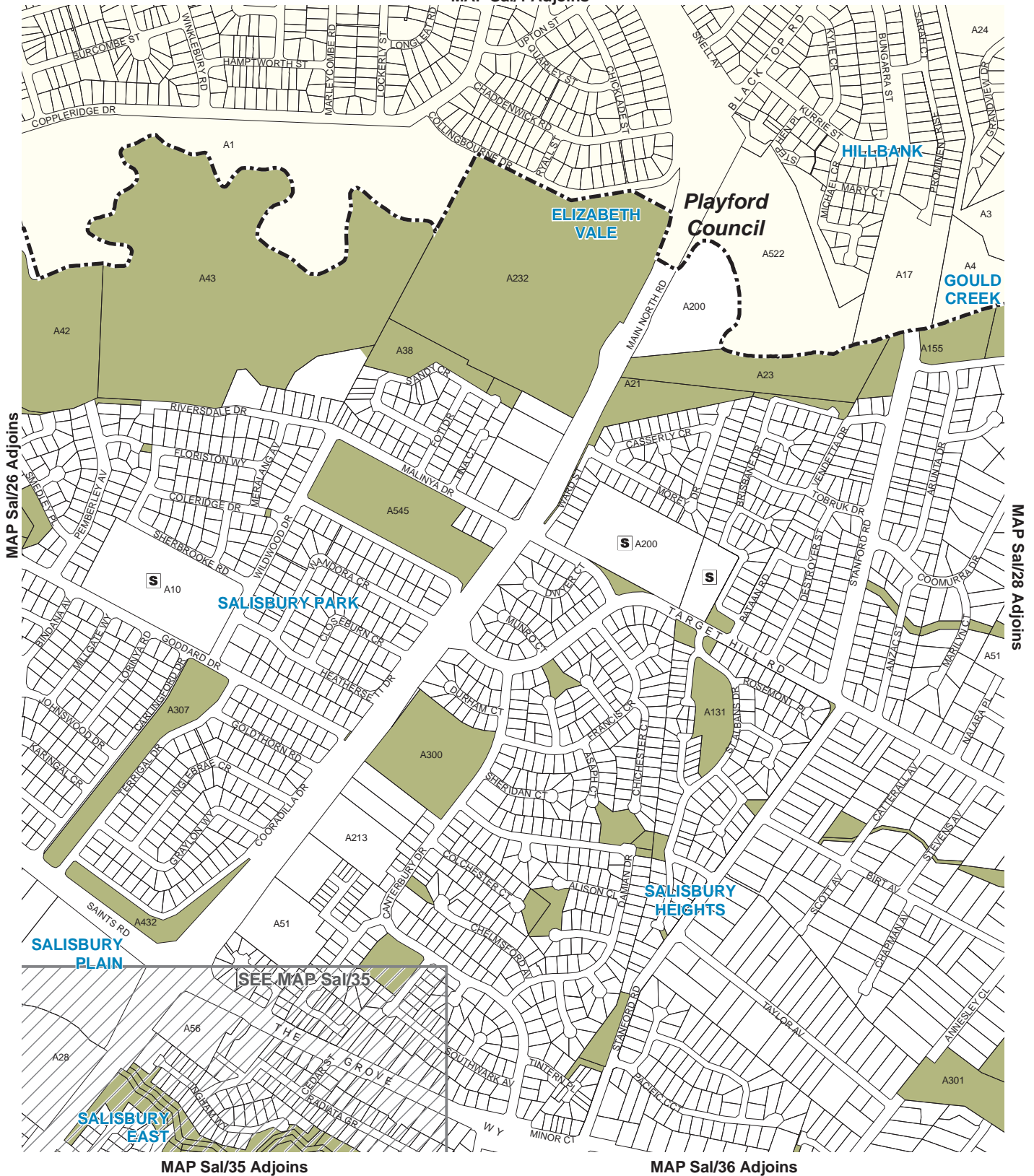
18 Saints Road Neighbourhood Centre



Precinct Map Sal/26

- Precinct Boundary
- Development Plan Boundary

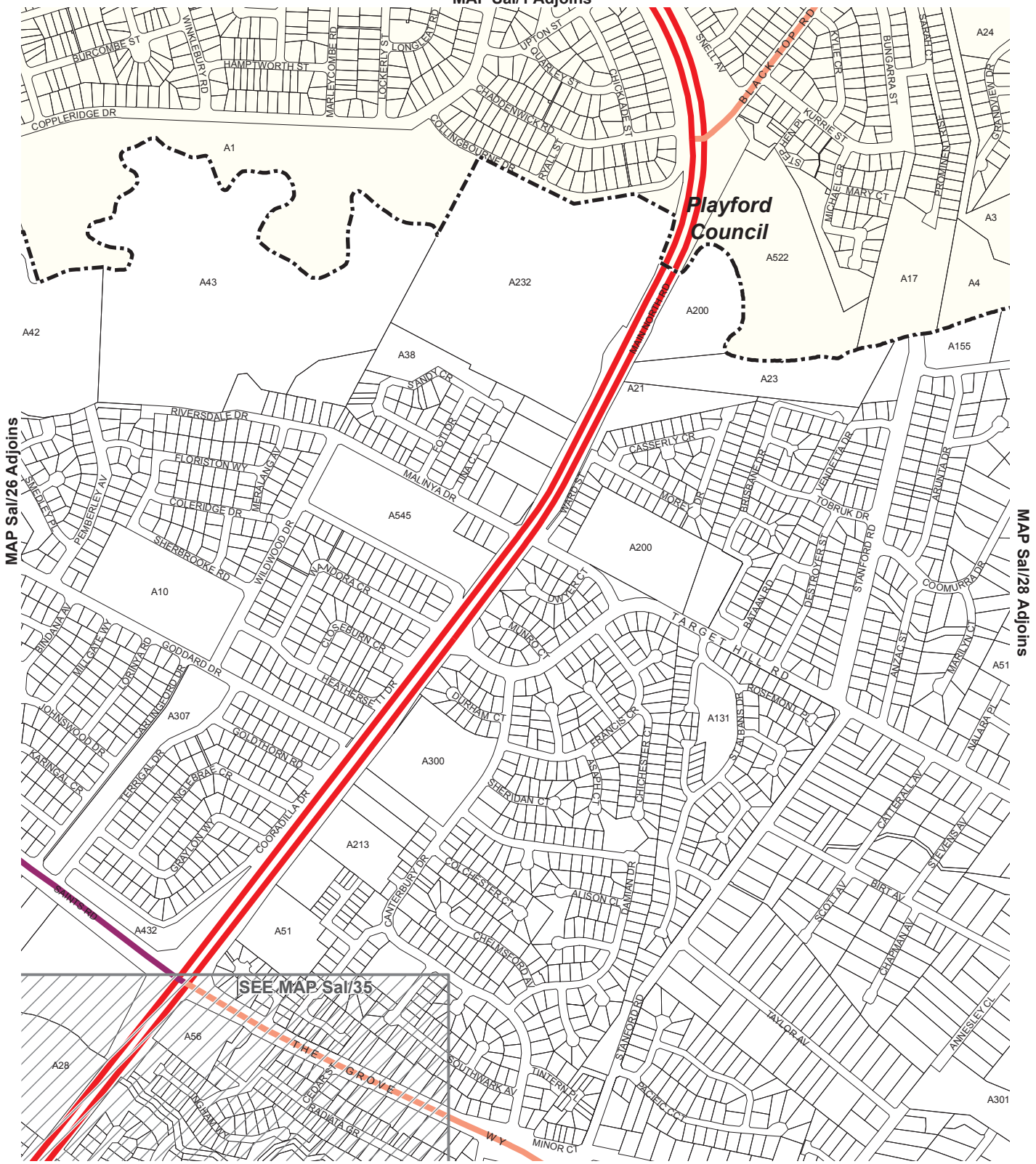
MAP Sal/1 Adjoins



Location Map Sal/27

- S School
- Local Reserves
- Development Plan Boundary

MAP Sal/1 Adjoins



MAP Sal/35 Adjoins

MAP Sal/36 Adjoins

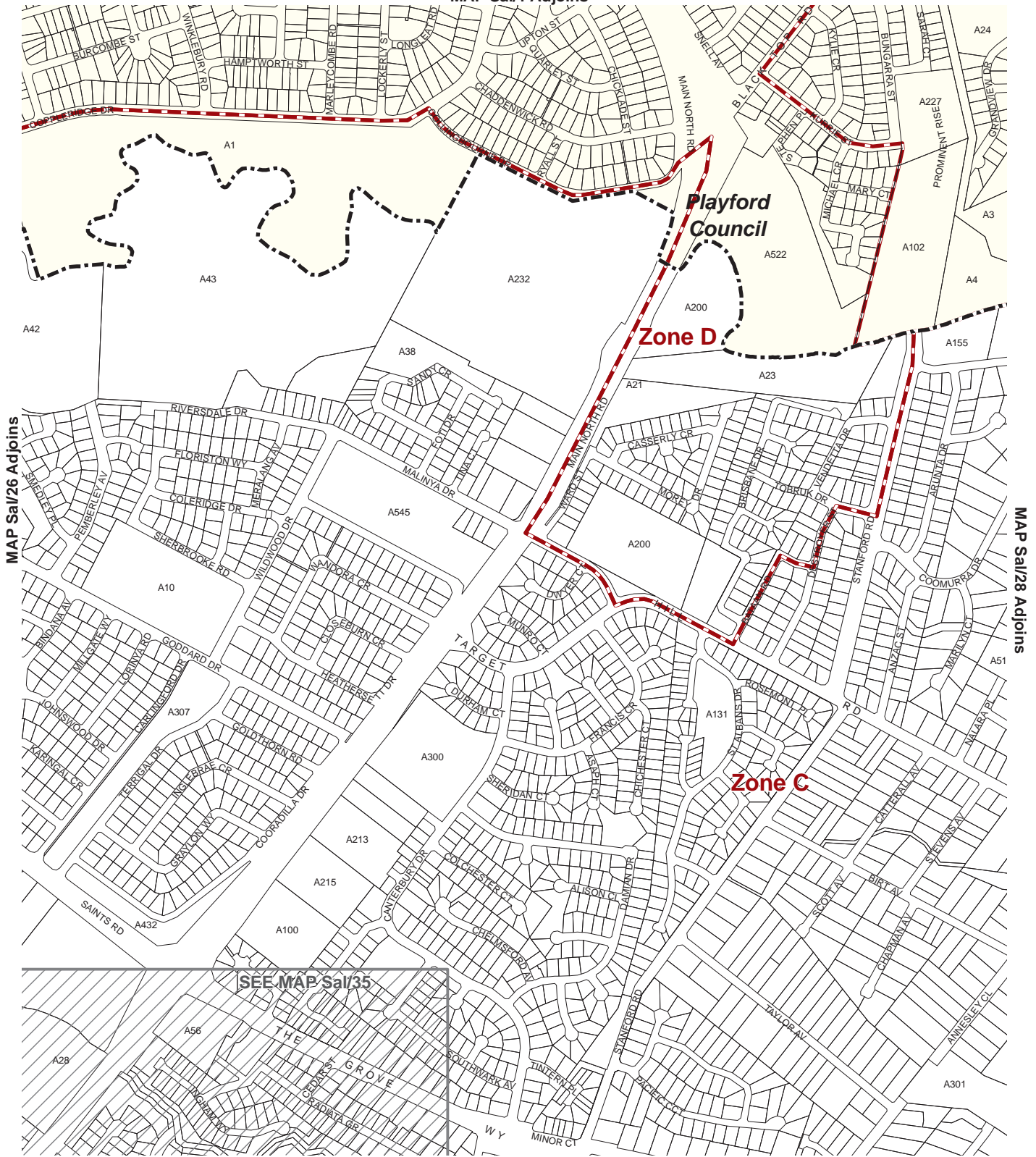
- Possible Arterial Roads
- Primary Arterial Roads
- Secondary Arterial Roads
- Development Plan Boundary



Overlay Map Sal/27

TRANSPORT

MAP Sal/1 Adjoins





NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

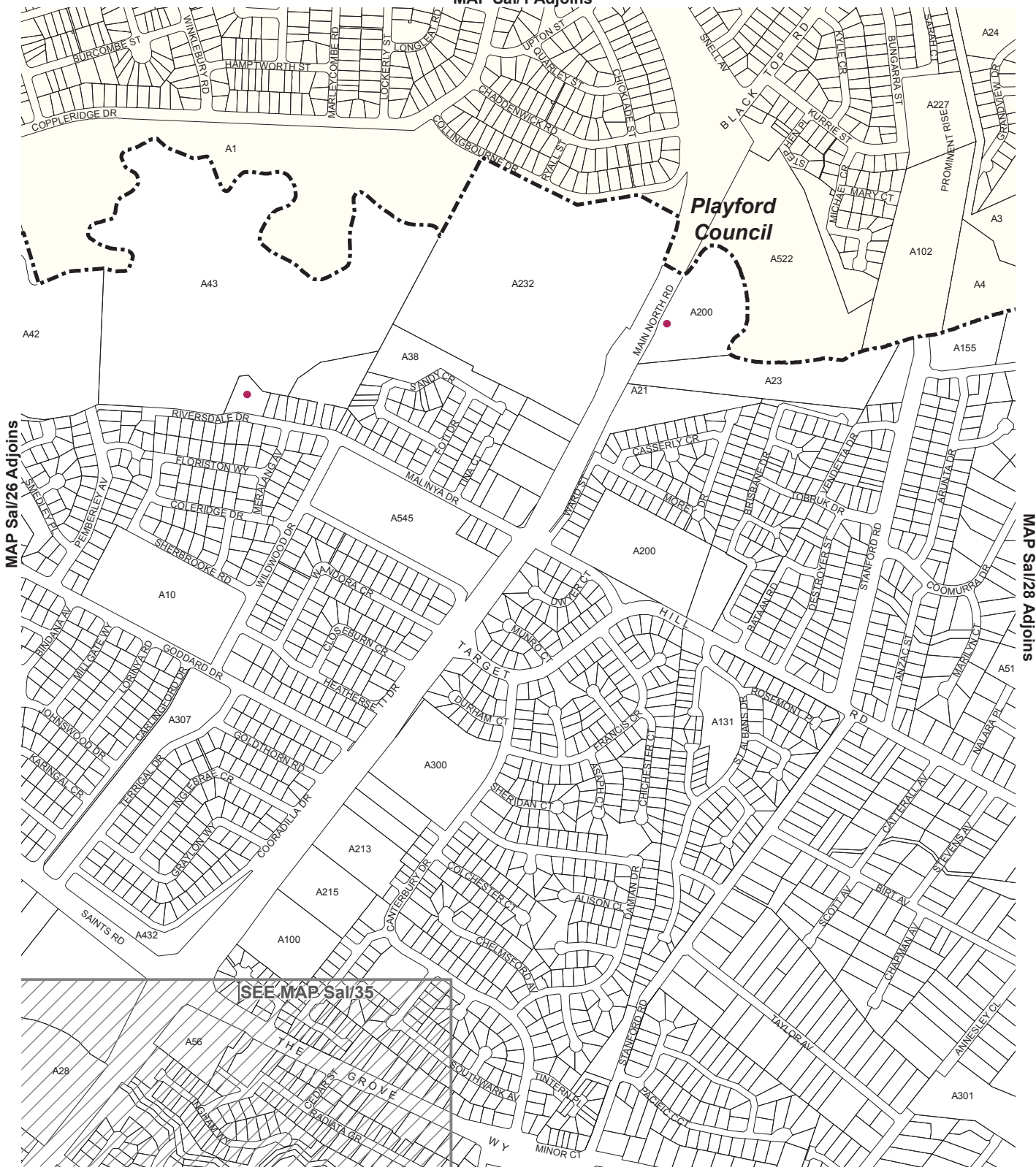
- Zone C All Structures Exceeding 15 metres above existing ground level
- Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/27 DEVELOPMENT CONSTRAINTS

-  Airport Building Heights
-  Development Plan Boundary

MAP Sal/1 Adjoins



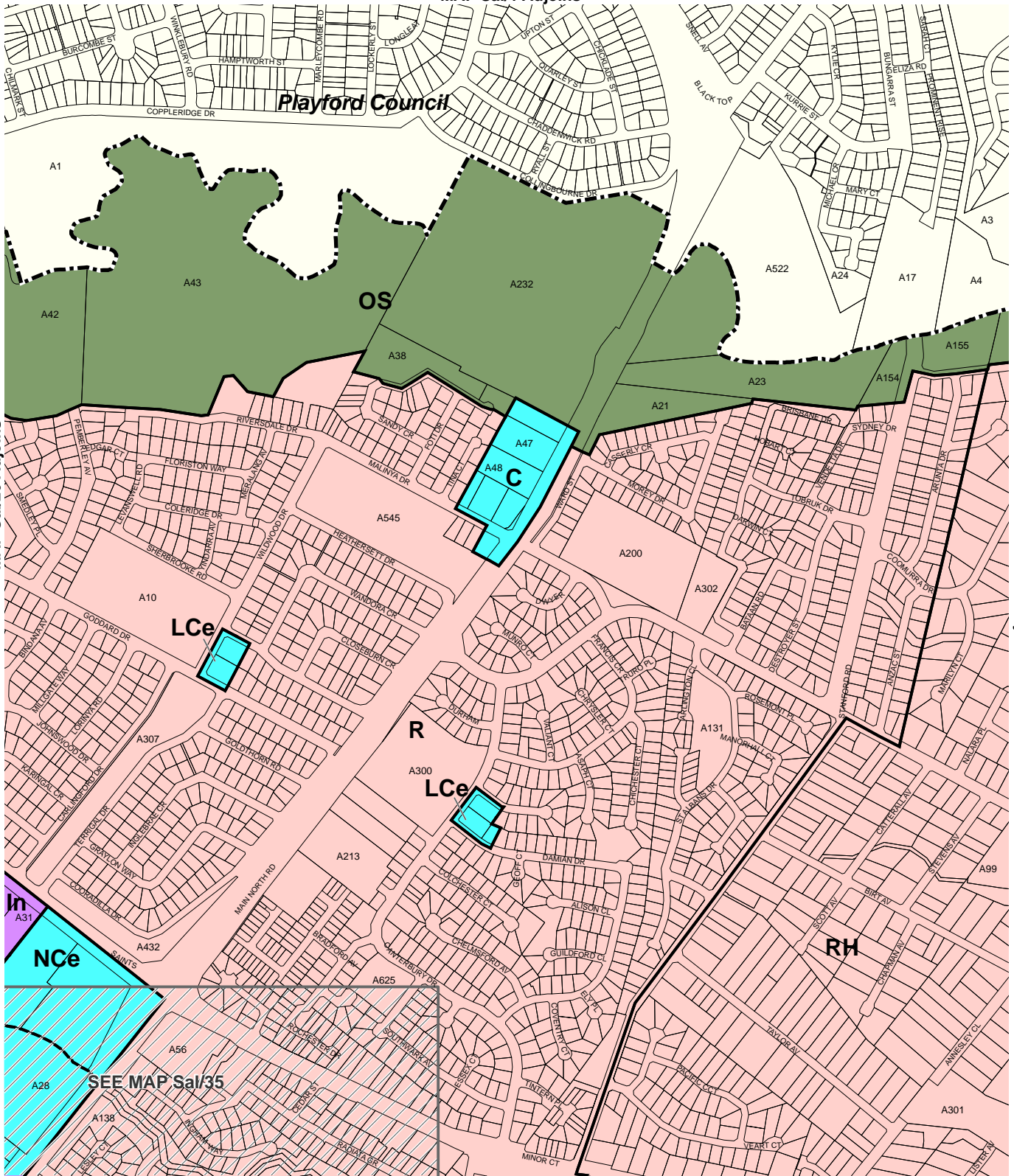
Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.



Overlay Map Sal/27 HERITAGE

- State heritage place
- Development Plan Boundary

MAP Sa/1 Adjoins



Playford Council

MAP Sa/26 Adjoins

MAP Sa/28 Adjoins

MAP Sa/35 Adjoins

MAP Sa/36 Adjoins

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

- Zones**
- Commercial
 - Industry
 - Local Centre
 - Neighbourhood Centre
 - Open Space
 - Residential
 - Residential Hills
 - Zone Boundary
 - Development Plan Boundary



Zone Map Sa/27

MAP Sal/1 Adjoins

Playford Council

15

21

MAP Sal/26 Adjoins

MAP Sal/28 Adjoins

SEE MAP Sal/35

MAP Sal/35 Adjoins

MAP Sal/36 Adjoins

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

- Policy Area
- 15 Recreation
- 21 Castieau Estate



N

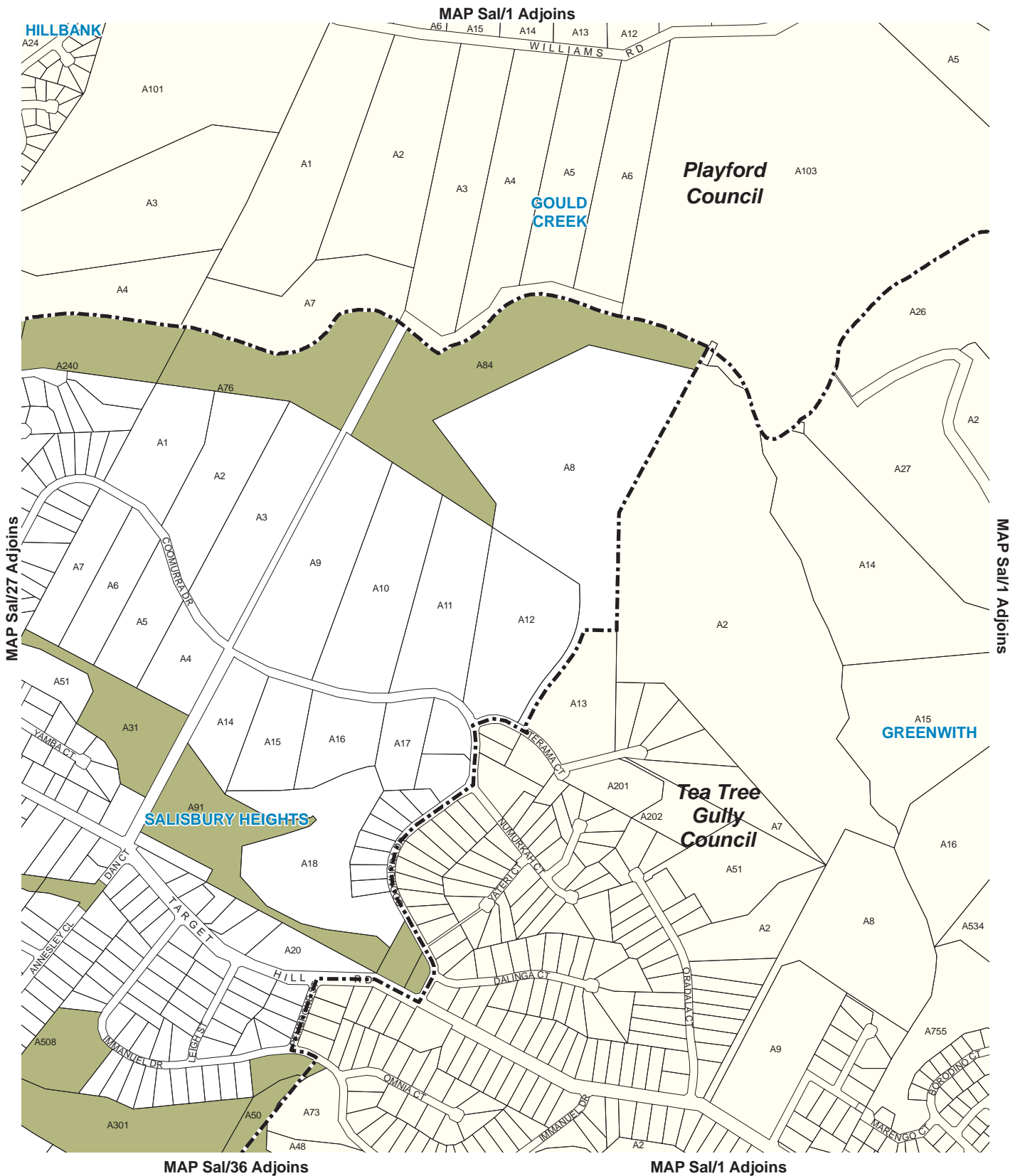
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500m



Policy Area Map Sal/27

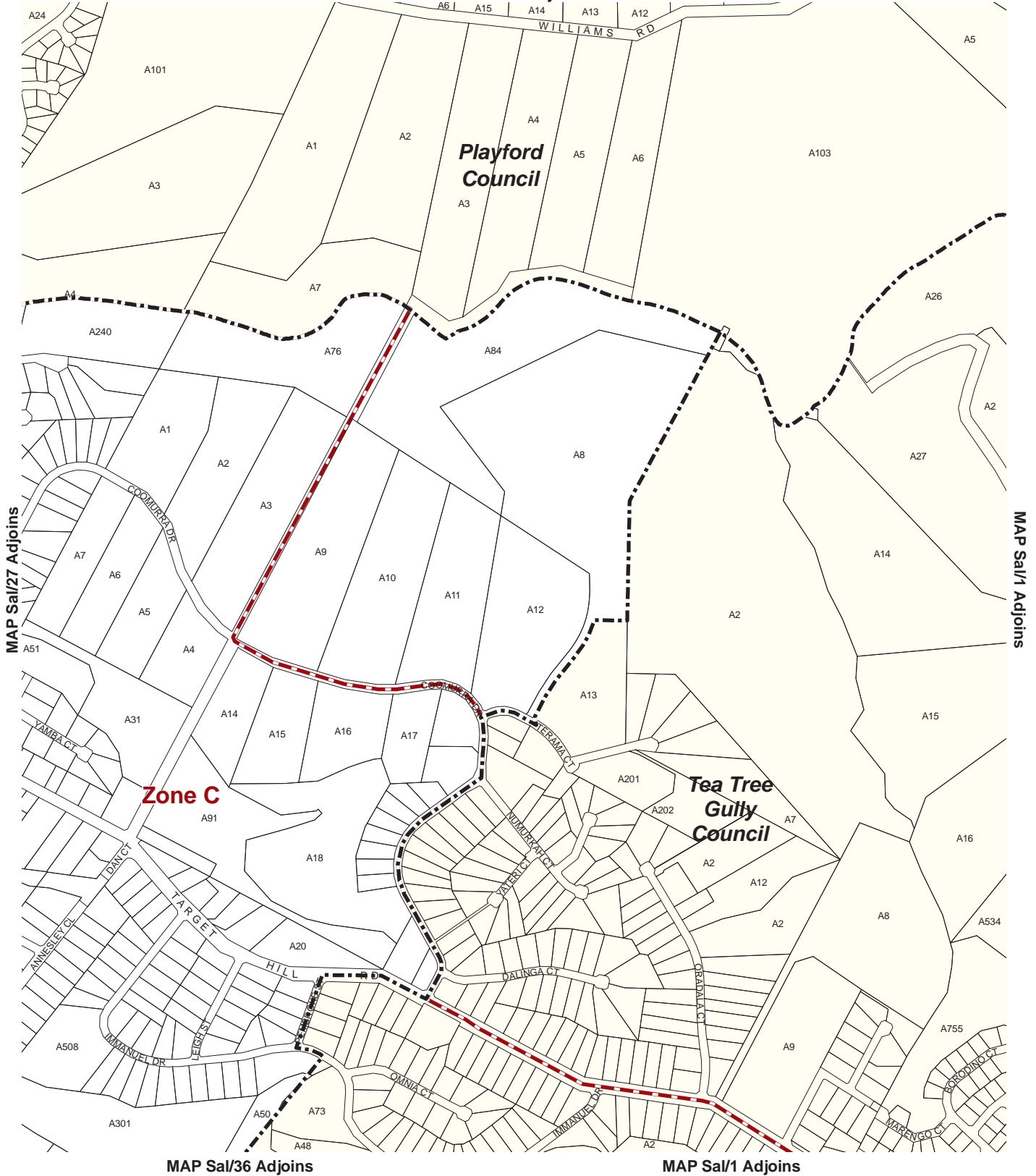
- Policy Area Boundary
- Development Plan Boundary



- Local Reserves
- Development Plan Boundary

Location Map Sal/28

MAP Sal/1 Adjoins



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield



Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

Zone C All Structures Exceeding 15 metres above existing ground level

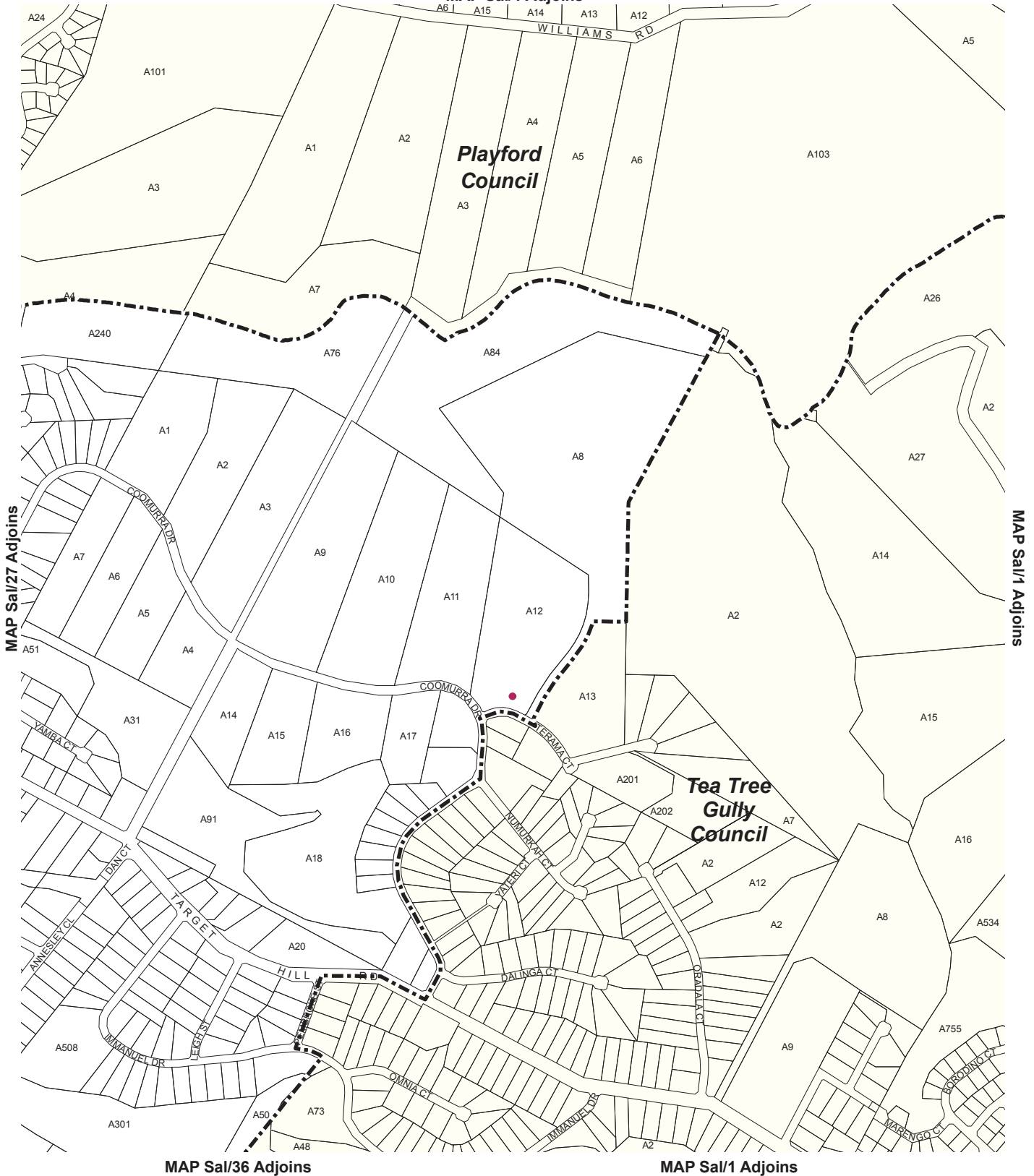


Overlay Map Sal/28

DEVELOPMENT CONSTRAINTS

-  Airport Building Heights
-  Development Plan Boundary

MAP Sal/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.

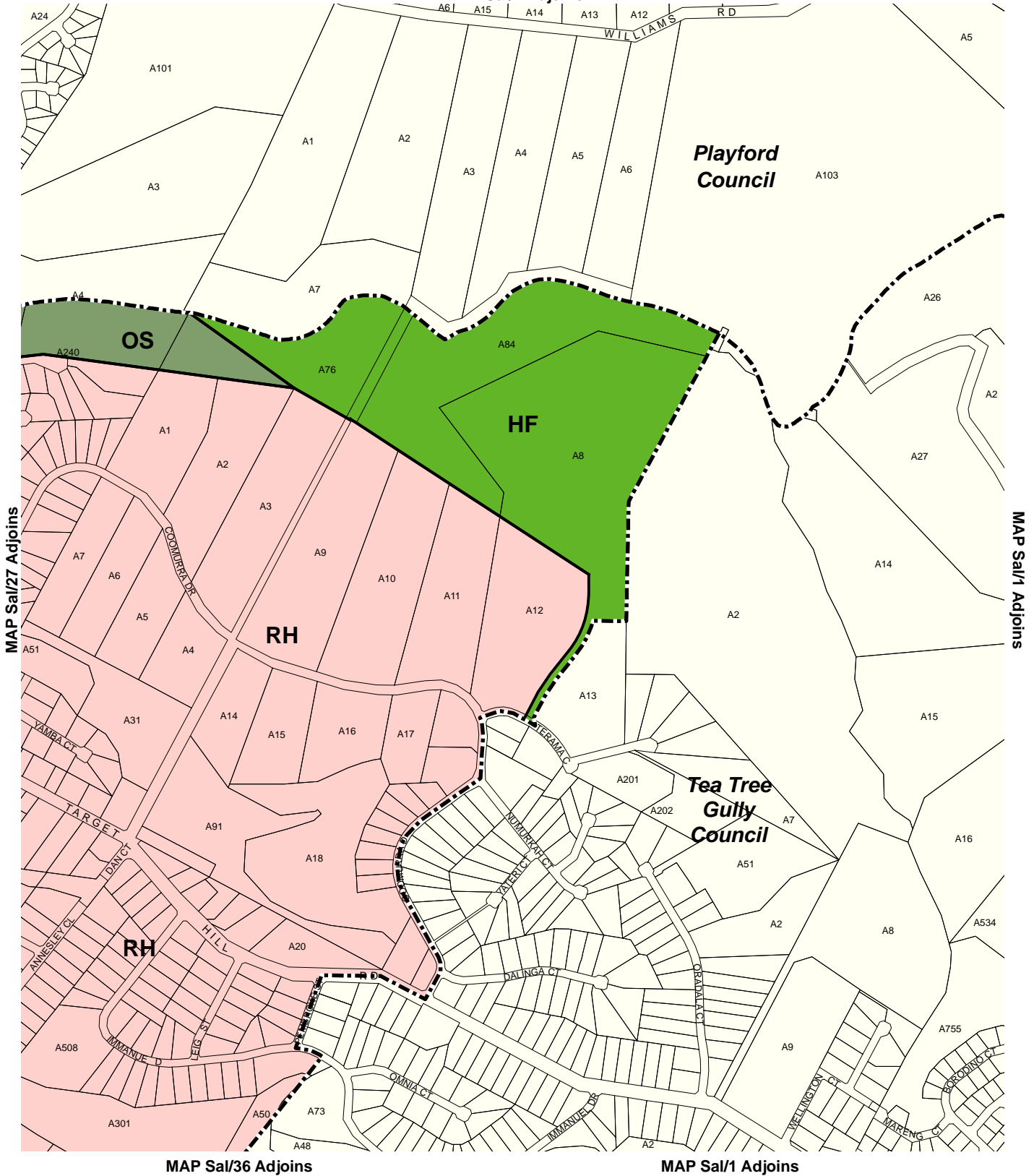


Overlay Map Sal/28

HERITAGE

- State heritage place
- Development Plan Boundary

MAP Sal/1 Adjoins



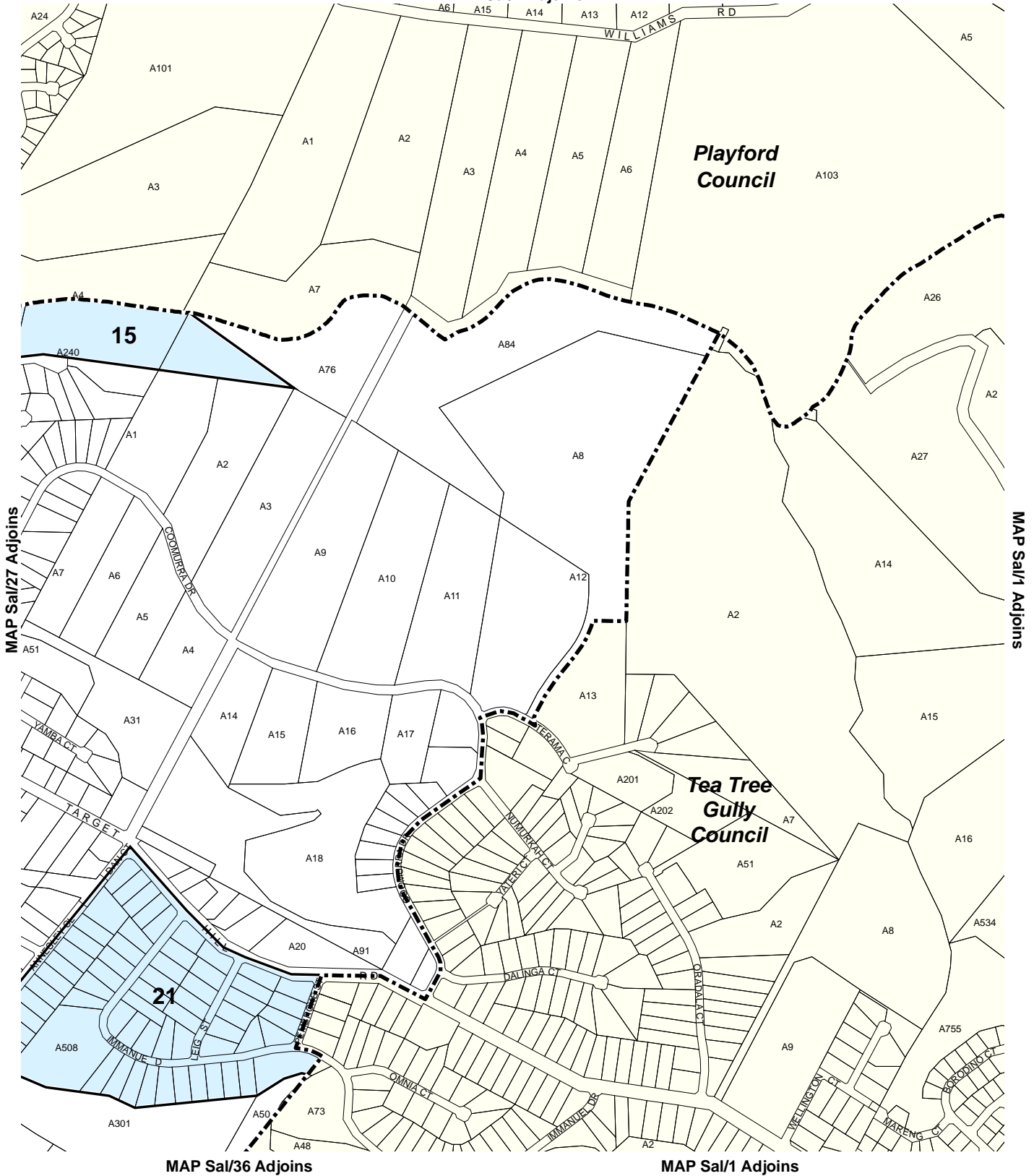
Lamberts Conformal Conic Projection, GDA94



- Zones**
- Hills Face
 - Open Space
 - Residential Hills
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/28

MAP Sal/1 Adjoins



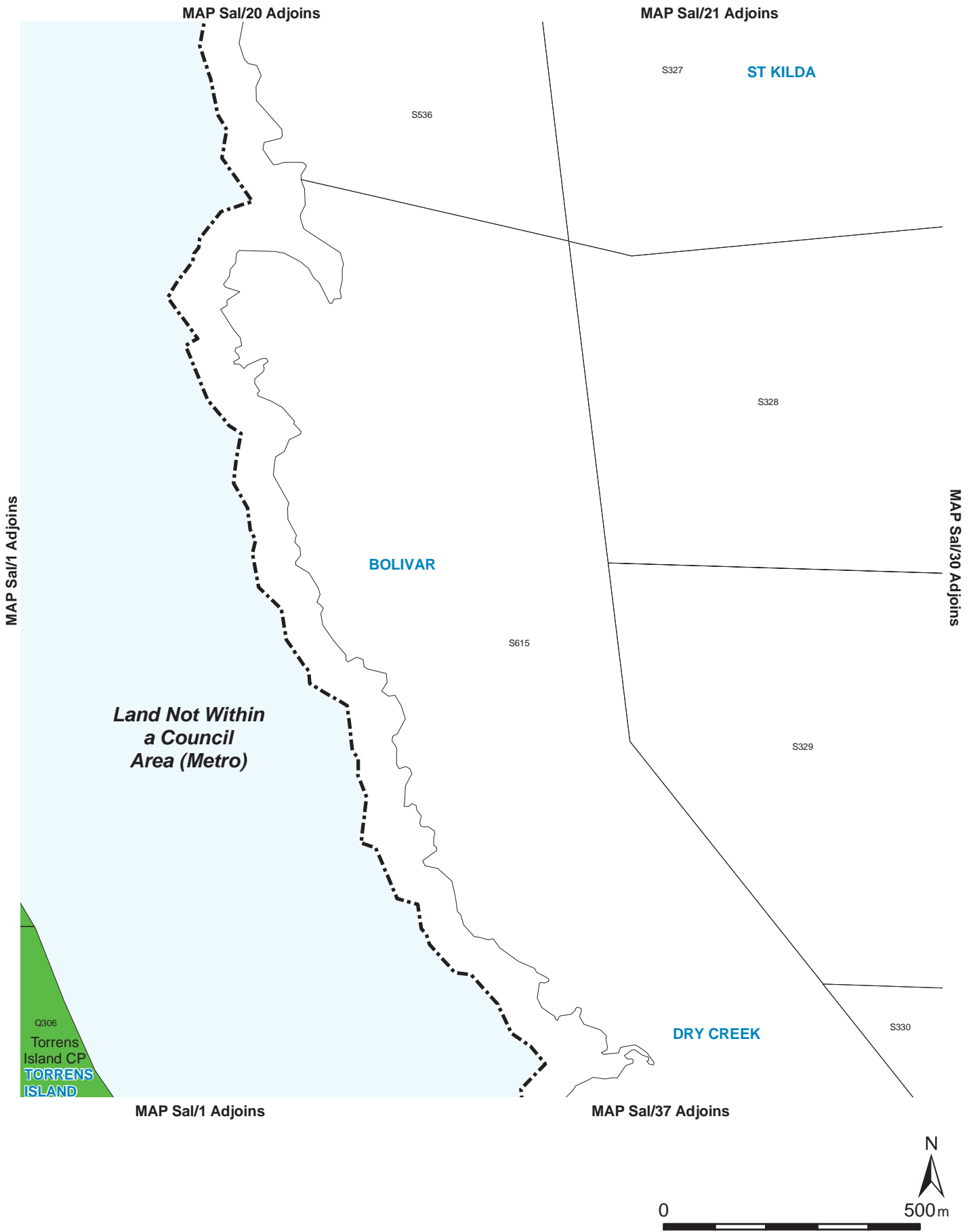
Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 15 Recreation
- 21 Castieau Estate



Policy Area Map Sal/28

- Policy Area Boundary
- Development Plan Boundary



Location Map Sal/29

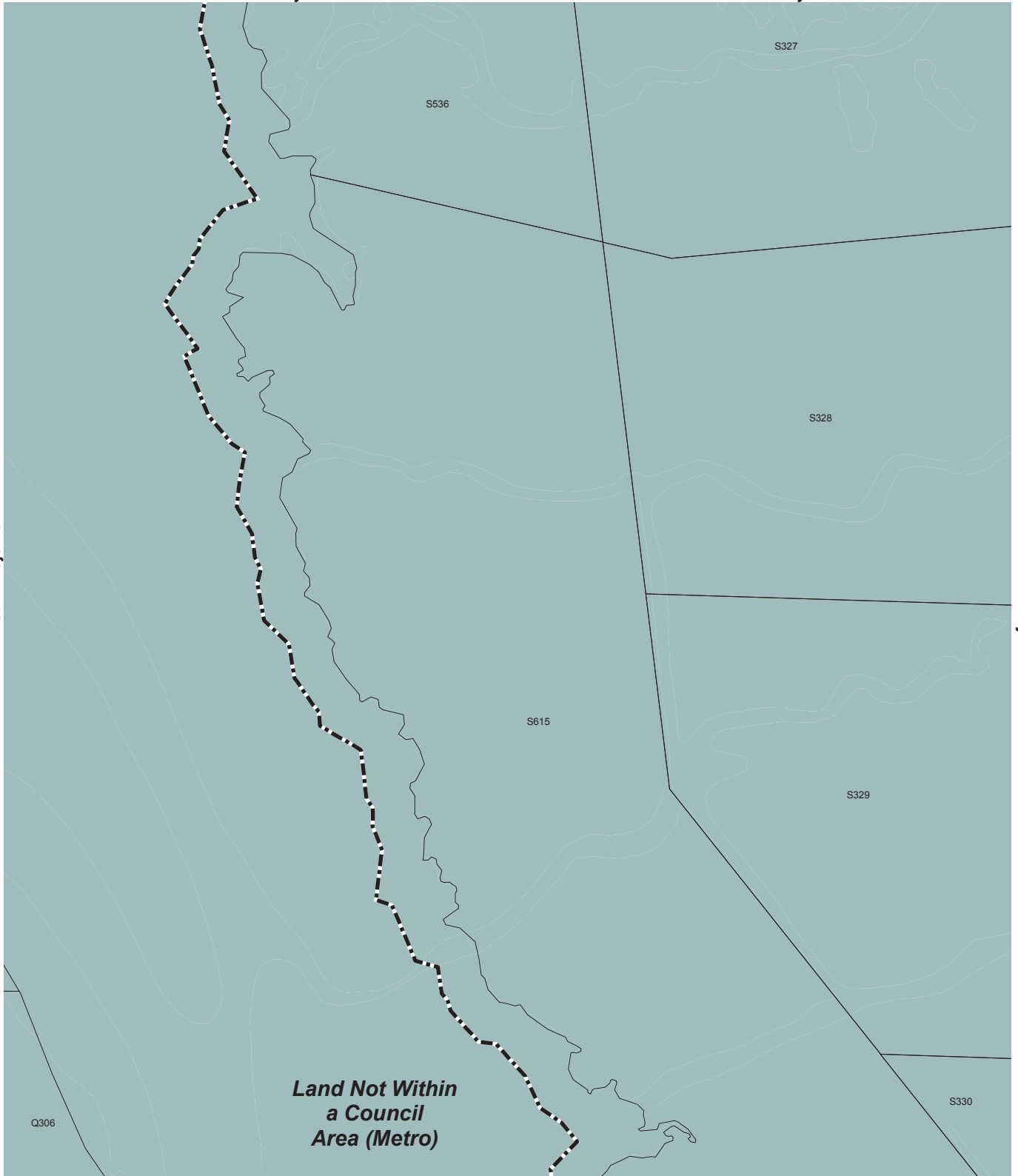
- Conservation Park
- Development Plan Boundary

MAP Sal/20 Adjoins

MAP Sal/21 Adjoins

MAP Sal/1 Adjoins

MAP Sal/30 Adjoins



MAP Sal/1 Adjoins

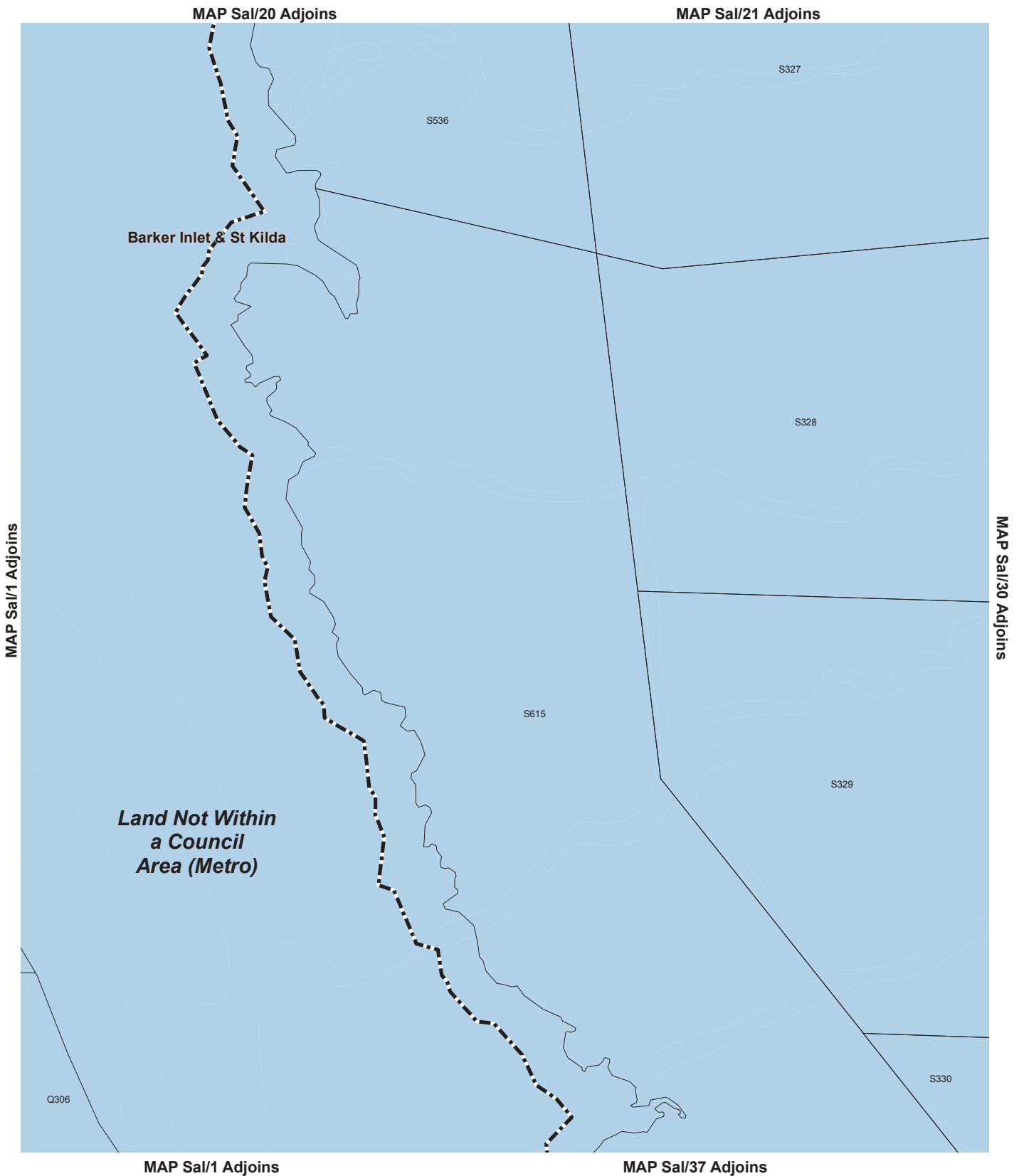
MAP Sal/37 Adjoins

*Land Not Within
a Council
Area (Metro)*



Overlay Map Sal/29 DEVELOPMENT CONSTRAINTS

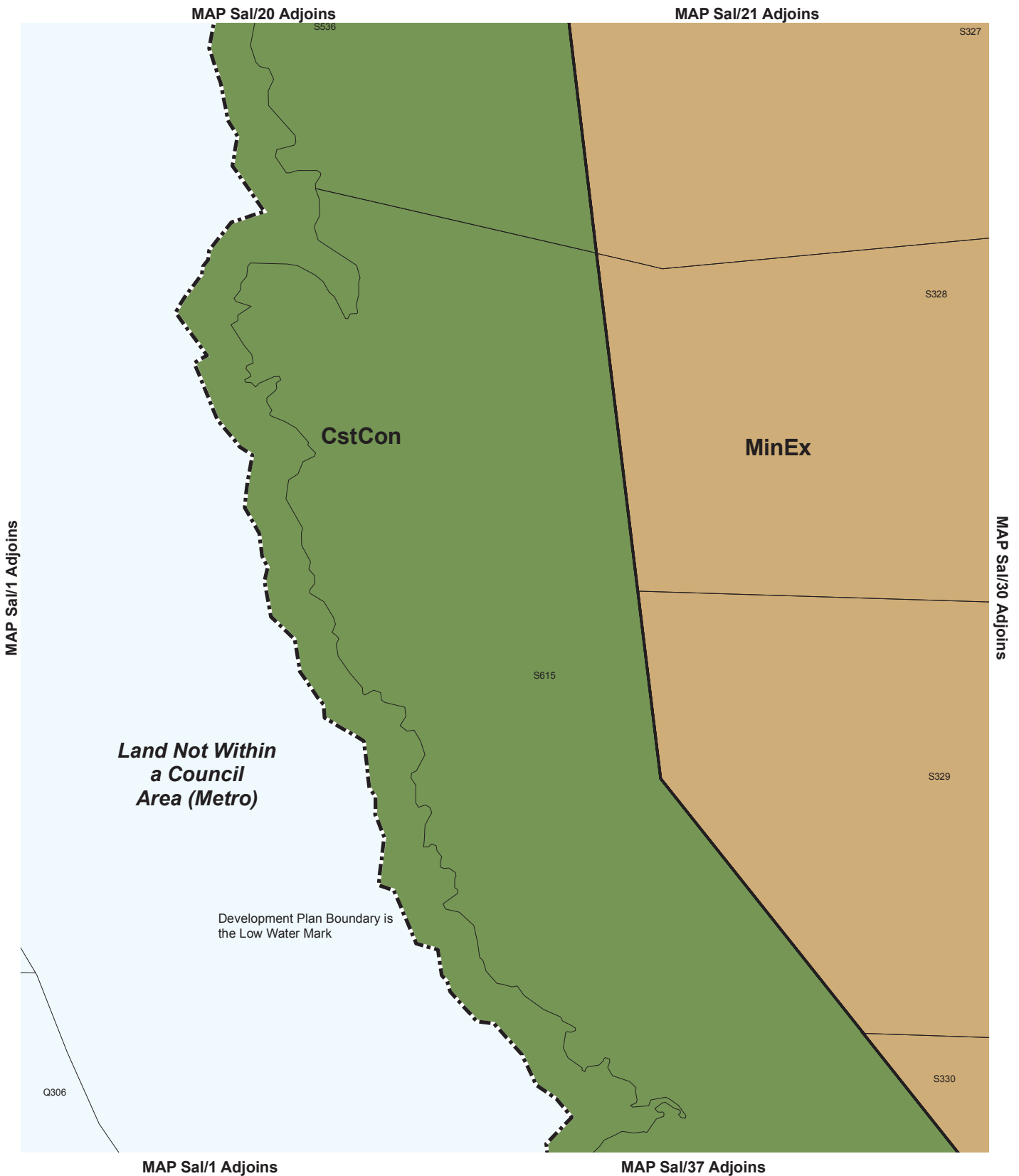
- Coastal Acid Sulfate Soils
- Development Plan Boundary



Overlay Map Sal/29

NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary

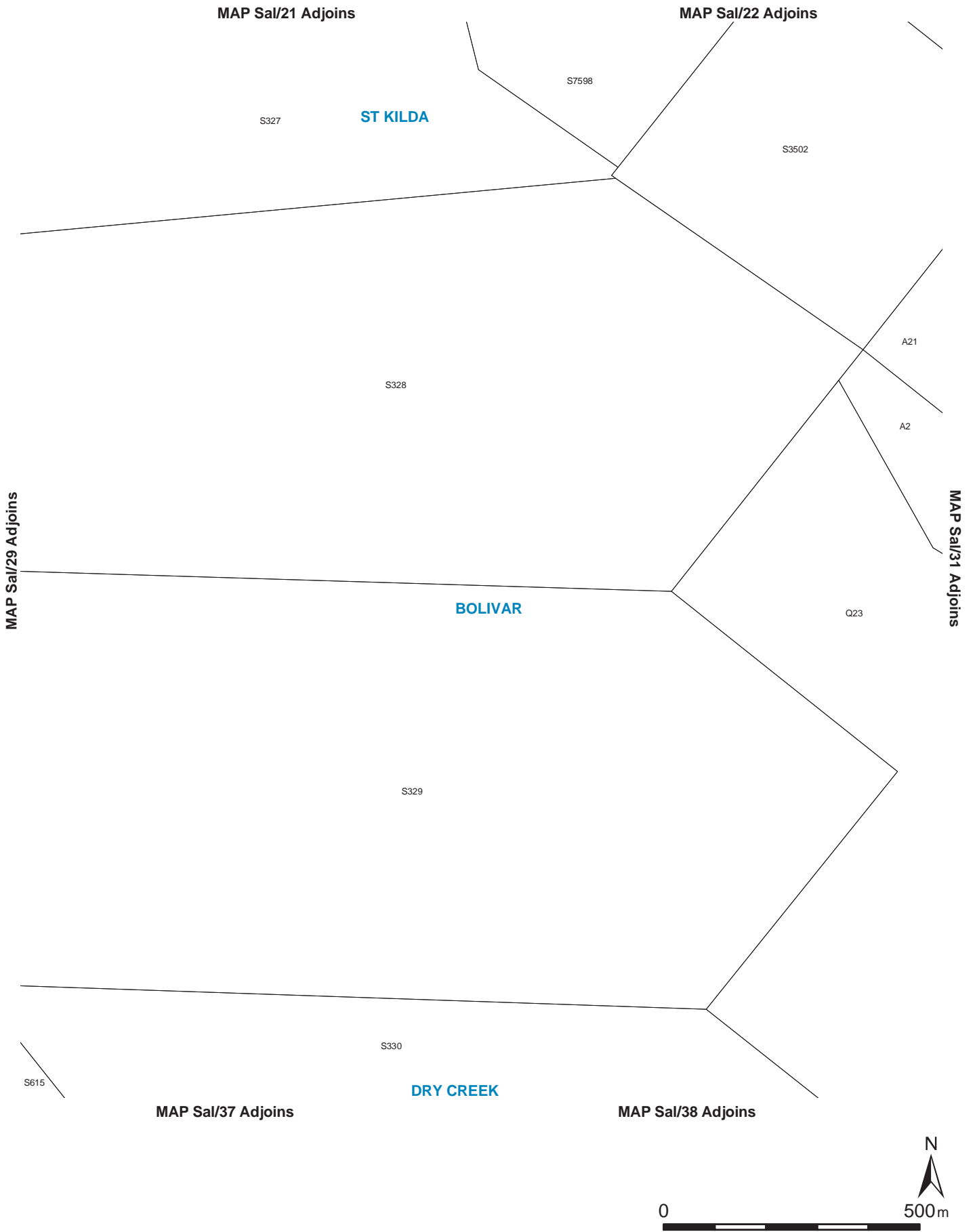


Lamberts Conformal Conic Projection, GDA94

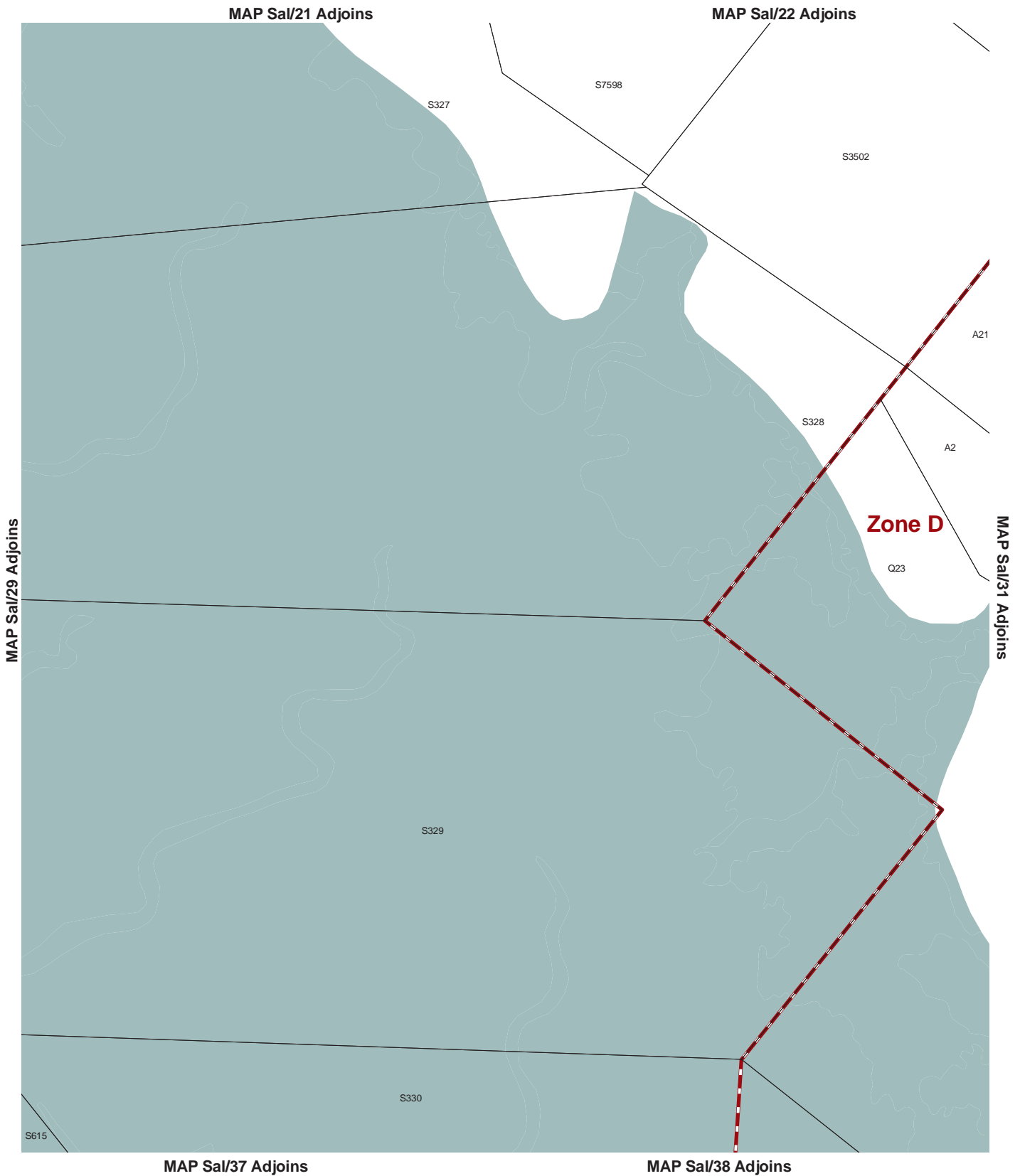


- Zones**
- CstCon Coastal Conservation
 - MinEx Mineral Extraction
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/29



Location Map Sal/30



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield



Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

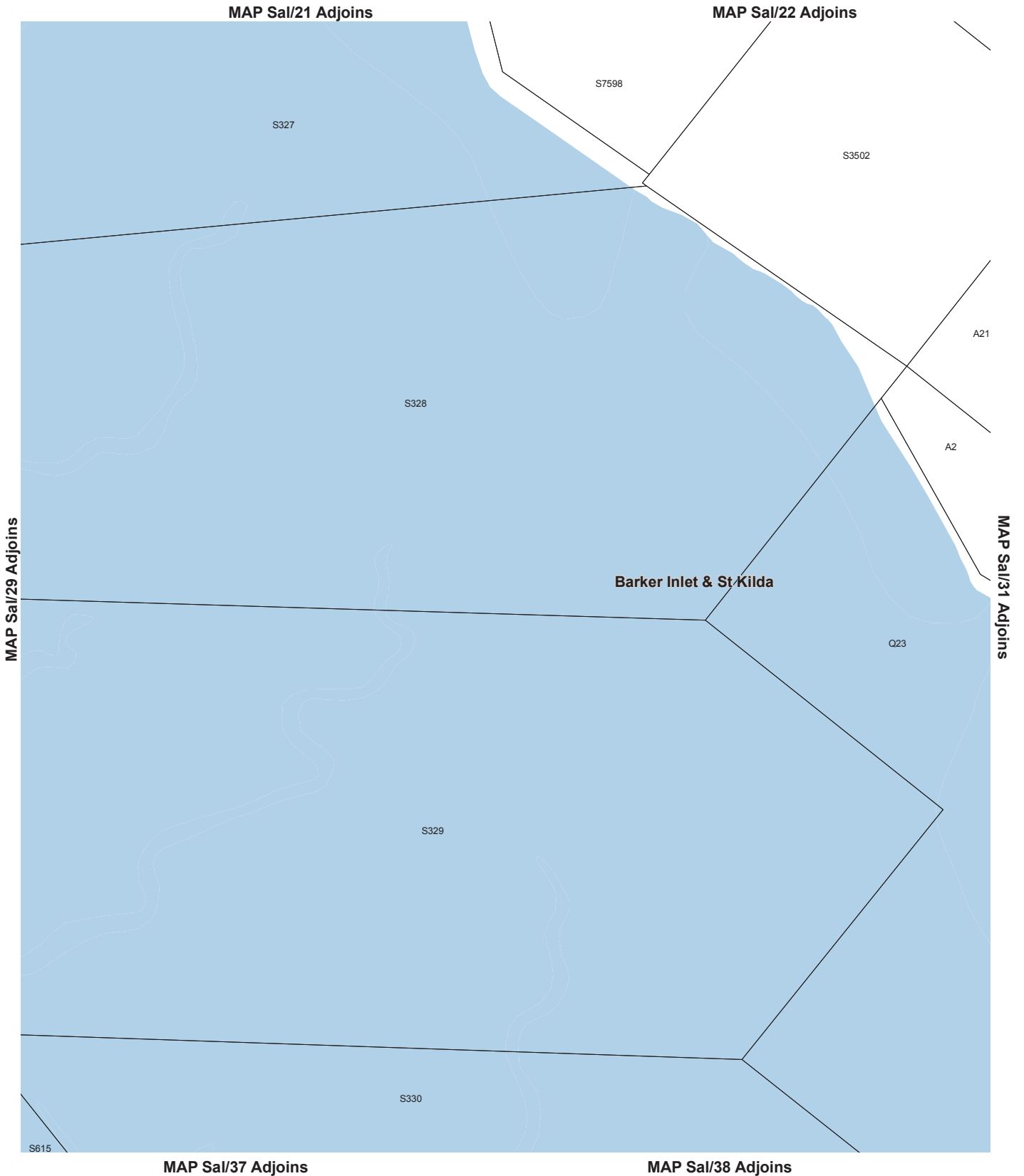
Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/30

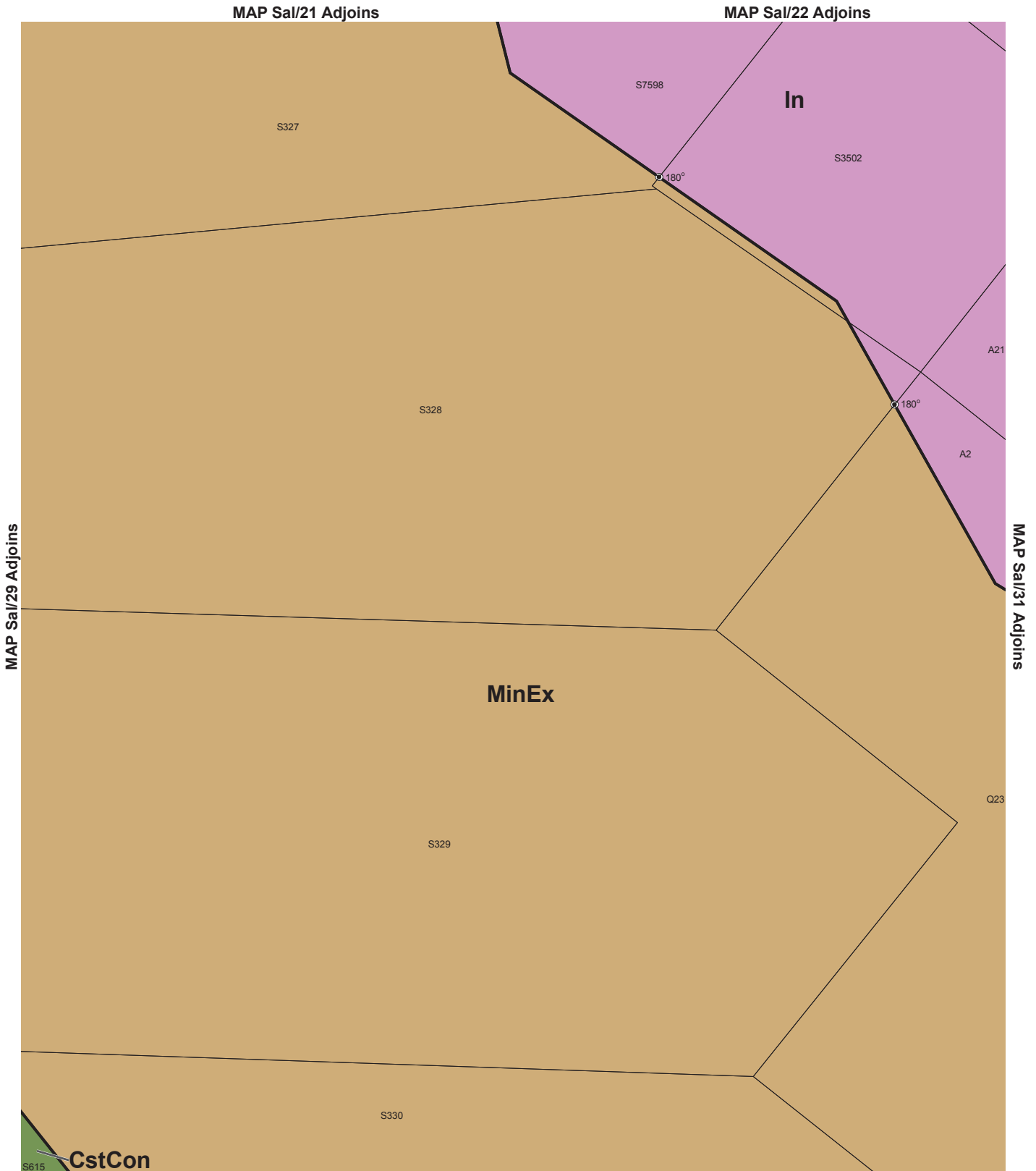
DEVELOPMENT CONSTRAINTS

-  Airport Building Heights
-  Coastal Acid Sulfate Soils



Overlay Map Sal/30

NATURAL RESOURCES

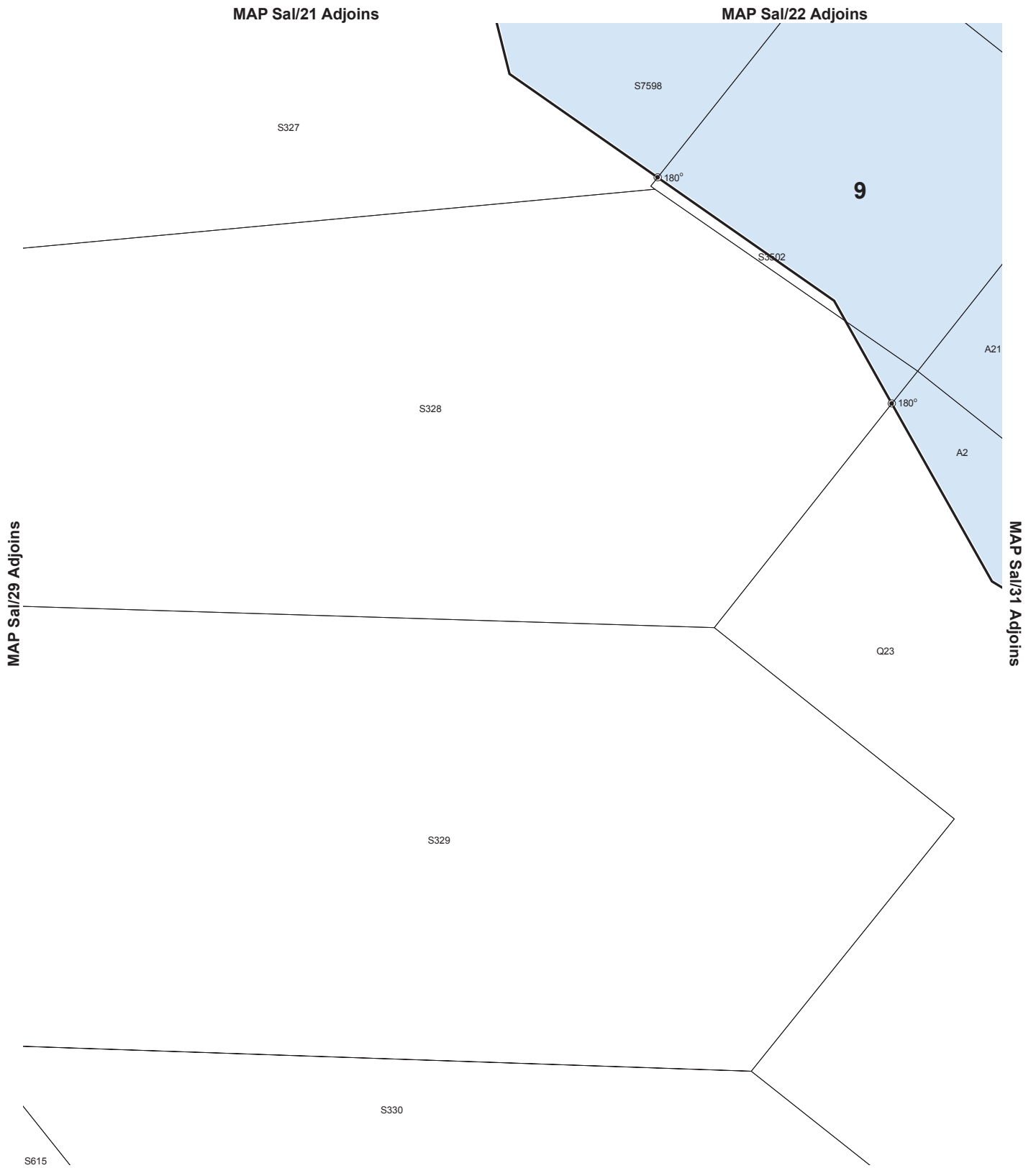


Lamberts Conformal Conic Projection, GDA94



- Zones**
- CstCon Coastal Conservation
 - In Industry
 - MinEx Mineral Extraction
 - Zone Boundary

Zone Map Sal/30



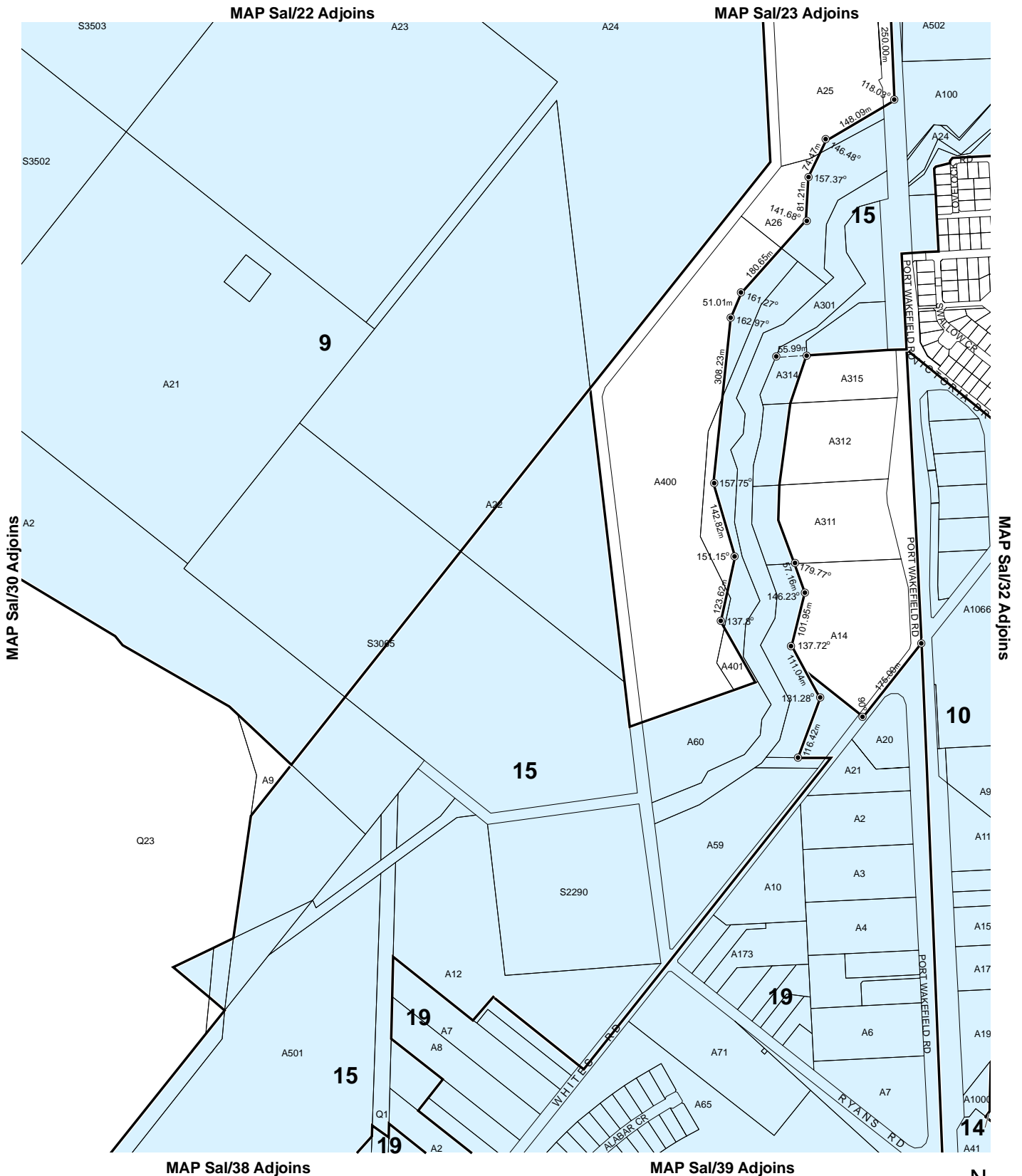
Lamberts Conformal Conic Projection, GDA94

Policy Area
9 Infrastructure



Policy Area Map Sal/30

 Policy Area Boundary



Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 10 Parafield Gardens
 - 14 Landscape Buffer
 - 15 Recreation
 - 19 Bolivar
 - 9 Infrastructure



Policy Area Map Sal/31

 Policy Area Boundary



Location Map Sal/32

- S School
- H Other Health Services
- Local Reserves

MAP Sa/23 Adjoins

MAP Sa/24 Adjoins



MAP Sa/31 Adjoins

MAP Sa/33 Adjoins

MAP Sa/39 Adjoins

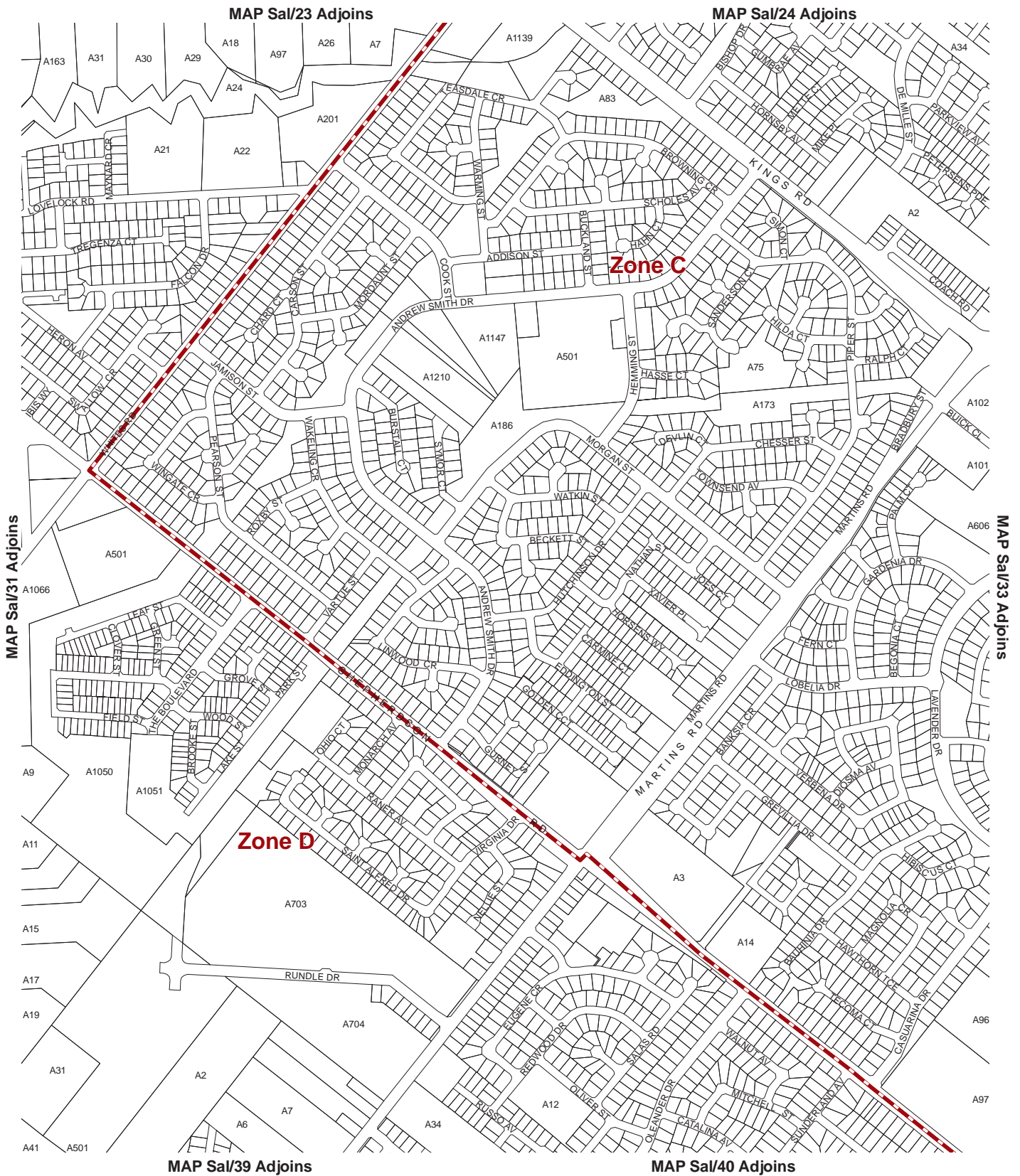
MAP Sa/40 Adjoins



Overlay Map Sa/32

TRANSPORT

 Secondary Arterial Roads



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

Zone C All Structures Exceeding 15 metres above existing ground level
 Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sa/32 DEVELOPMENT CONSTRAINTS

 Airport Building Heights



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.

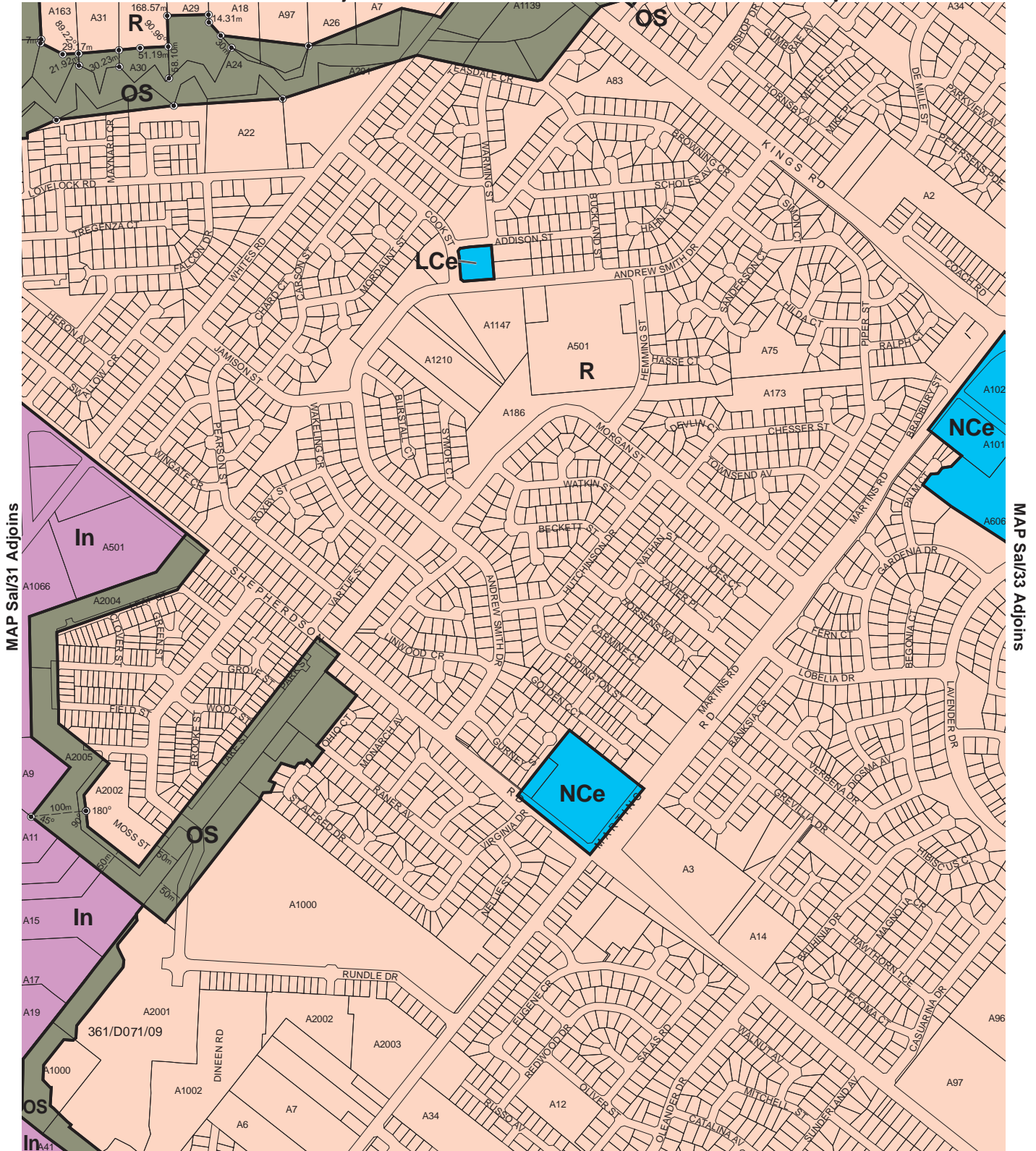


Overlay Map Sa/32 HERITAGE

● State heritage place

MAP Sal/23 Adjoins

MAP Sal/24 Adjoins



MAP Sal/39 Adjoins

MAP Sal/40 Adjoins

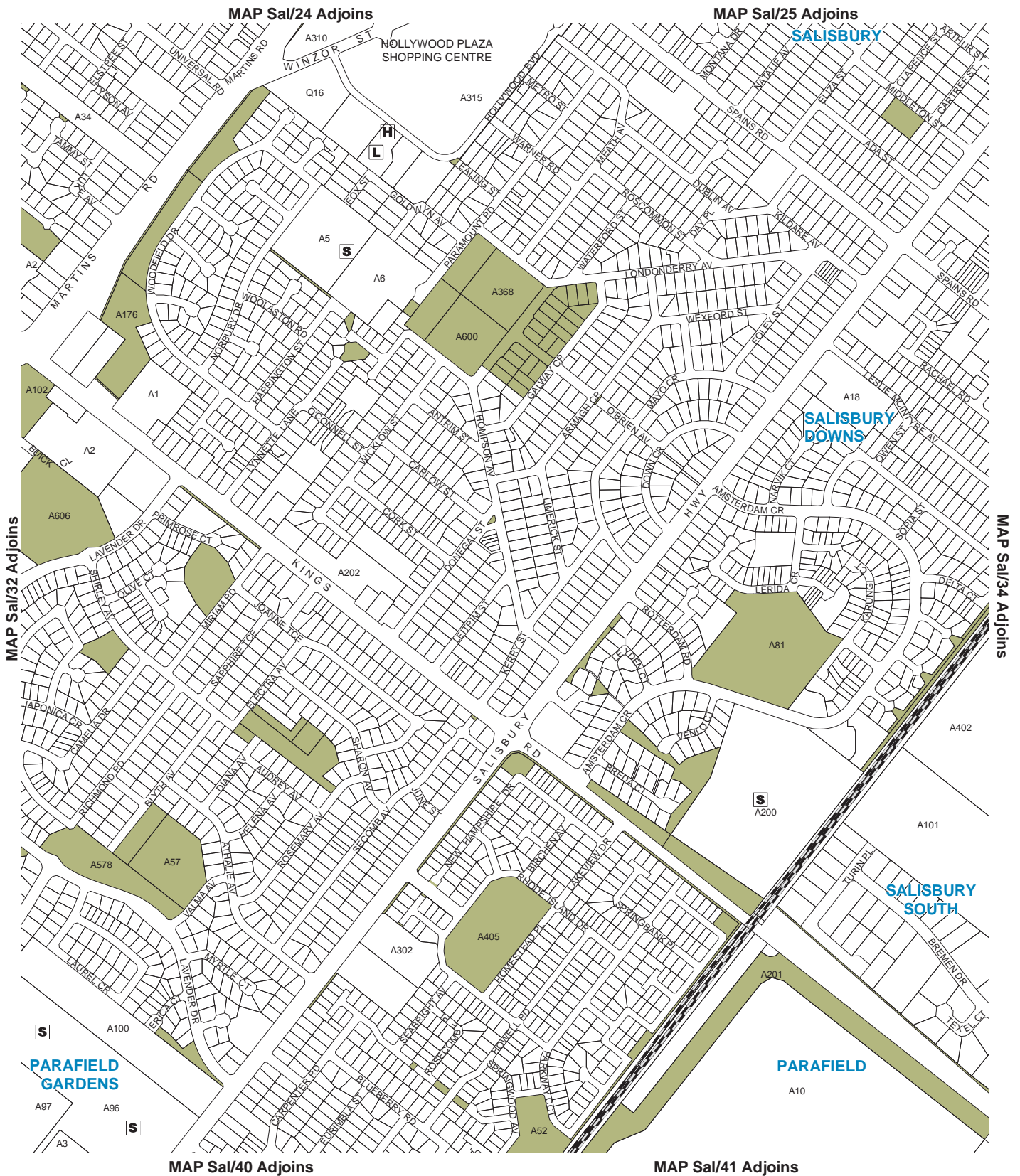
Lamberts Conformal Conic Projection, GDA94



Zones

- Industry
- Local Centre
- Neighbourhood Centre
- Open Space
- Residential
- Zone Boundary

Zone Map Sal/32

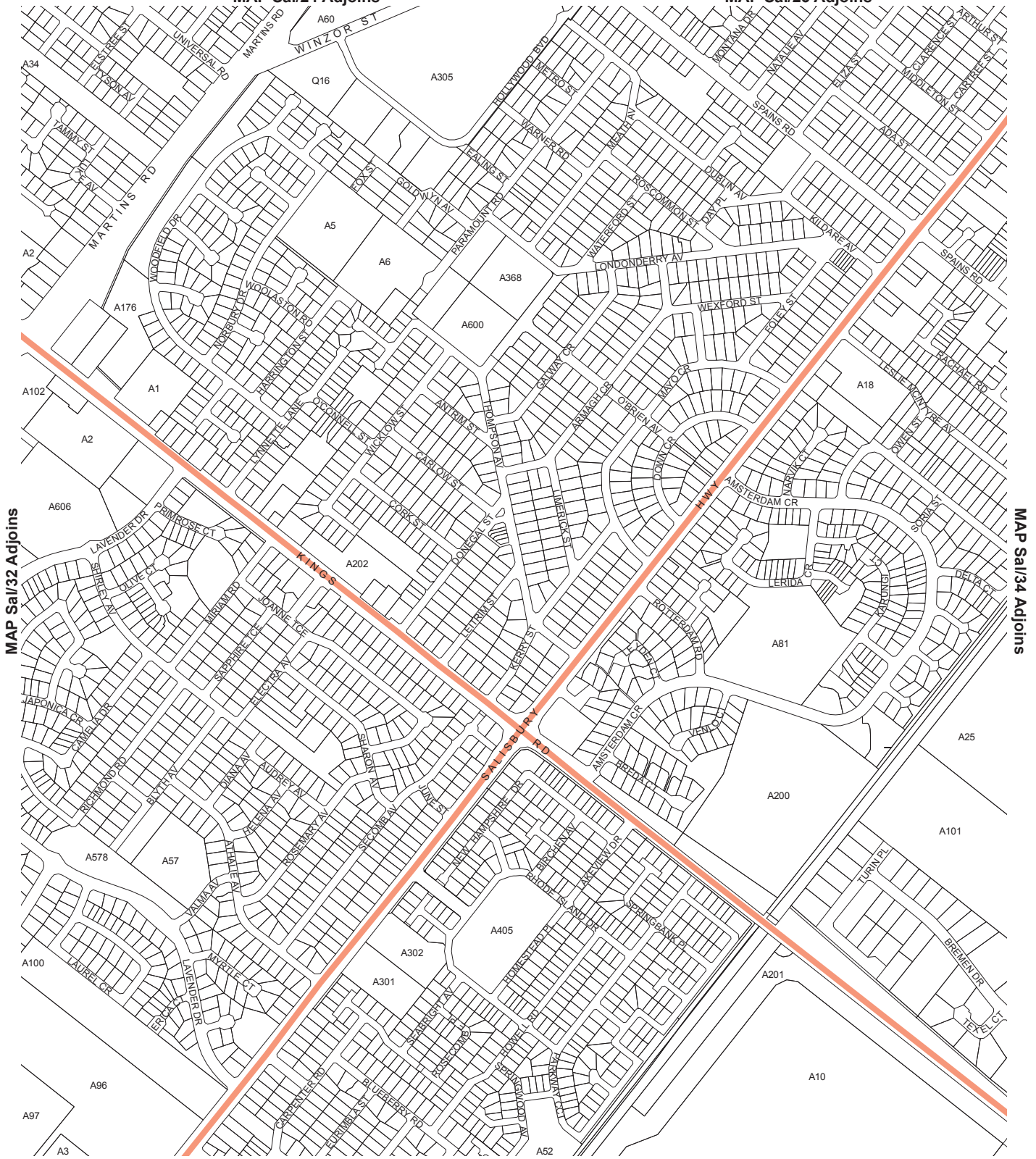


- S** School
- L** Public Library
- H** Other Health Services
- Railways
- Local Reserves

Location Map Sal/33

MAP Sal/24 Adjoins

MAP Sal/25 Adjoins



MAP Sal/40 Adjoins

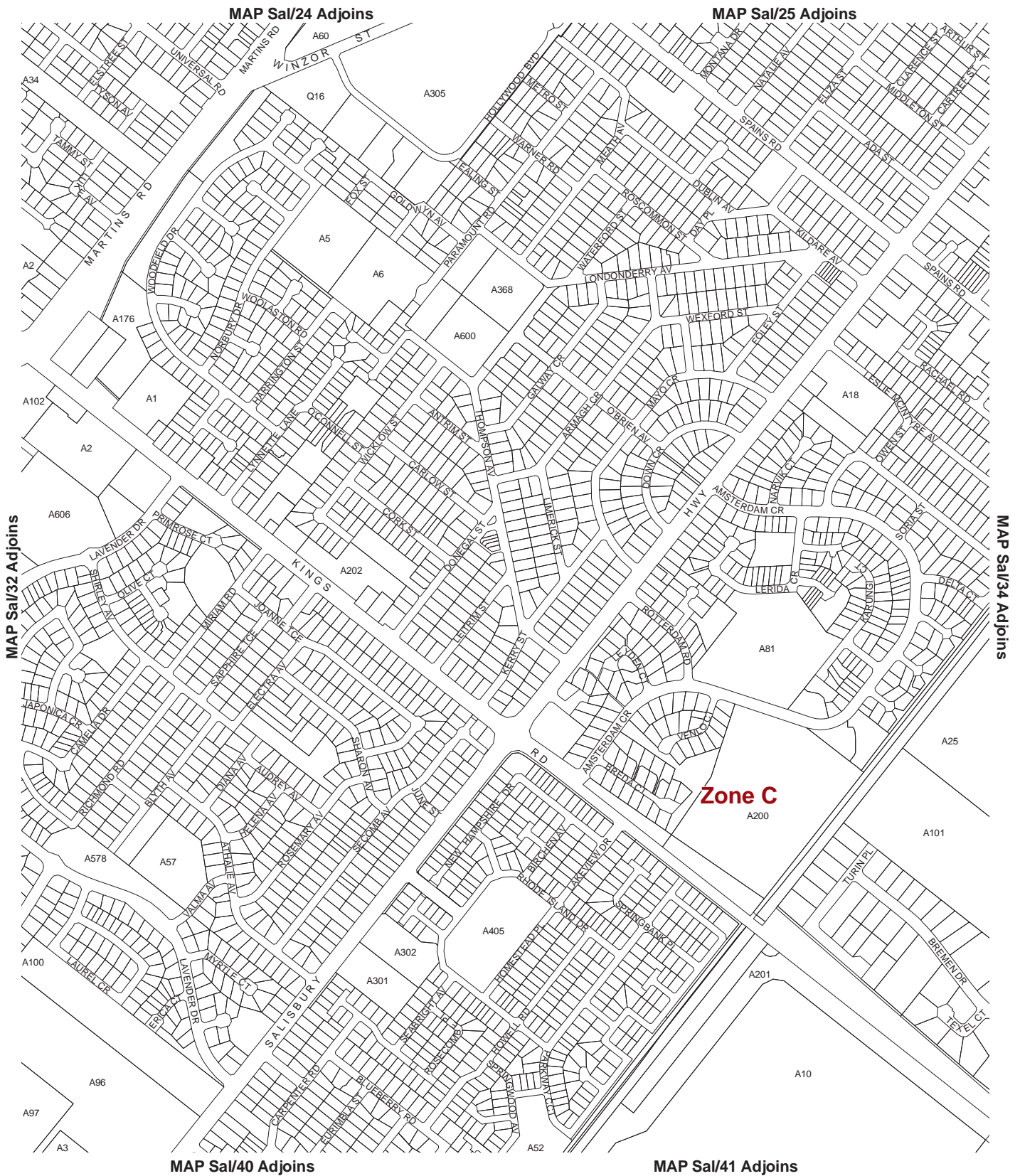
MAP Sal/41 Adjoins



Overlay Map Sal/33

TRANSPORT

 Secondary Arterial Roads



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services
 Zone C All Structures Exceeding 15 metres above existing ground level

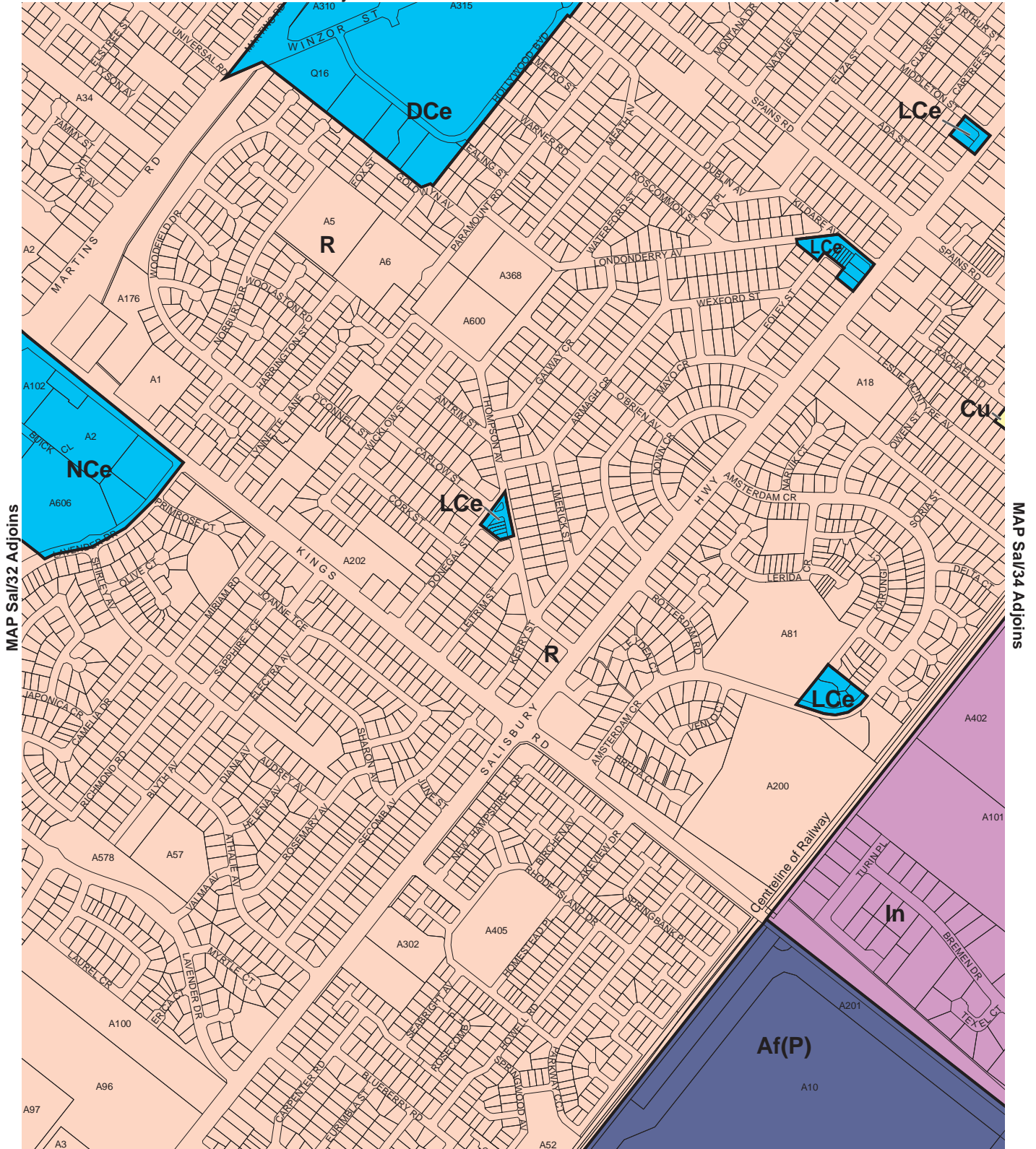


Overlay Map Sal/33 DEVELOPMENT CONSTRAINTS



MAP Sa/24 Adjoins

MAP Sa/25 Adjoins



MAP Sa/32 Adjoins

MAP Sa/34 Adjoins

MAP Sa/40 Adjoins

MAP Sa/41 Adjoins

Lamberts Conformal Conic Projection, GDA94



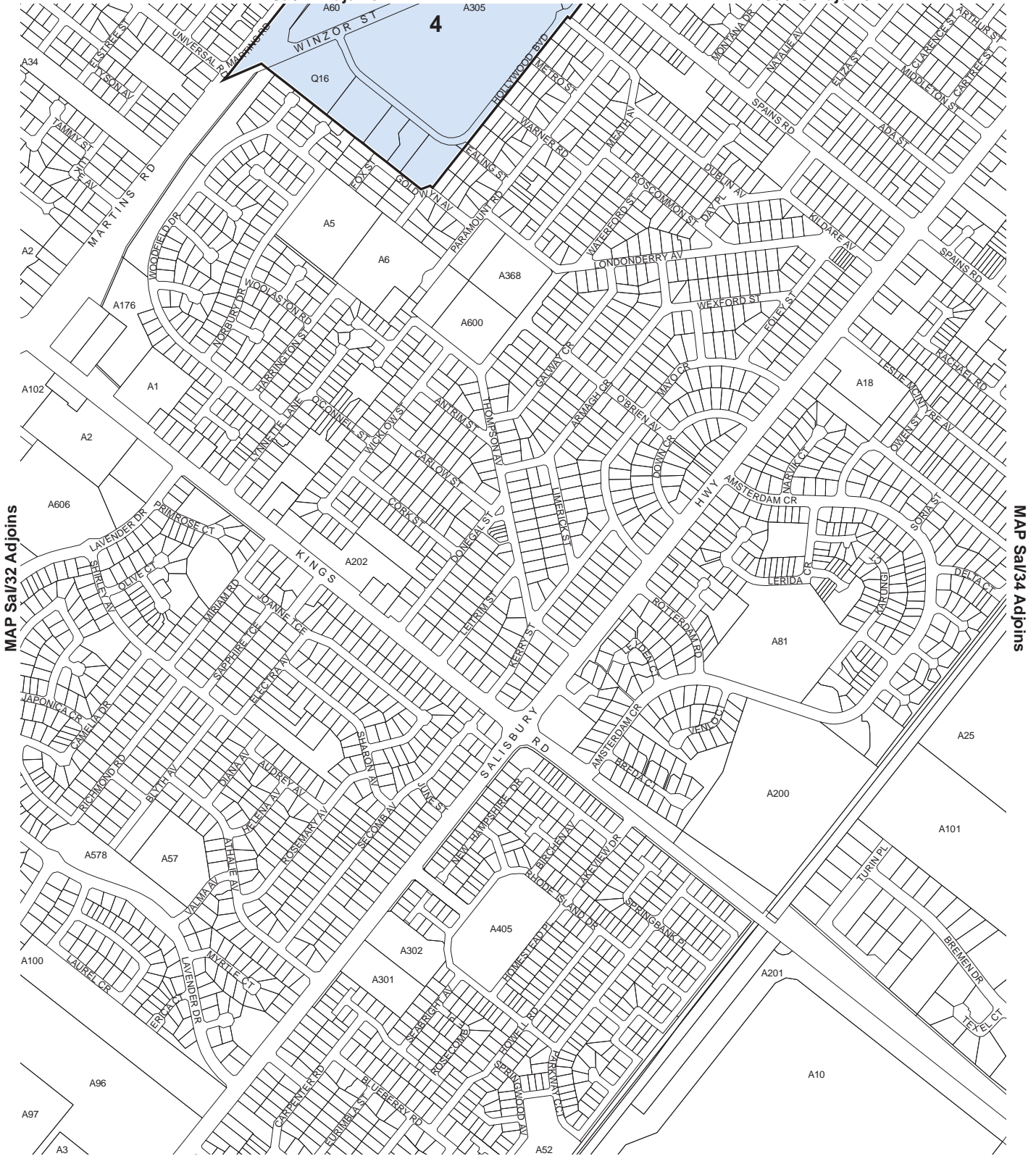
Zones

- Af(P) Airfield (Parafield)
- Cu Community
- DCe District Centre
- In Industry
- LCe Local Centre
- NCe Neighbourhood Centre
- R Residential
- Zone Boundary

Zone Map Sa/33

MAP Sal/24 Adjoins

MAP Sal/25 Adjoins



MAP Sal/40 Adjoins

MAP Sal/41 Adjoins

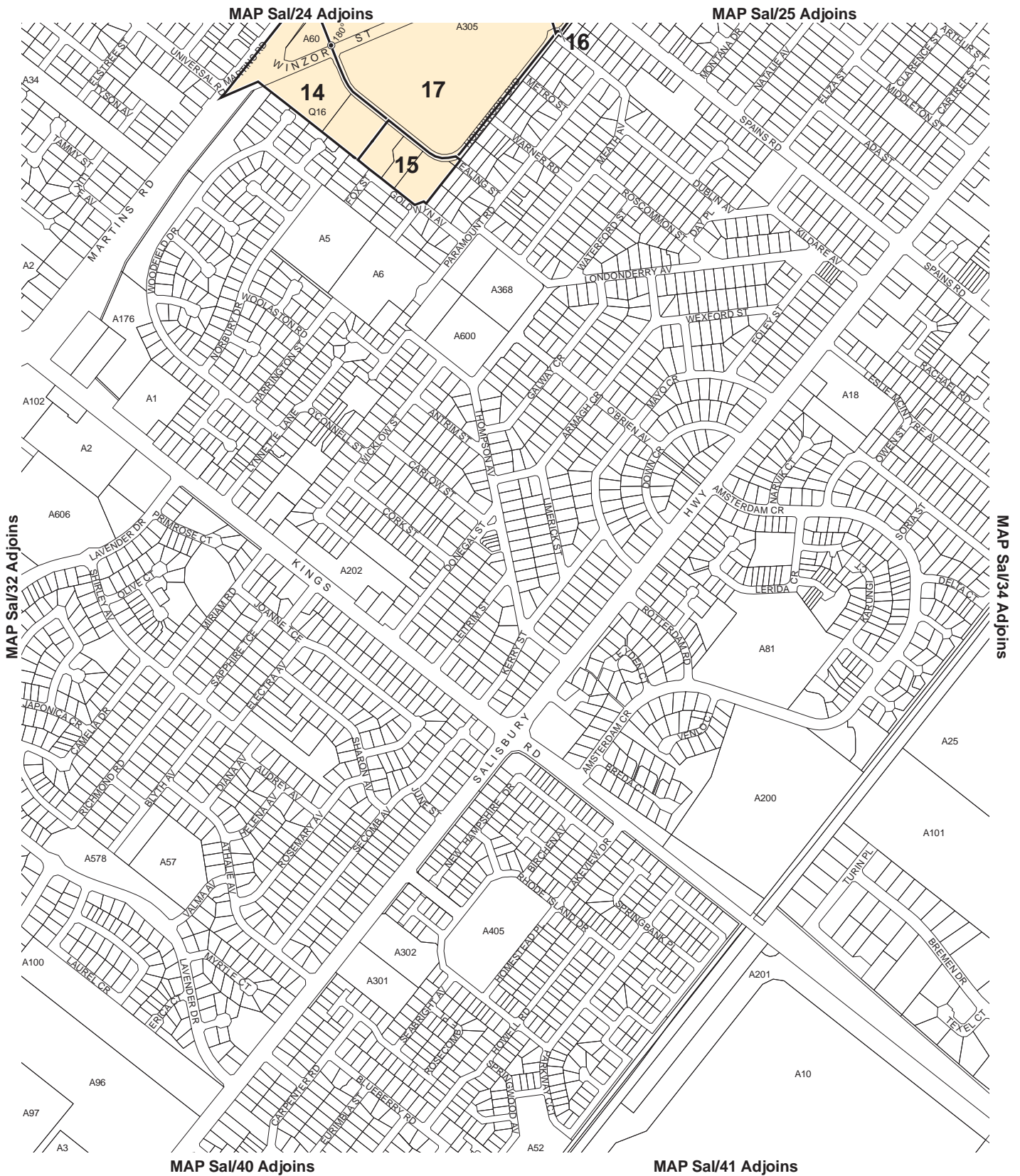
Lamberts Conformal Conic Projection, GDA94

Policy Area
4 Salisbury Downs



Policy Area Map Sal/33

 Policy Area Boundary



Lamberts Conformal Conic Projection, GDA94

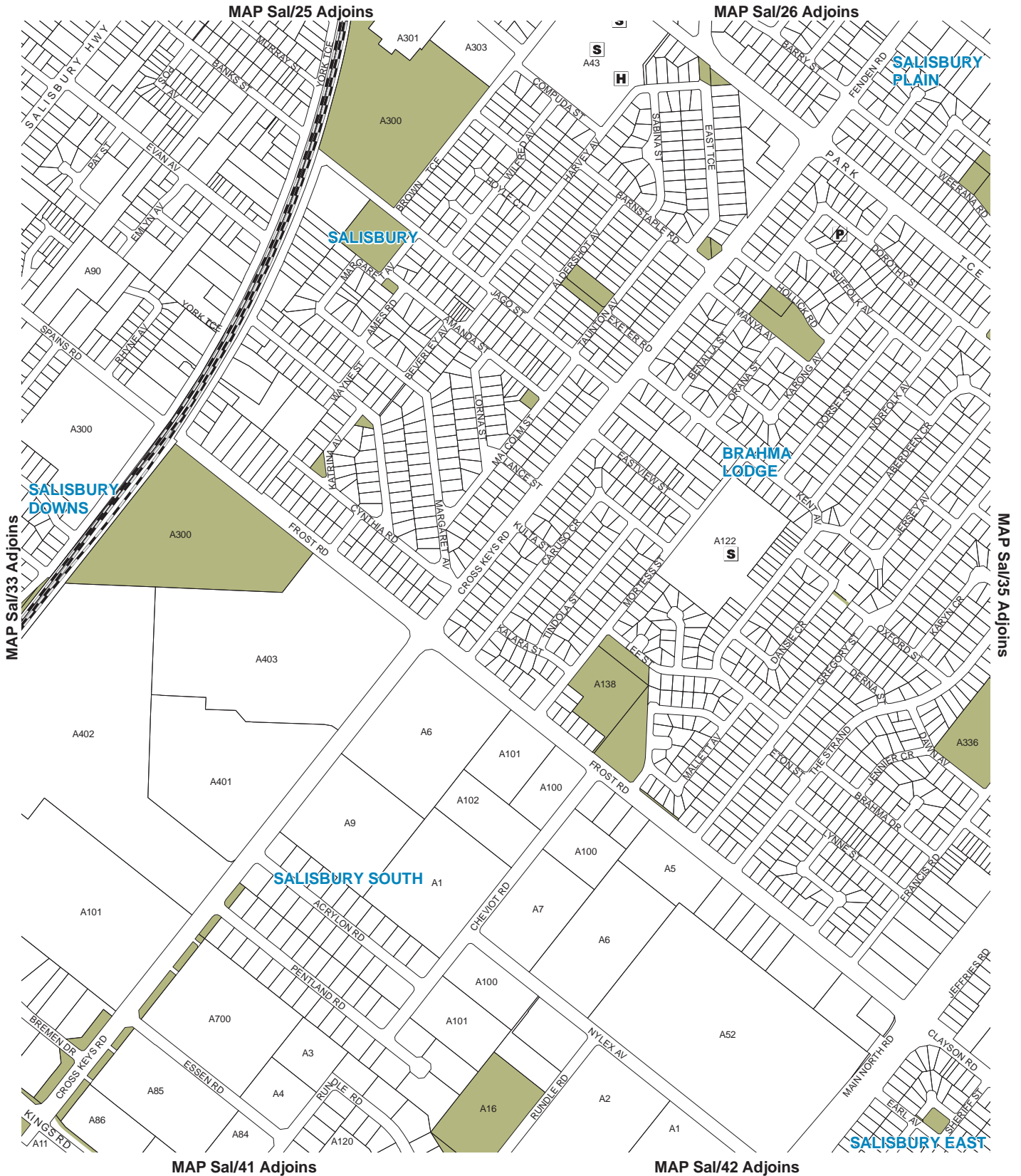
Precinct

- 14 Bulky Goods
- 15 Community
- 16 Mixed Use
- 17 Retail Core



Precinct Boundary

Precinct Map Sal/33



- S** School
- P** Post Office
- H** Other Health Services
- Railways
- Local Reserves



Location Map Sal/34

MAP Sal/25 Adjoins

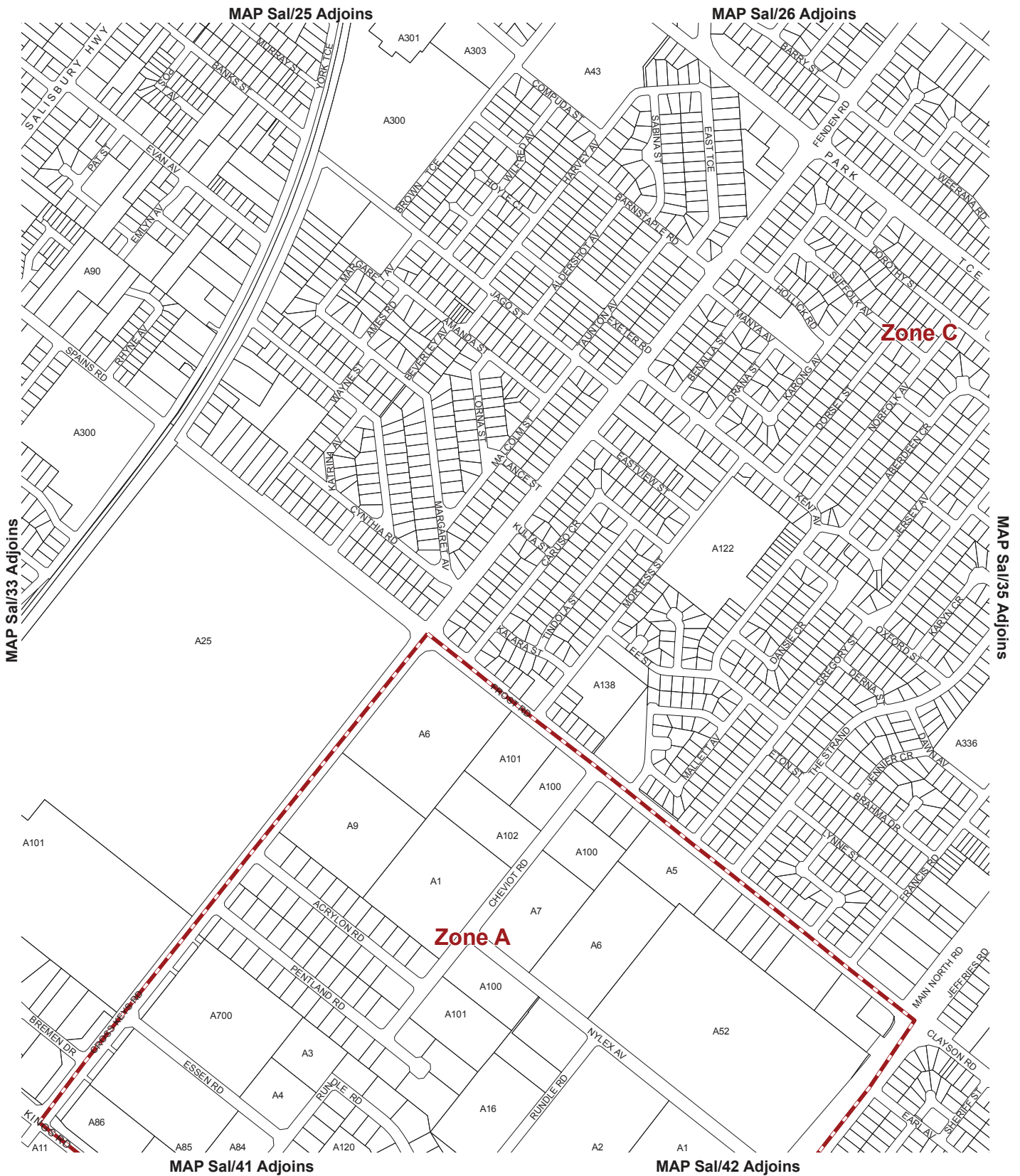
MAP Sal/26 Adjoins



- ▬ Primary Arterial Roads
- ▬ Secondary Arterial Roads

Overlay Map Sal/34

TRANSPORT



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

Zone A All Structures
 Zone C All Structures Exceeding 15 metres above existing ground level

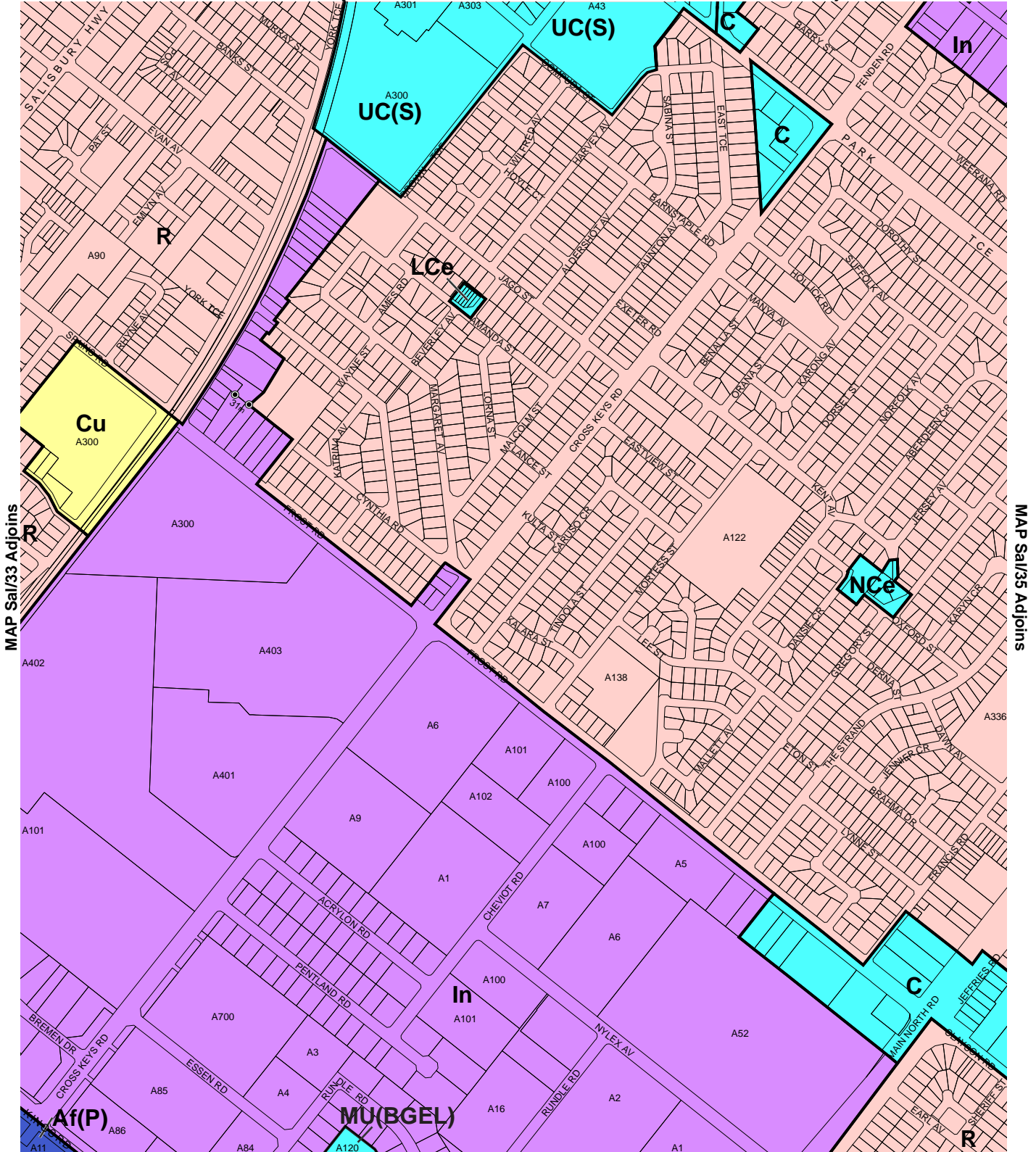


Overlay Map Sal/34 DEVELOPMENT CONSTRAINTS

 Airport Building Heights

MAP Sal/25 Adjoins

MAP Sal/26 Adjoins



Lamberts Conformal Conic Projection, GDA94

Zones	
Af(P)	Airfield (Parafield)
C	Commercial
Cu	Community
In	Industry
LCe	Local Centre
MU(BGEL)	Mixed Use (Bulky Goods, Entertainment and Leisure)
NCE	Neighbourhood Centre
R	Residential
UC(S)	Urban Core (Salisbury)
 	Zone Boundary



Zone Map Sal/34

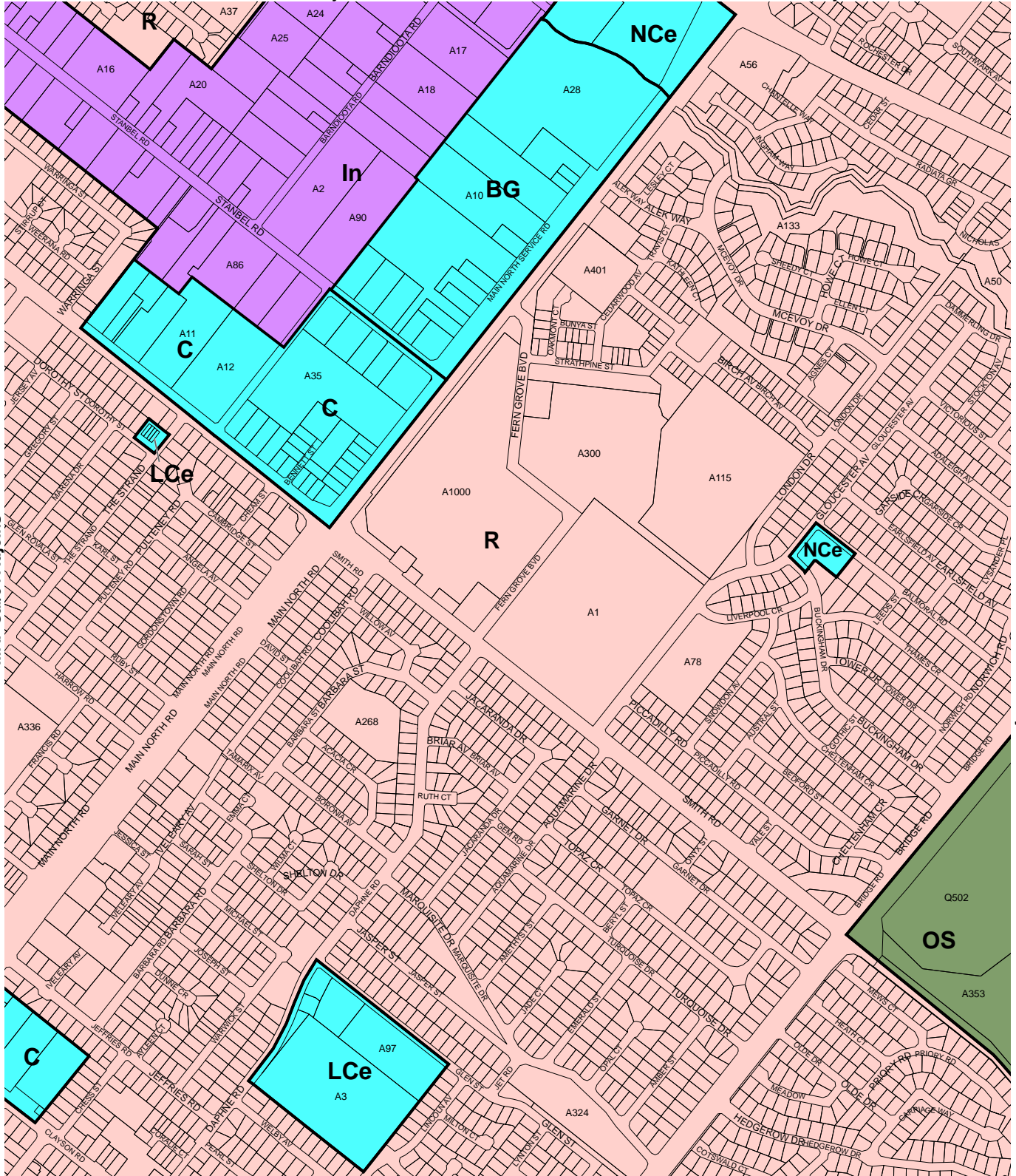


Location Map Sal/35

- S** School
- H** Other Health Services
- Recreation Park
- Local Reserves

MAP Sal/26 Adjoins

MAP Sal/27 Adjoins



MAP Sal/34 Adjoins

MAP Sal/36 Adjoins

MAP Sal/42 Adjoins

MAP Sal/43 Adjoins

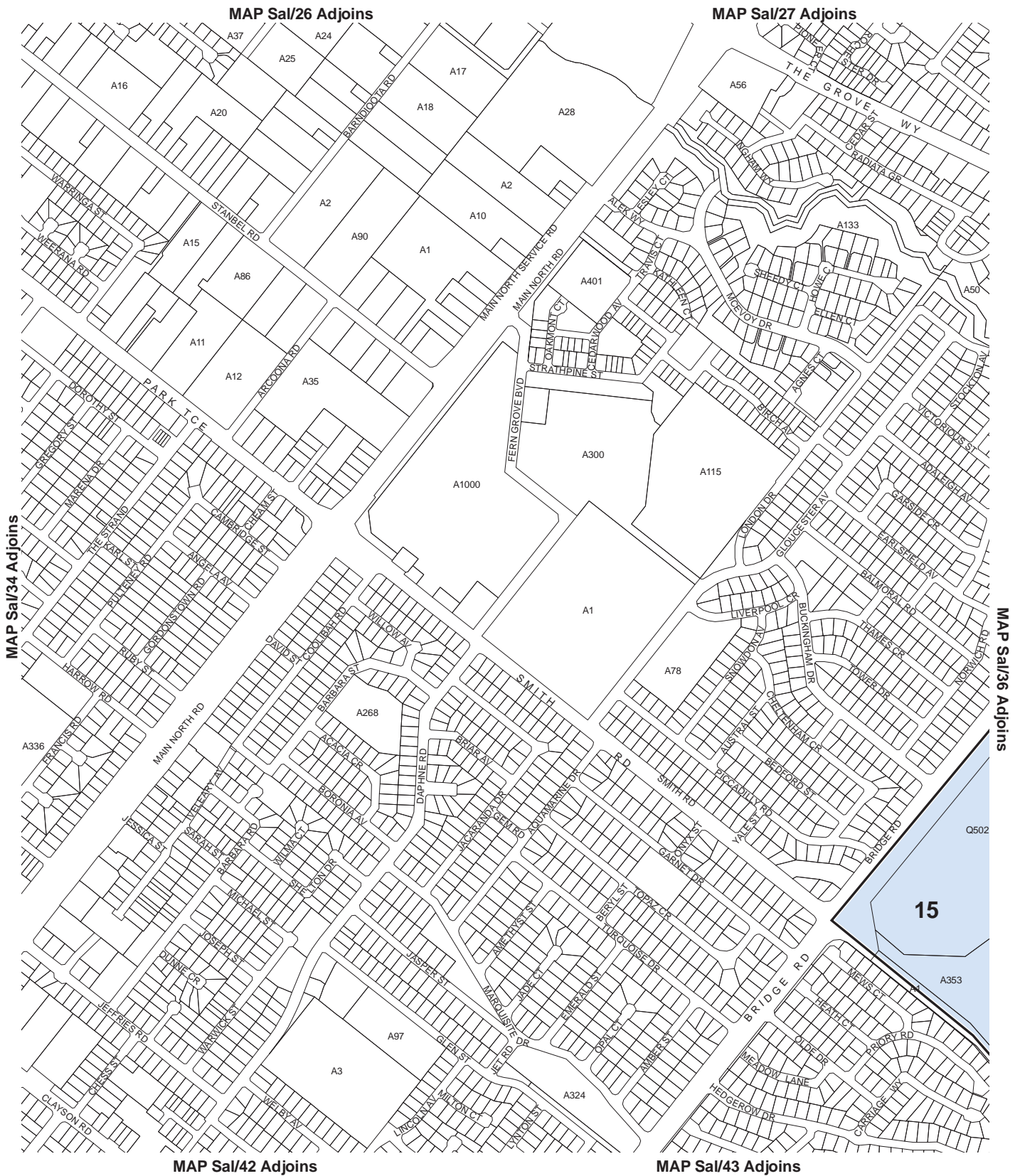
Lamberts Conformal Conic Projection, GDA94

Zones

- BG Bulky Goods
- C Commercial
- In Industry
- LCe Local Centre
- NCe Neighbourhood Centre
- OS Open Space
- R Residential
- Zone Boundary



Zone Map Sal/35



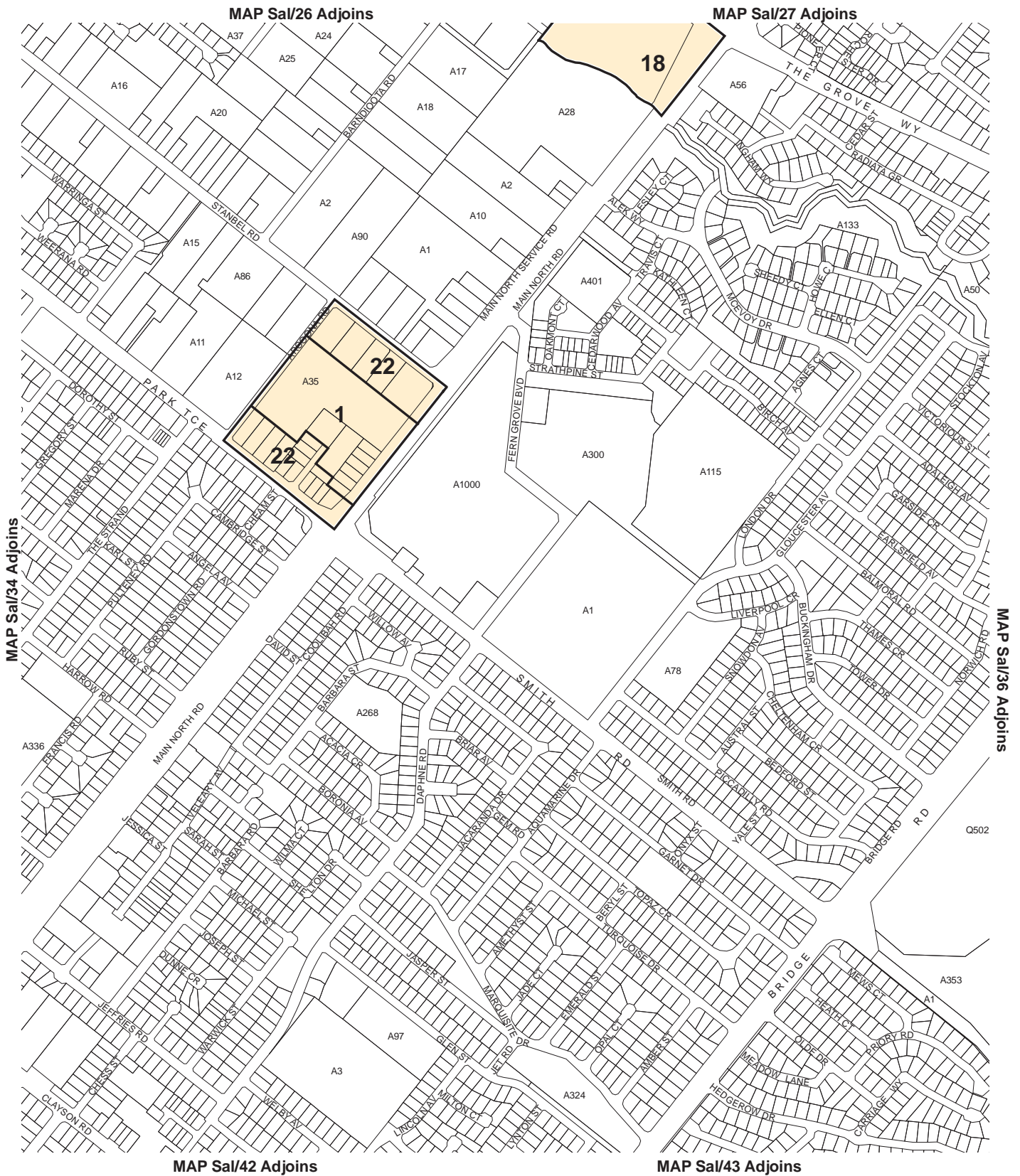
Lamberts Conformal Conic Projection, GDA94

Policy Area
15 Recreation



Policy Area Map Sal/35

 Policy Area Boundary



Lamberts Conformal Conic Projection, GDA94

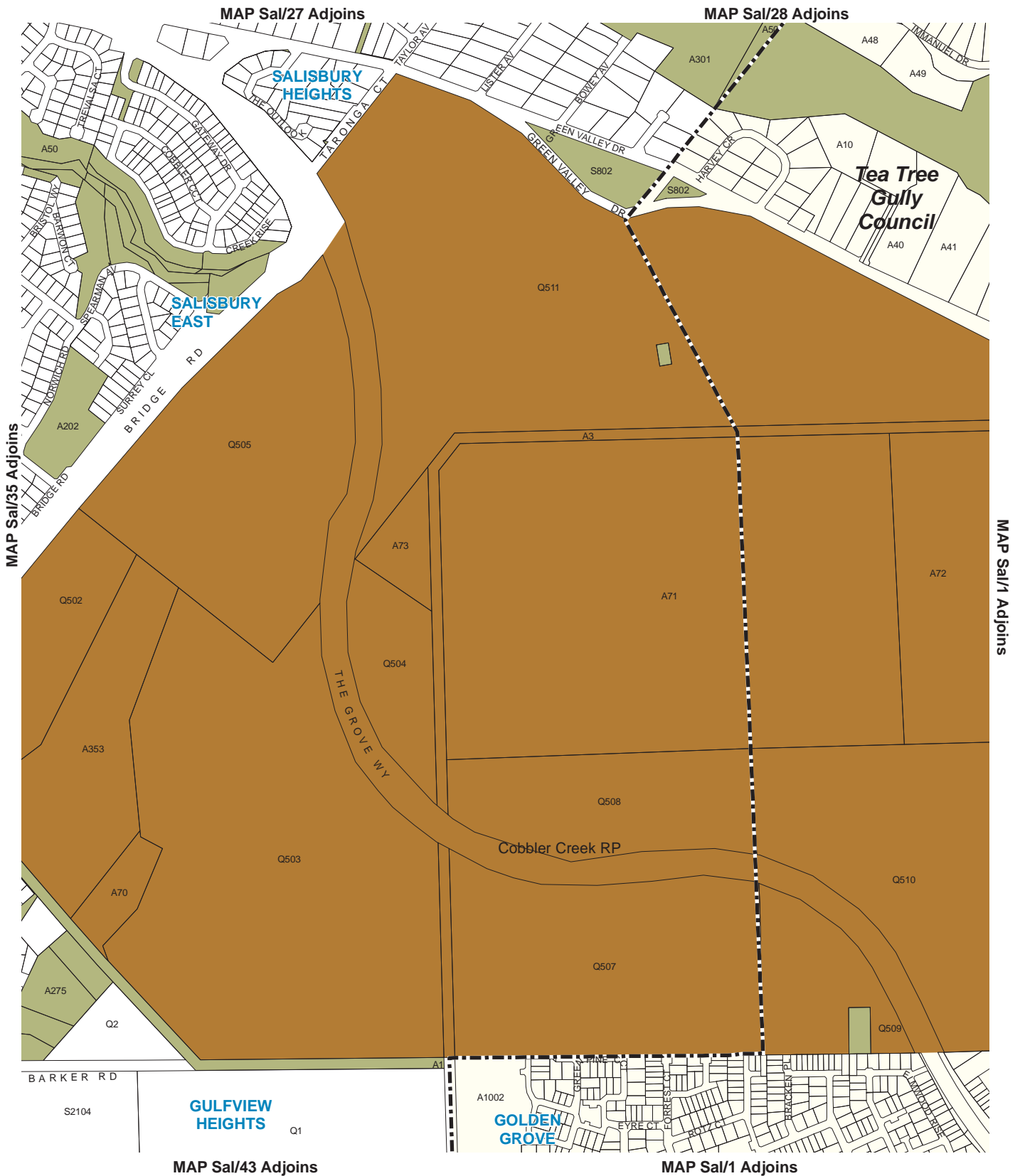
Precinct

- 1 Salisbury Plains Commercial
- 18 Saints Road Neighbourhood Centre
- 22 Park Terrace and Stanbel Road Commercial



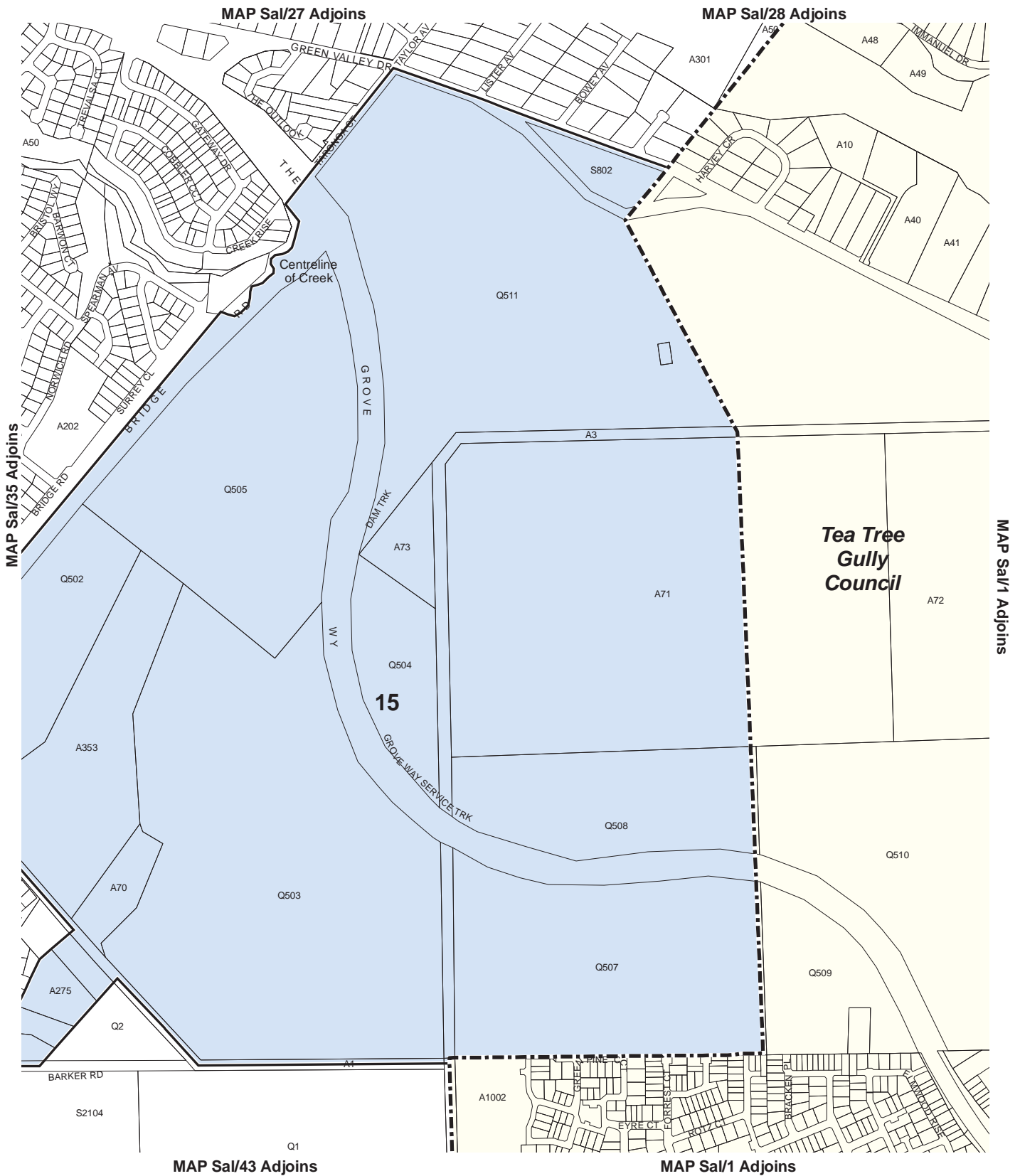
Precinct Map Sal/35

Precinct Boundary



Location Map Sal/36

- Recreation Park
- Local Reserves
- Development Plan Boundary



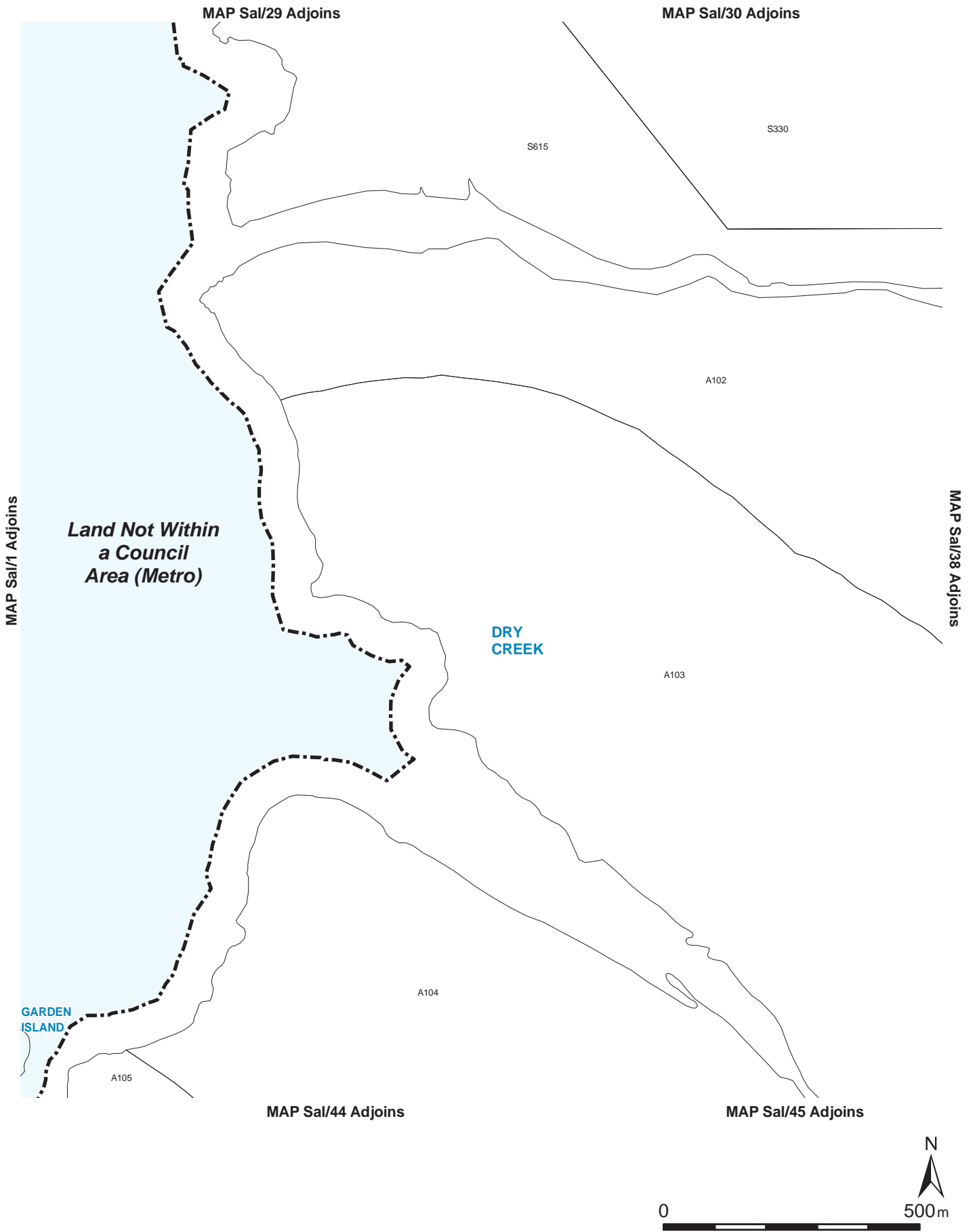
Lamberts Conformal Conic Projection, GDA94

Policy Area
15 Recreation



Policy Area Map Sal/36

- Policy Area Boundary
- Development Plan Boundary



Location Map Sal/37

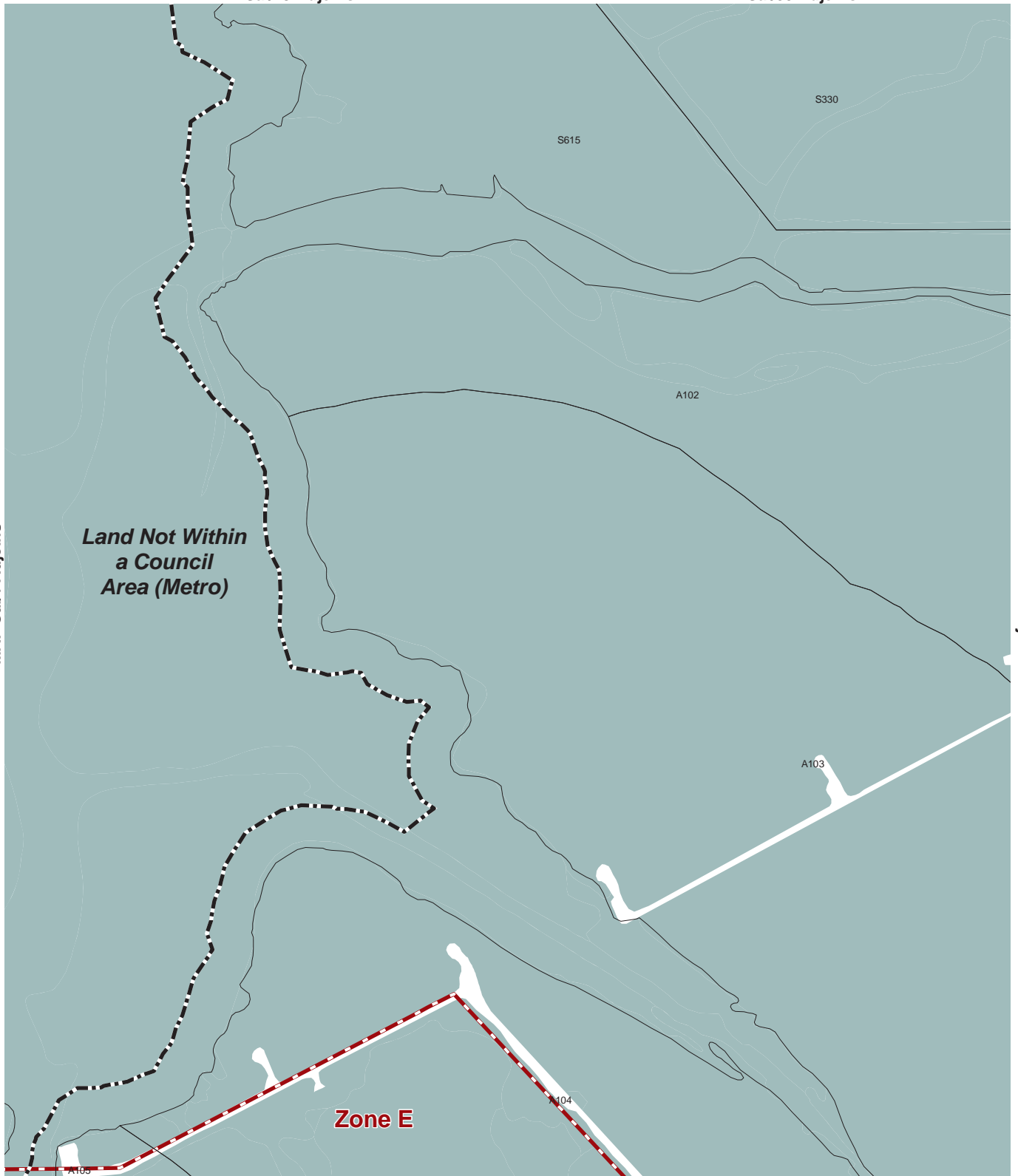
----- Development Plan Boundary

MAP Sal/29 Adjoins

MAP Sal/30 Adjoins

MAP Sal/1 Adjoins

MAP Sal/38 Adjoins






NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

Zone E All Structures Exceeding 100 metres above existing ground level



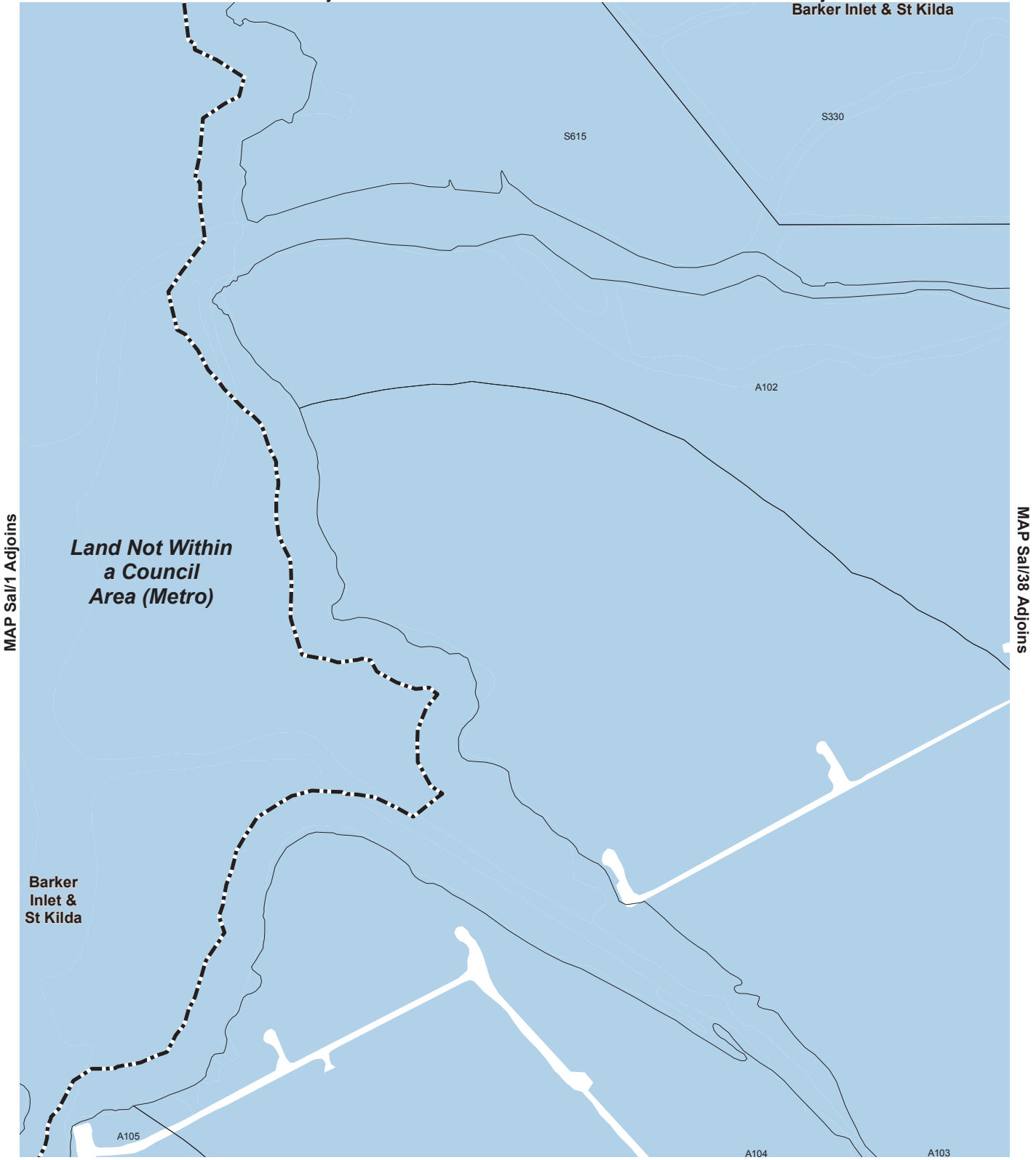
-  Airport Building Heights
-  Coastal Acid Sulfate Soils
-  Development Plan Boundary

Overlay Map Sal/37 DEVELOPMENT CONSTRAINTS

SALISBURY COUNCIL
Consolidated - 4 April 2019

MAP Sal/29 Adjoins

MAP Sal/30 Adjoins
Barker Inlet & St Kilda



MAP Sal/1 Adjoins

MAP Sal/38 Adjoins

**Land Not Within
a Council
Area (Metro)**

**Barker
Inlet &
St Kilda**

MAP Sal/44 Adjoins

MAP Sal/45 Adjoins

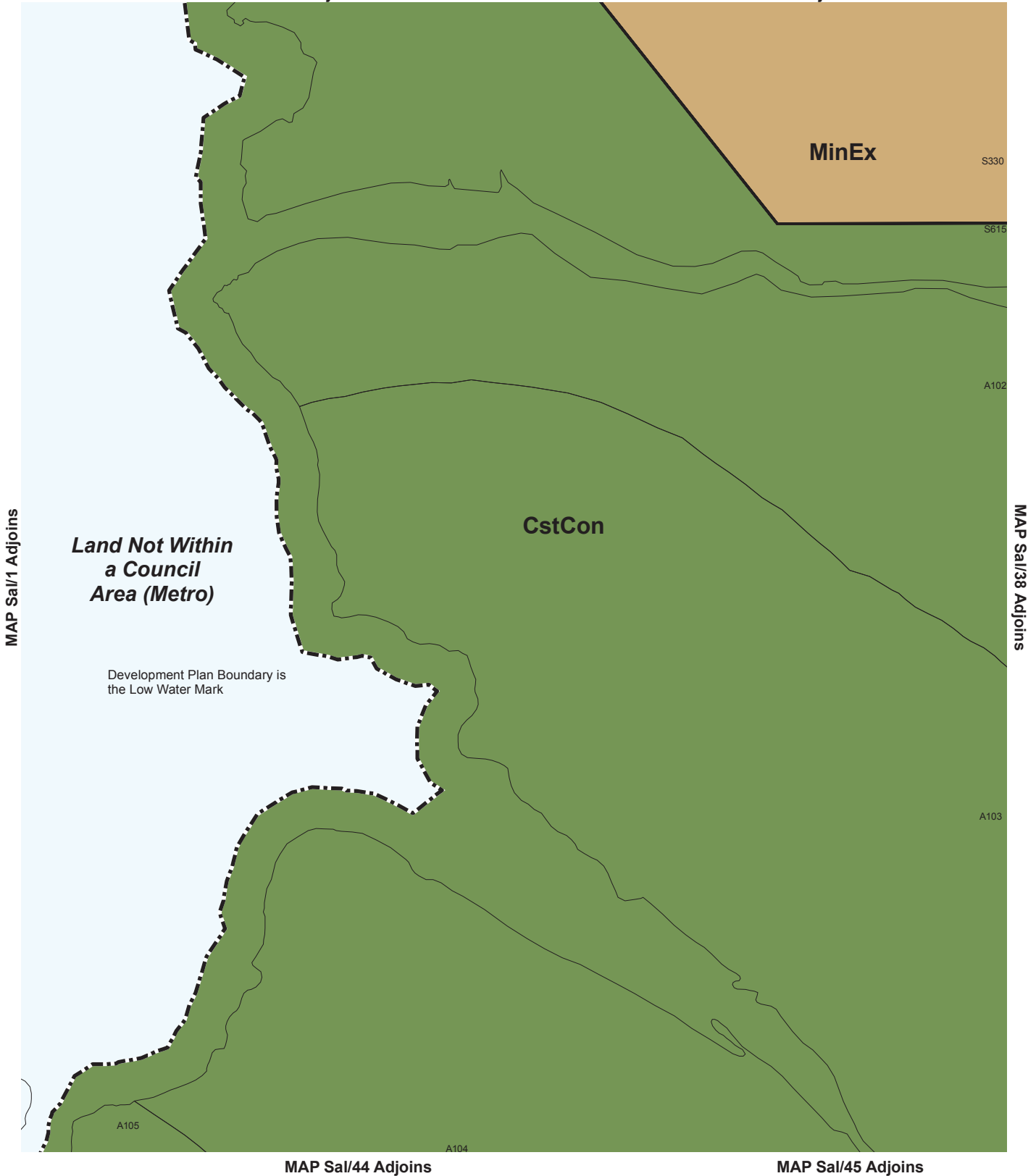


Overlay Map Sal/37 NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary

MAP Sal/29 Adjoins

MAP Sal/30 Adjoins



**Land Not Within
a Council
Area (Metro)**

Development Plan Boundary is
the Low Water Mark

CstCon

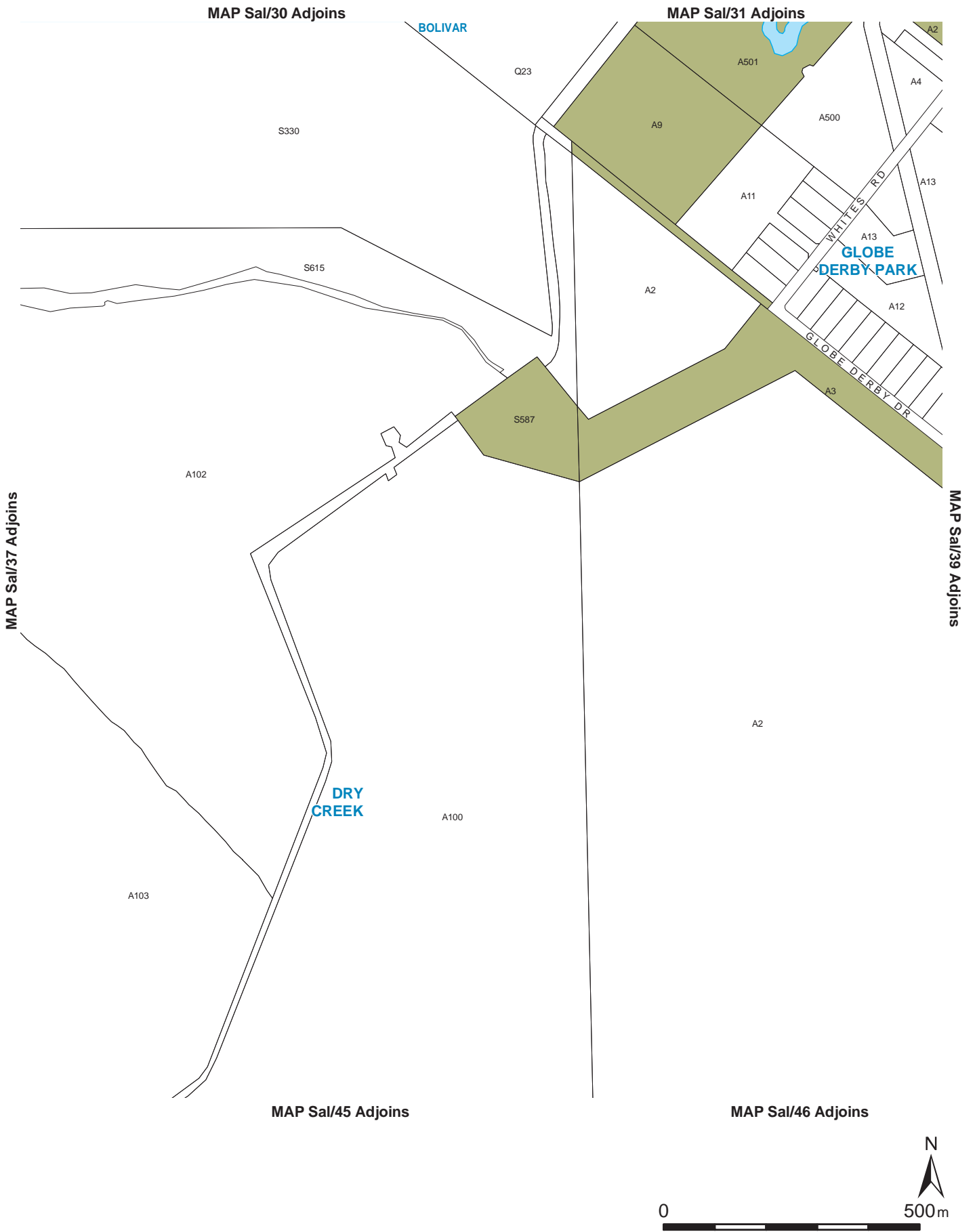
MinEx

Lamberts Conformal Conic Projection, GDA94



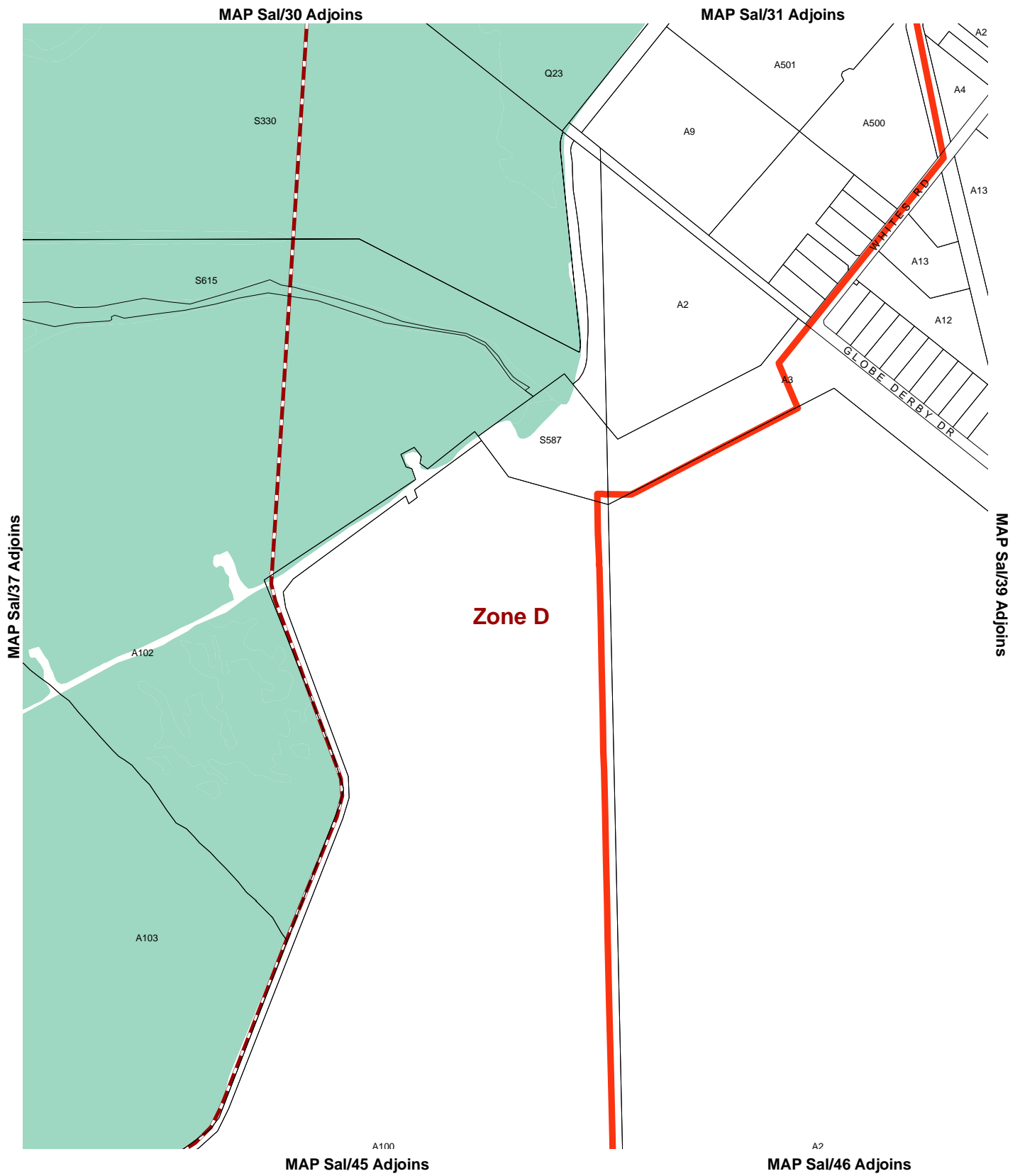
- Zones**
- Coastal Conservation
 - Mineral Extraction
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/37



Location Map Sal/38

- Local Reserves
- Waterbodies



Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level



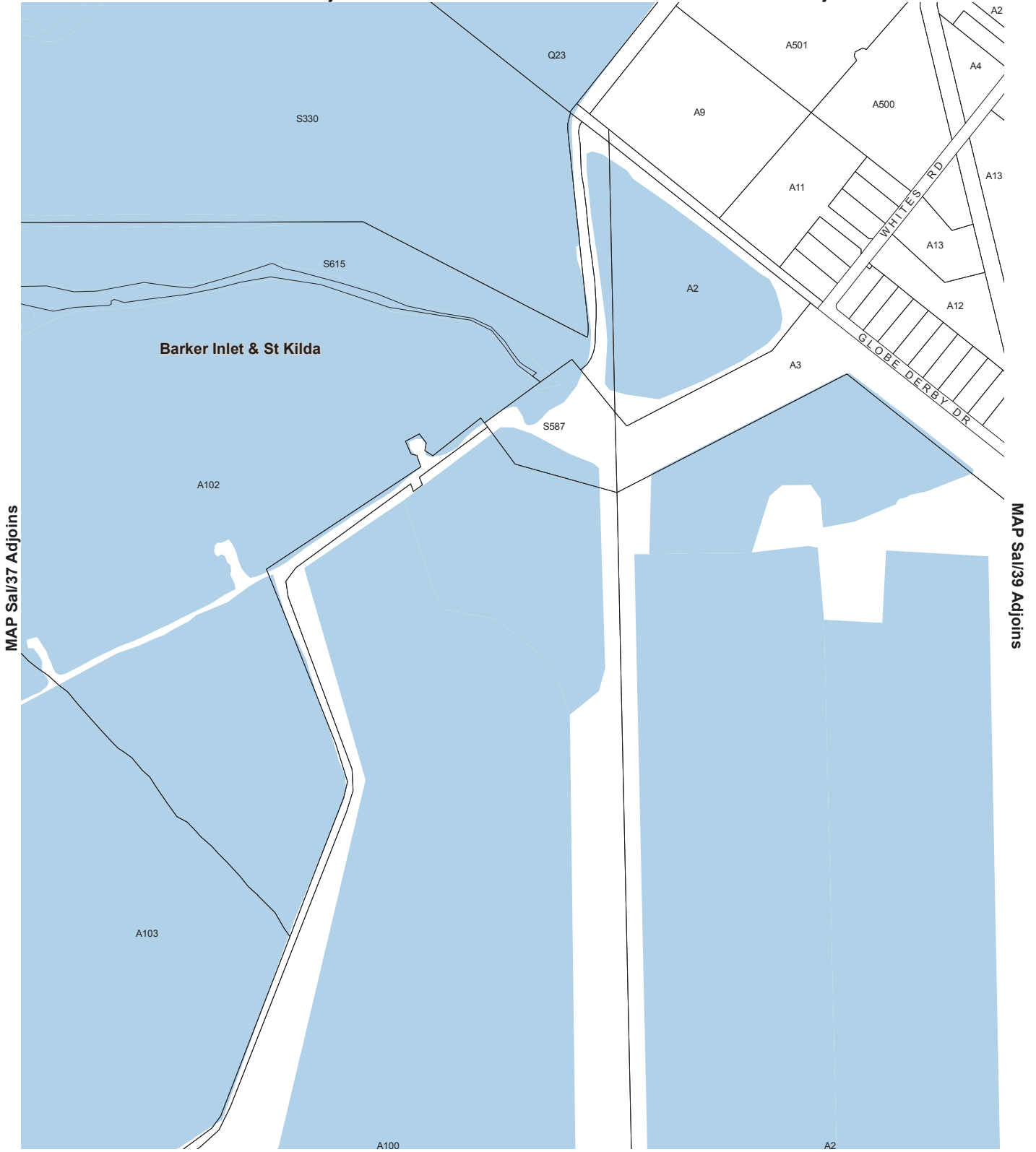
- South East Australia Gas Pipeline
- Airport Building Heights
- Coastal Acid Sulfate Soils

Overlay Map Sal/38

DEVELOPMENT CONSTRAINTS

MAP Sal/30 Adjoins

MAP Sal/31 Adjoins



MAP Sal/37 Adjoins

MAP Sal/39 Adjoins


MAP Sal/45 Adjoins

MAP Sal/46 Adjoins



Overlay Map Sal/38

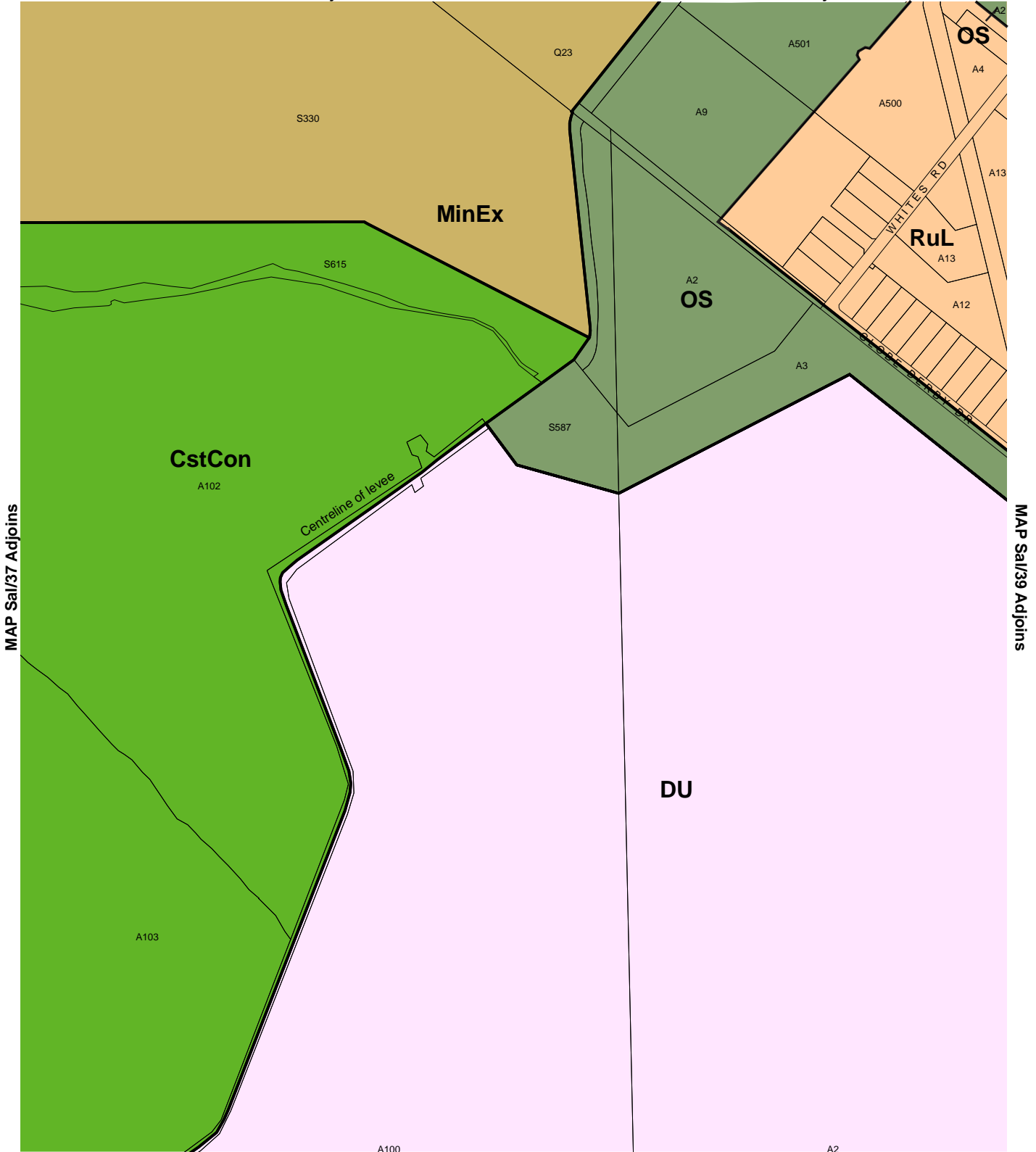
NATURAL RESOURCES

 Wetlands of National Importance

SALISBURY COUNCIL
Consolidated - 4 April 2019

MAP Sal/30 Adjoins

MAP Sal/31 Adjoins



Lamberts Conformal Conic Projection, GDA94

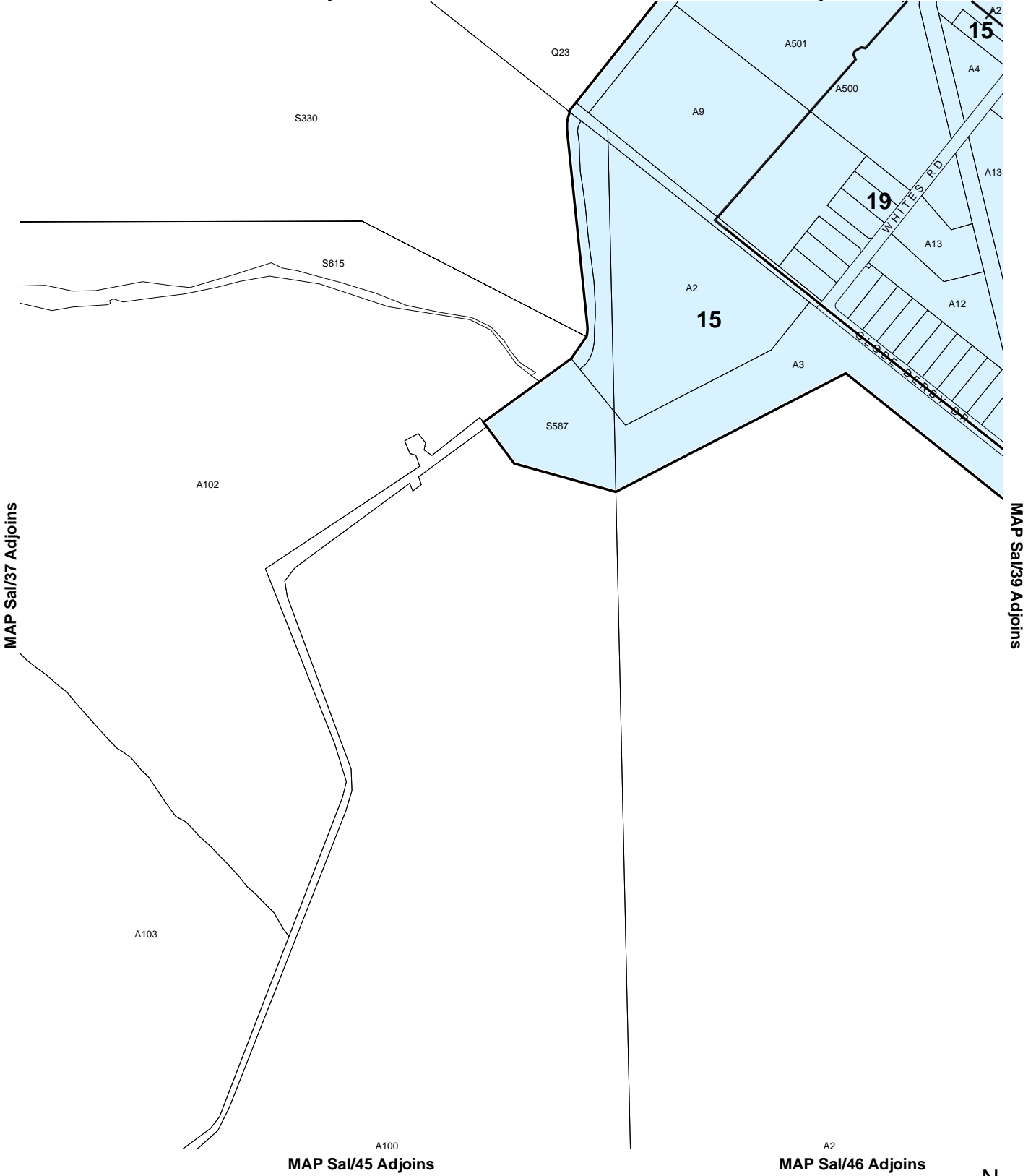


- Zones**
- CstCon Coastal Conservation
 - DU Deferred Urban
 - MinEx Mineral Extraction
 - OS Open Space
 - RuL Rural Living
 - Zone Boundary

Zone Map Sal/38

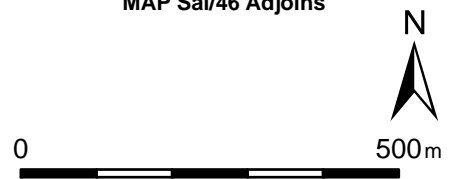
MAP Sal/30 Adjoins

MAP Sal/31 Adjoins



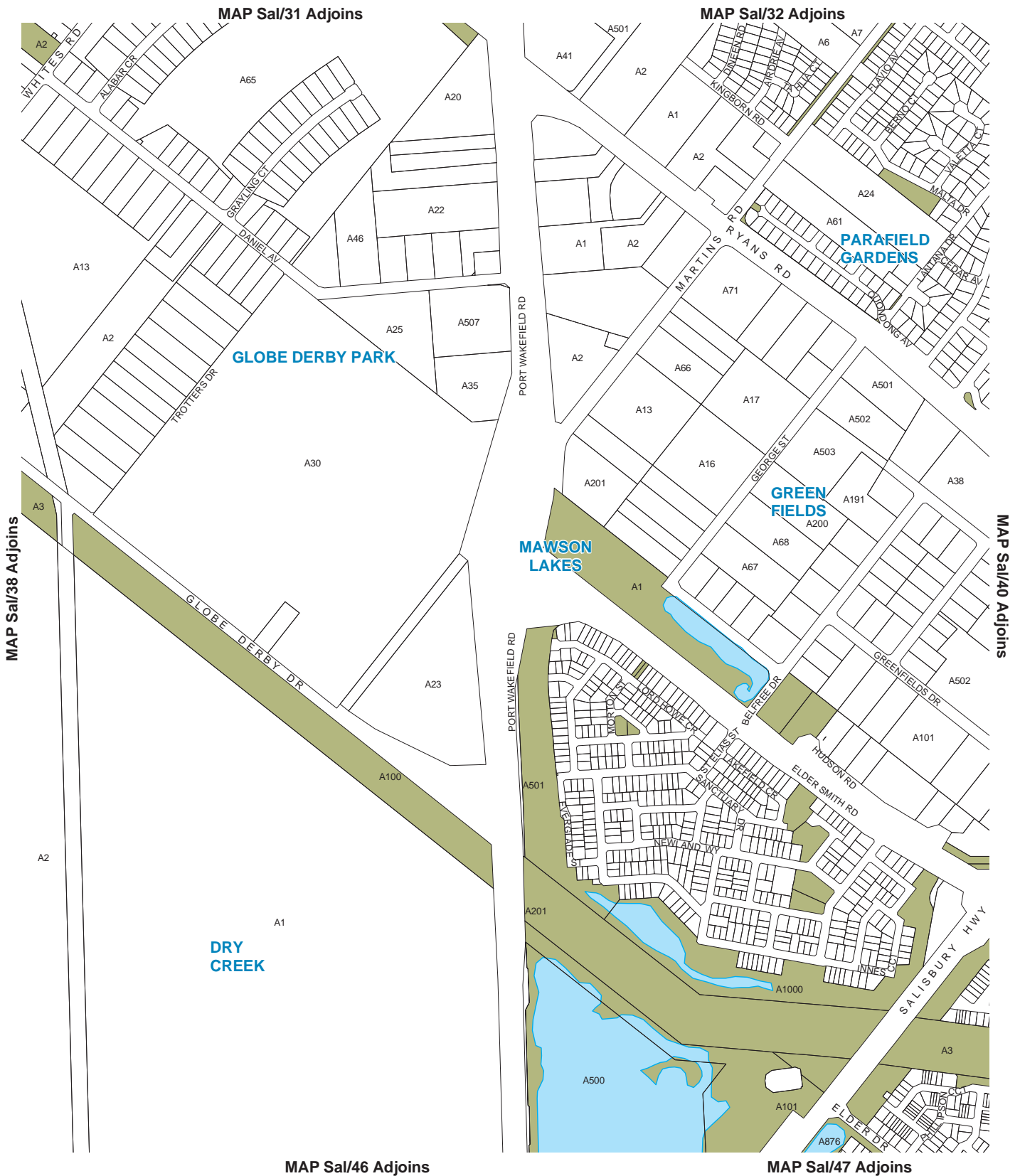
Lamberts Conformal Conic Projection, GDA94

- Policy Area**
 15 Recreation
 19 Bolivar

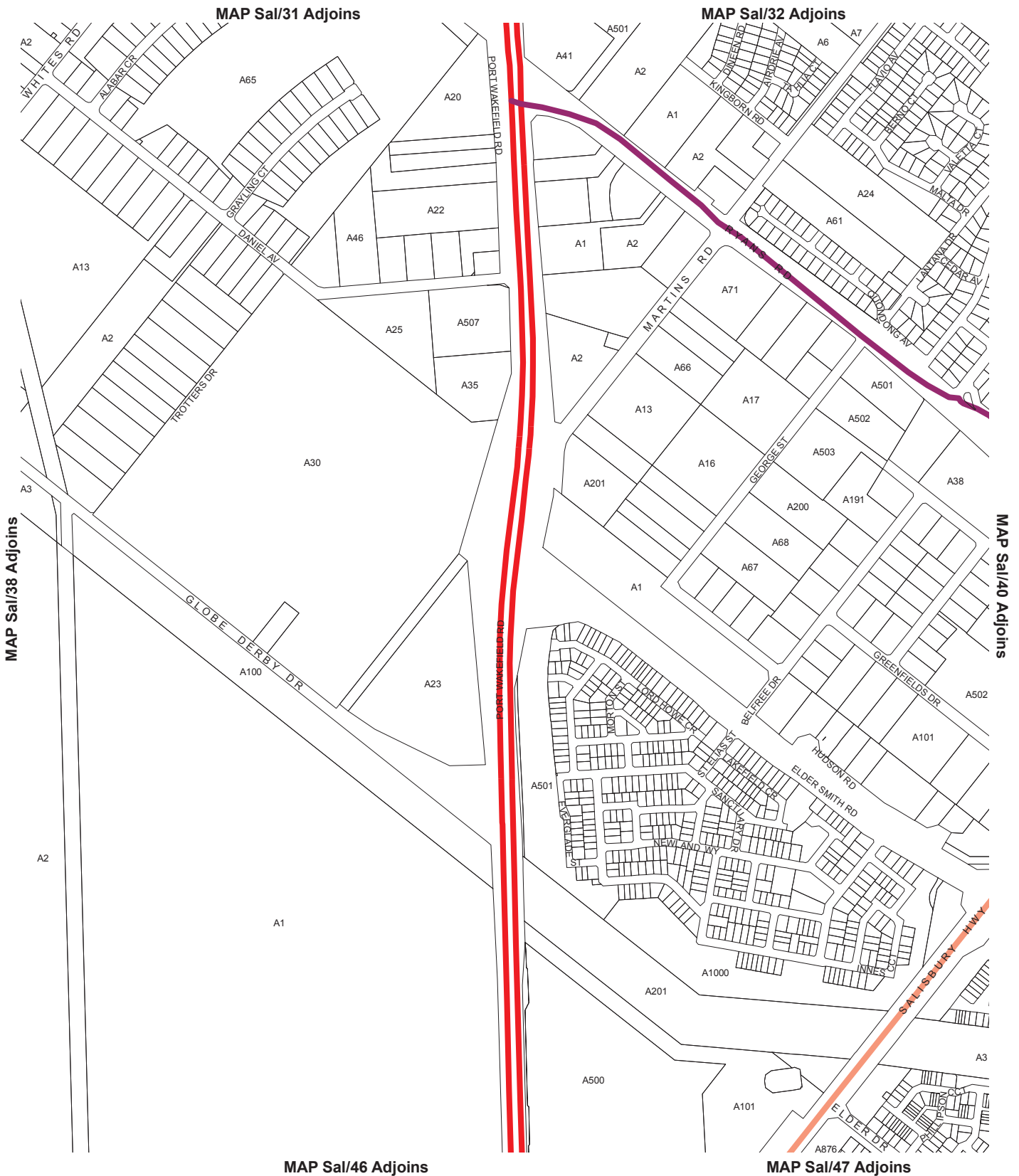


Policy Area Map Sal/38

Policy Area Boundary



Location Map Sal/39



- Possible Arterial Roads
- Primary Arterial Roads
- Secondary Arterial Roads



Overlay Map Sal/39

TRANSPORT

MAP Sal/31 Adjoins

MAP Sal/32 Adjoins



MAP Sal/38 Adjoins

MAP Sal/40 Adjoins

MAP Sal/46 Adjoins

MAP Sal/47 Adjoins

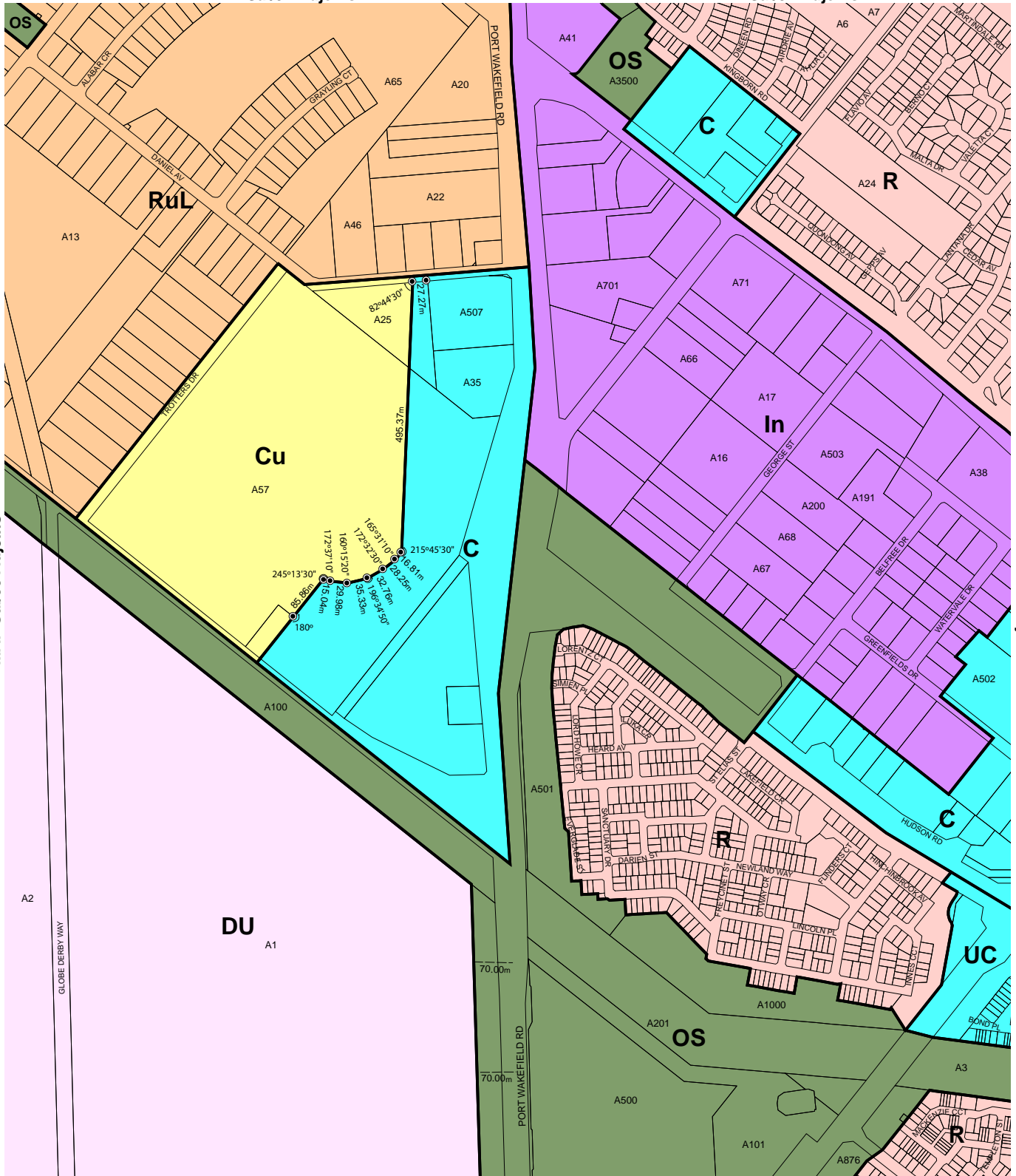


Overlay Map Sal/39

NATURAL RESOURCES

MAP Sal/31 Adjoins

MAP Sal/32 Adjoins



MAP Sal/38 Adjoins

MAP Sal/40 Adjoins

MAP Sal/46 Adjoins

MAP Sal/47 Adjoins

Lamberts Conformal Conic Projection, GDA94

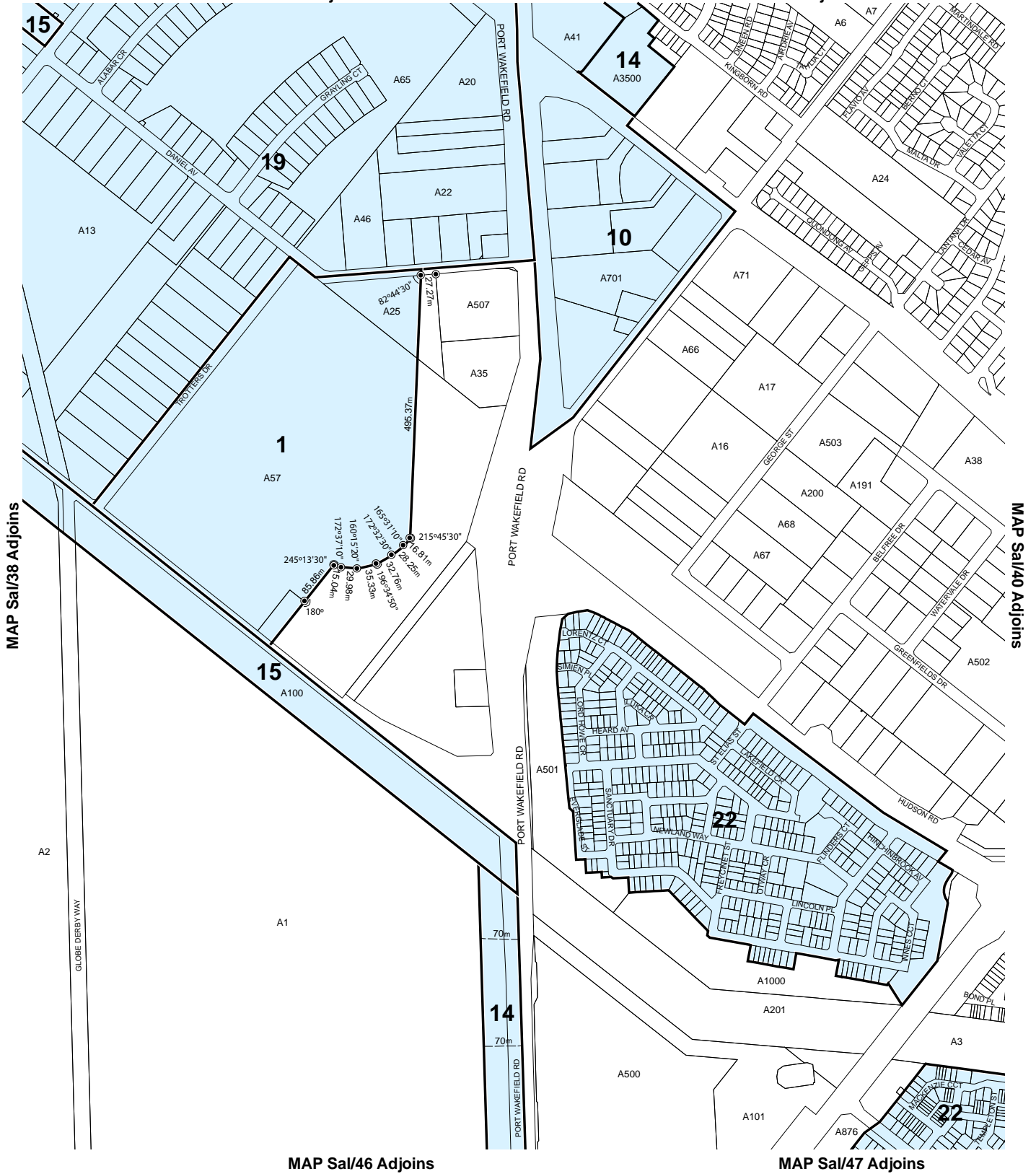
- Zones**
- Commercial
 - Community
 - Deferred Urban
 - Industry
 - Open Space
 - Residential
 - Rural Living
 - Urban Core
 - Zone Boundary



Zone Map Sal/39

MAP Sal/31 Adjoins

MAP Sal/32 Adjoins



Lamberts Conformal Conic Projection, GDA94

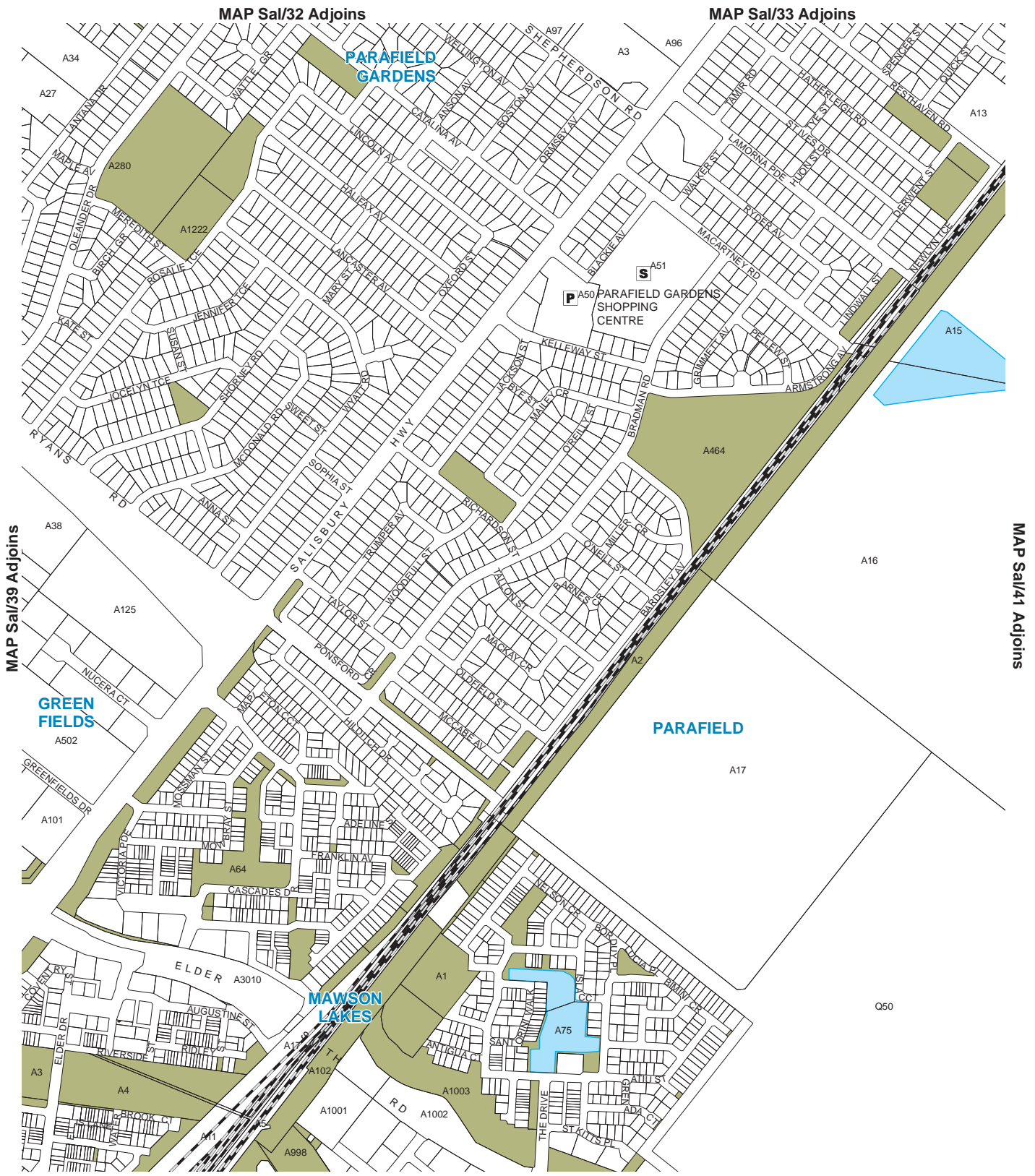
Policy Area

- 1 Globe Derby Park
- 10 Parafield Gardens
- 14 Landscape Buffer
- 15 Recreation
- 19 Bolivar
- 22 Mawson Lakes



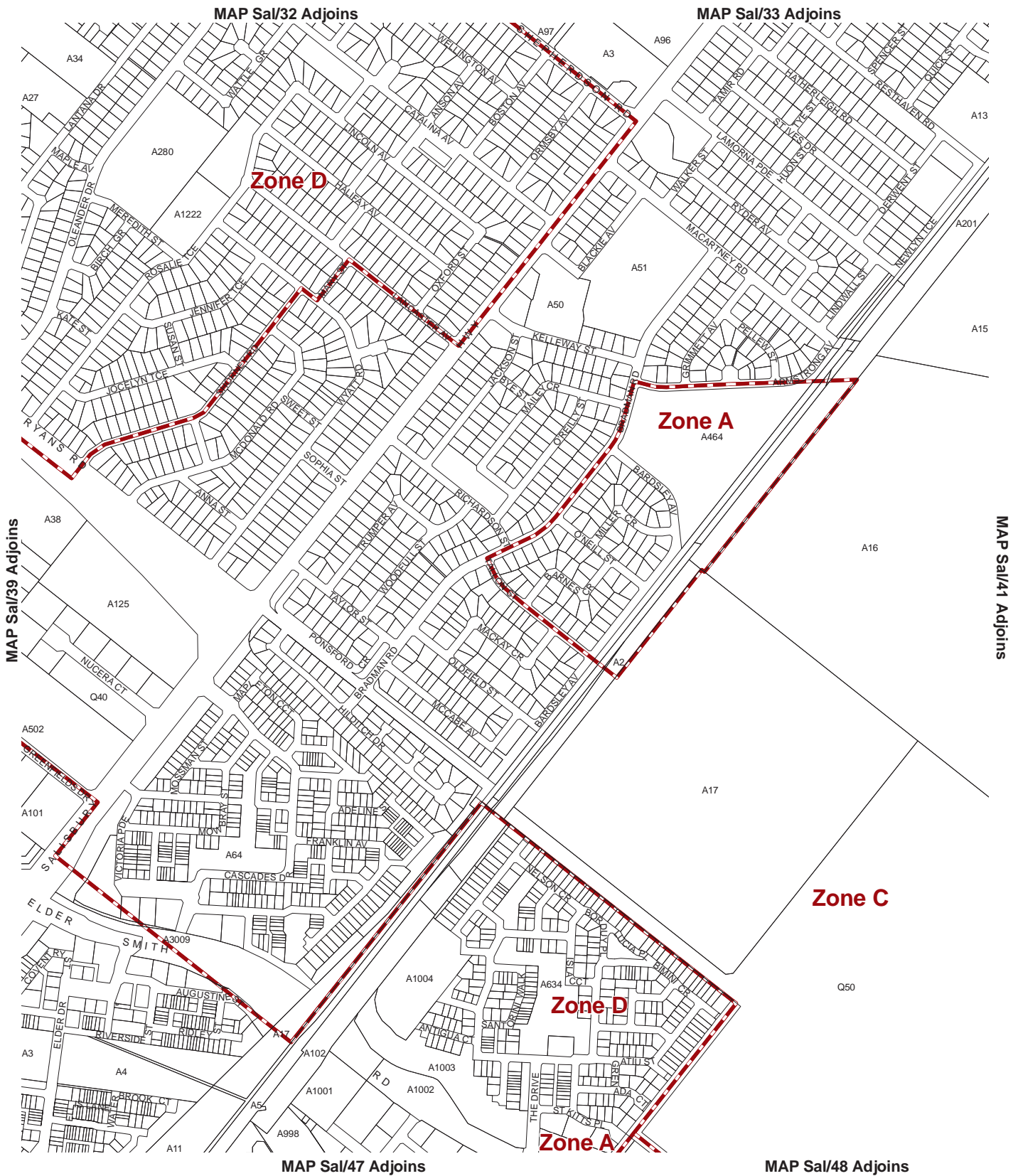
Policy Area Map Sal/39

Policy Area Boundary



- S** School
- P** Post Office
- Railways
- Local Reserves
- Waterbodies

Location Map Sal/40



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

- Zone A** All Structures
- Zone C** All Structures Exceeding 15 metres above existing ground level
- Zone D** All Structures Exceeding 45 metres above existing ground level

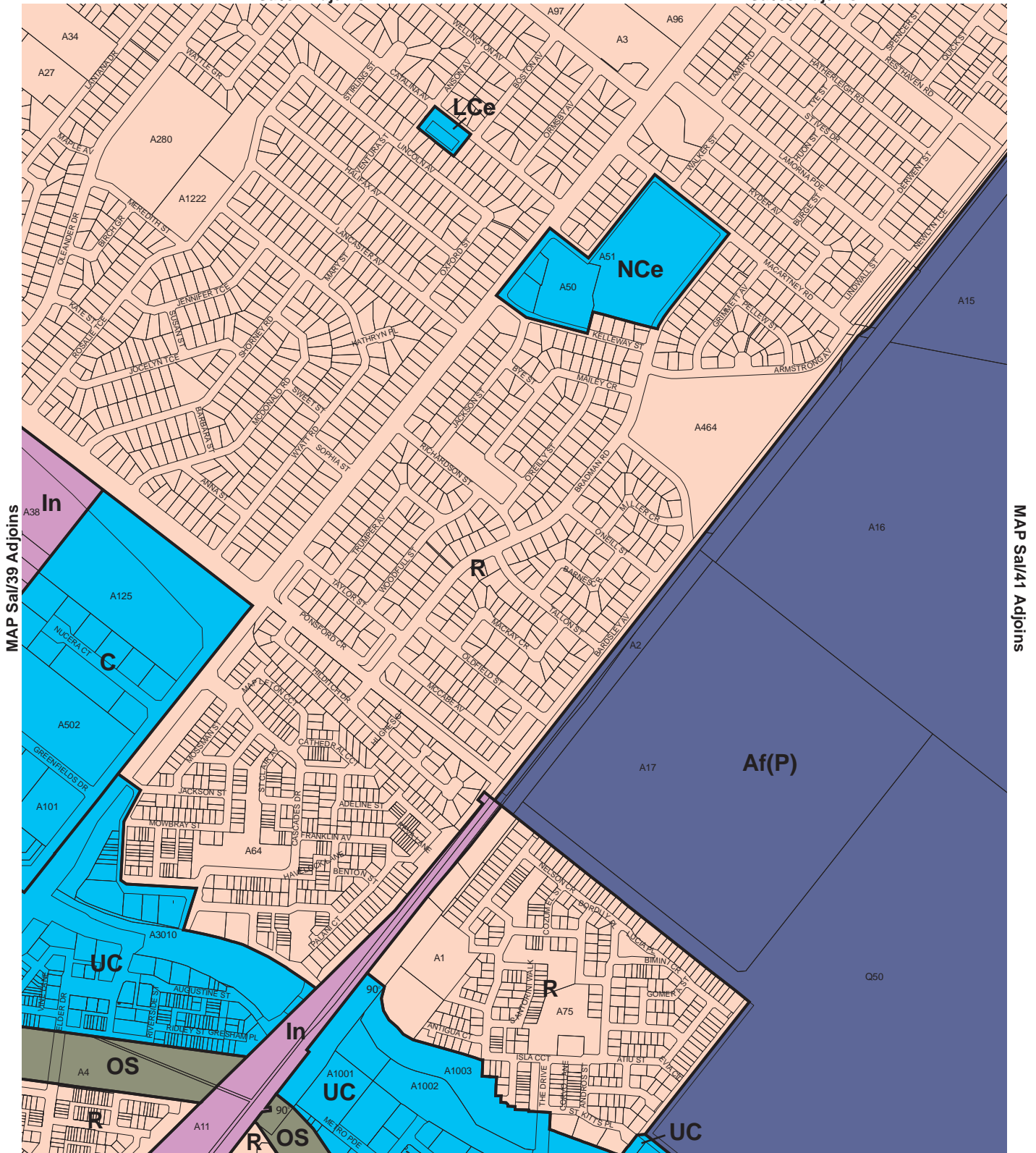
 Airport Building Heights

Overlay Map Sal/40

DEVELOPMENT CONSTRAINTS

MAP Sal/32 Adjoins

MAP Sal/33 Adjoins



MAP Sal/39 Adjoins

MAP Sal/41 Adjoins

MAP Sal/47 Adjoins

MAP Sal/48 Adjoins

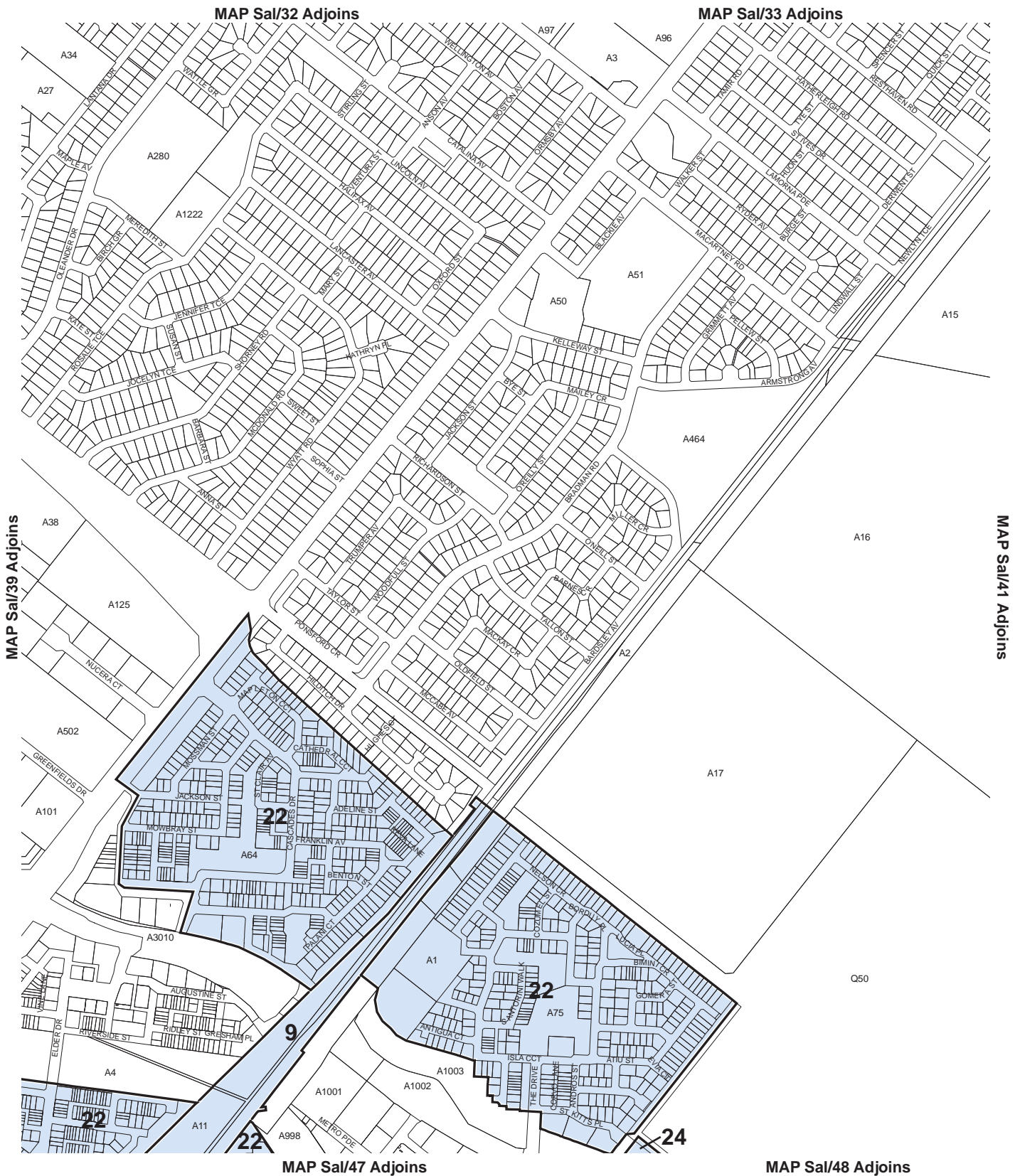
Lamberts Conformal Conic Projection, GDA94

Zones

- Af(P)** Airfield (Parafield)
- C** Commercial
- In** Industry
- LCe** Local Centre
- NCe** Neighbourhood Centre
- OS** Open Space
- R** Residential
- UC** Urban Core
- Zone Boundary**



Zone Map Sal/40



Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 22 Mawson Lakes
 - 24 Mawson Innovation
 - 9 Infrastructure




Policy Area Map Sal/40

 Policy Area Boundary

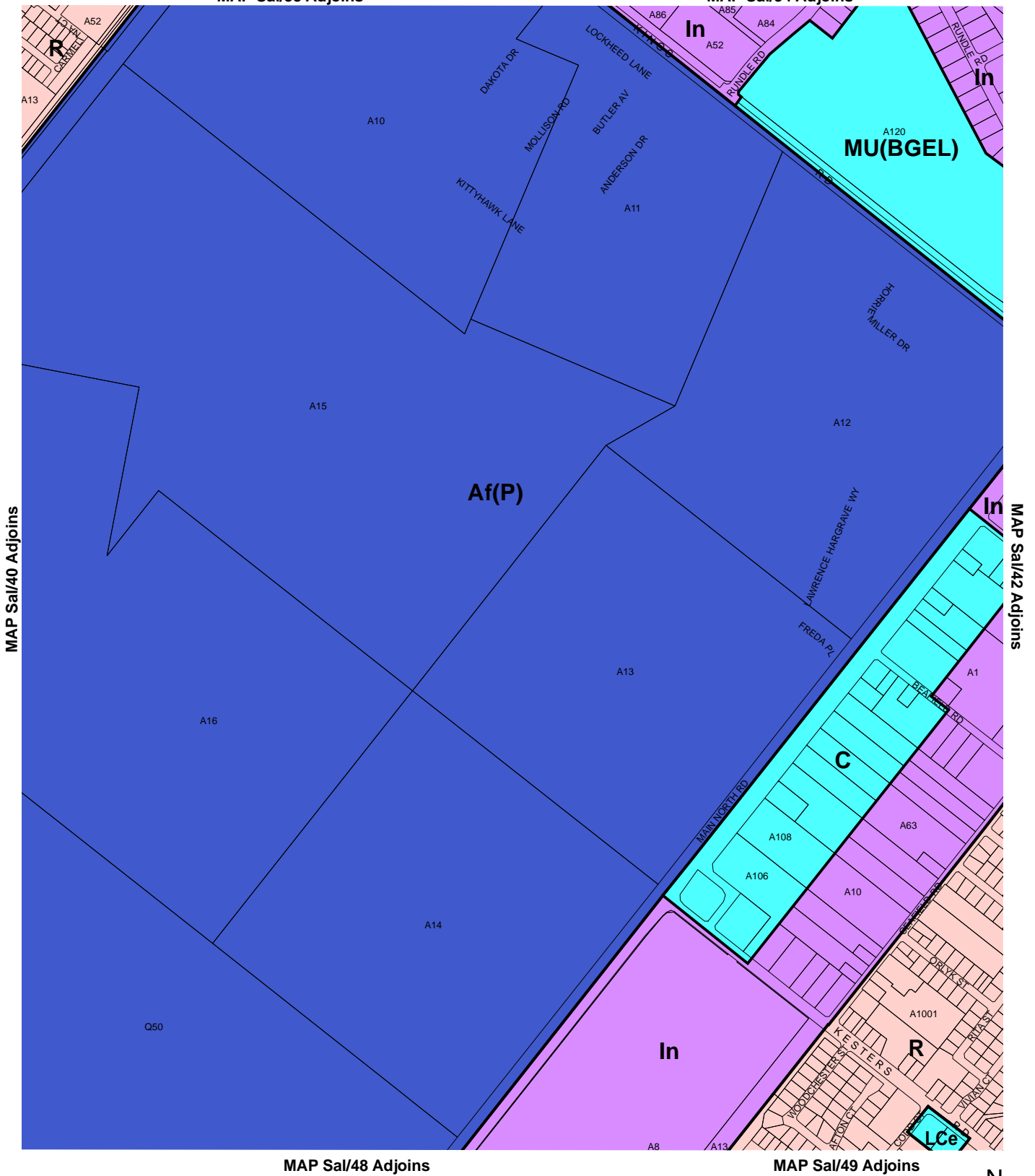


Location Map Sal/41

-  Railways
-  Local Reserves
-  Waterbodies

MAP Sal/33 Adjoins

MAP Sal/34 Adjoins



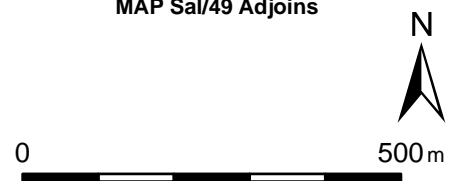
MAP Sal/40 Adjoins

MAP Sal/42 Adjoins

MAP Sal/48 Adjoins

MAP Sal/49 Adjoins

Lamberts Conformal Conic Projection, GDA94



Zones

- Af(P)** Airfield (Parafield)
- C** Commercial
- In** Industry
- LCe** Local Centre
- R** Residential
- MU(BGEL)** Mixed Use (Bulky Goods, Entertainment and Leisure) Zone
- ▭** Zone Boundary

Zone Map Sal/41



Precinct
21 Para Hills West Commercial



Precinct Map Sal/41

 Precinct Boundary



Location Map Sal/42

- S School
- P Post Office
- P Police Station
- Local Reserves



- Primary Arterial Roads
- Secondary Arterial Roads



Overlay Map Sal/42

TRANSPORT



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

- Zone A All Structures
- Zone C All Structures Exceeding 15 metres above existing ground level

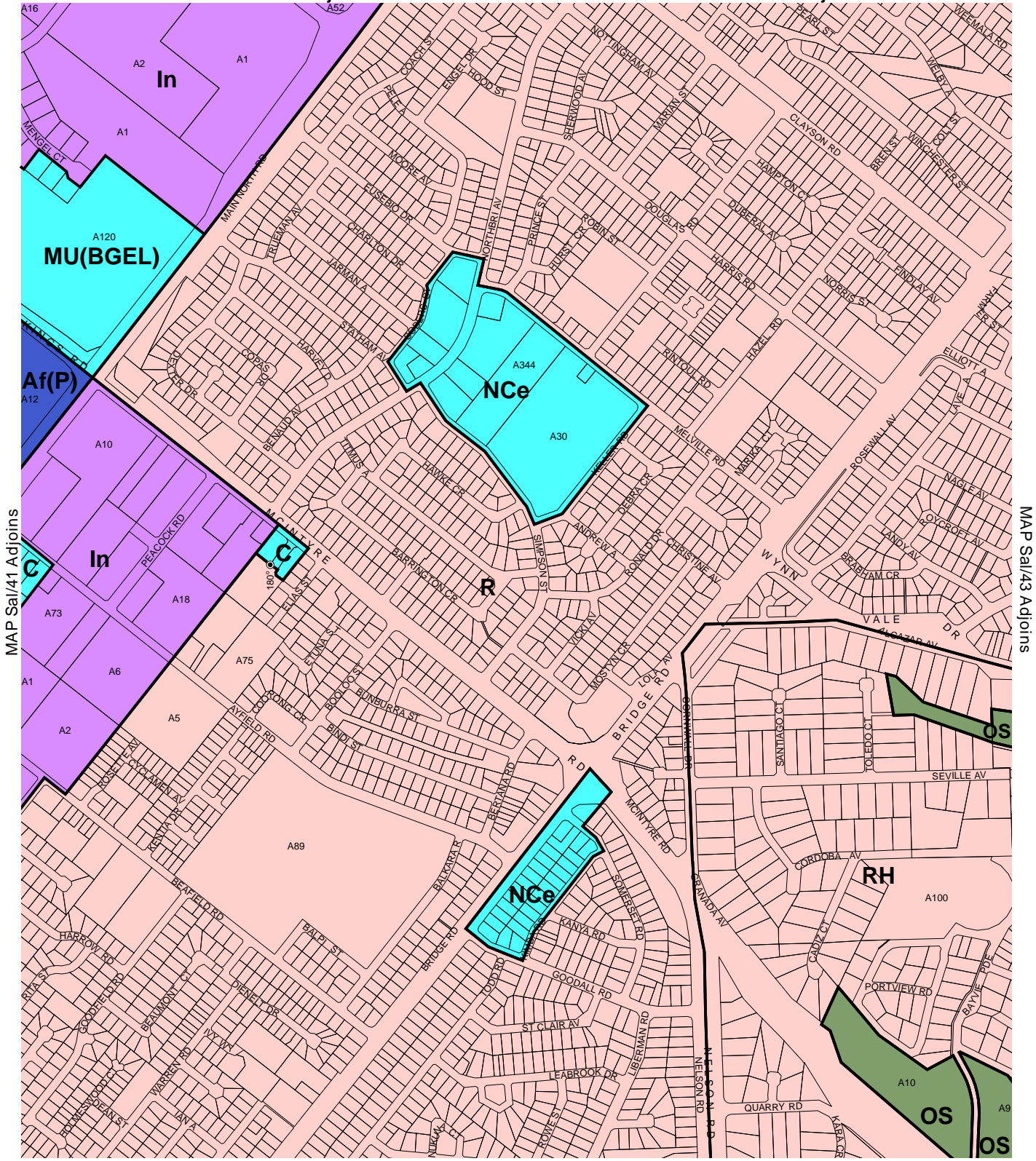


Overlay Map Sal/42 DEVELOPMENT CONSTRAINTS



MAP Sal/34 Adjoins

MAP Sal/35 Adjoins

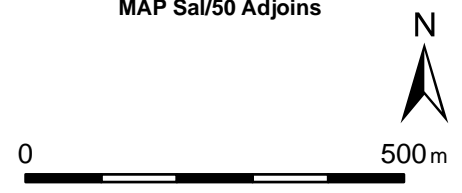


MAP Sal/49 Adjoins

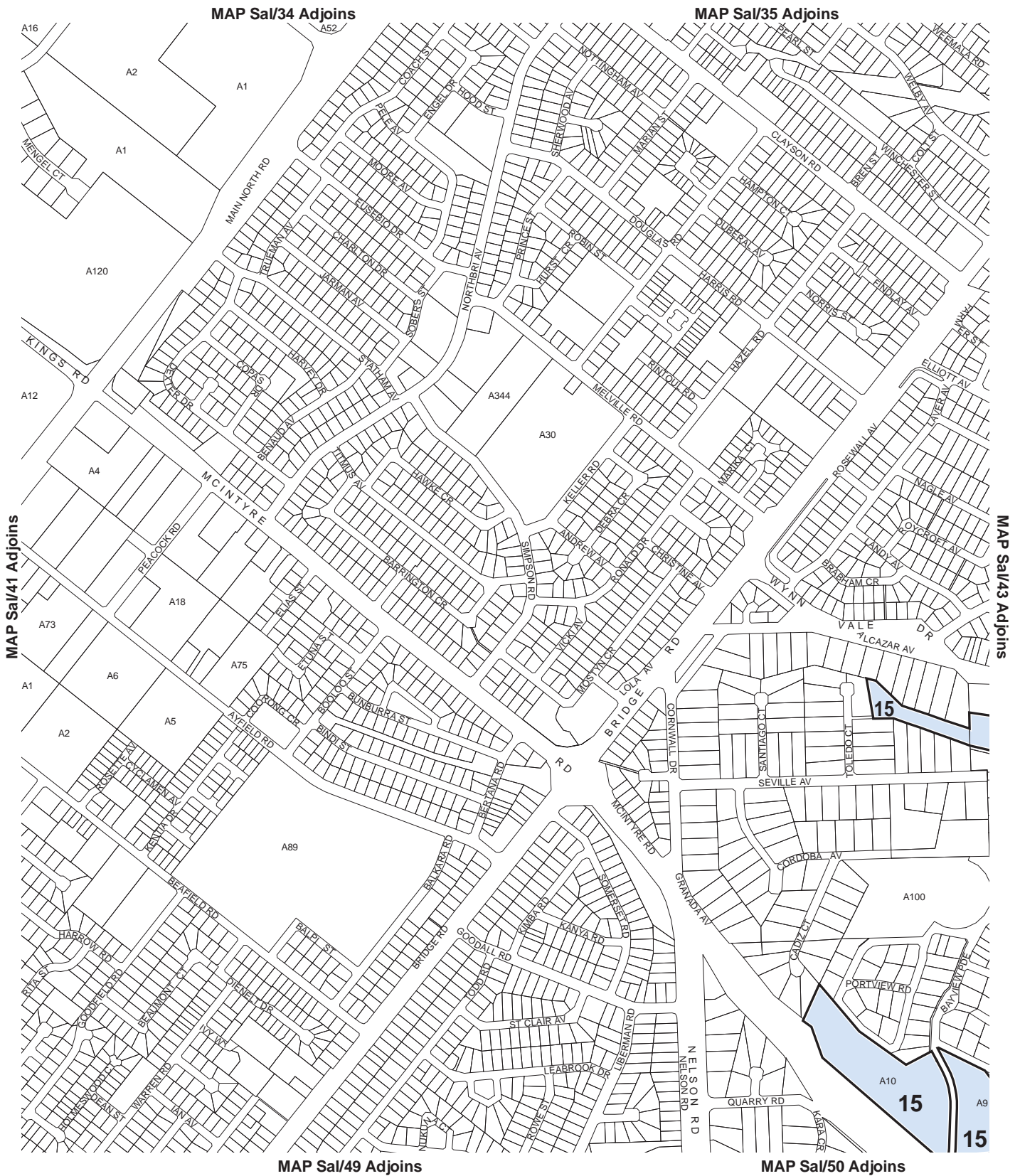
MAP Sal/50 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones	
Af(P)	Airfield (Parafield)
C	Commercial
In	Industry
NCe	Neighbourhood Centre
OS	Open Space
R	Residential
RH	Residential Hills
MU(BGEL)	Mixed Use (Bulky Goods, Entertainment and Leisure) Zone
	Zone Boundary



Zone Map Sal/42



Lamberts Conformal Conic Projection, GDA94

Policy Area
15 Recreation

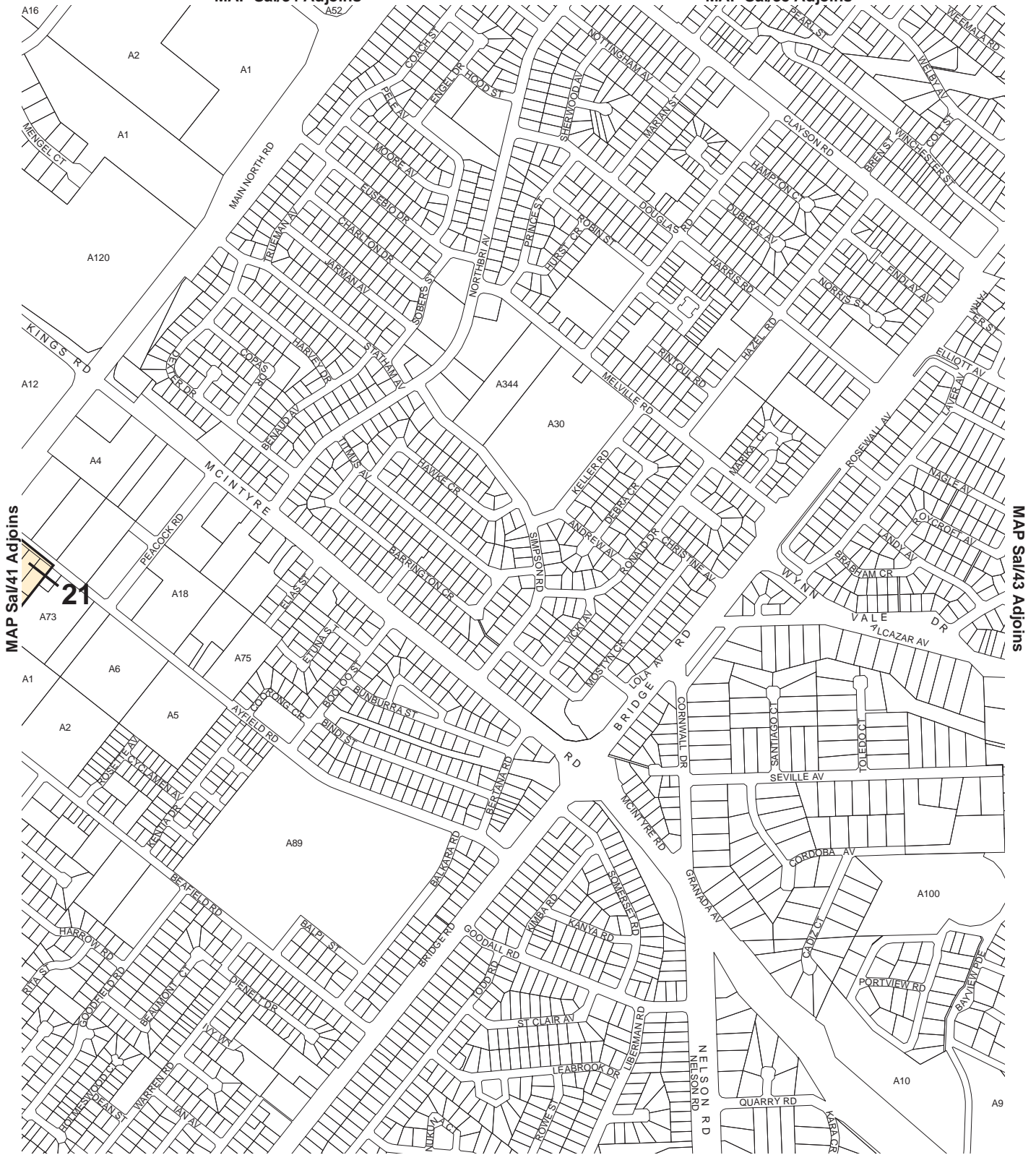


Policy Area Map Sal/42

 Policy Area Boundary

MAP Sal/34 Adjoins

MAP Sal/35 Adjoins



Lamberts Conformal Conic Projection, GDA94

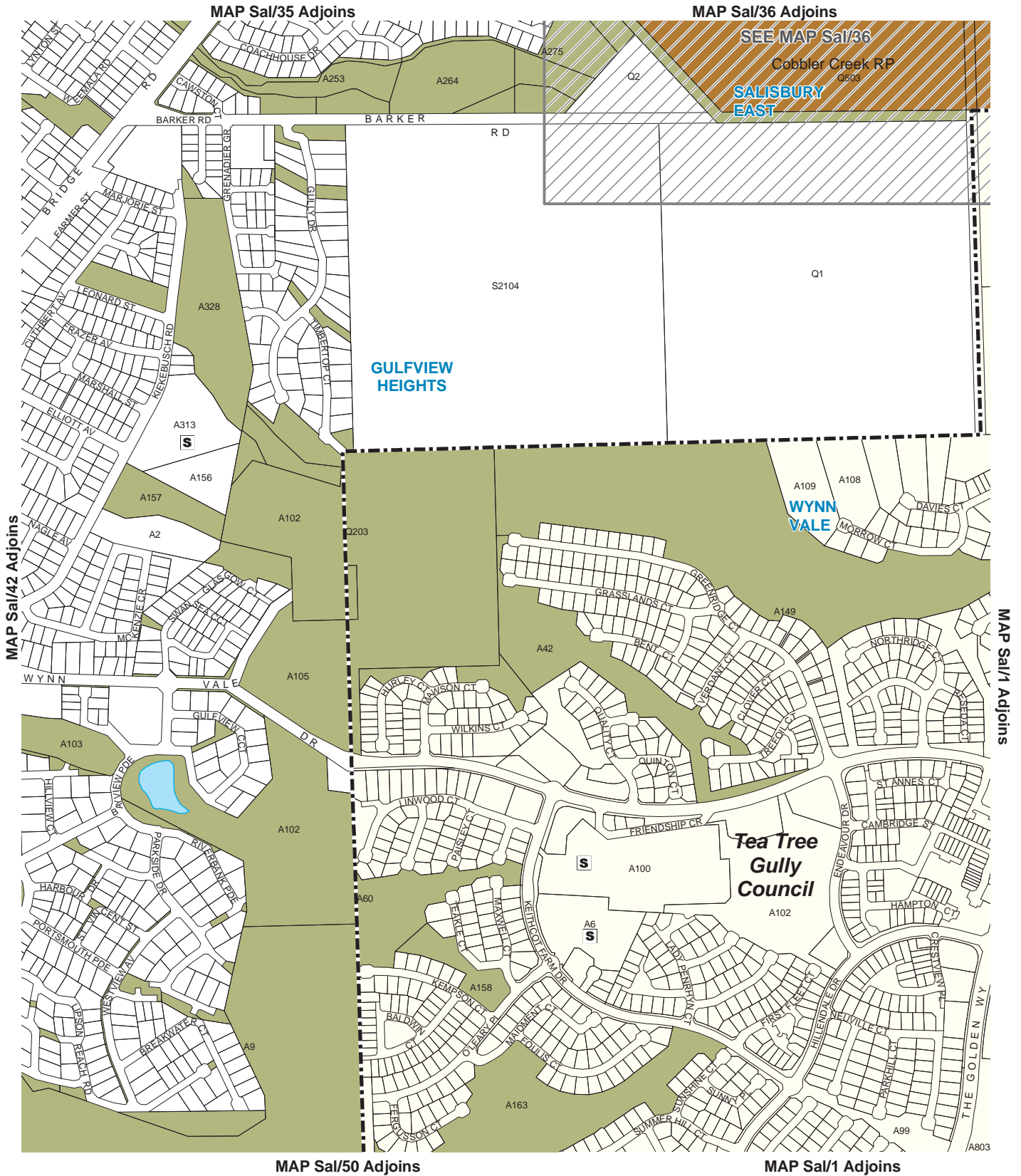
Precinct
21 Para Hills West Commercial



Precinct Map Sal/42

 Precinct Boundary

SALISBURY COUNCIL
Consolidated - 4 April 2019

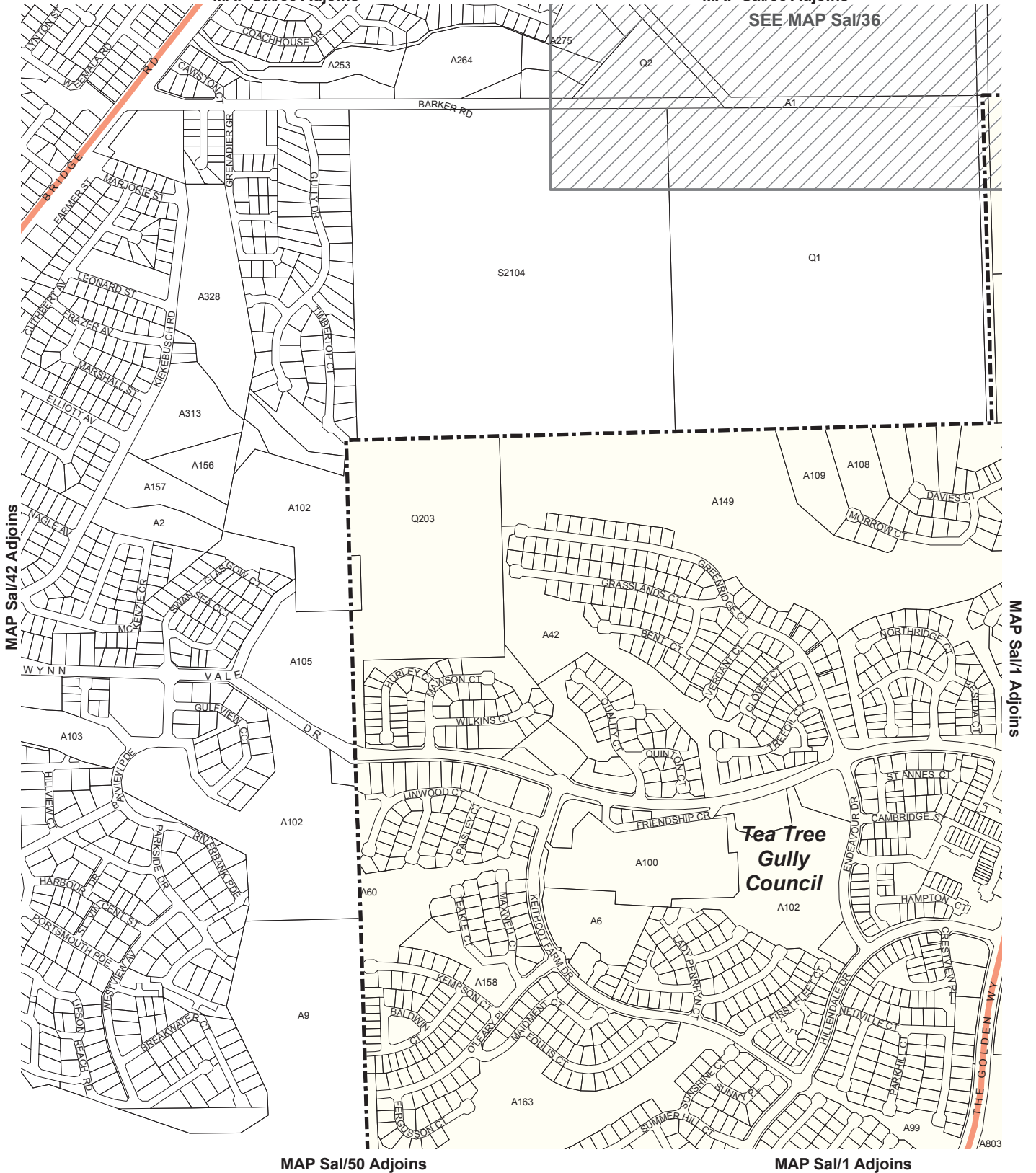


- S School
- Local Reserves
- Recreation Park
- Waterbodies
- Development Plan Boundary

Location Map Sal/43

MAP Sal/35 Adjoins



MAP Sal/36 Adjoins
SEE MAP Sal/36



**Tea Tree
Gully
Council**



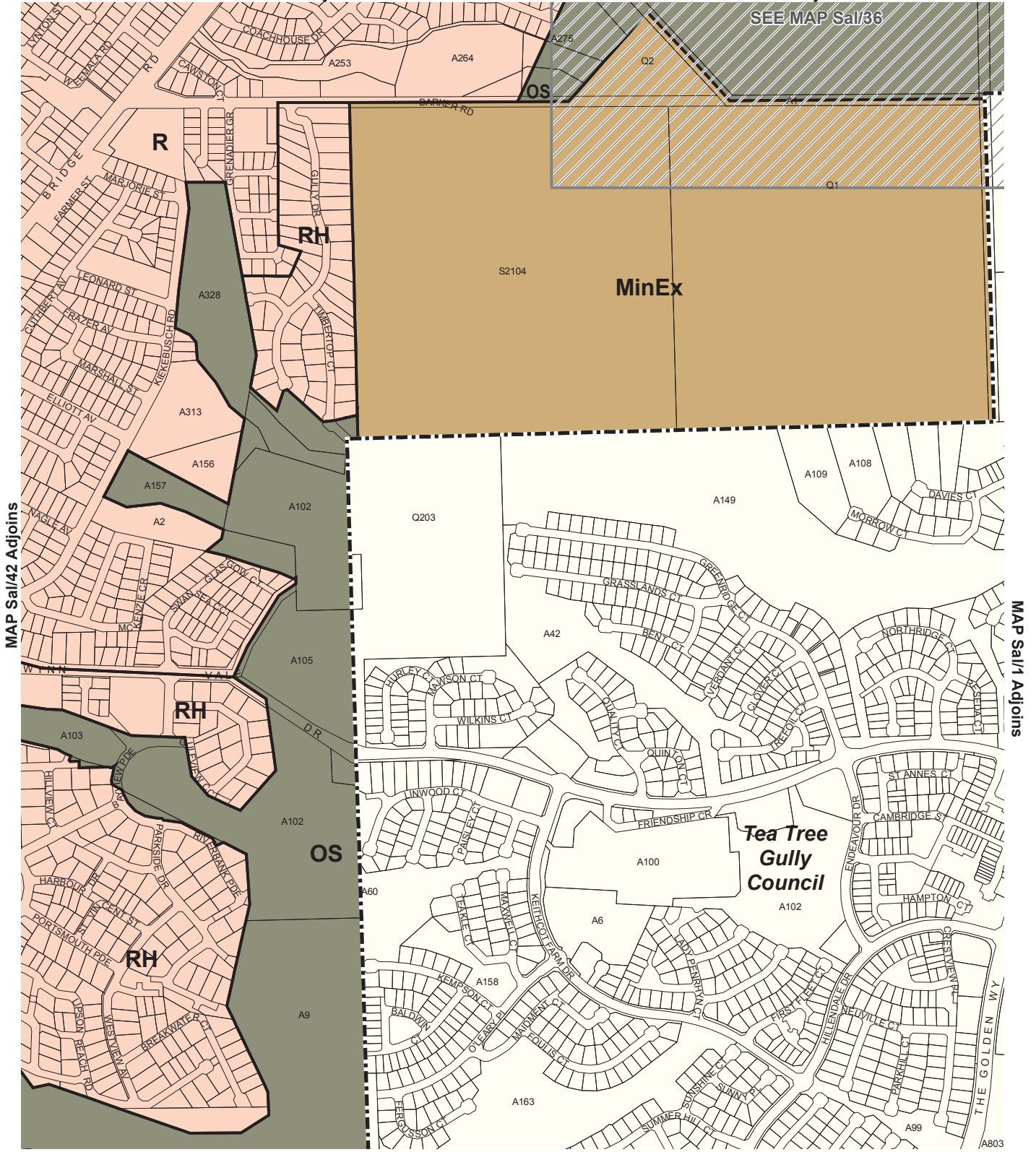
Overlay Map Sal/43 TRANSPORT

-  Secondary Arterial Roads
-  Development Plan Boundary

MAP Sal/35 Adjoins

MAP Sal/36 Adjoins

SEE MAP Sal/36



MAP Sal/50 Adjoins

MAP Sal/1 Adjoins

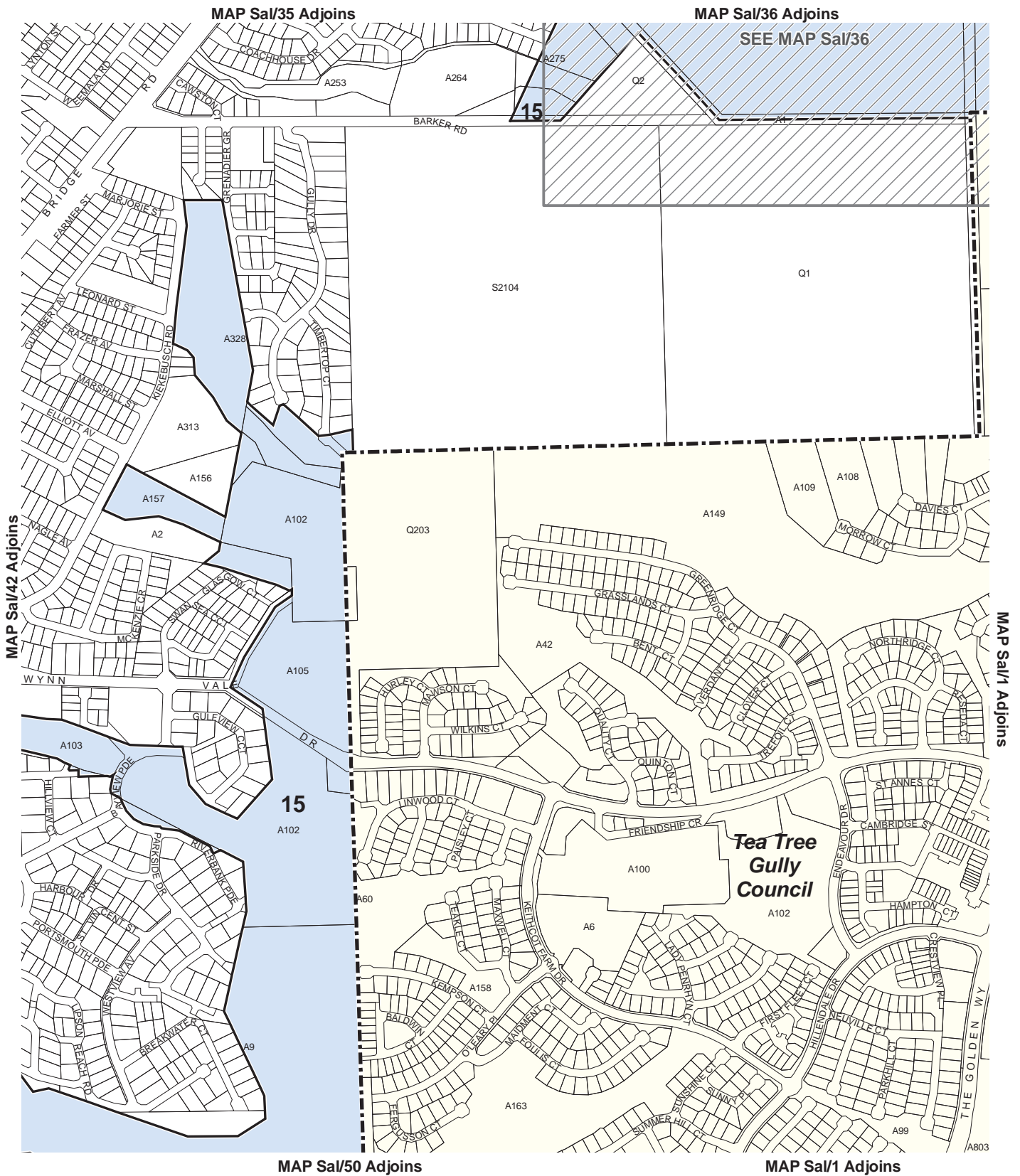
See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94



Zones

- MinEx Mineral Extraction
- OS Open Space
- R Residential
- RH Residential Hills
- Zone Boundary
- Development Plan Boundary

Zone Map Sal/43



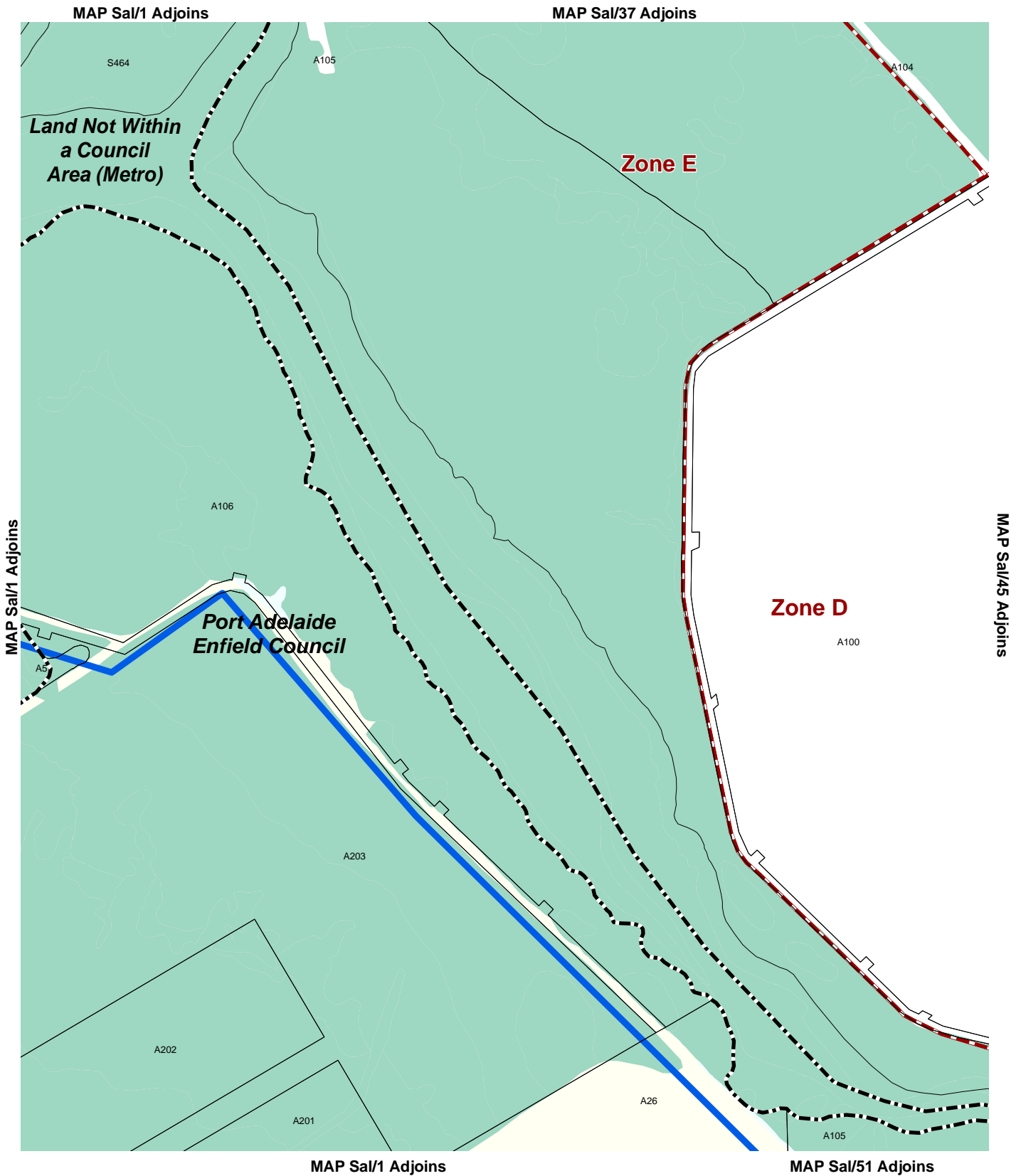
See enlargement map for accurate representation.
 Lamberts Conformal Conic Projection, GDA94

Policy Area
 15 Recreation



Policy Area Map Sal/43





- Policy Area Boundary
- Development Plan Boundary



Airport Building Heights

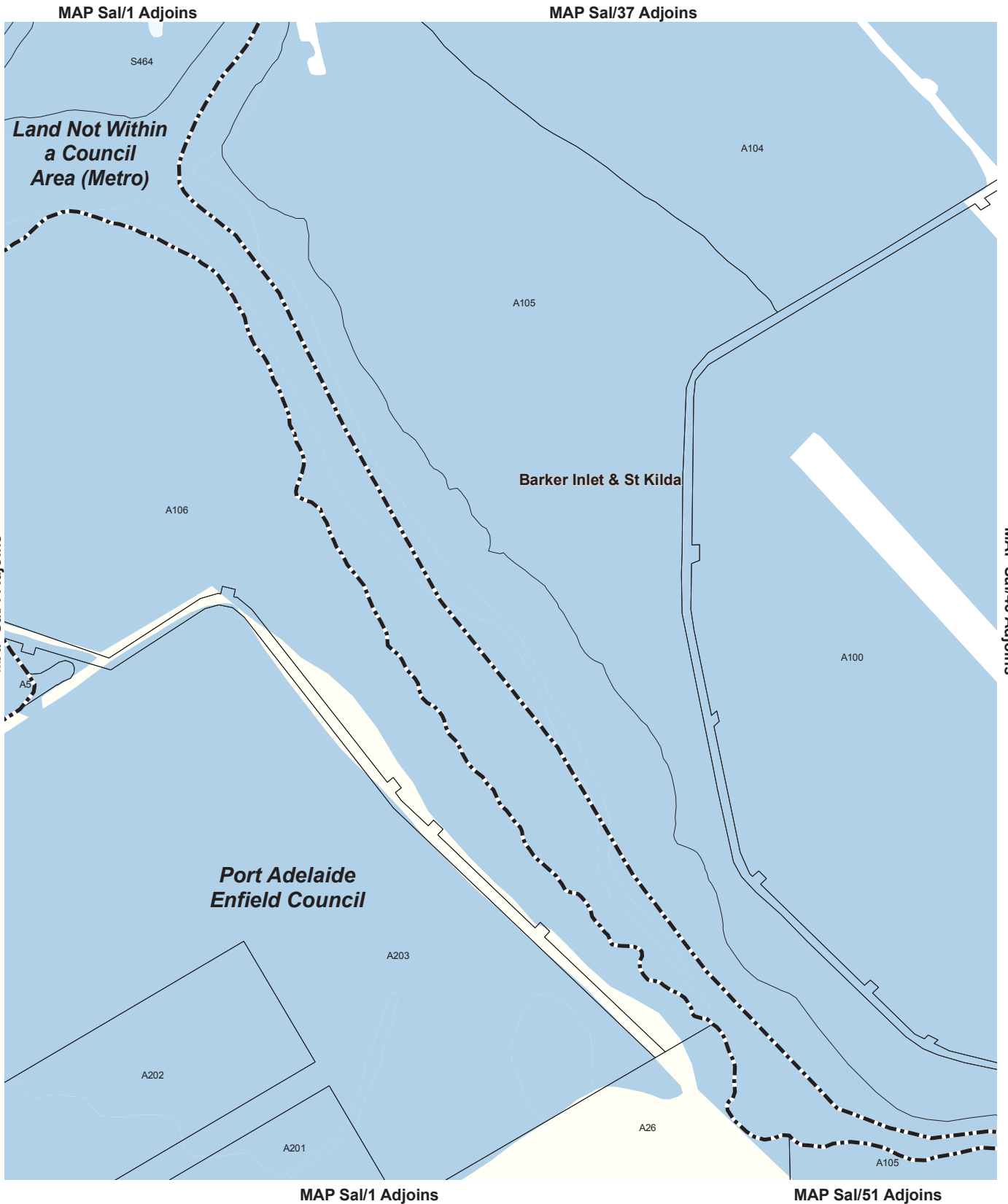
- Zone D** All Structures Exceeding 45 metres above existing ground level
- Zone E** All Structures Exceeding 100 metres above existing ground level



-  Epic Energy Gas Pipeline
-  Airport Building Heights
-  Coastal Acid Sulfate Soils
-  Development Plan Boundary

Overlay Map Sal/44

DEVELOPMENT CONSTRAINTS



Overlay Map Sal/44

NATURAL RESOURCES

- Wetlands of National Importance
- Development Plan Boundary

MAP Sal/1 Adjoins
S464

MAP Sal/37 Adjoins

Land Not Within
a Council
Area (Metro)

A104

CstCon

Centreline of levee

A106

DU

A100

MAP Sal/1 Adjoins

MAP Sal/45 Adjoins

A5

Port Adelaide
Enfield Council

A203

A202

A201

A26

A105

A105

MAP Sal/1 Adjoins

MAP Sal/51 Adjoins

Lamberts Conformal Conic Projection, GDA94

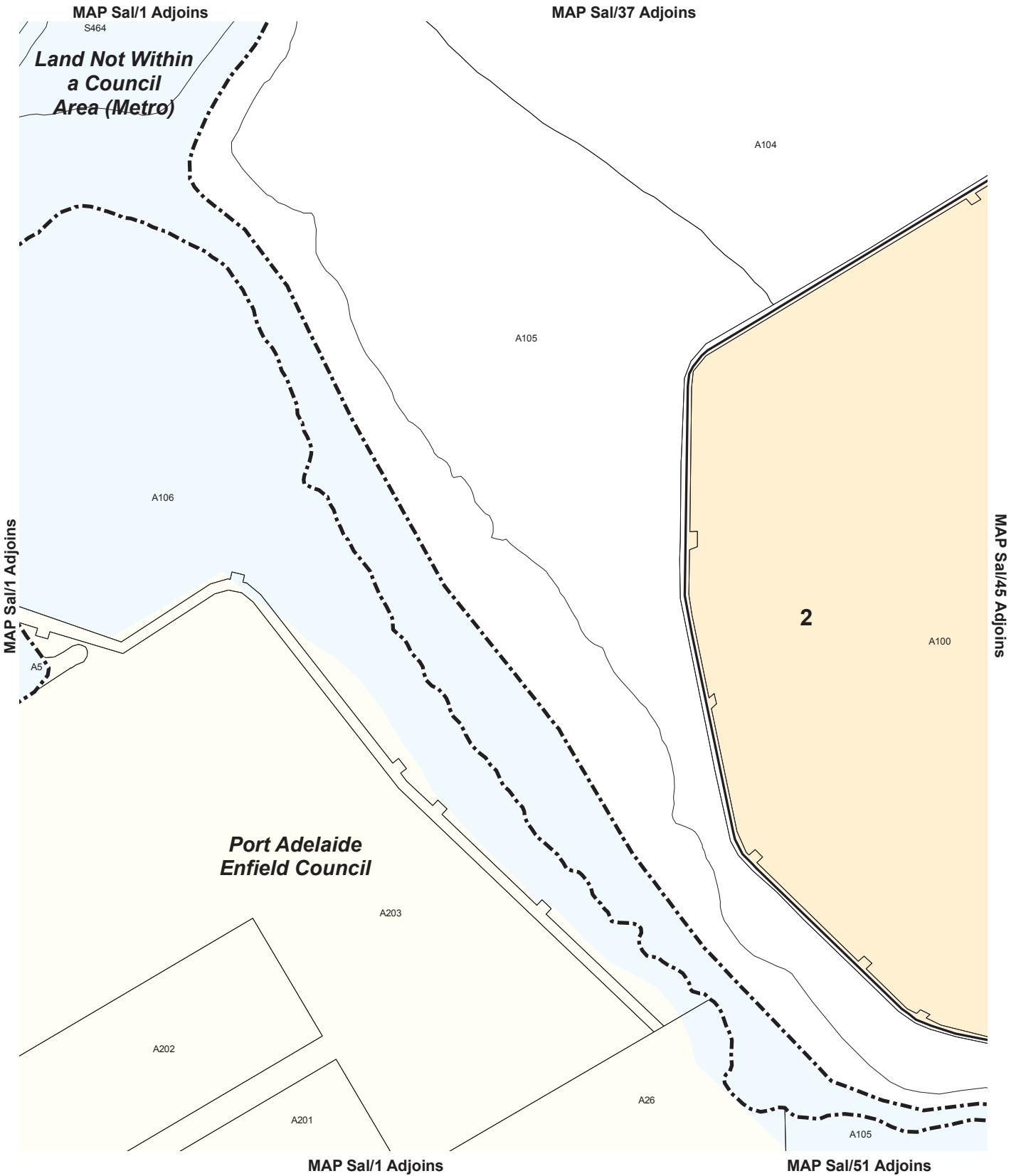


0 500 m

Zones

- CstCon Coastal Conservation
- DU Deferred Urban
- Zone Boundary
- Development Plan Boundary

Zone Map Sal/44



Lamberts Conformal Conic Projection, GDA94

Precinct
2 Deferred Urban



Precinct Map Sal/44

- Precinct Boundary
- Development Plan Boundary

MAP Sal/37 Adjoins



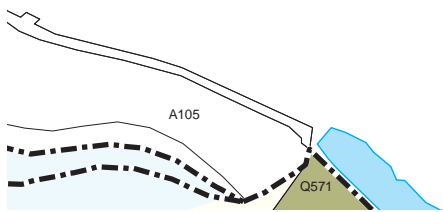
MAP Sal/38 Adjoins



MAP Sal/44 Adjoins

MAP Sal/46 Adjoins

A100 DRY CREEK






MAP Sal/51 Adjoins



MAP Sal/52 Adjoins



Location Map Sal/45

-  Local Reserves
-  Waterbodies
-  Development Plan Boundary

MAP Sal/37 Adjoins



MAP Sal/38 Adjoins

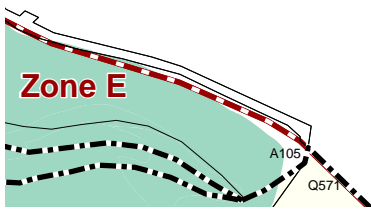
MAP Sal/44 Adjoins

Zone D

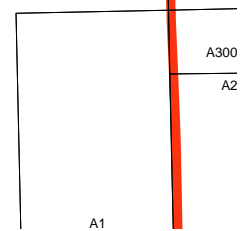
A100

MAP Sal/46 Adjoins

A2



MAP Sal/51 Adjoins







MAP Sal/52 Adjoins

Airport Building Heights

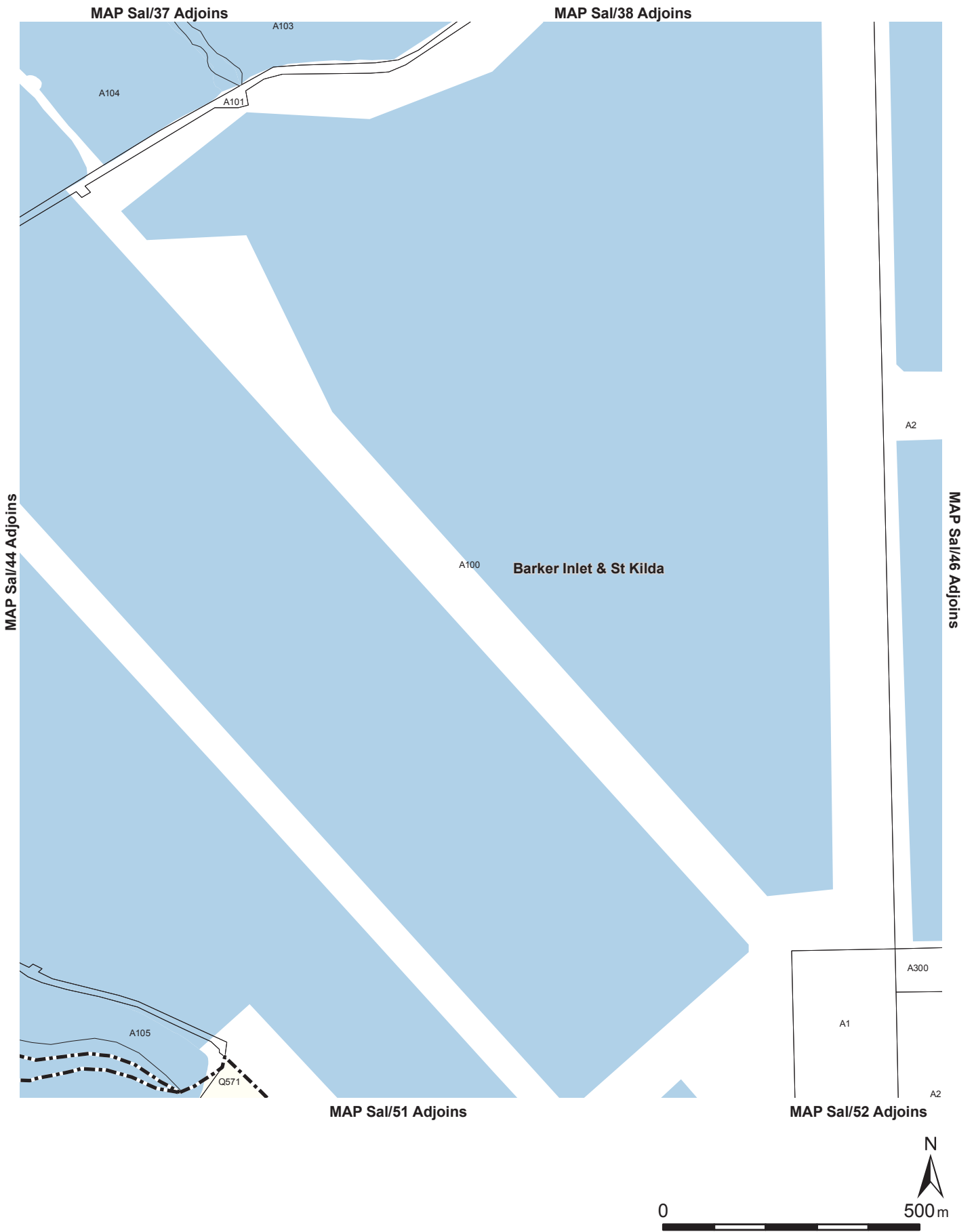
- Zone D** All Structures Exceeding 45 metres above existing ground level
- Zone E** All Structures Exceeding 100 metres above existing ground level



-  South East Australia Gas Pipeline
-  Airport Building Heights
-  Coastal Acid Sulfate Soils
-  Development Plan Boundary

Overlay Map Sal/45

DEVELOPMENT CONSTRAINTS



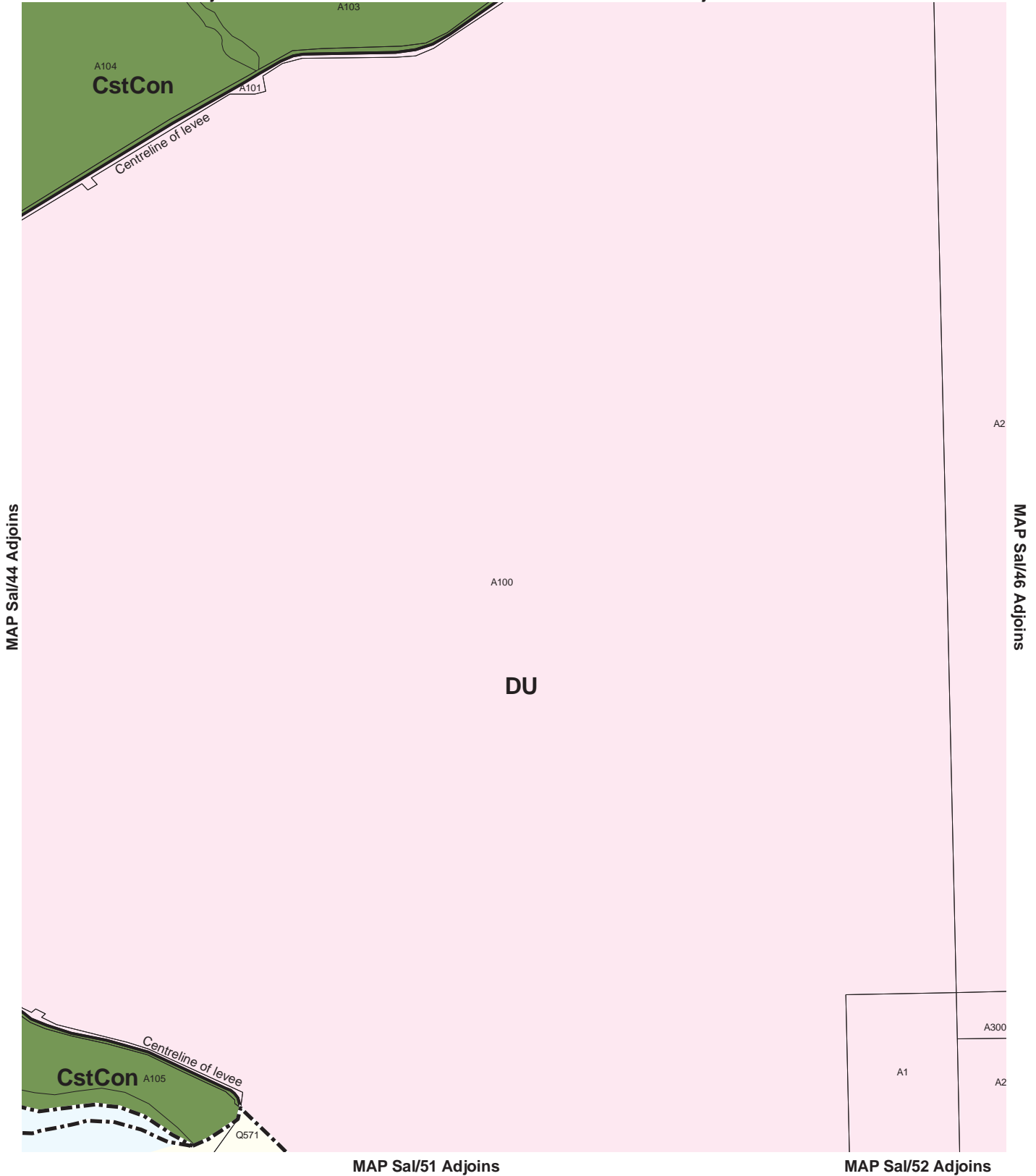
- Wetlands of National Importance
- Development Plan Boundary

Overlay Map Sal/45

NATURAL RESOURCES

MAP Sal/37 Adjoins

MAP Sal/38 Adjoins

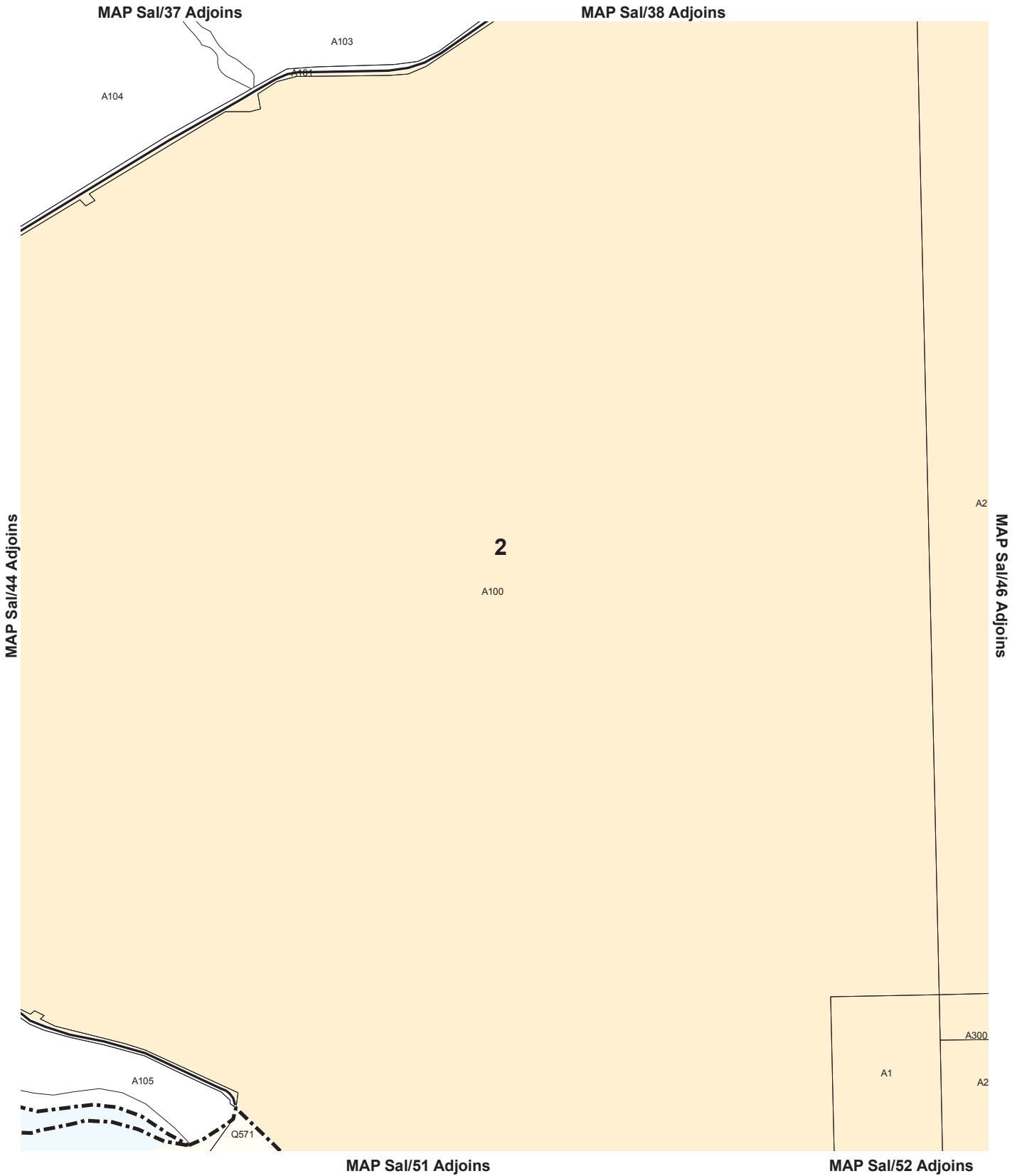


Lamberts Conformal Conic Projection, GDA94



- Zones**
- CstCon Coastal Conservation
 - DU Deferred Urban
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/45



Lamberts Conformal Conic Projection, GDA94

Precinct
 2 Deferred Urban



Precinct Map Sal/45

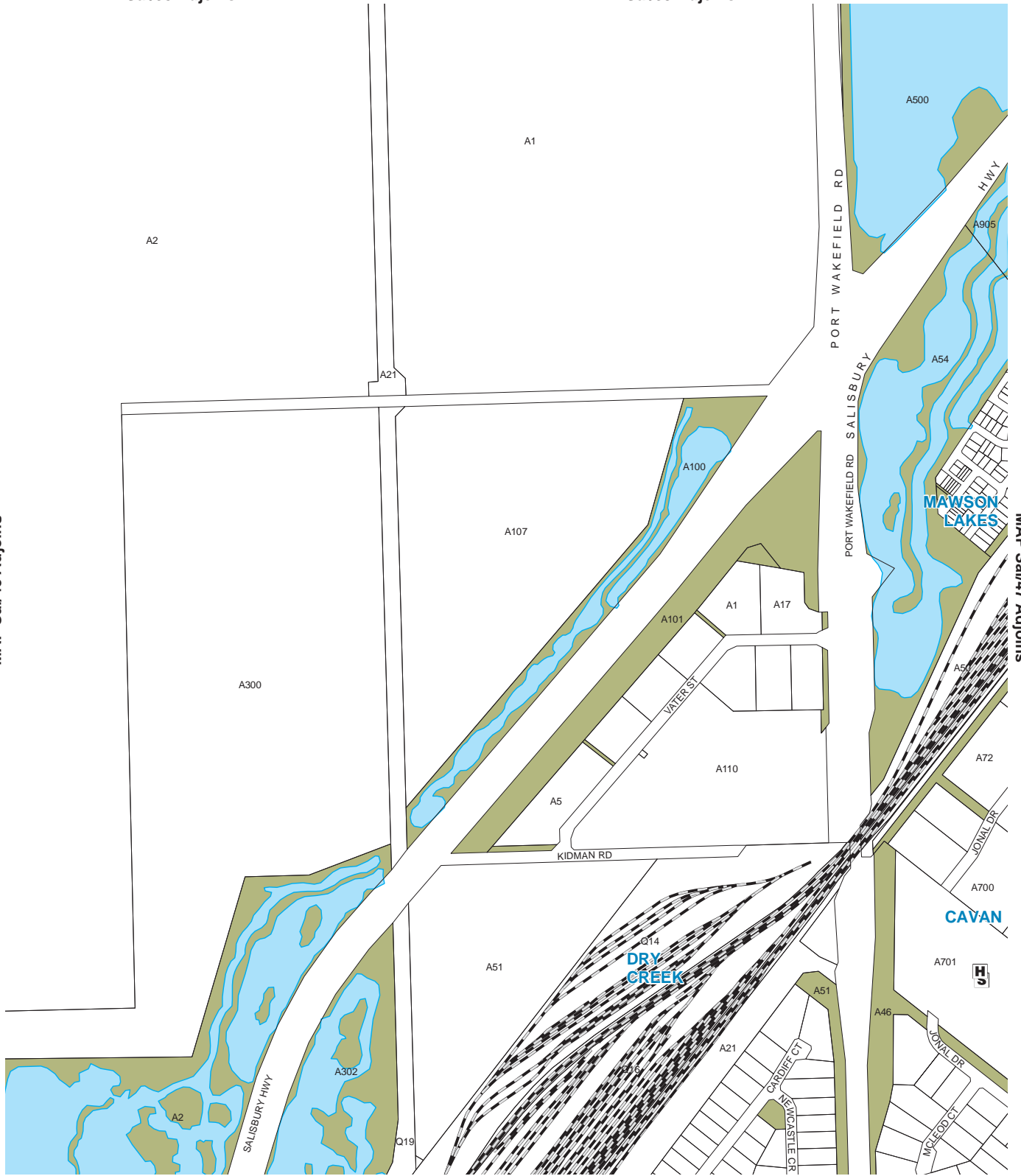
- Precinct Boundary
- Development Plan Boundary

MAP Sal/38 Adjoins

MAP Sal/39 Adjoins

MAP Sal/45 Adjoins

MAP Sal/47 Adjoins



MAP Sal/52 Adjoins

MAP Sal/53 Adjoins



- S School
- H Other Health Services
- Railways
- Local Reserves
- Waterbodies

Location Map Sal/46

MAP Sal/38 Adjoins

MAP Sal/39 Adjoins

MAP Sal/45 Adjoins

MAP Sal/47 Adjoins



MAP Sal/52 Adjoins

MAP Sal/53 Adjoins



Overlay Map Sal/46

TRANSPORT

- ▬ Primary Arterial Roads
- ▬ Secondary Arterial Roads

MAP Sal/38 Adjoins

MAP Sal/39 Adjoins

MAP Sal/45 Adjoins

MAP Sal/47 Adjoins



MAP Sal/52 Adjoins

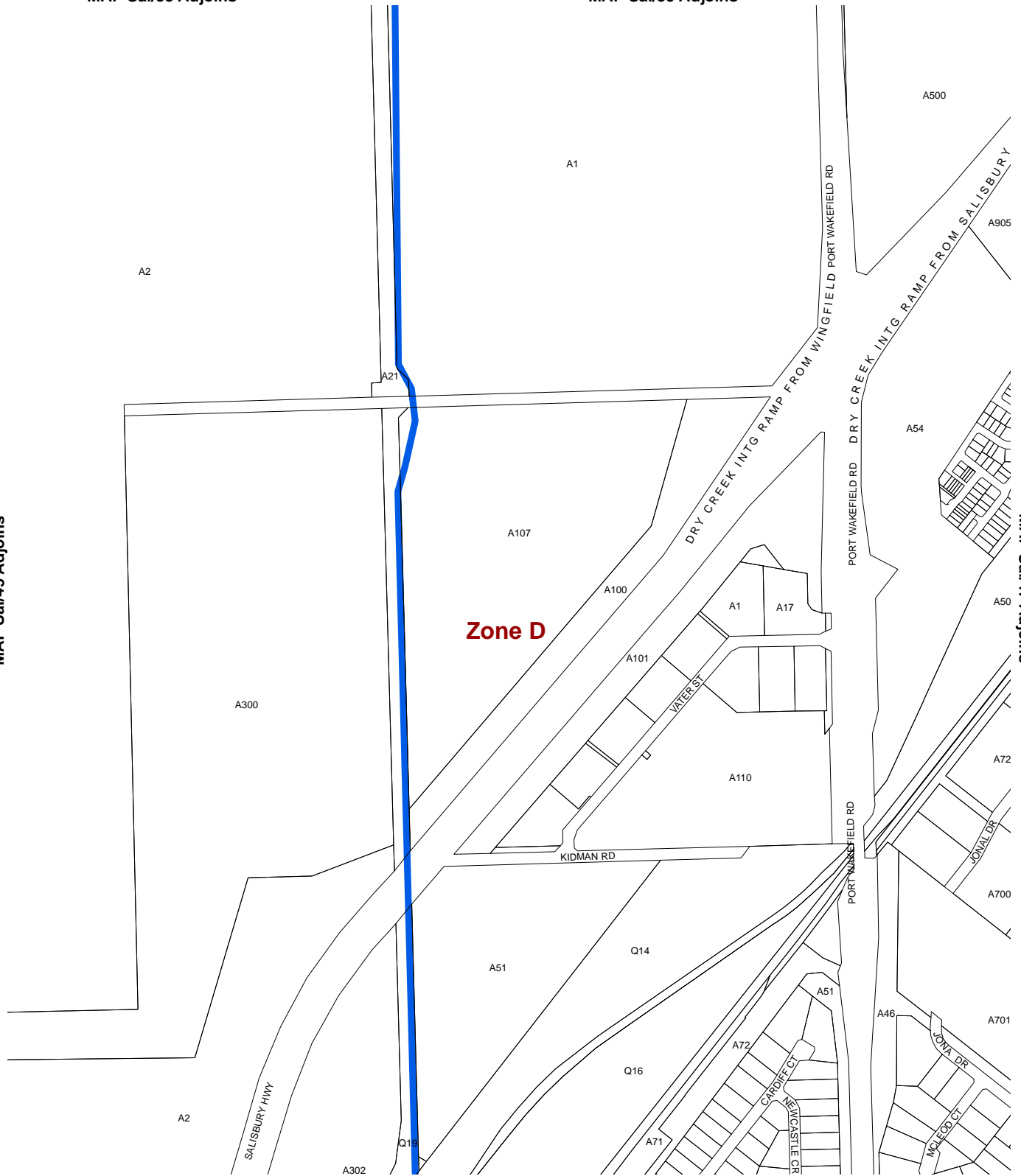
MAP Sal/53 Adjoins

Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/46 DEVELOPMENT CONSTRAINTS

-  Epic Energy Gas Pipeline
-  Airport Building Heights

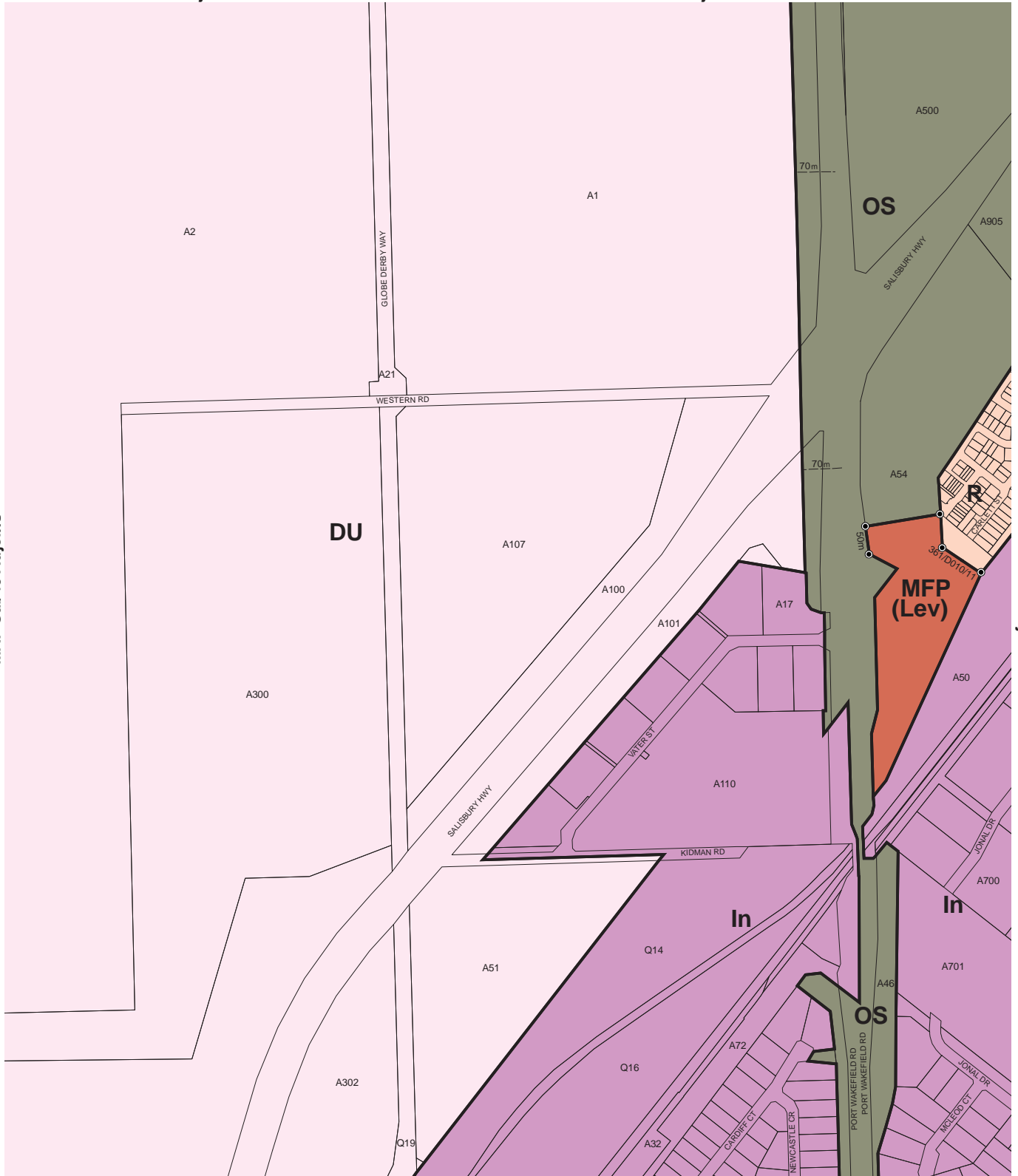


MAP Sal/38 Adjoins

MAP Sal/39 Adjoins

MAP Sal/45 Adjoins

MAP Sal/47 Adjoins



MAP Sal/52 Adjoins

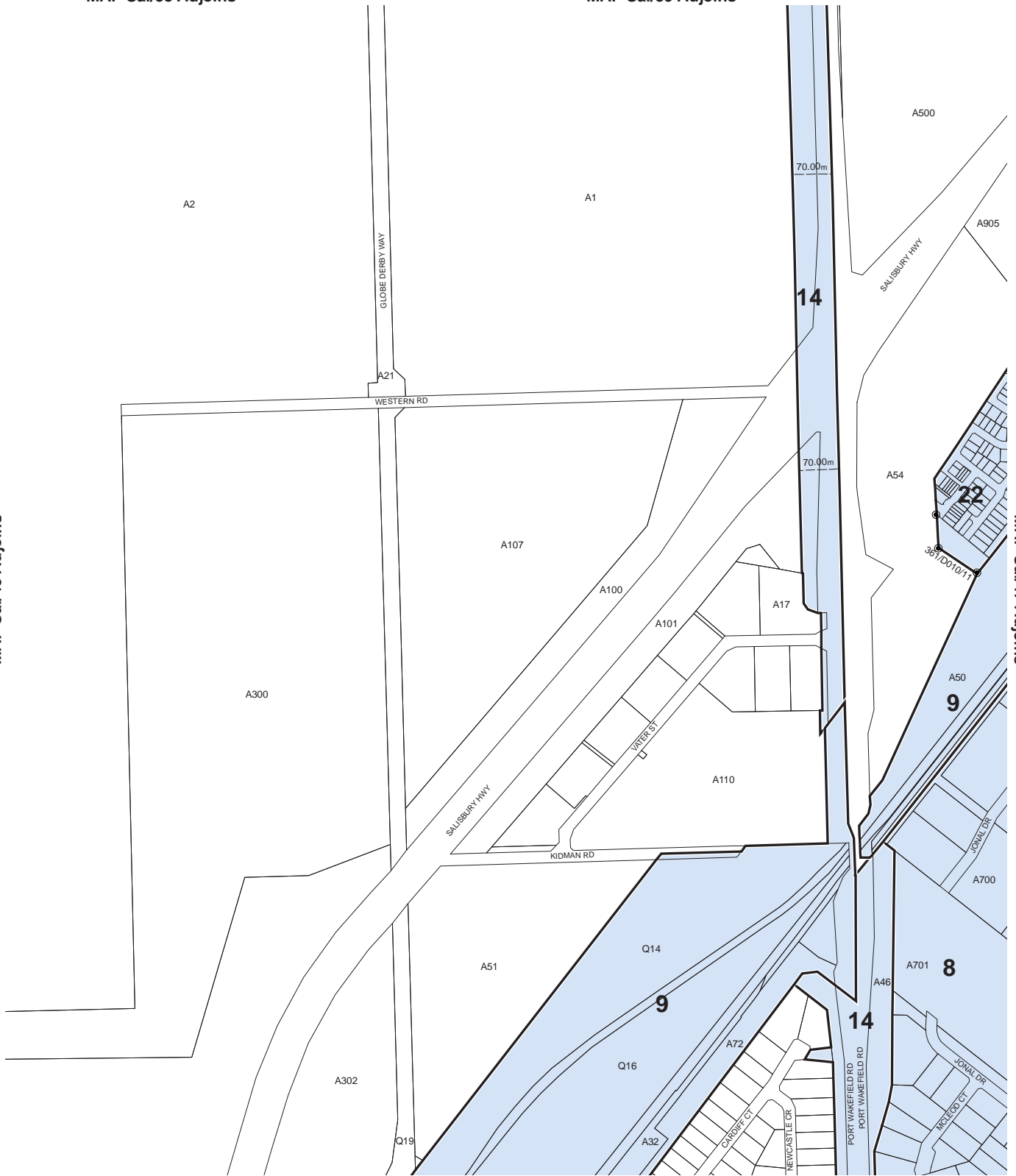
MAP Sal/53 Adjoins

Lamberts Conformal Conic Projection, GDA94



- Zones**
- DU Deferred Urban
 - In Industry
 - MFP(Lev) Multi Function Polis (Levels)
 - OS Open Space
 - R Residential
 - Zone Boundary

Zone Map Sal/46



MAP Sal/52 Adjoins

MAP Sal/53 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- 14 Landscape Buffer
- 22 Mawson Lakes
- 8 Greater Levels
- 9 Infrastructure

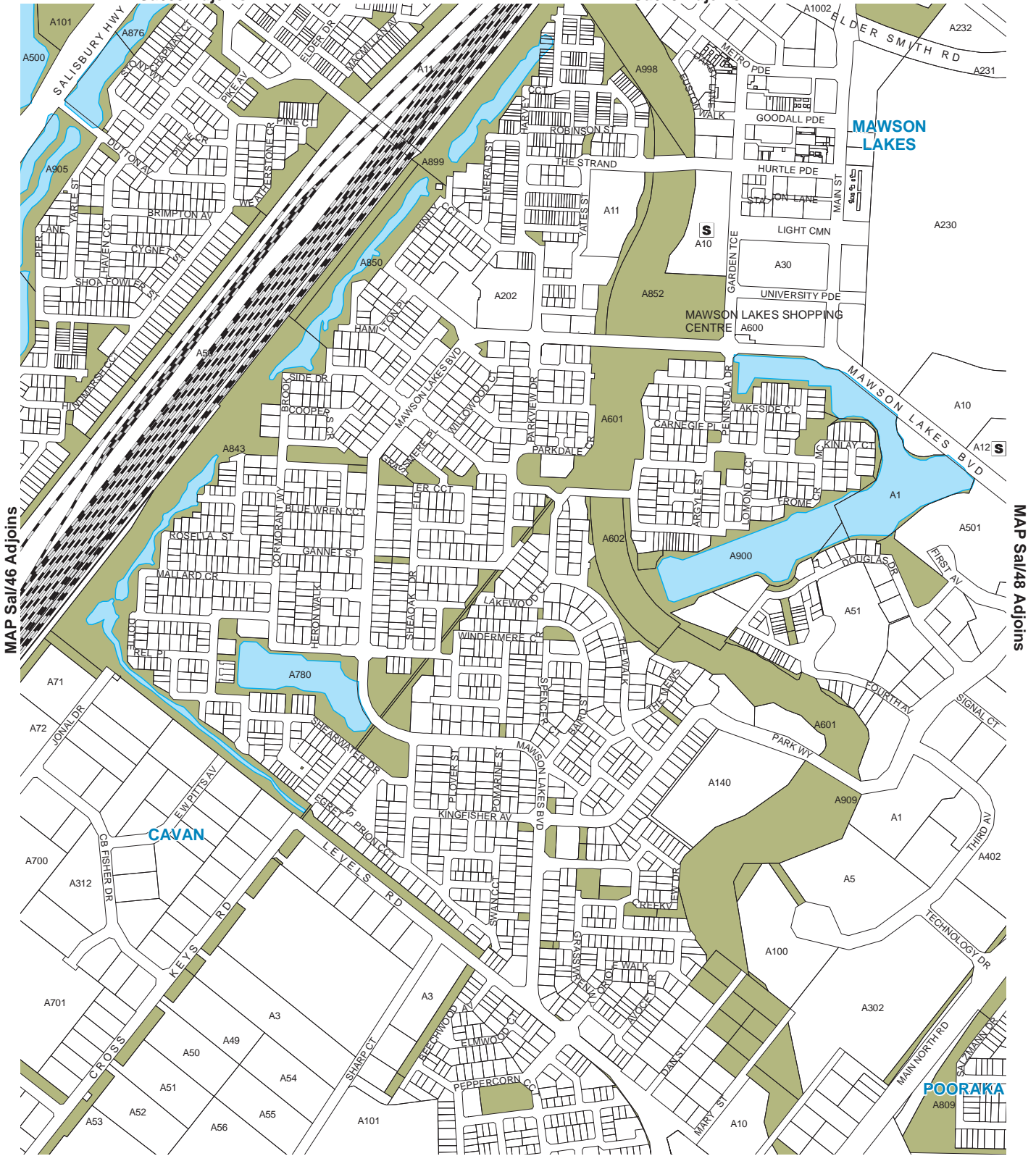


Policy Area Map Sal/46

Policy Area Boundary

MAP Sal/39 Adjoins

MAP Sal/40 Adjoins







MAP Sal/53 Adjoins

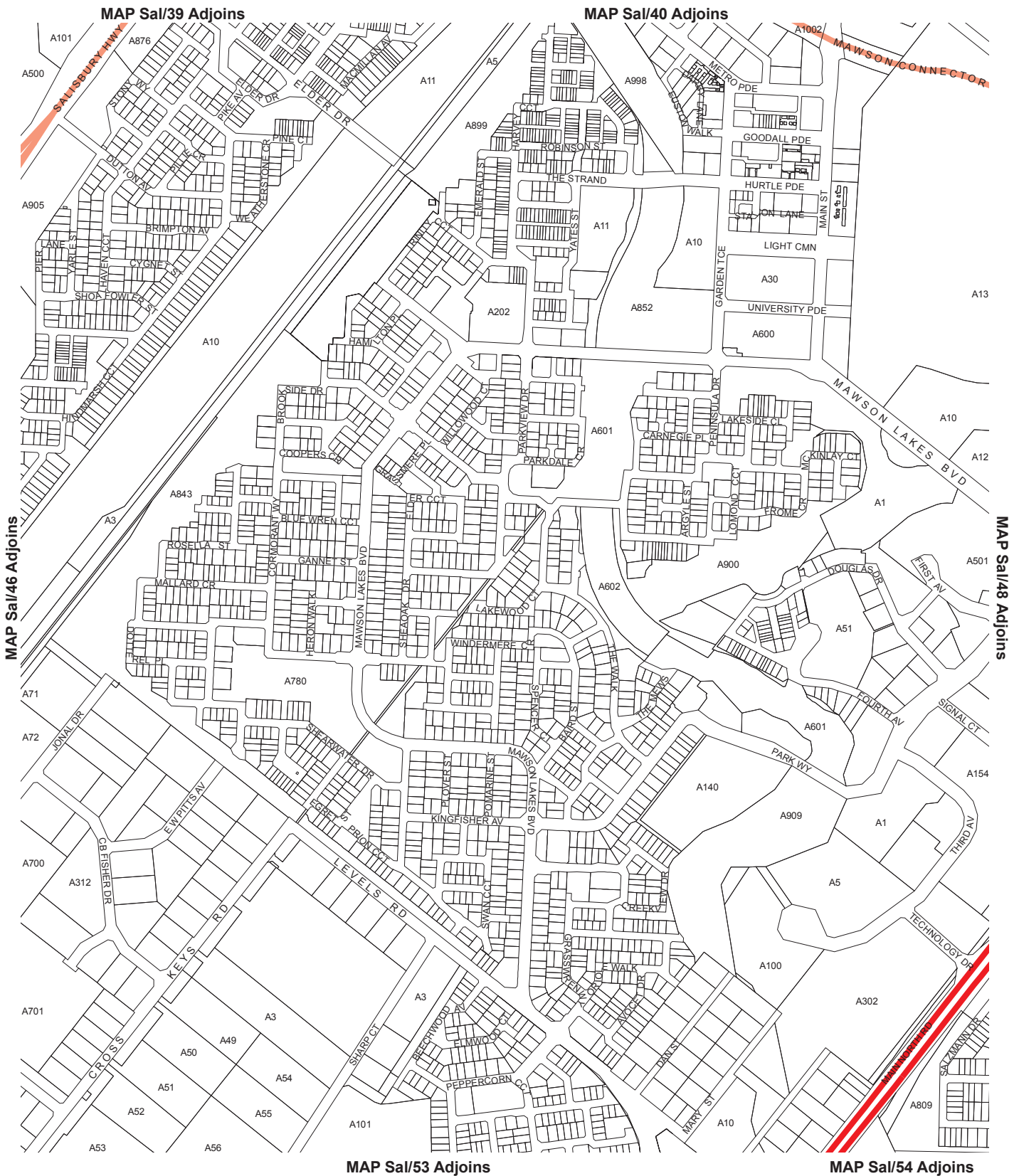
MAP Sal/54 Adjoins



0 500m

Location Map Sal/47

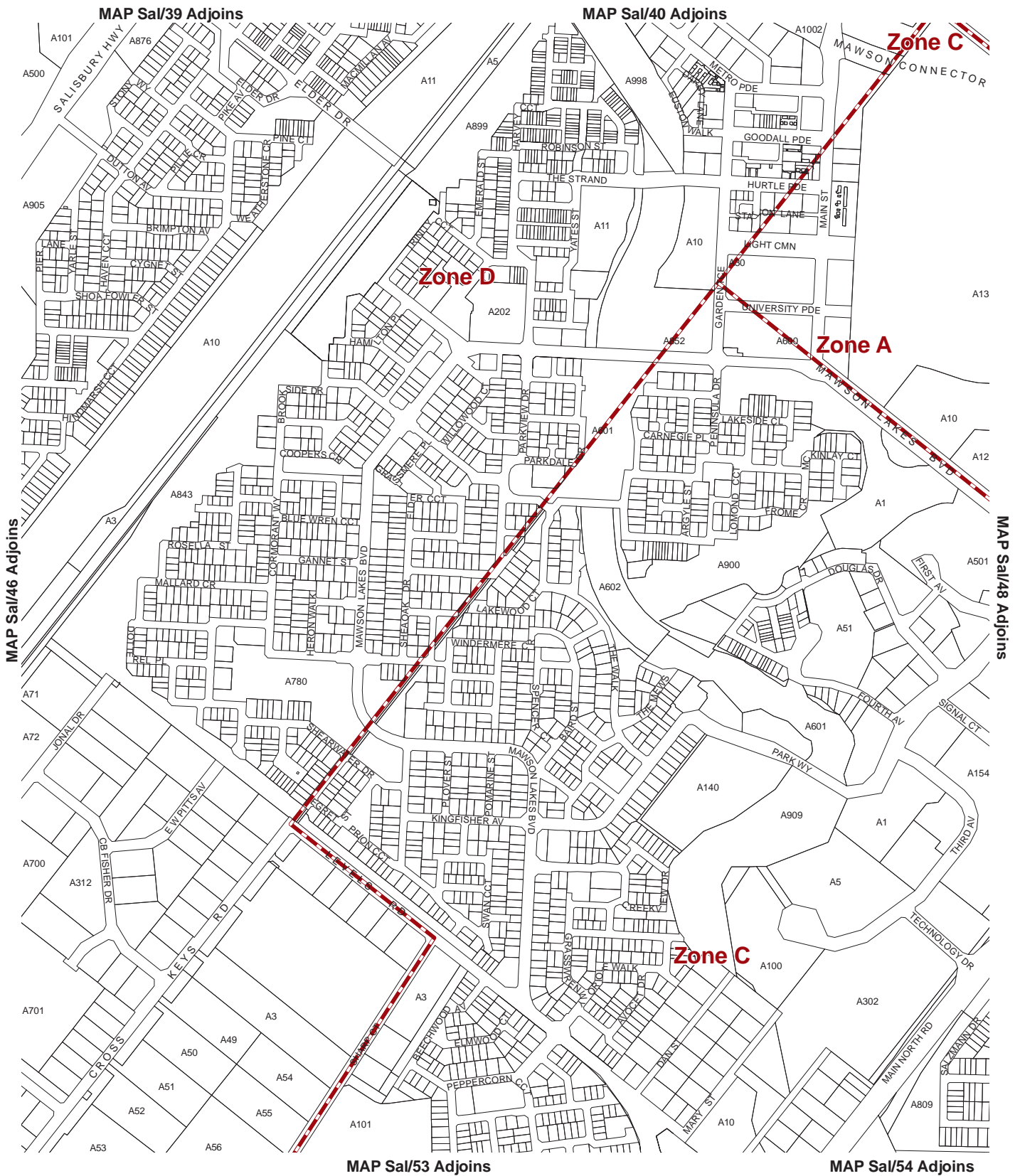
-  School
-  Railways
-  Local Reserves
-  Waterbodies



Overlay Map Sal/47

TRANSPORT

- Primary Arterial Roads
- Secondary Arterial Roads



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

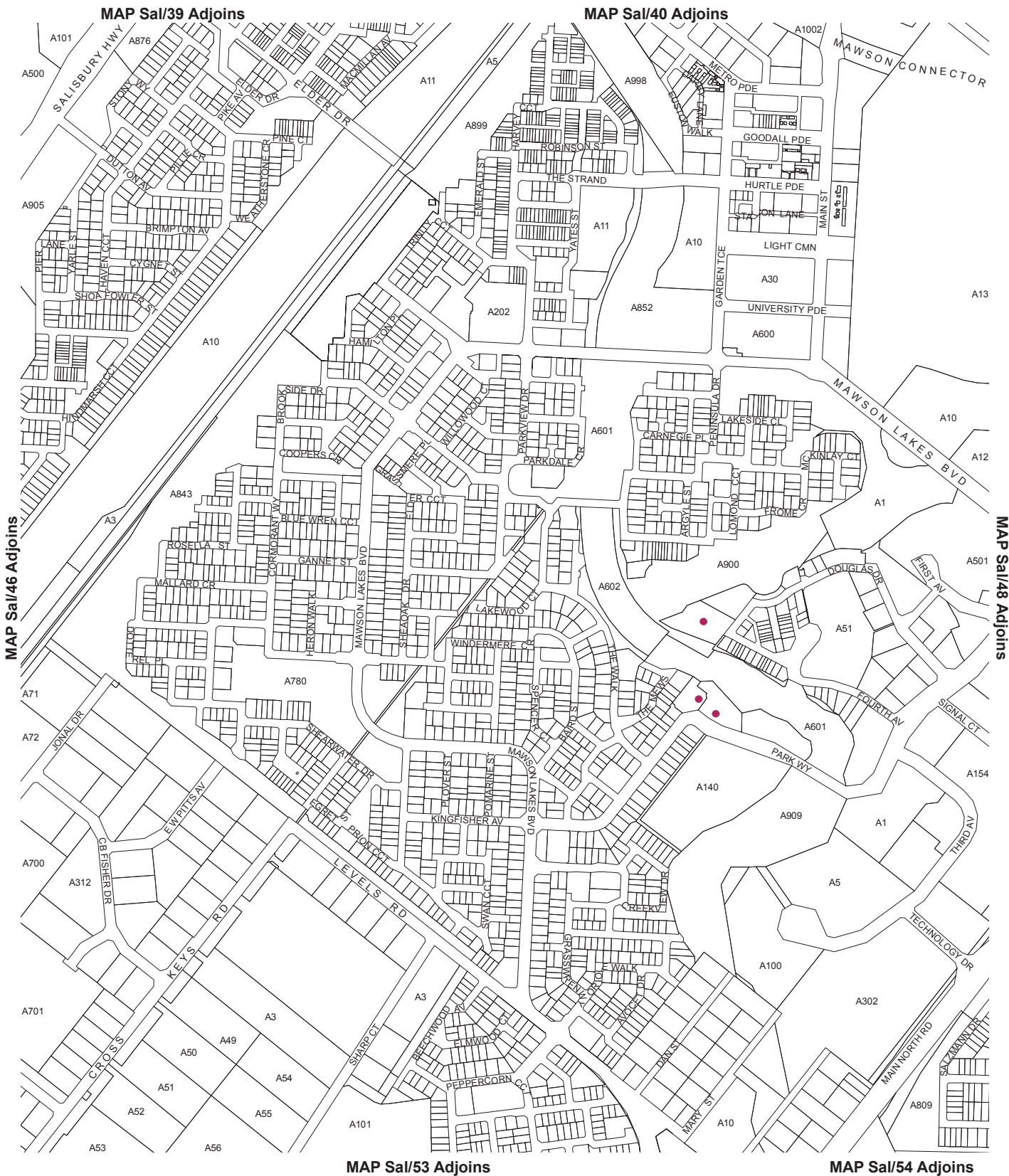
- Zone A** All Structures
- Zone B** All Structures Exceeding 15 metres above existing ground level
- Zone C** All Structures Exceeding 15 metres above existing ground level
- Zone D** All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/47

DEVELOPMENT CONSTRAINTS



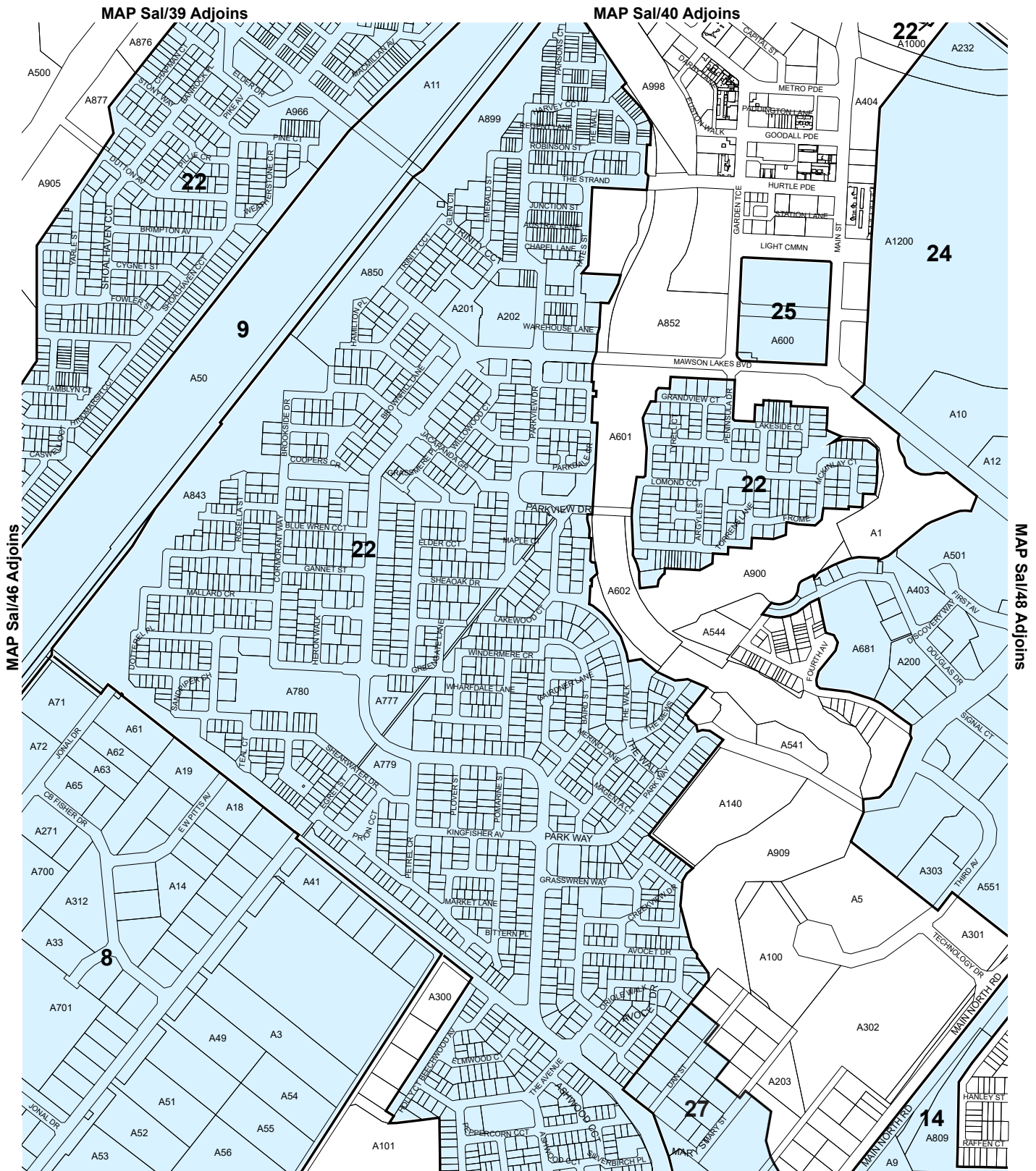


Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.



Overlay Map Sal/47 HERITAGE


● State heritage place



- Lamberts Conformal Conic Projection, GDA94
- Policy Area**
- 8 Greater Levels
 - 9 Infrastructure
 - 14 Landscape Buffer
 - 22 Mawson Lakes
 - 24 Mawson Innovation
 - 25 Main Shopping
 - 27 Business



Policy Area Map Sal/47

 Policy Area Boundary

MAP Sal/40 Adjoins

MAP Sal/41 Adjoins



MAP Sal/54 Adjoins

MAP Sal/55 Adjoins



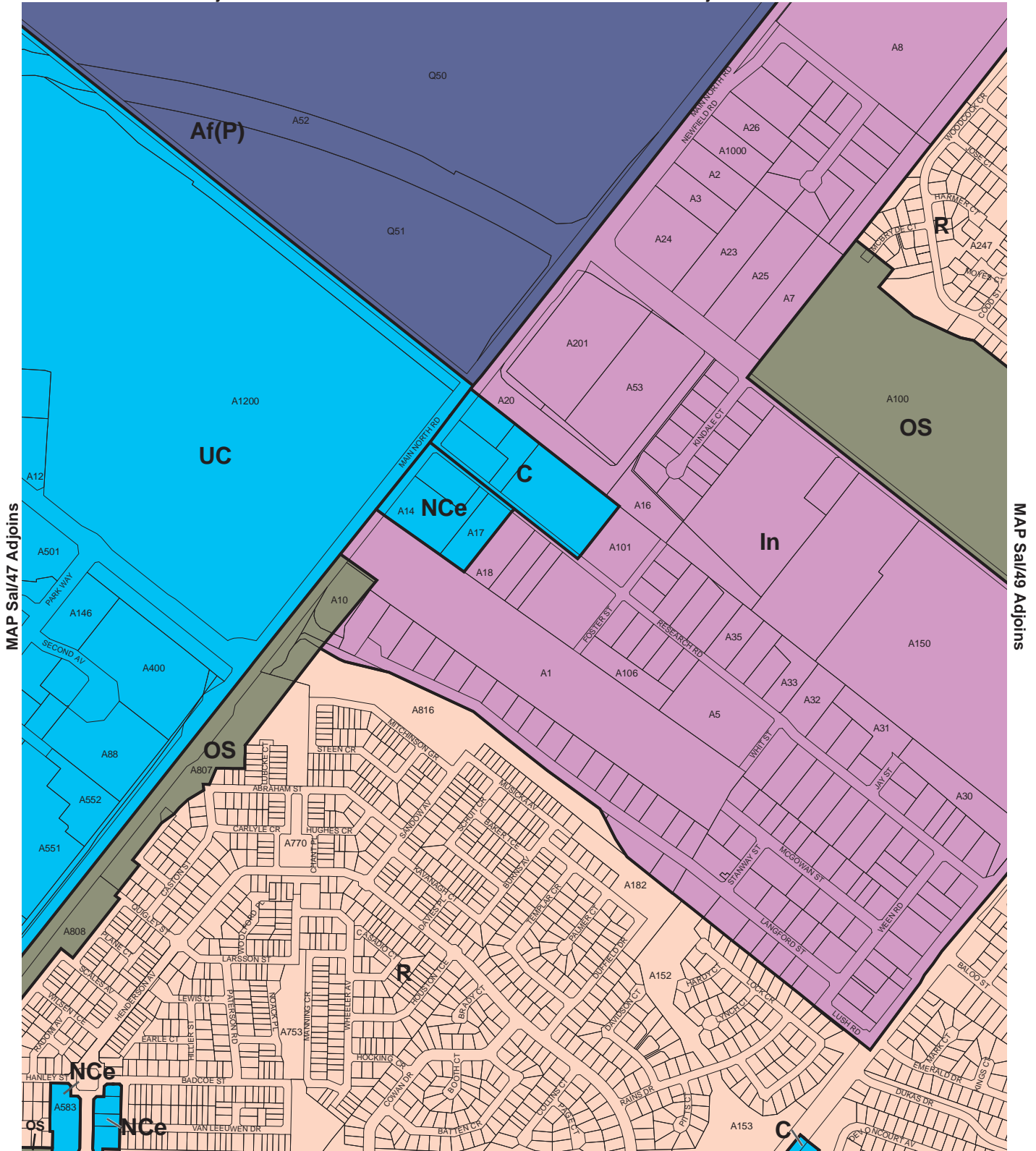
Overlay Map Sal/48

TRANSPORT

- Primary Arterial Roads
- Secondary Arterial Roads

MAP Sal/40 Adjoins

MAP Sal/41 Adjoins



Lamberts Conformal Conic Projection, GDA94

Zones

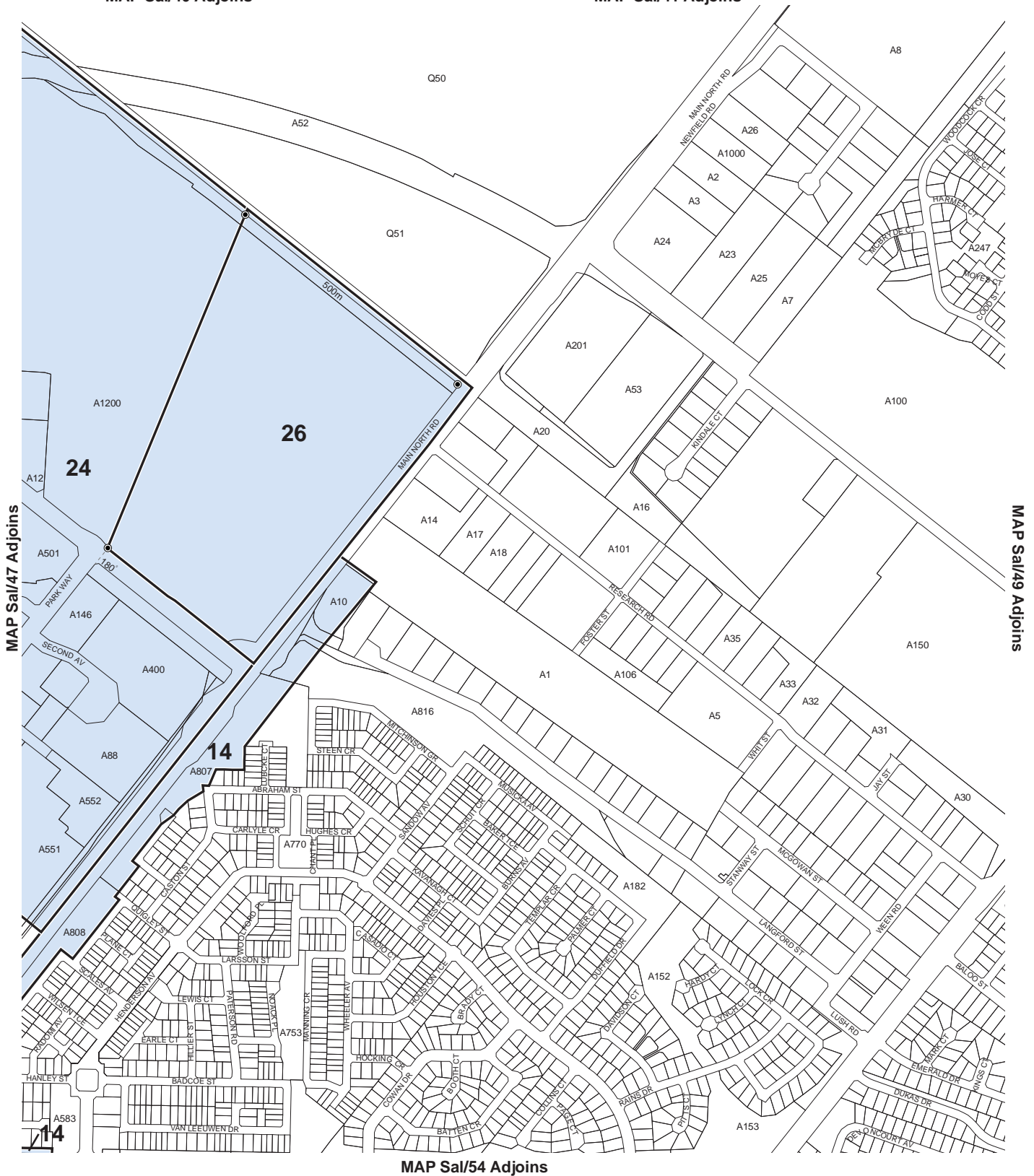
- Af(P) Airfield (Parafield)
- C Commercial
- In Industry
- NCe Neighbourhood Centre
- OS Open Space
- R Residential
- UC Urban Core
- Zone Boundary



Zone Map Sal/48

MAP Sal/40 Adjoins

MAP Sal/41 Adjoins



Lamberts Conformal Conic Projection, GDA94

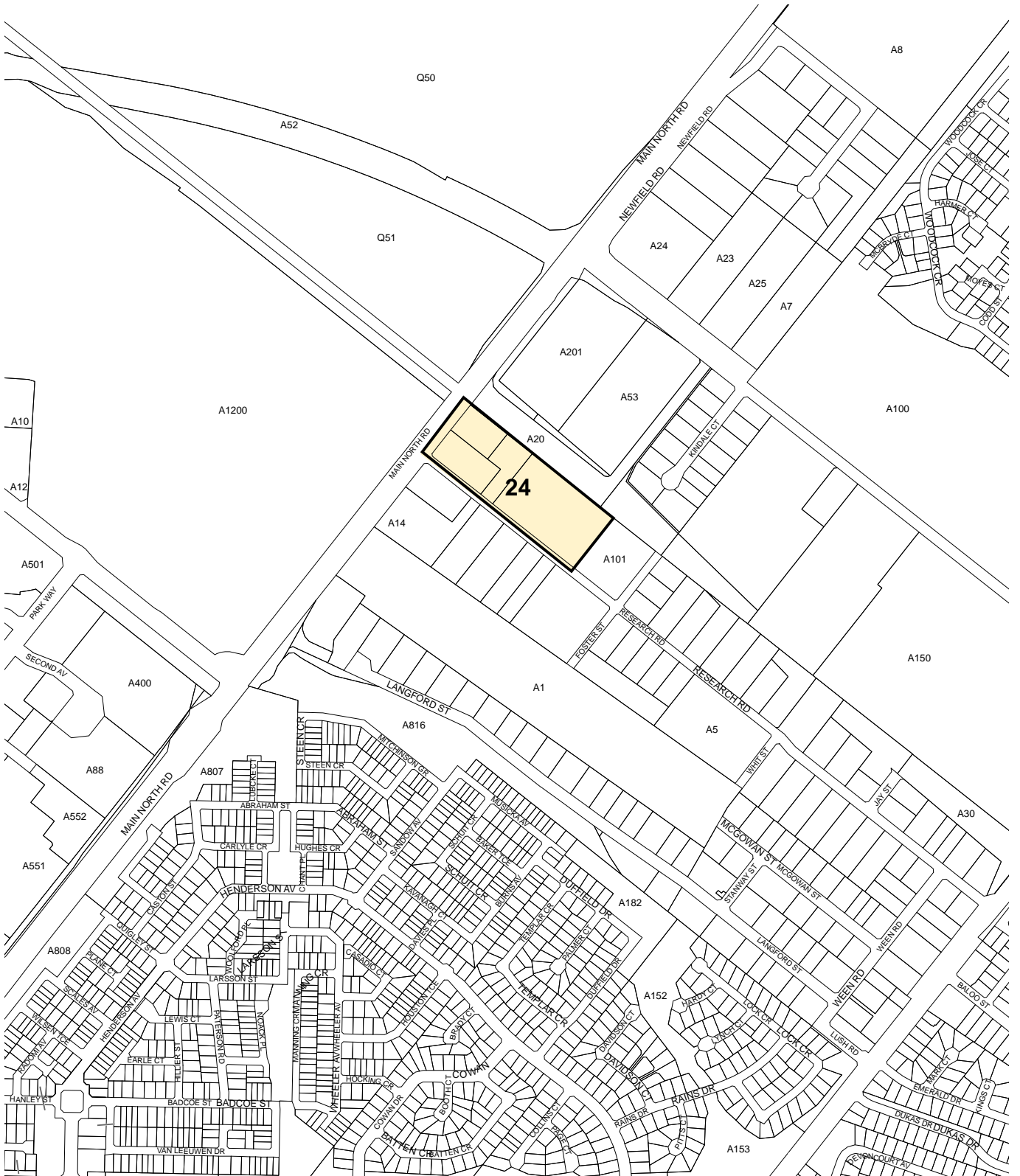
Policy Area

- 14 Landscape Buffer
- 24 Mawson Innovation
- 26 Airport Runway Control Area



Policy Area Map Sal/48

 Policy Area Boundary



Lamberts Conformal Conic Projection, GDA94

Precinct
24 Pooraka Commercial



Precinct Map Sal/48

 Precinct Boundary

MAP Sa/41 Adjoins

MAP Sa/42 Adjoins



MAP Sa/48 Adjoins

MAP Sa/50 Adjoins

MAP Sa/55 Adjoins



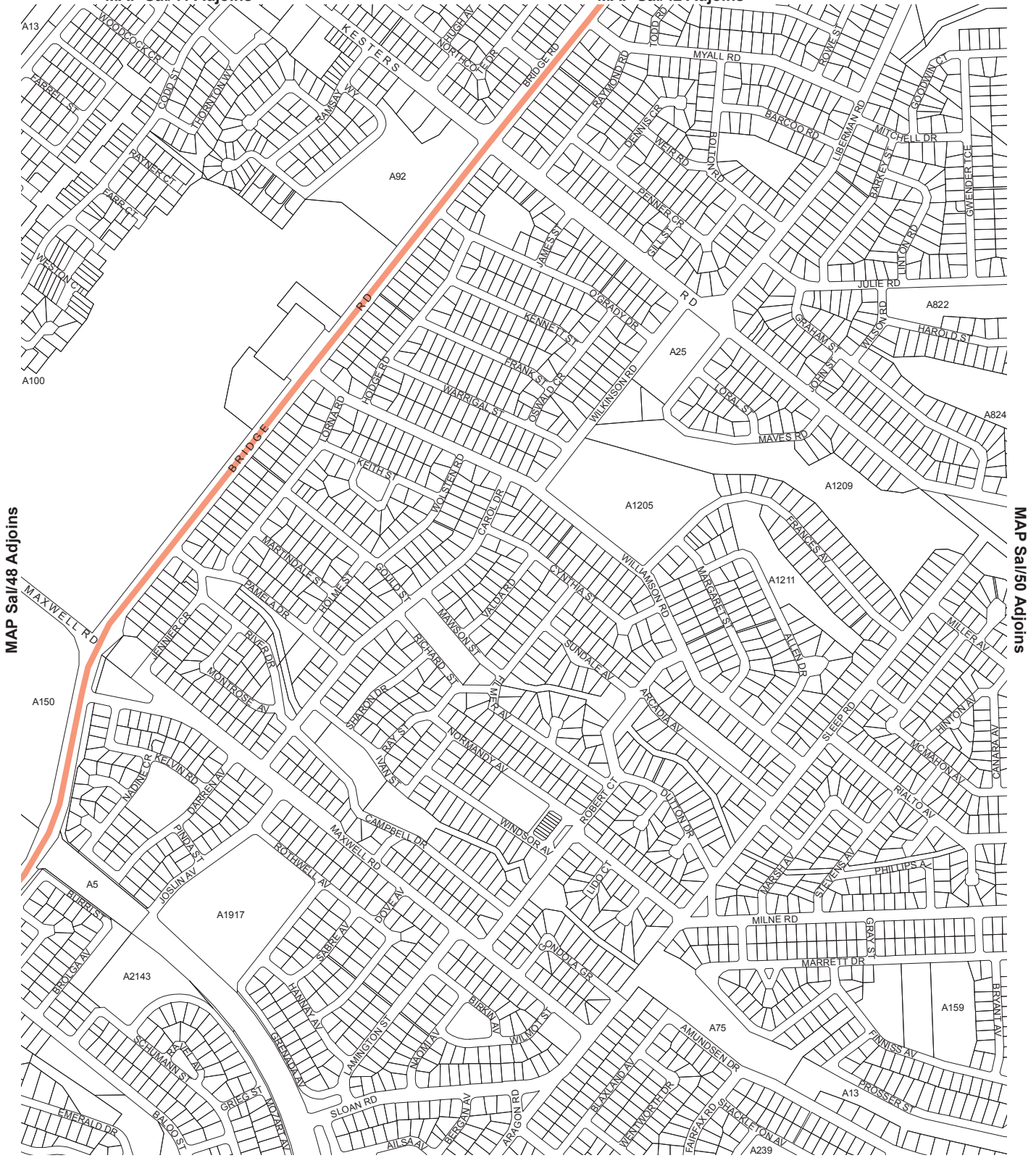
0 500m

- S** School
- L** Public Library
- P** Post Office
- H** Other Health Services
- Local Reserves

Location Map Sa/49

MAP Sal/41 Adjoins

MAP Sal/42 Adjoins



MAP Sal/55 Adjoins

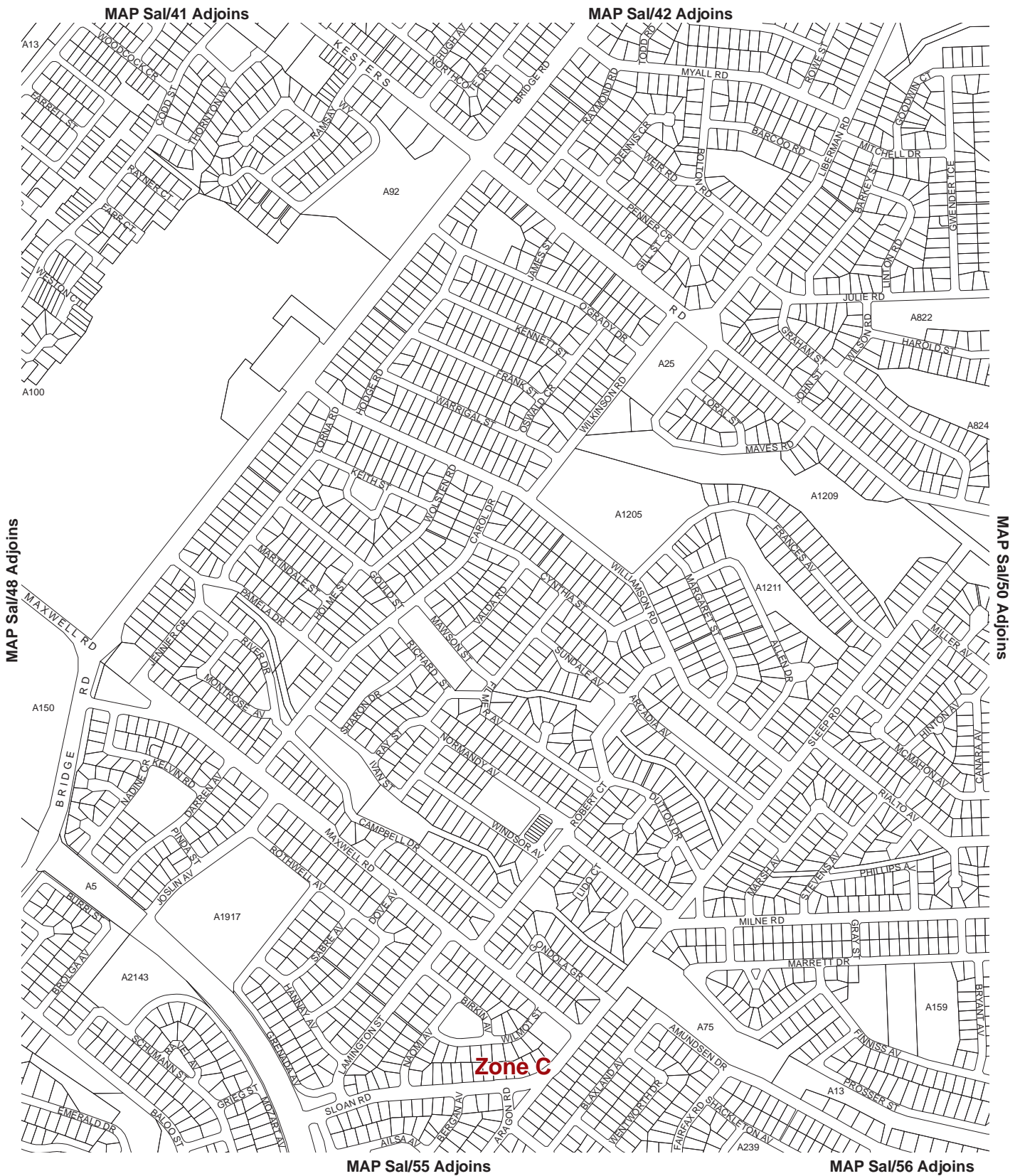
MAP Sal/56 Adjoins



Overlay Map Sal/49

TRANSPORT

 Secondary Arterial Roads



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

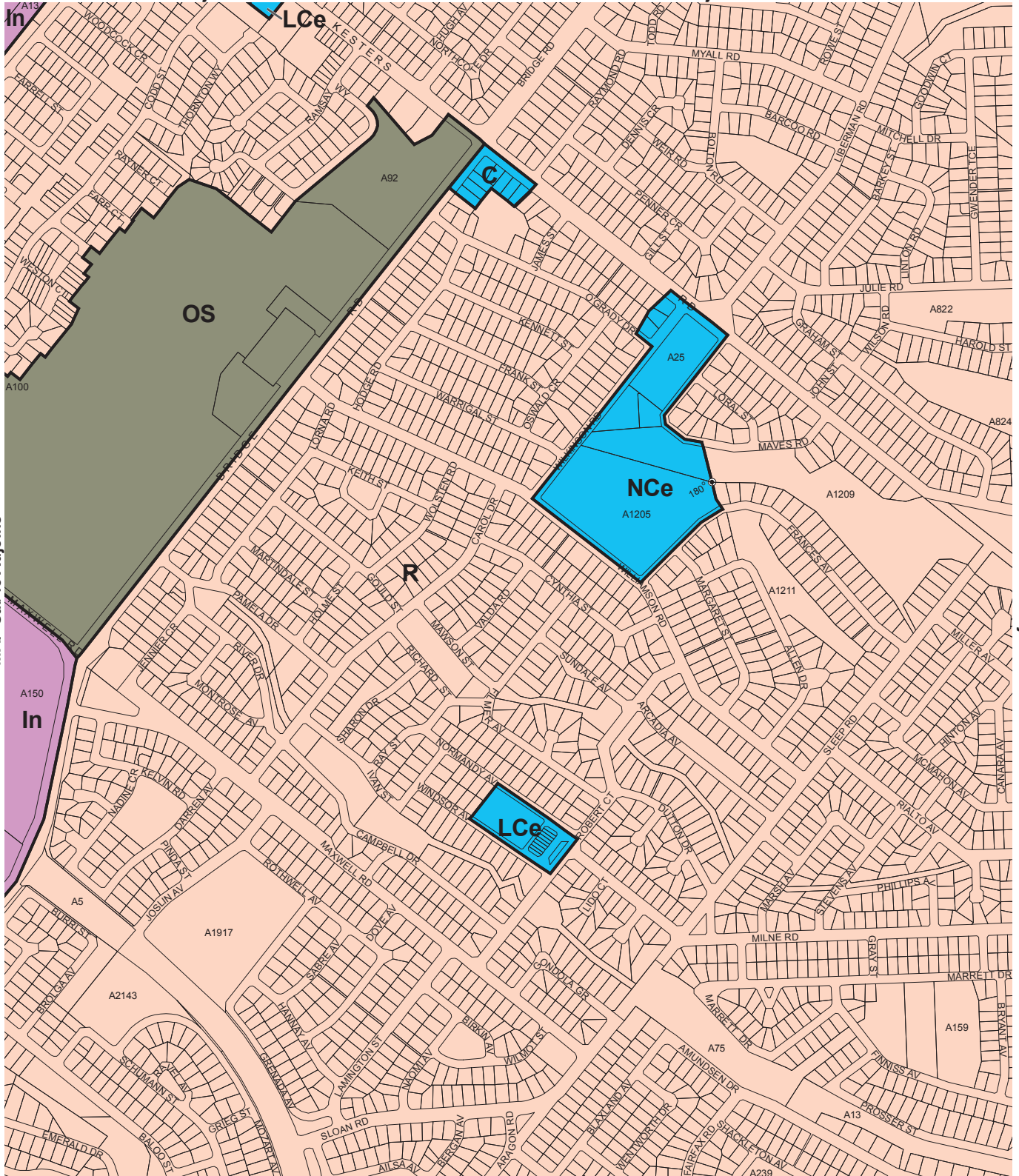
Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services
 Zone C All Structures Exceeding 15 metres above existing ground level

 Airport Building Heights

Overlay Map Sa/49 DEVELOPMENT CONSTRAINTS

MAP Sal/41 Adjoins

MAP Sal/42 Adjoins



MAP Sal/55 Adjoins

MAP Sal/56 Adjoins

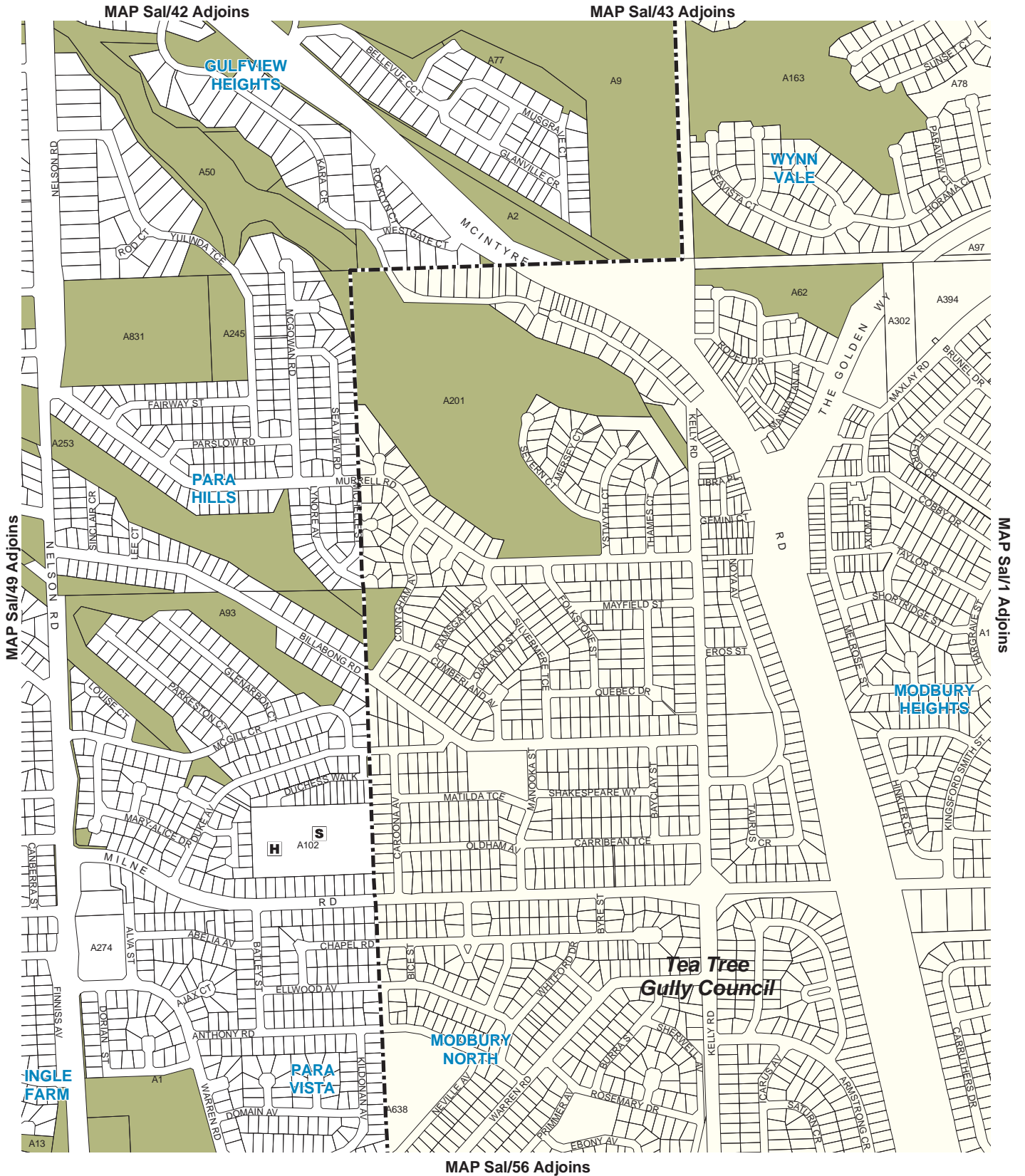
Lamberts Conformal Conic Projection, GDA94



Zones

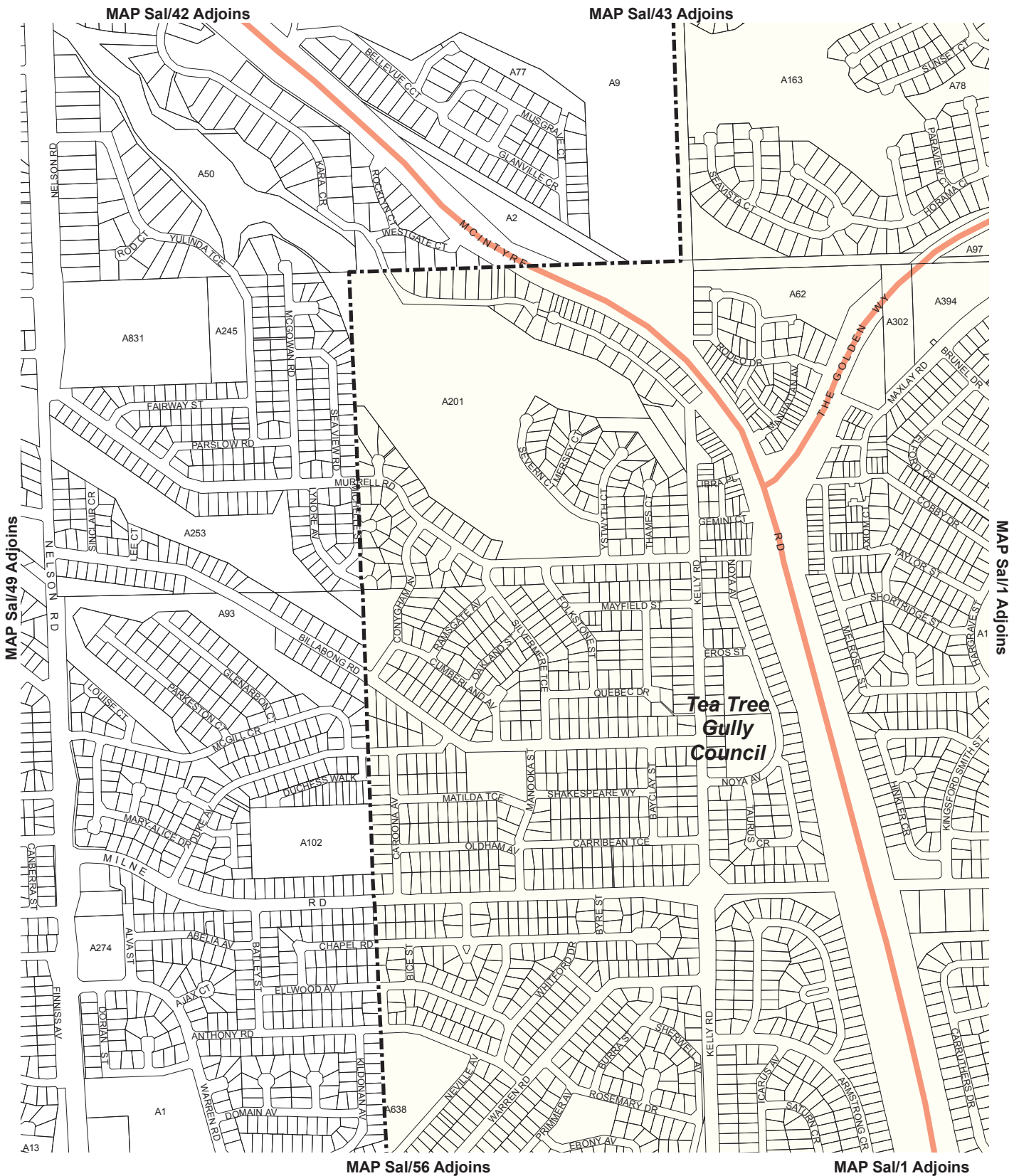
- Commercial
- Industry
- Local Centre
- Neighbourhood Centre
- Open Space
- Residential
- Zone Boundary

Zone Map Sal/49



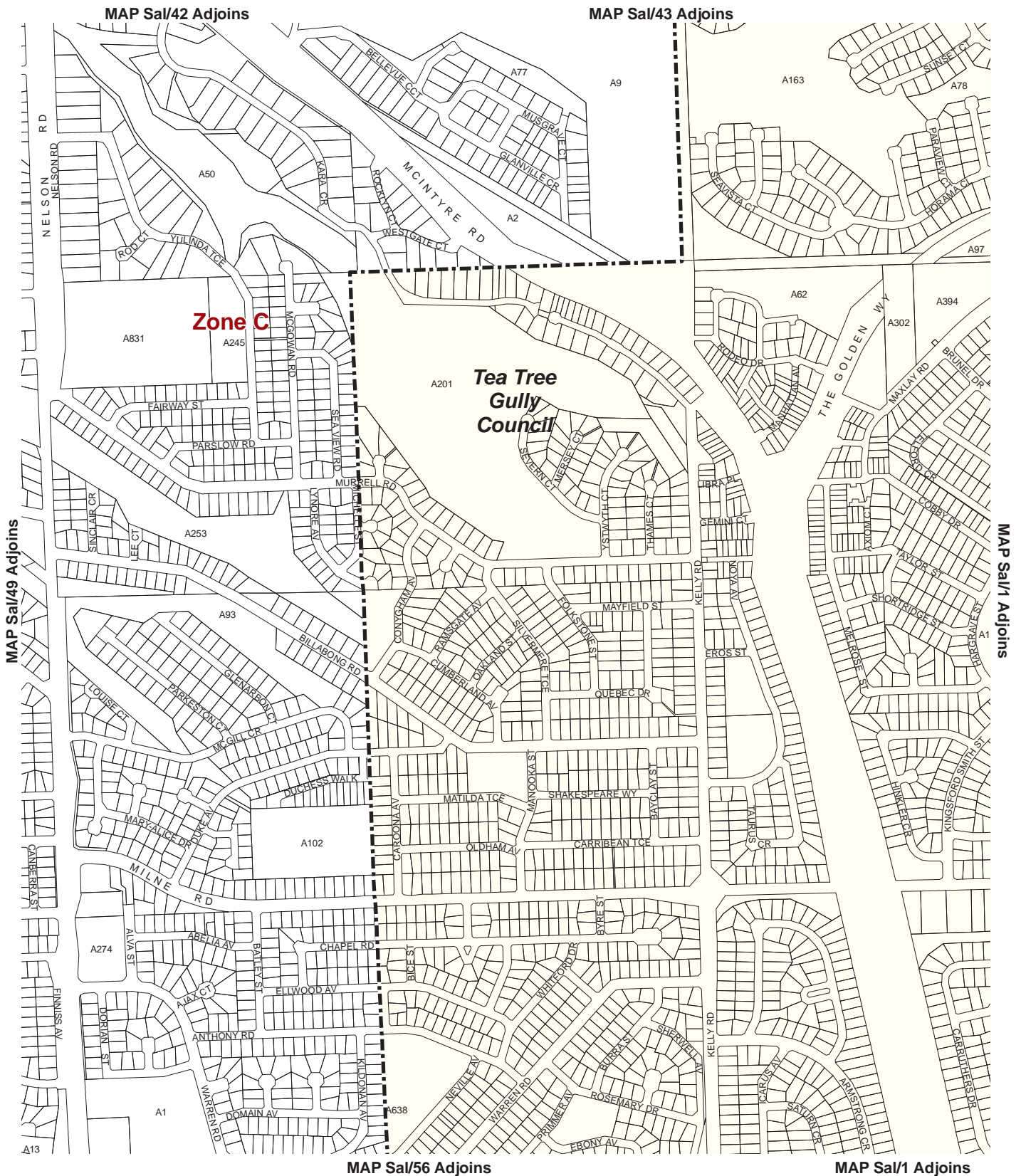
- S School
- H Other Health Services
- Local Reserves
- Development Plan Boundary

Location Map Sal/50



Overlay Map Sal/50 TRANSPORT

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



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

Zone C All Structures Exceeding 15 metres above existing ground level

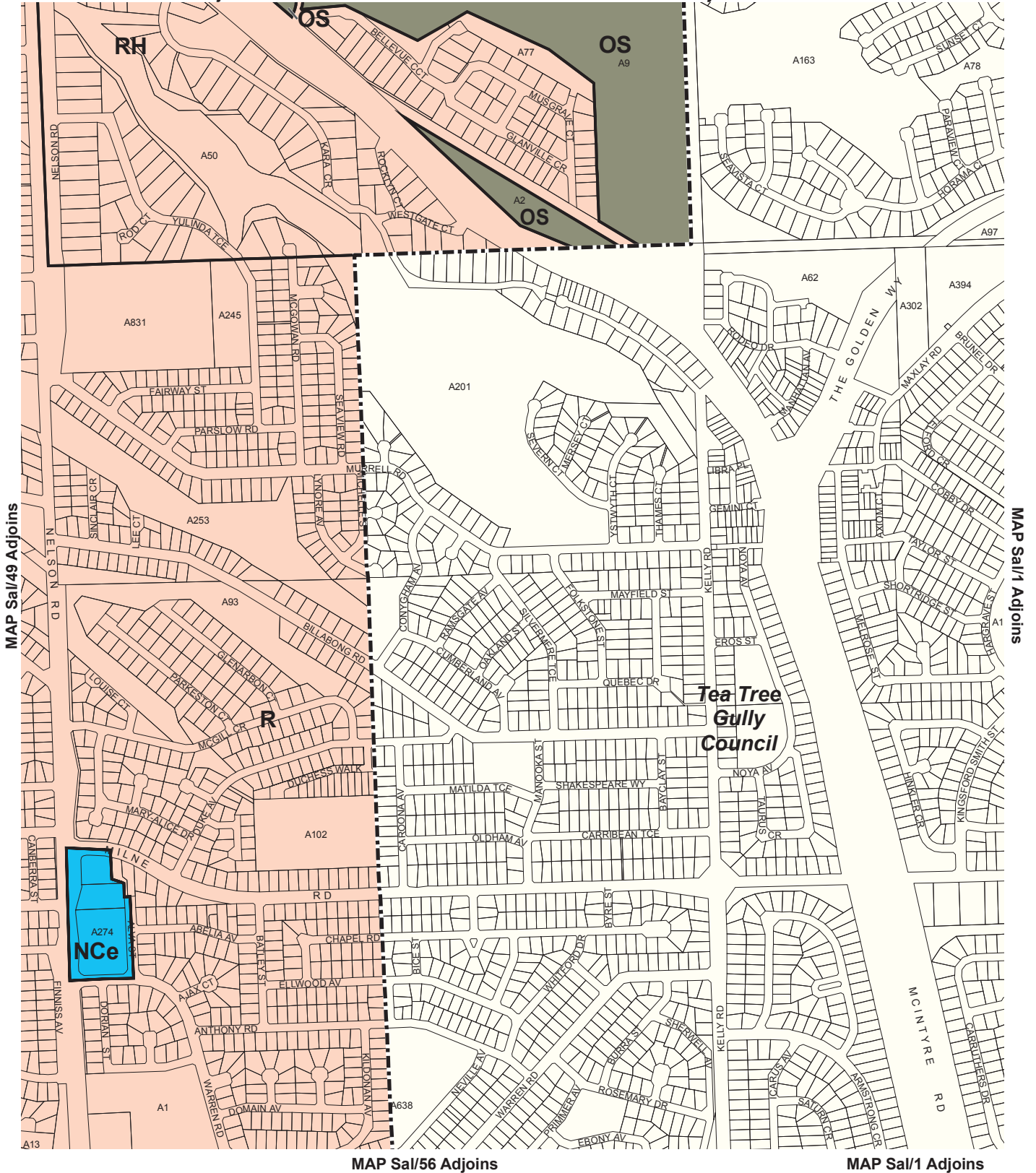


Overlay Map Sa/50 DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary

MAP Sal/42 Adjoins

MAP Sal/43 Adjoins

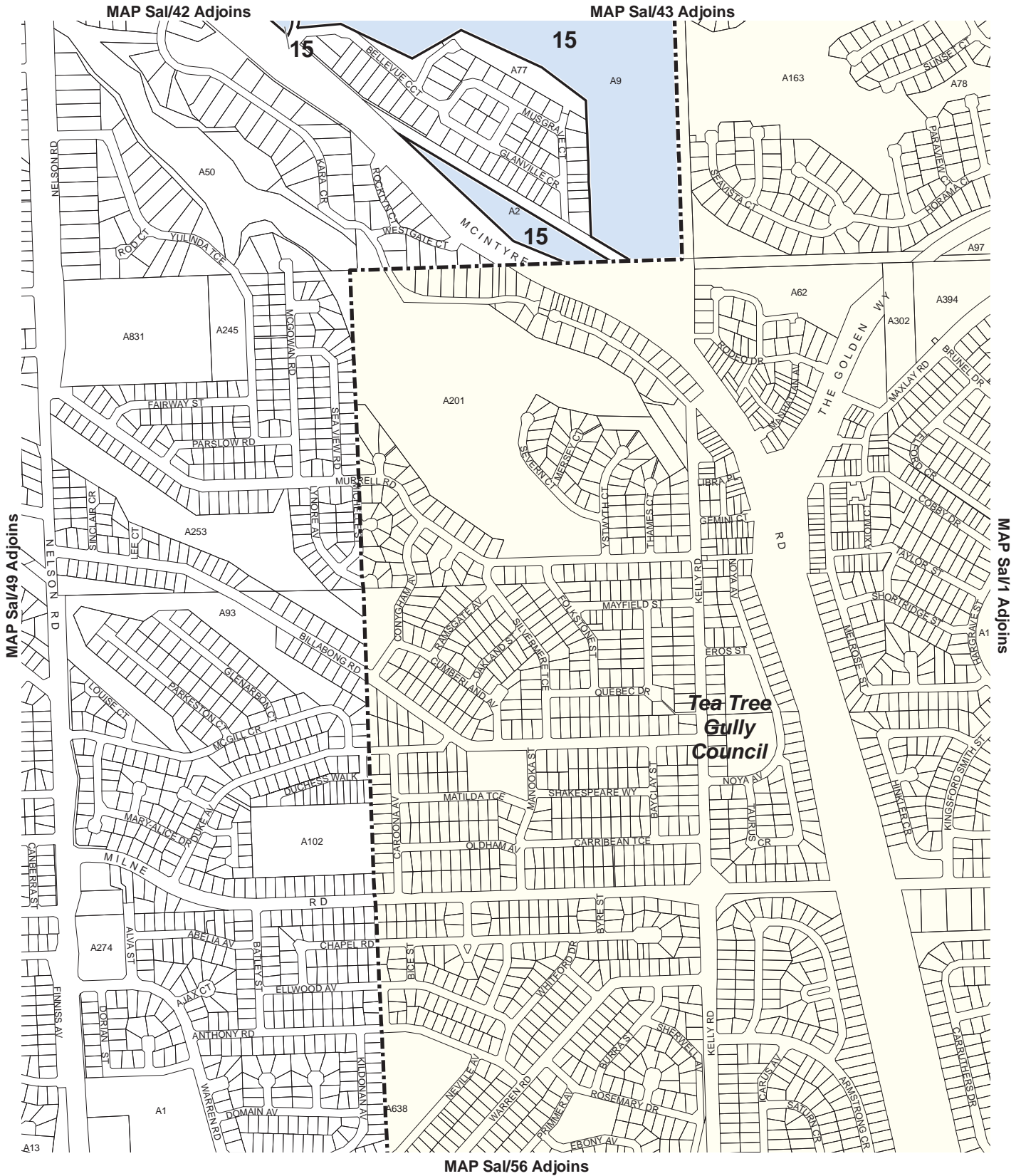


Lamberts Conformal Conic Projection, GDA94



- Zones**
- NCe Neighbourhood Centre
 - OS Open Space
 - R Residential
 - RH Residential Hills
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/50



Lamberts Conformal Conic Projection, GDA94

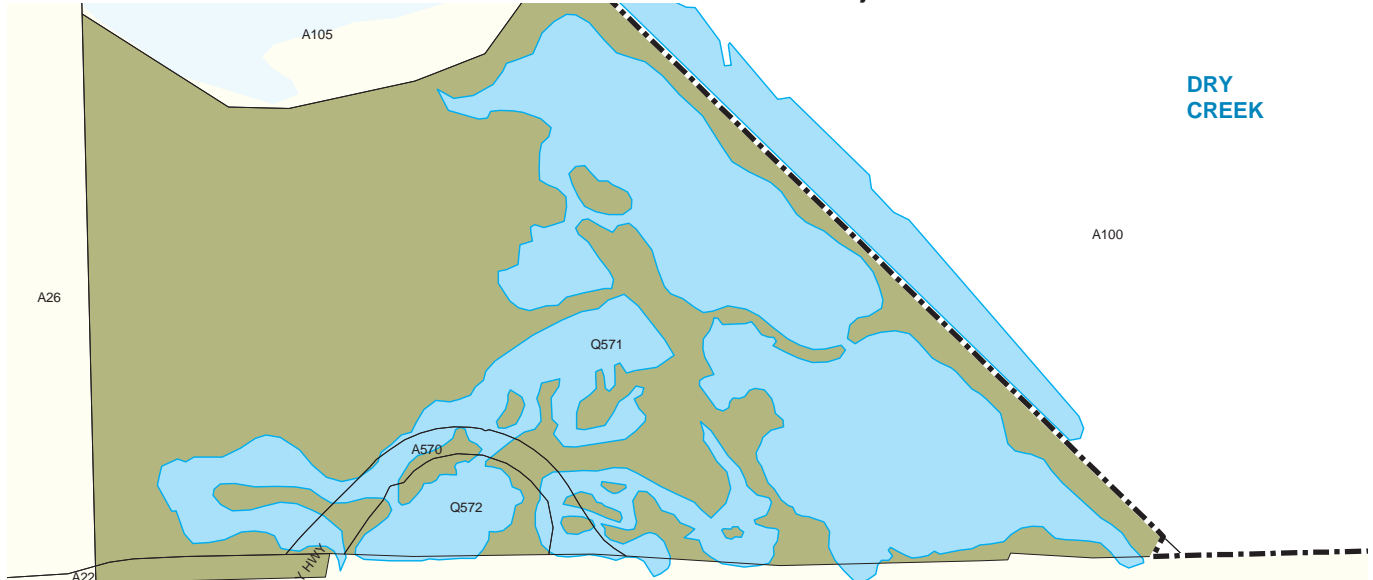
Policy Area
15 Recreation



Policy Area Map Sa/50

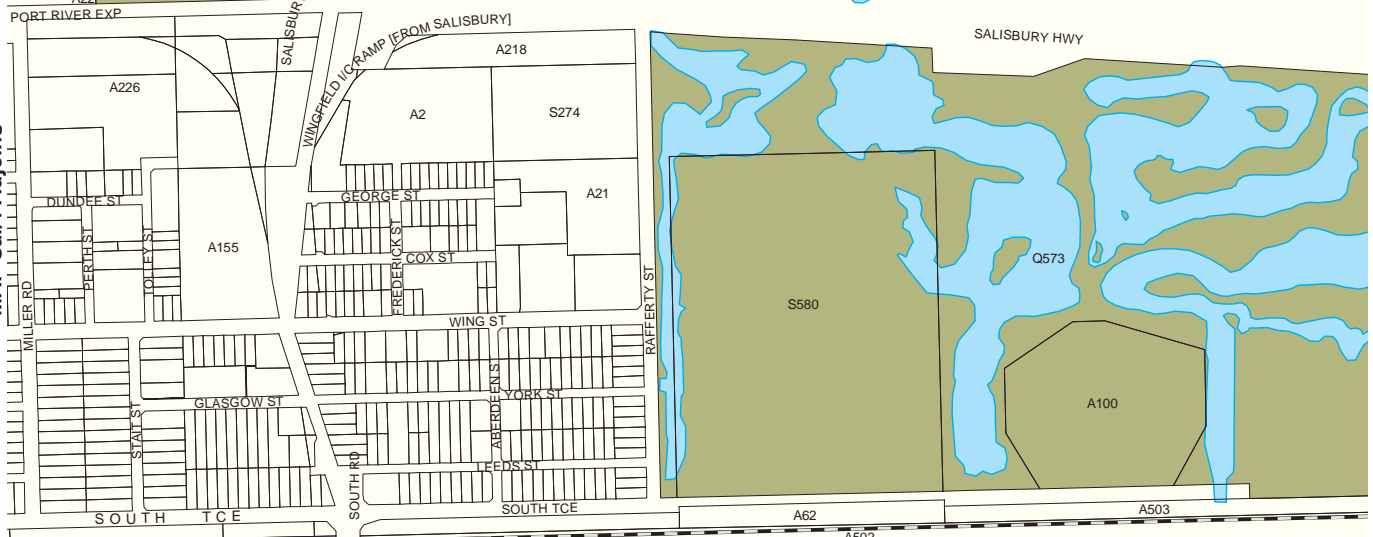
- Policy Area Boundary
- Development Plan Boundary

MAP Sal/45 Adjoins



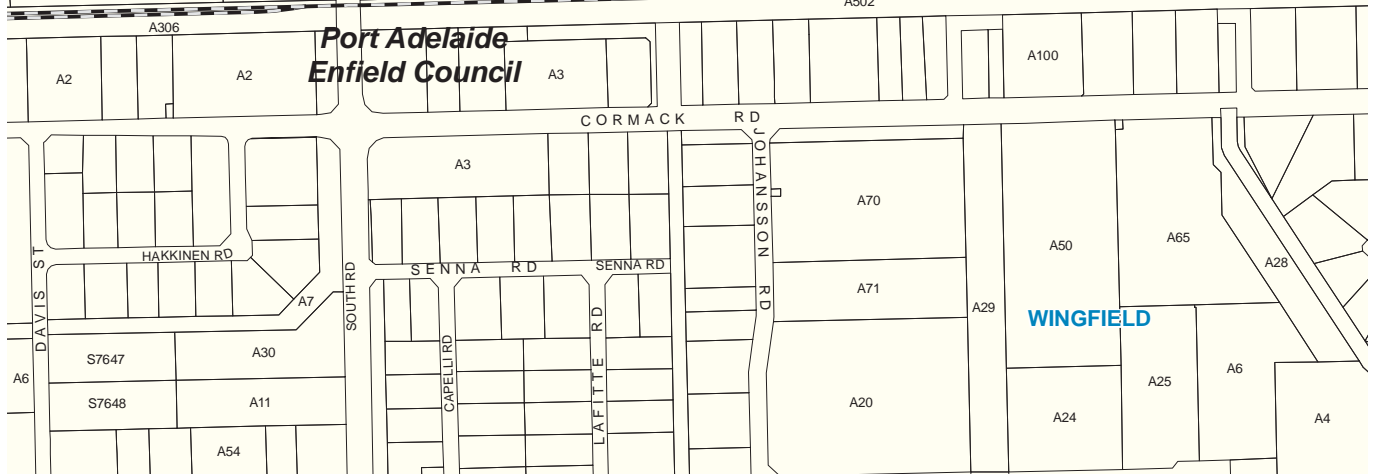
DRY CREEK

MAP Sal/1 Adjoins



MAP Sal/52 Adjoins

Port Adelaide
Enfield Council







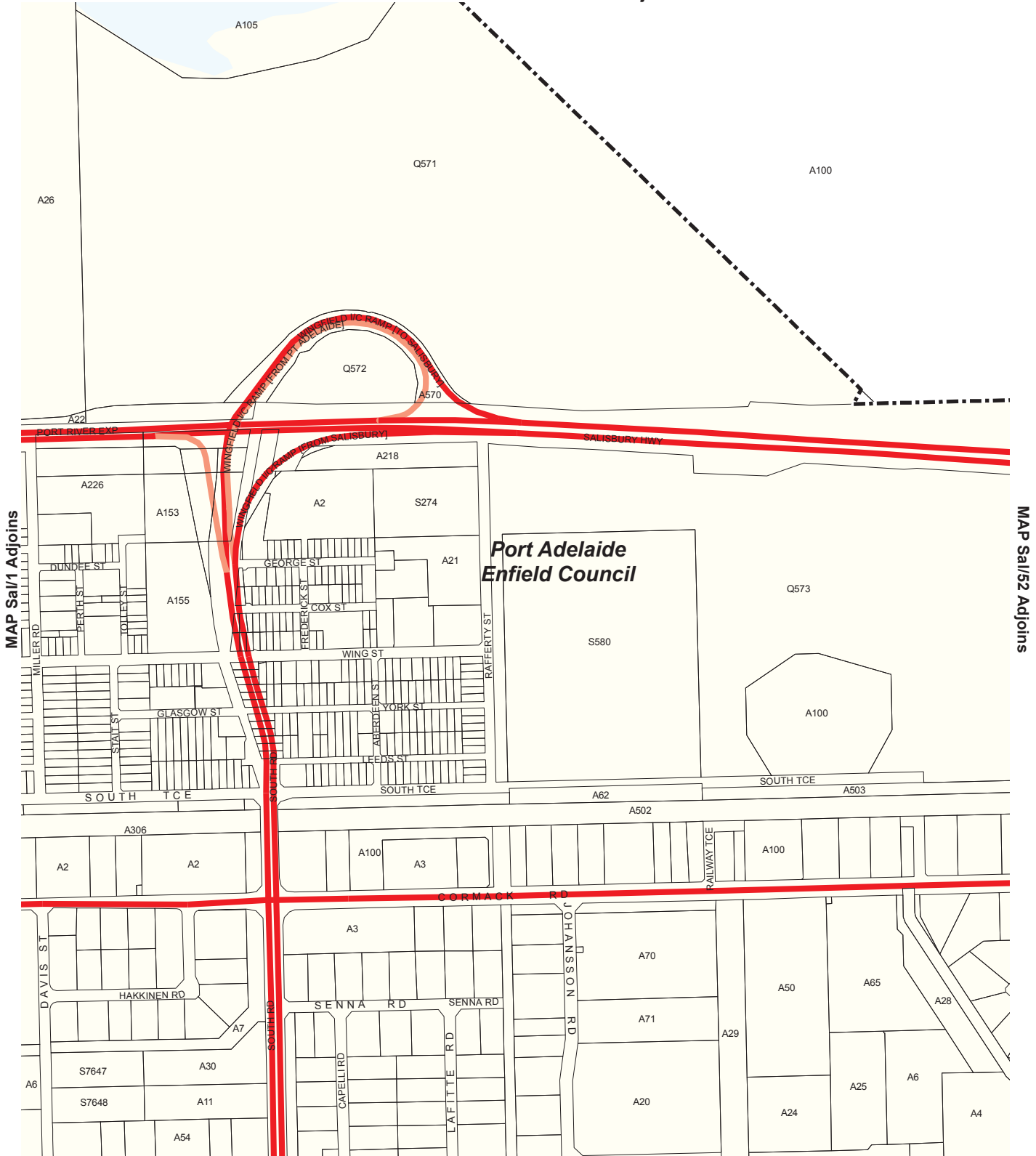
MAP Sal/1 Adjoins

WINGFIELD



Location Map Sal/51

-  Railways
-  Local Reserves
-  Waterbodies
-  Development Plan Boundary



MAP Sal/1 Adjoins

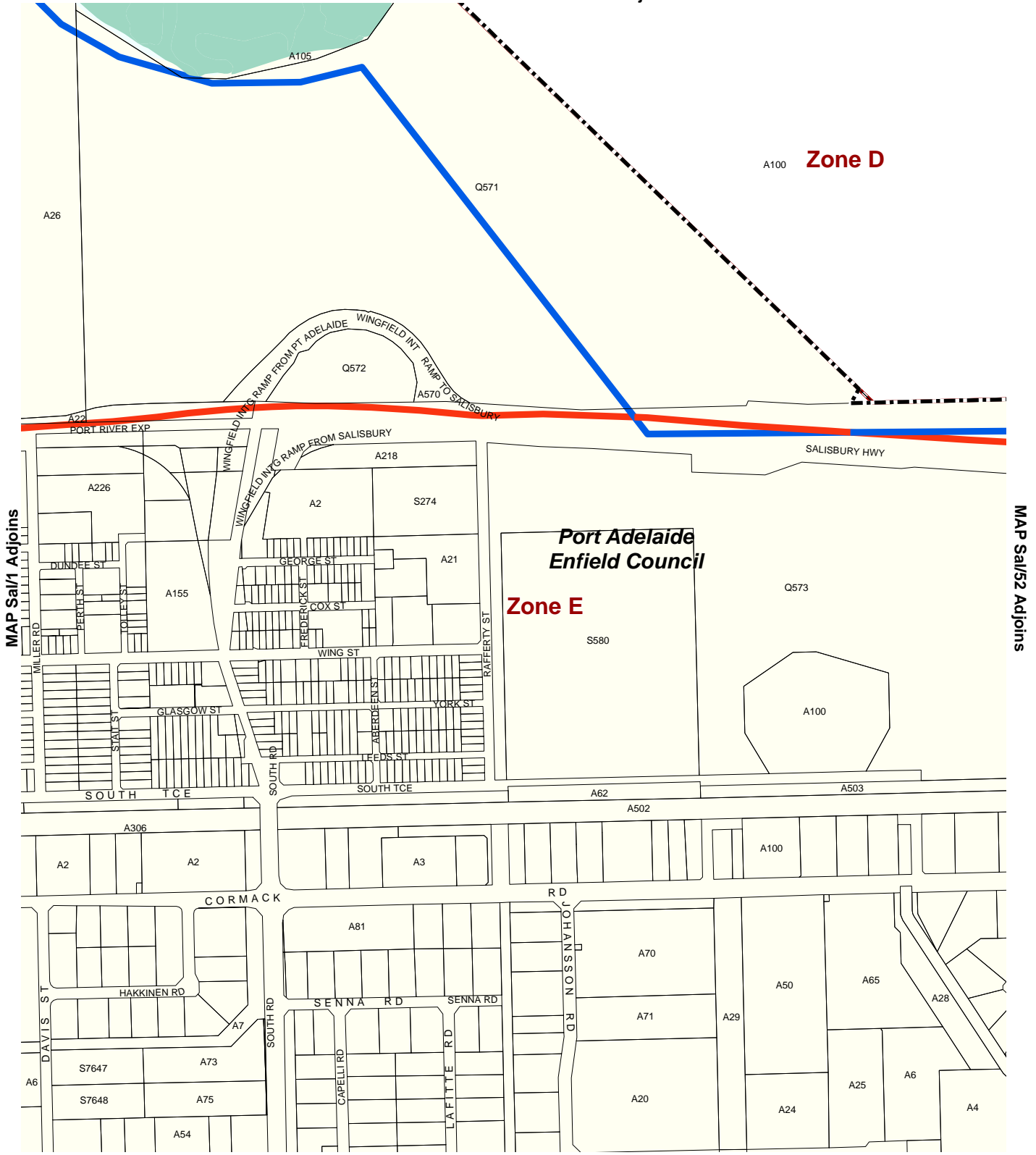


Overlay Map Sal/51

TRANSPORT

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

MAP Sal/45 Adjoins



Airport Building Heights

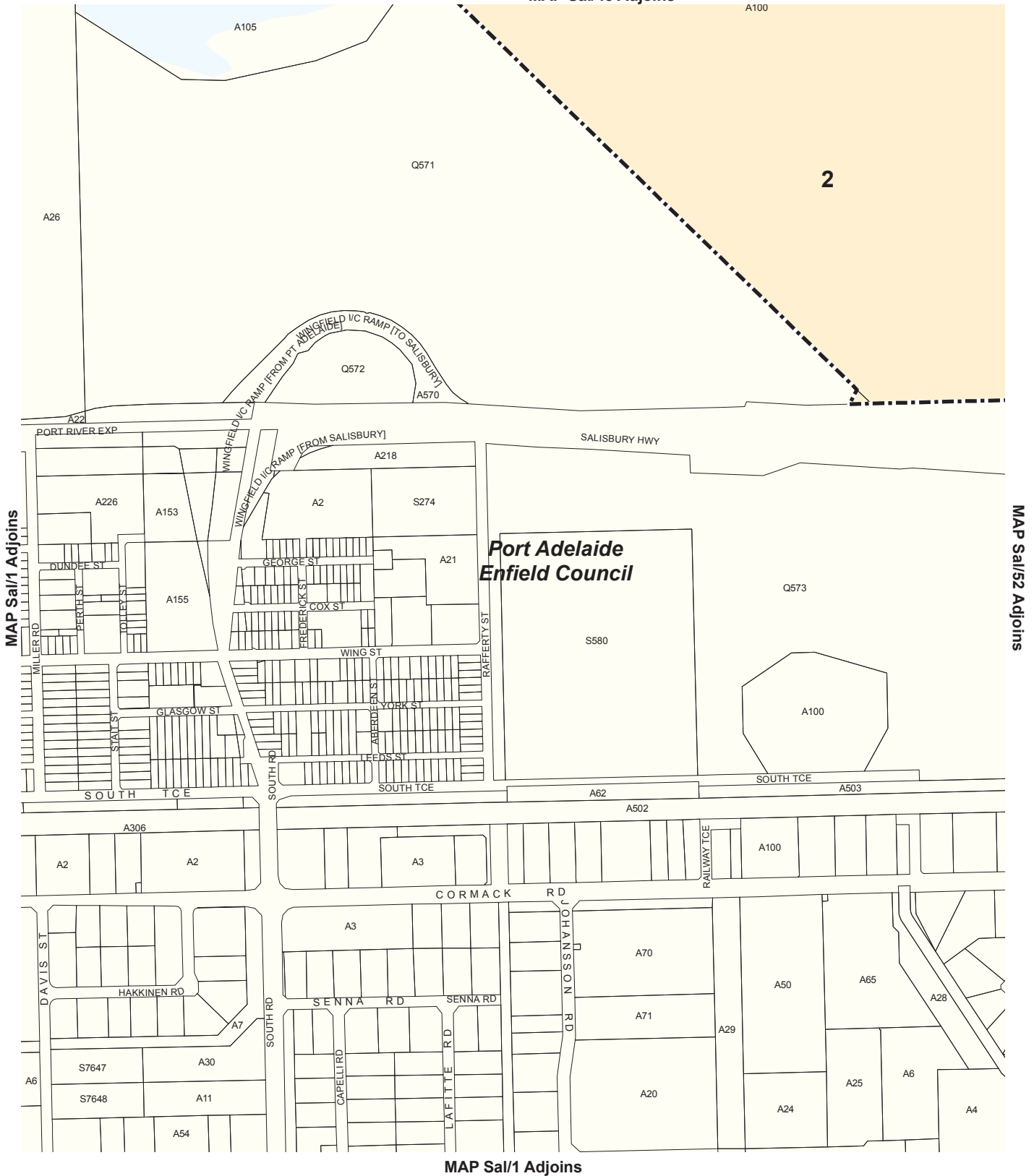
- Zone D** All Structures Exceeding 45 metres above existing ground level
- Zone E** All Structures Exceeding 100 metres above existing ground level



- Epic Energy Gas Pipeline
- South East Australia Gas Pipeline
- Airport Building Heights
- Coastal Acid Sulfate Soils
- Development Plan Boundary

Overlay Map Sal/51

DEVELOPMENT CONSTRAINTS



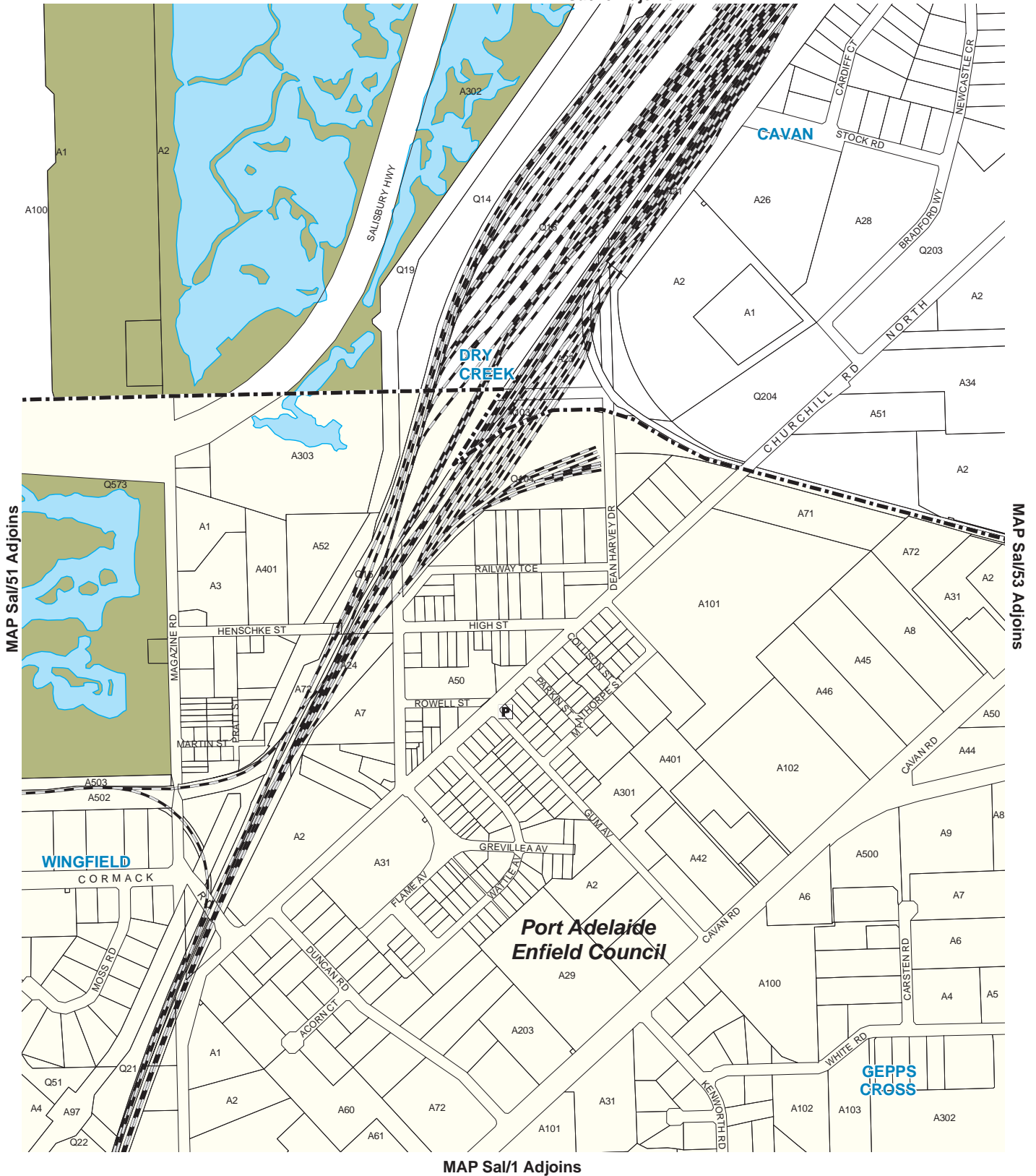
Lamberts Conformal Conic Projection, GDA94

Precinct
2 Deferred Urban



Precinct Map Sal/51

- Precinct Boundary
- Development Plan Boundary

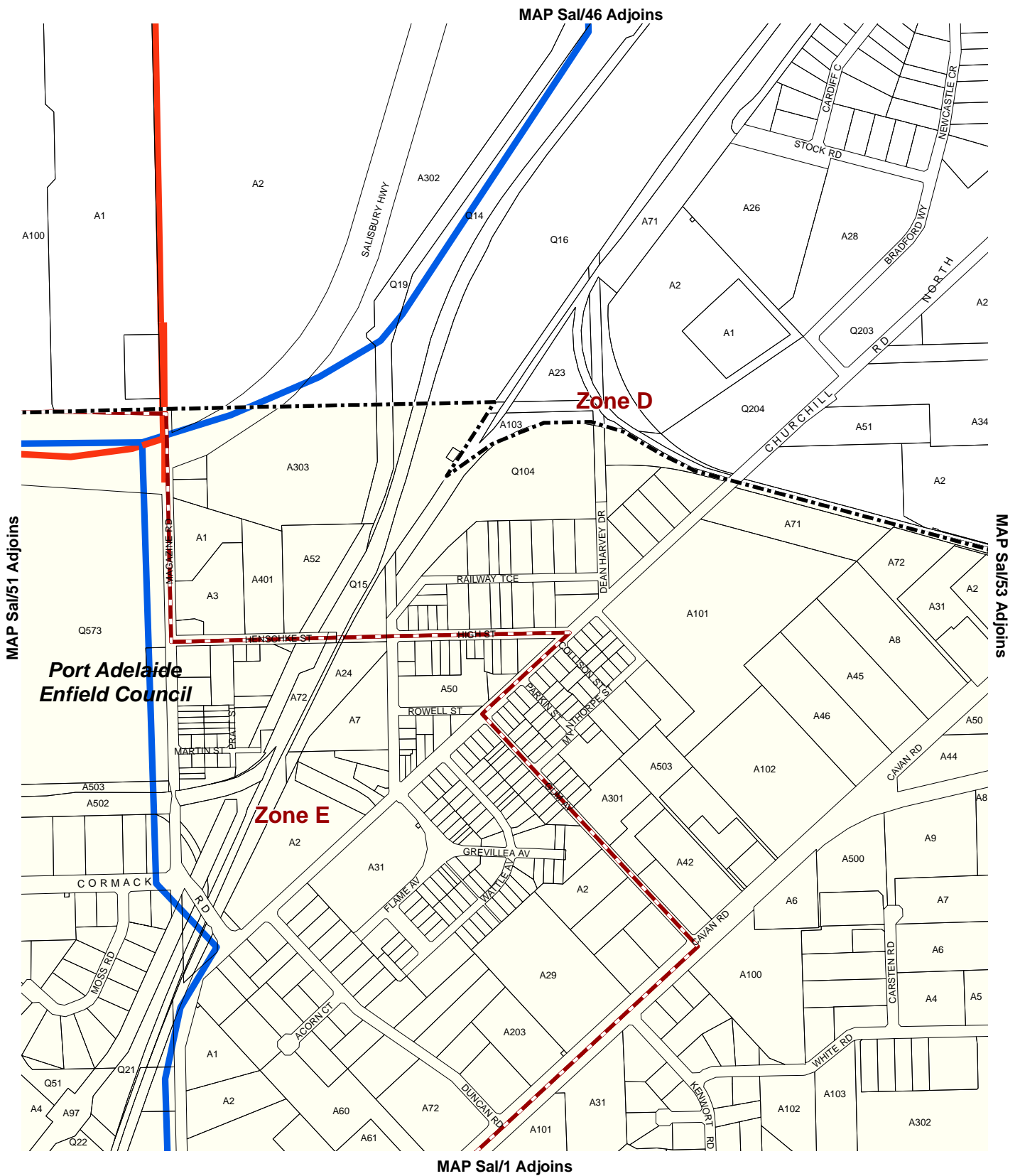


MAP Sal/1 Adjoins



Location Map Sal/52

- Post Office
- Railways
- Local Reserves
- Waterbodies
- Development Plan Boundary



Airport Building Heights

- Zone D** All Structures Exceeding 45 metres above existing ground level
- Zone E** All Structures Exceeding 100 metres above existing ground level

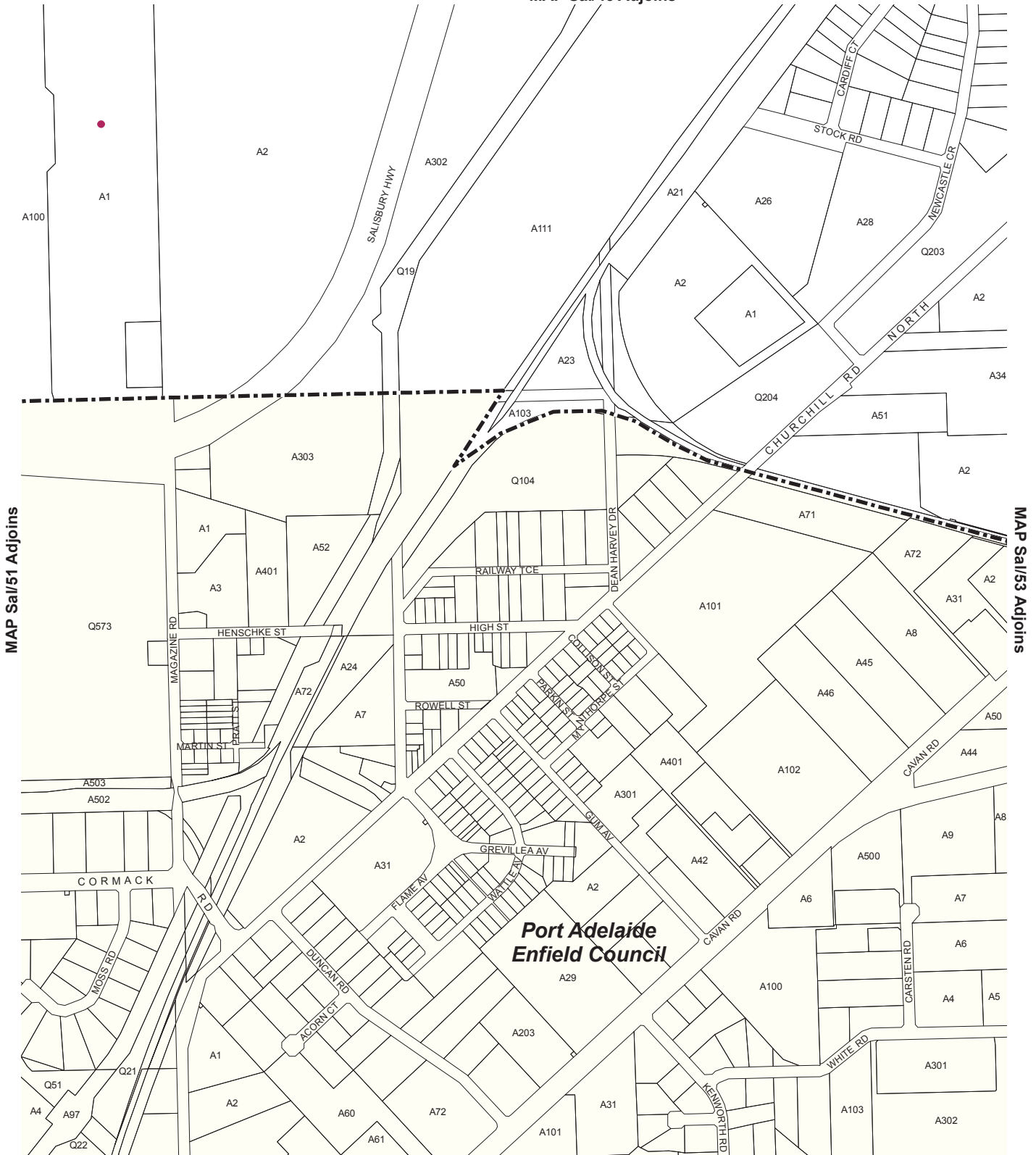


Overlay Map Sal/52

DEVELOPMENT CONSTRAINTS

- Epic Energy Gas Pipeline
- South East Australia Gas Pipeline
- Airport Building Heights
- Development Plan Boundary

MAP Sal/46 Adjoins



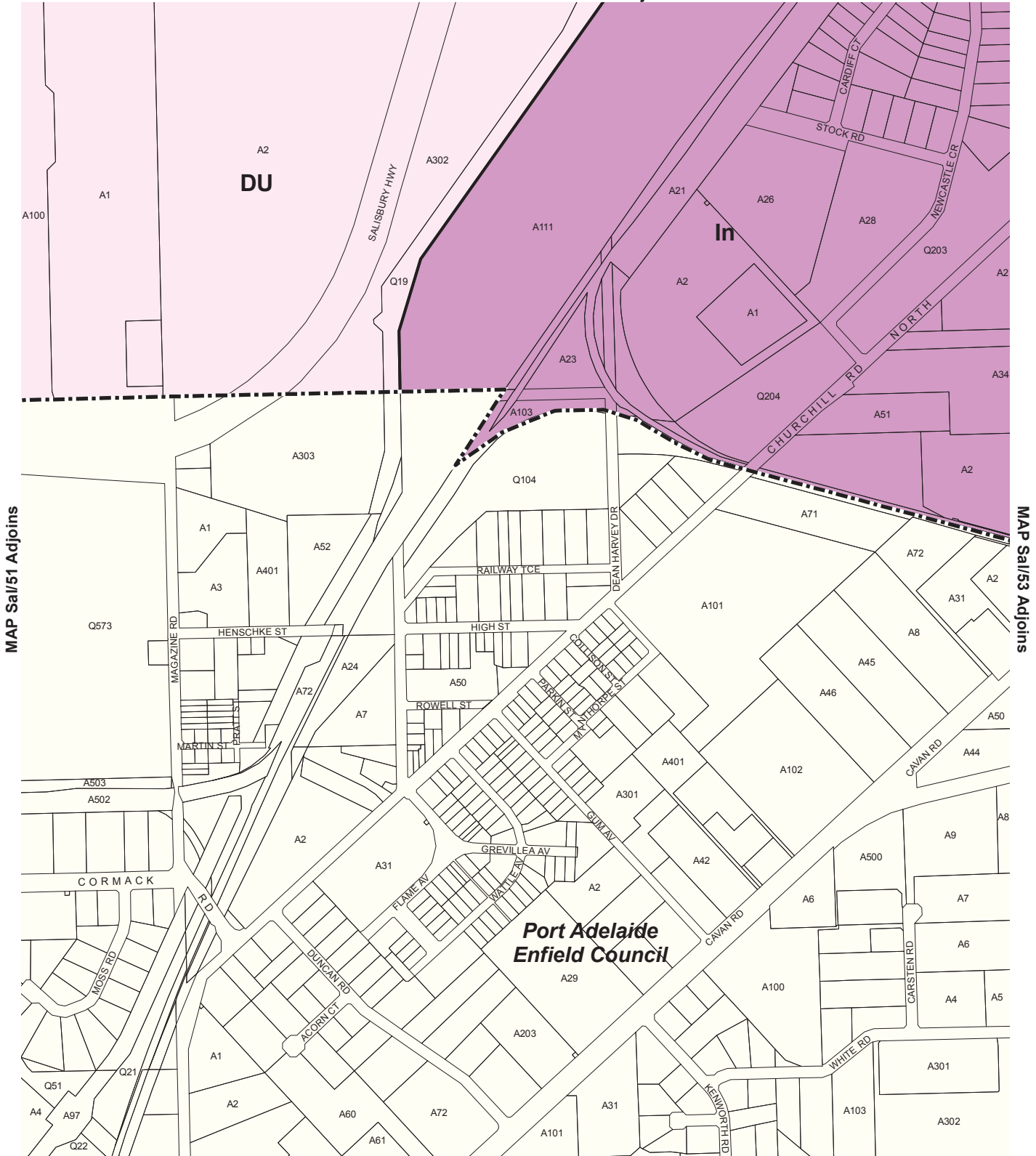
MAP Sal/1 Adjoins

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 Sal/52 HERITAGE

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



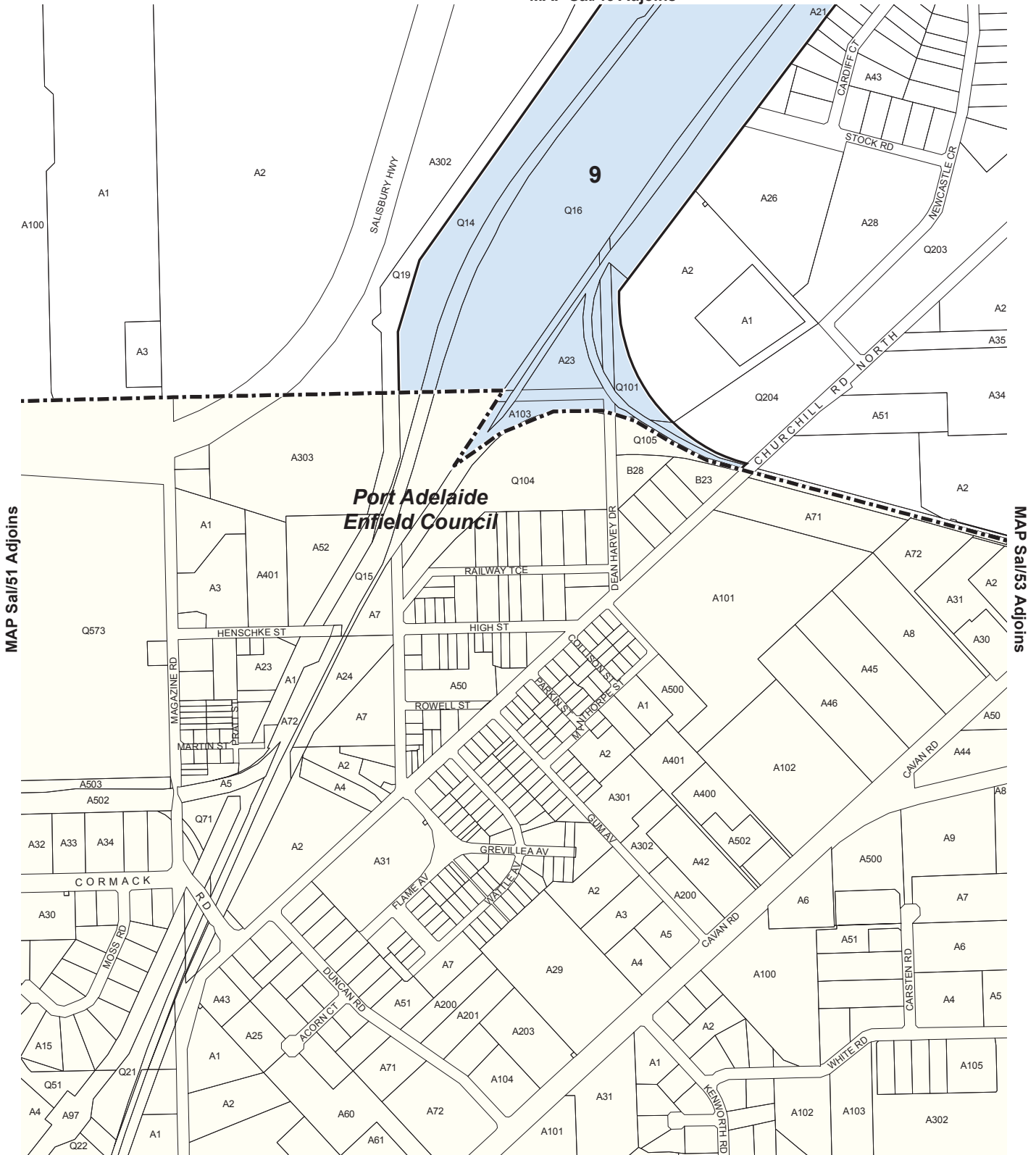
Lamberts Conformal Conic Projection, GDA94



- Zones**
- DU Deferred Urban
 - In Industry
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/52

MAP Sal/46 Adjoins



MAP Sal/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

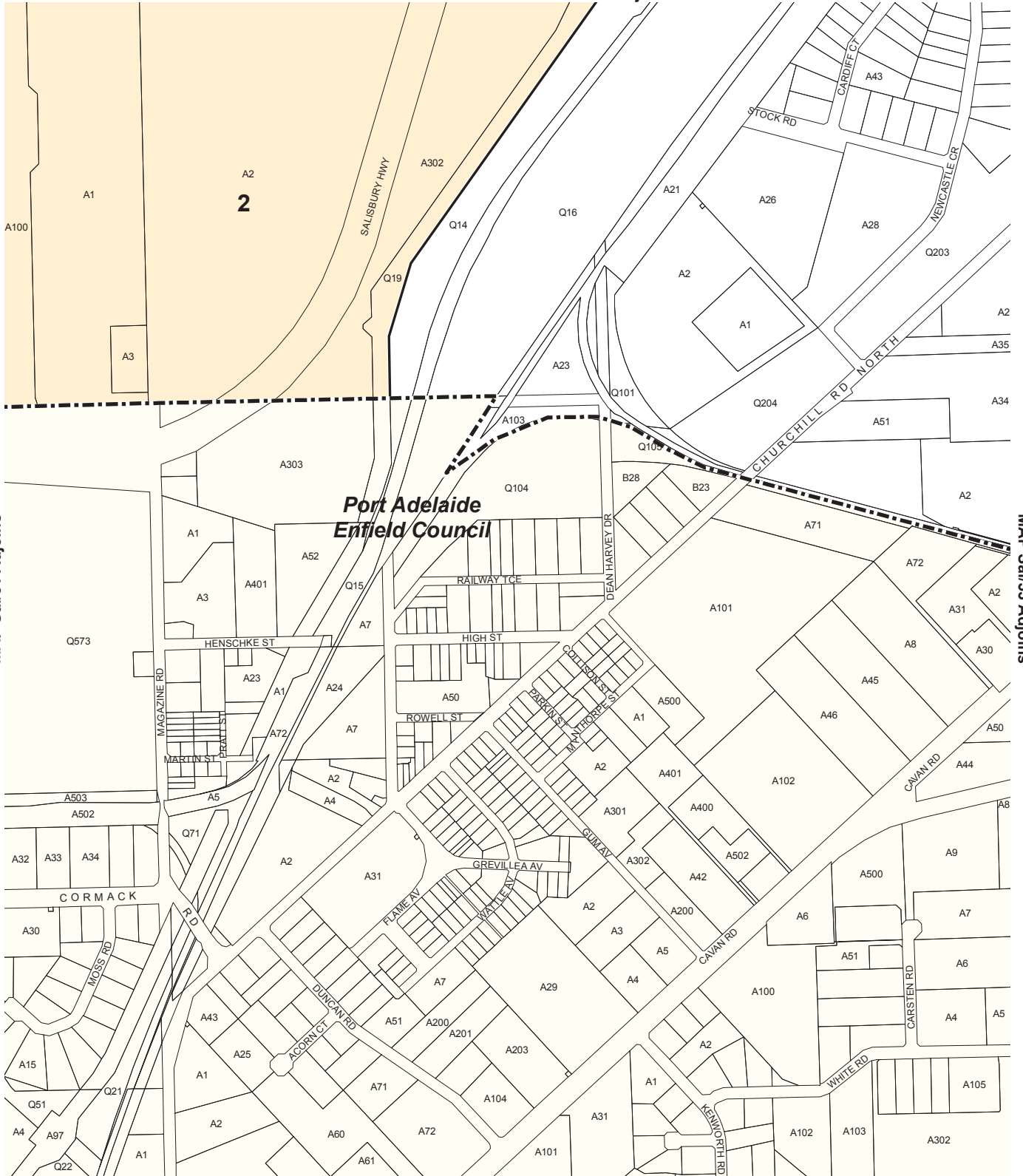
Policy Area
9 Infrastructure



Policy Area Map Sal/52

- Policy Area Boundary
- Development Plan Boundary

MAP Sal/46 Adjoins



MAP Sal/1 Adjoins

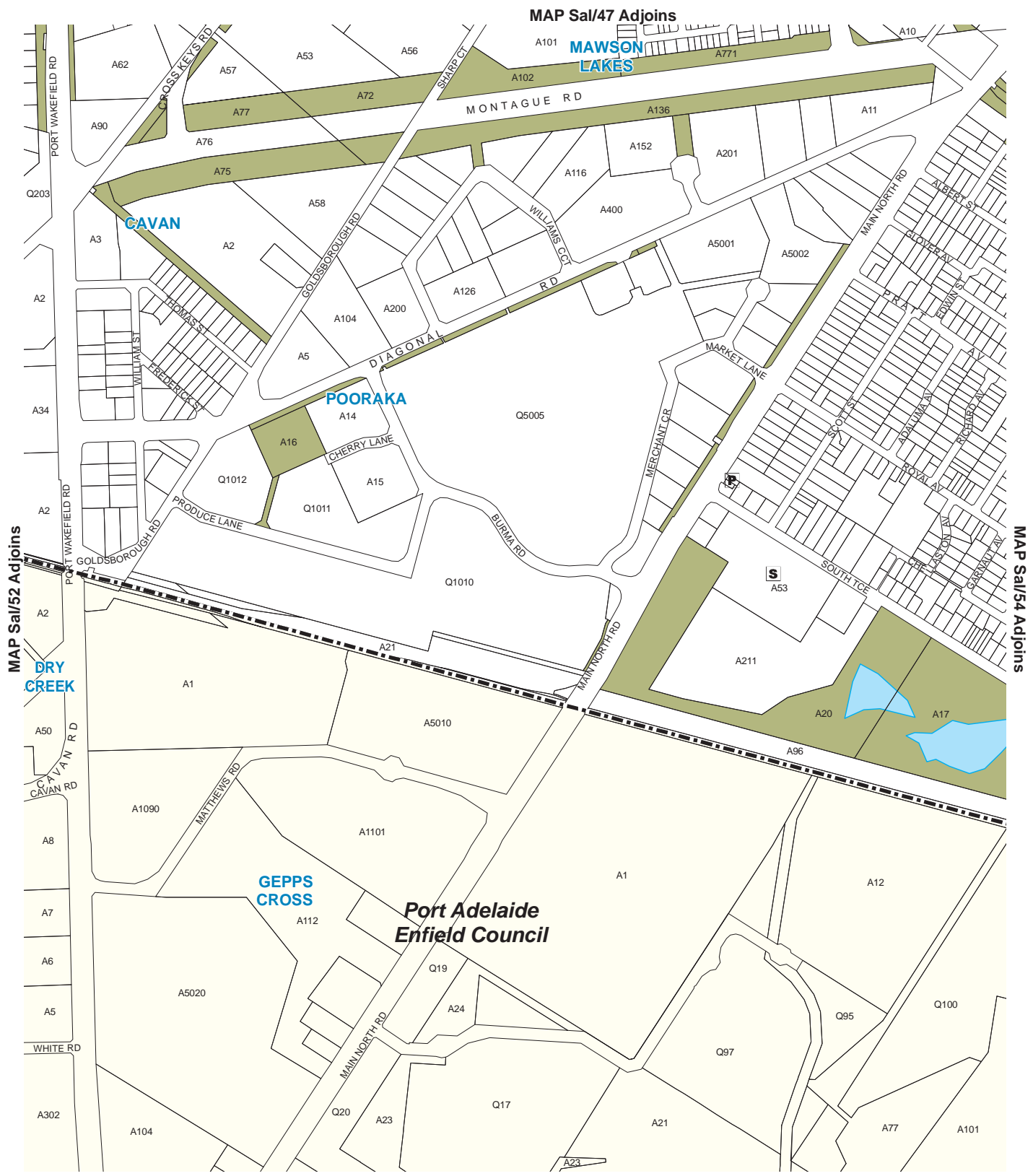
Lamberts Conformal Conic Projection, GDA94

Precinct
2 Deferred Urban



Precinct Map Sal/52

- Precinct Boundary
- Development Plan Boundary



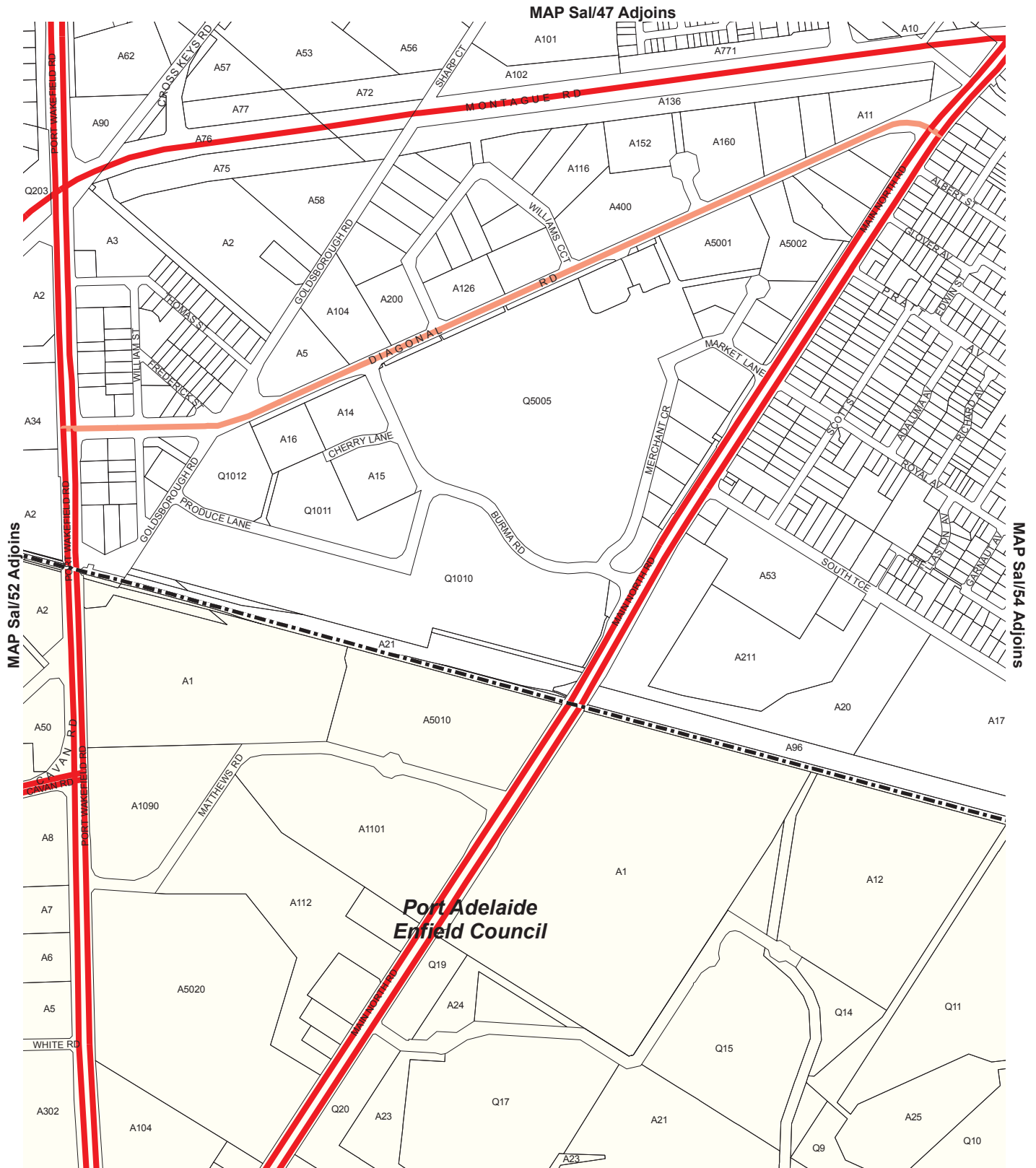
MAP Sal/1 Adjoins

Port Adelaide
Enfield Council



- S School
- P Post Office
- Local Reserves
- Waterbodies
- Development Plan Boundary

Location Map Sal/53



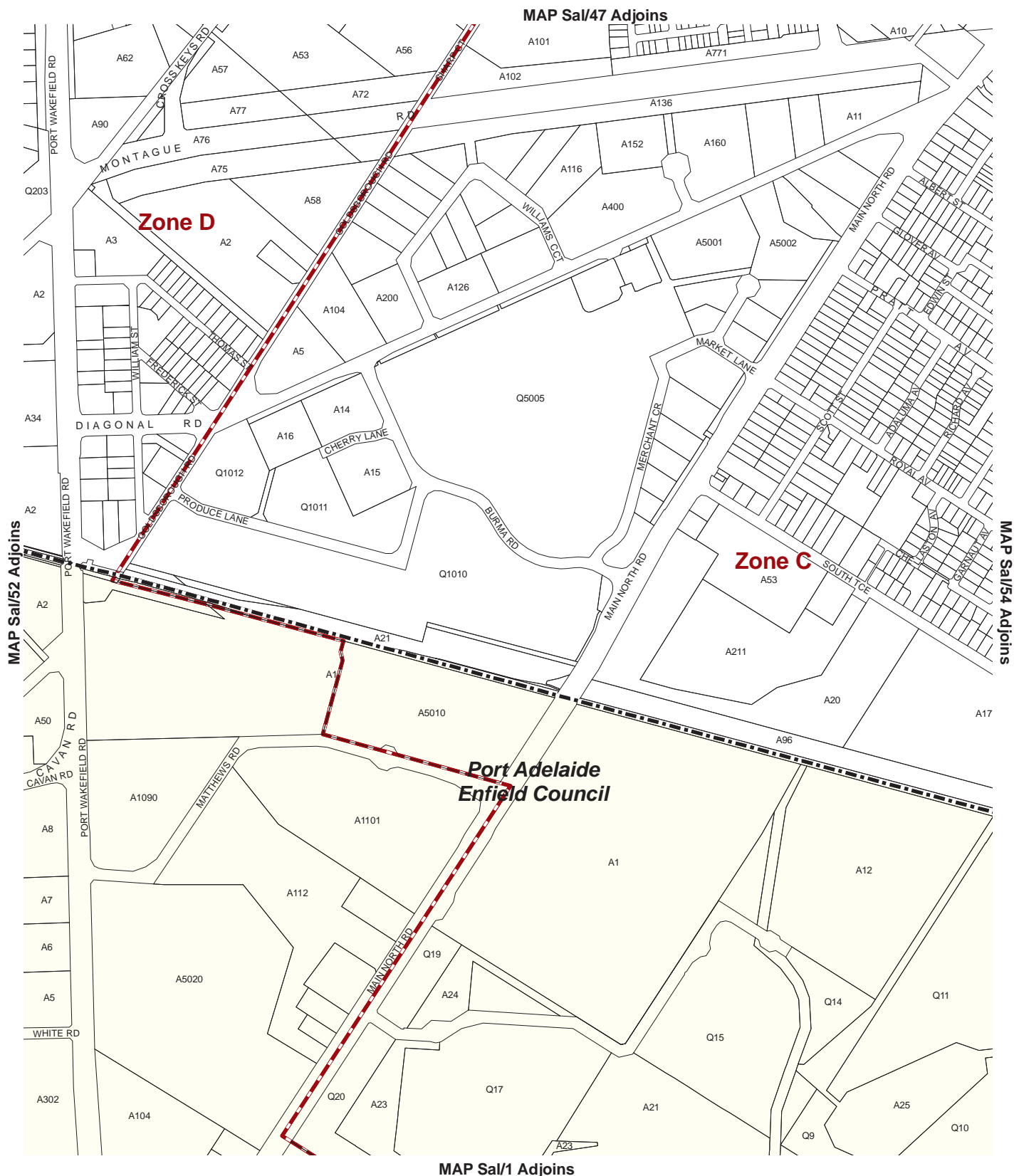
MAP Sal/1 Adjoins



Overlay Map Sal/53

TRANSPORT

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



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

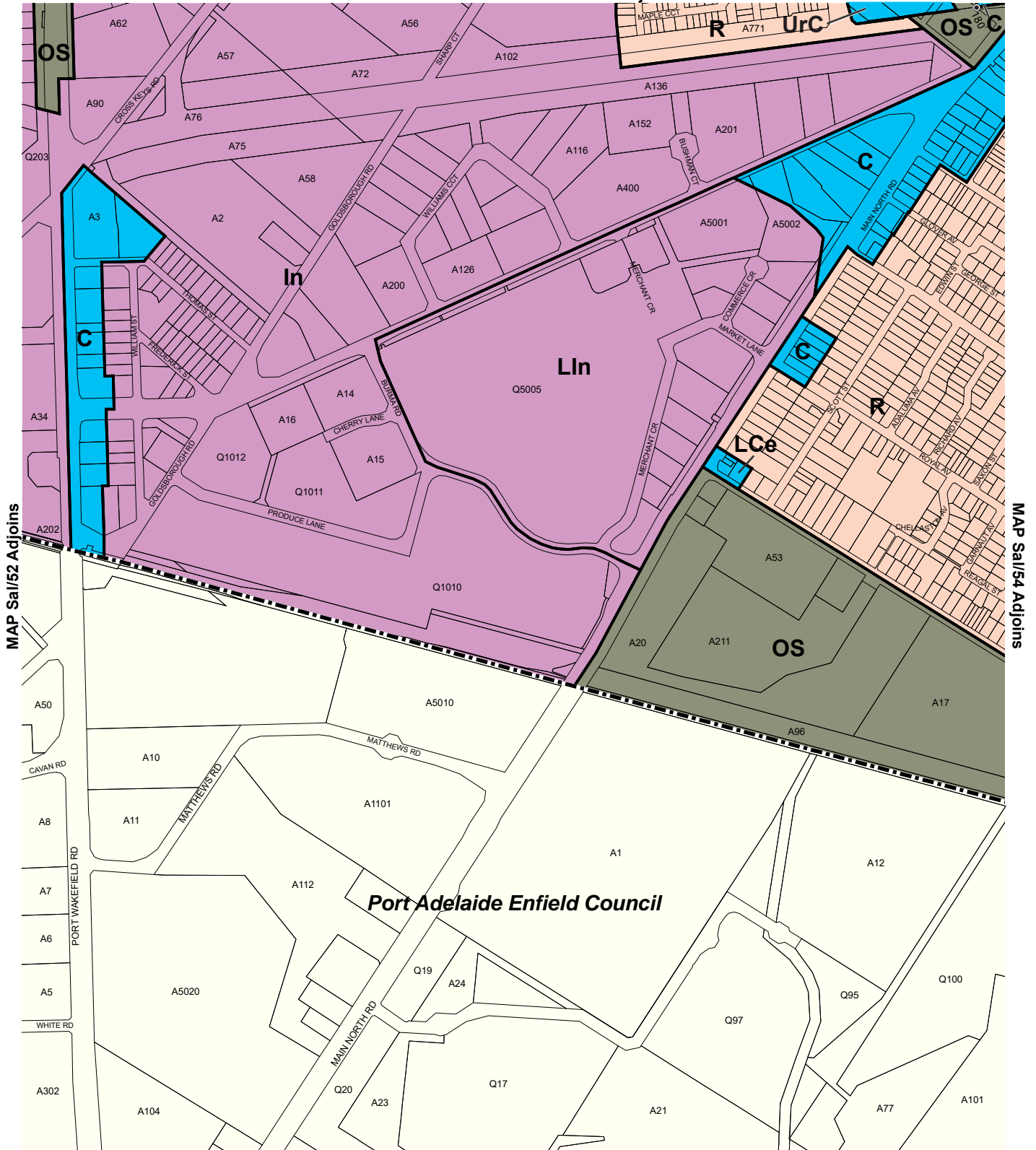
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level



Overlay Map Sal/53

DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary



MAP Sal/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Zones

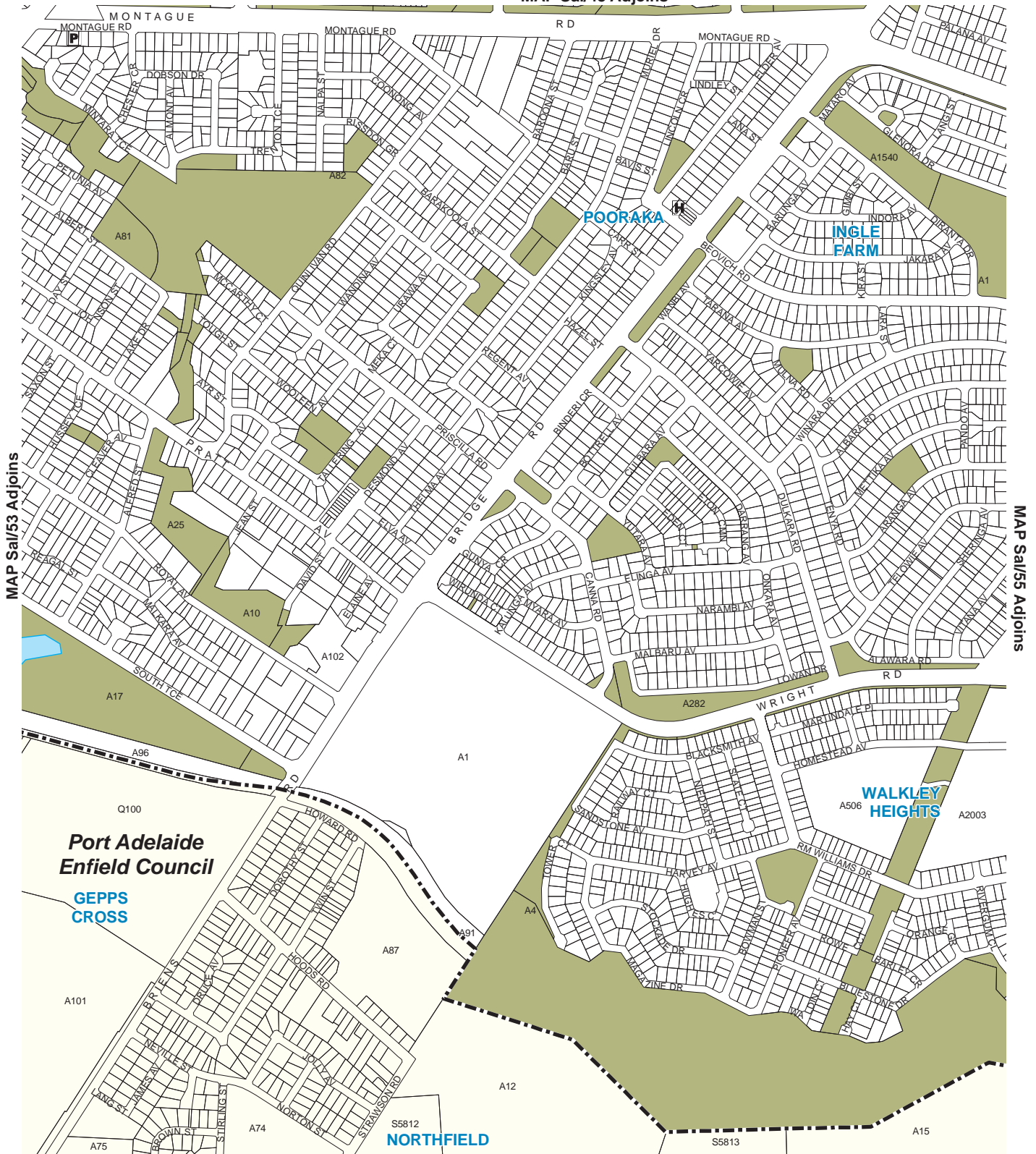
- Commercial
- Industry
- Light Industry
- Local Centre
- Open Space
- Residential
- Urban Corridor

- Zone Boundary
- Development Plan Boundary



Zone Map Sal/53

MAP Sal/48 Adjoins



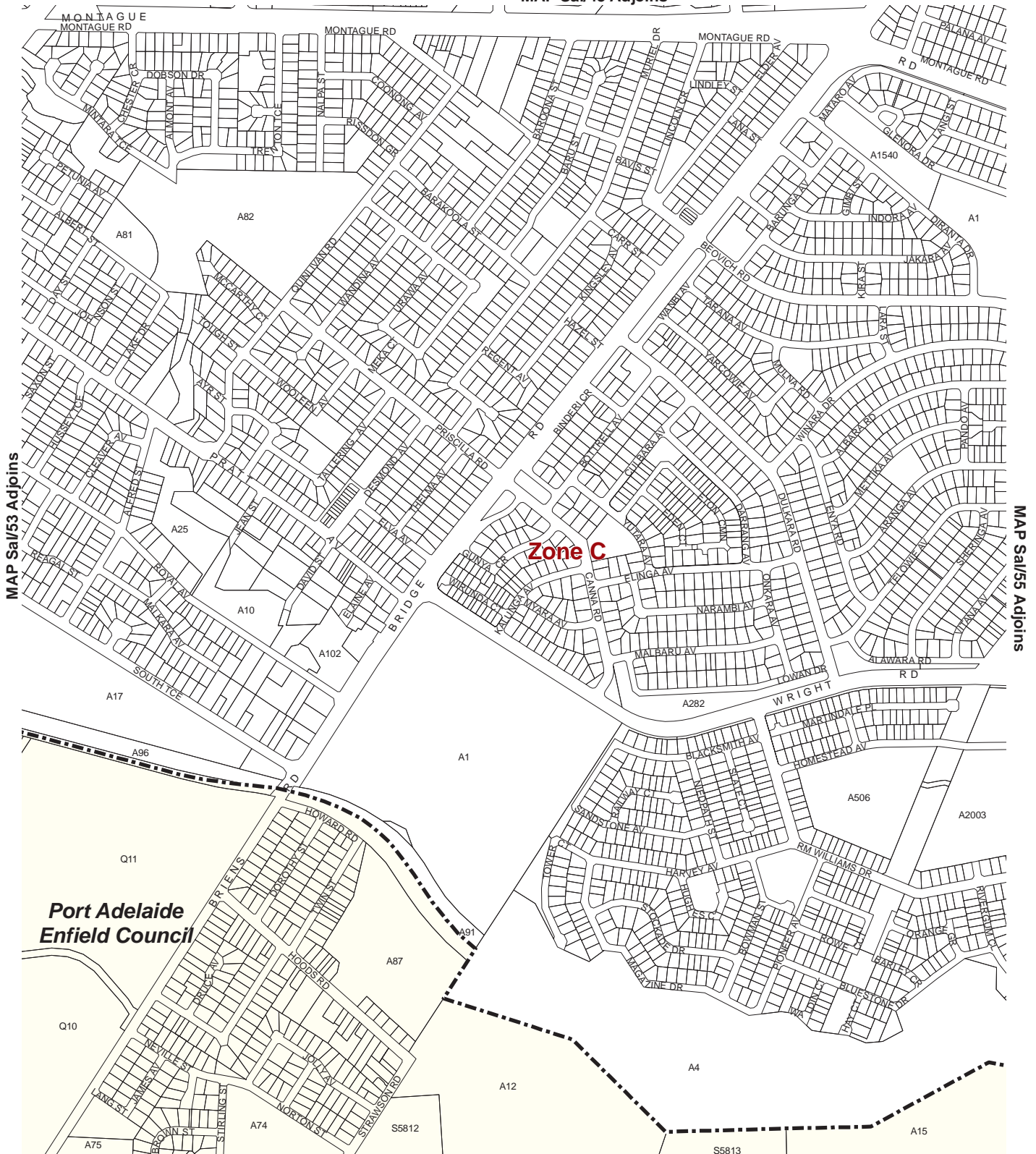
**Port Adelaide
Enfield Council**
**GEPPS
CROSS**

NORTHFIELD

Location Map Sal/54



- P** Post Office
- H** Other Health Services
- Local Reserves
- Waterbodies
- Development Plan Boundary



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

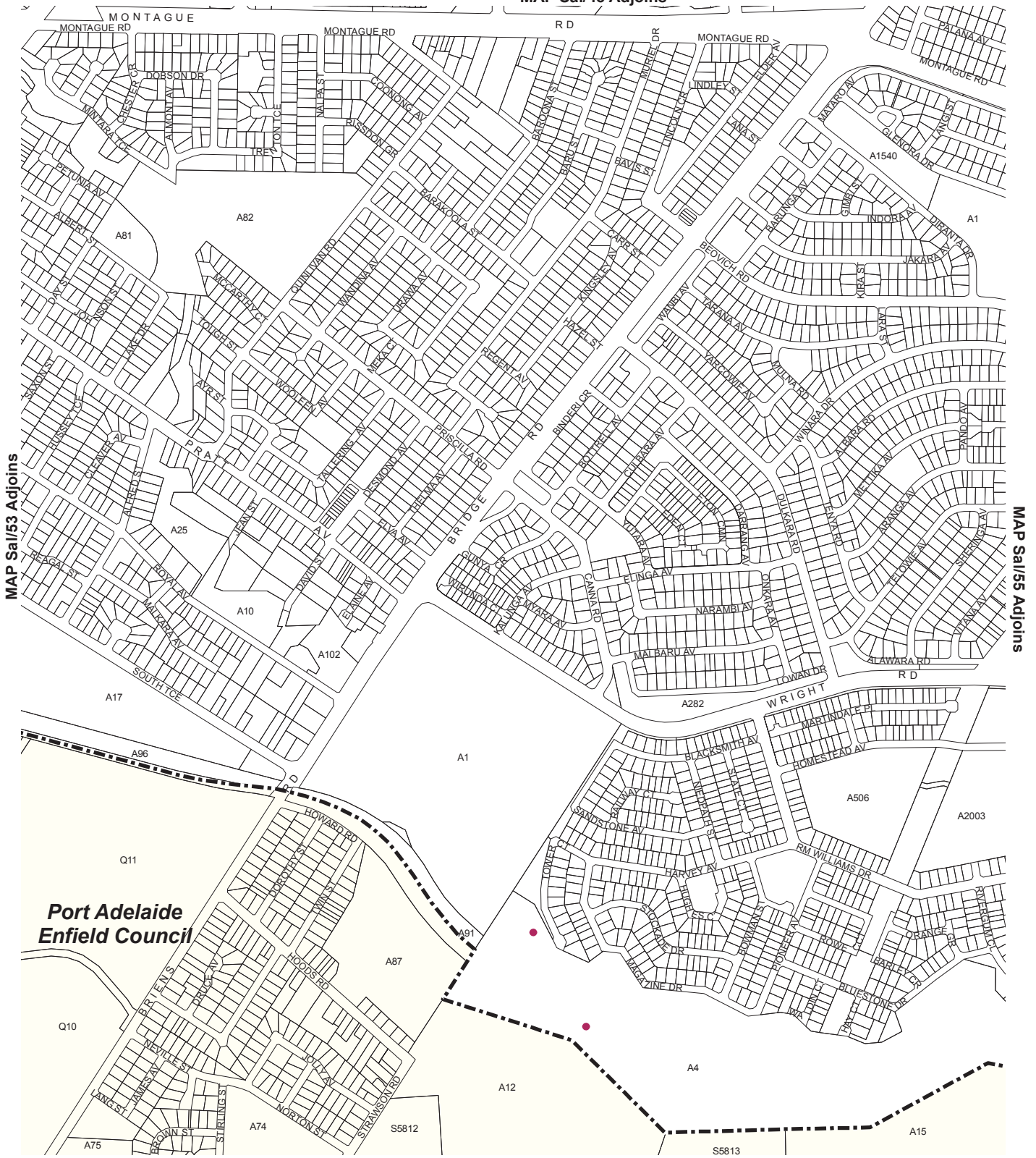
Zone C All Structures Exceeding 15 metres above existing ground level



Overlay Map Sa/54 DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary

MAP Sa/48 Adjoins



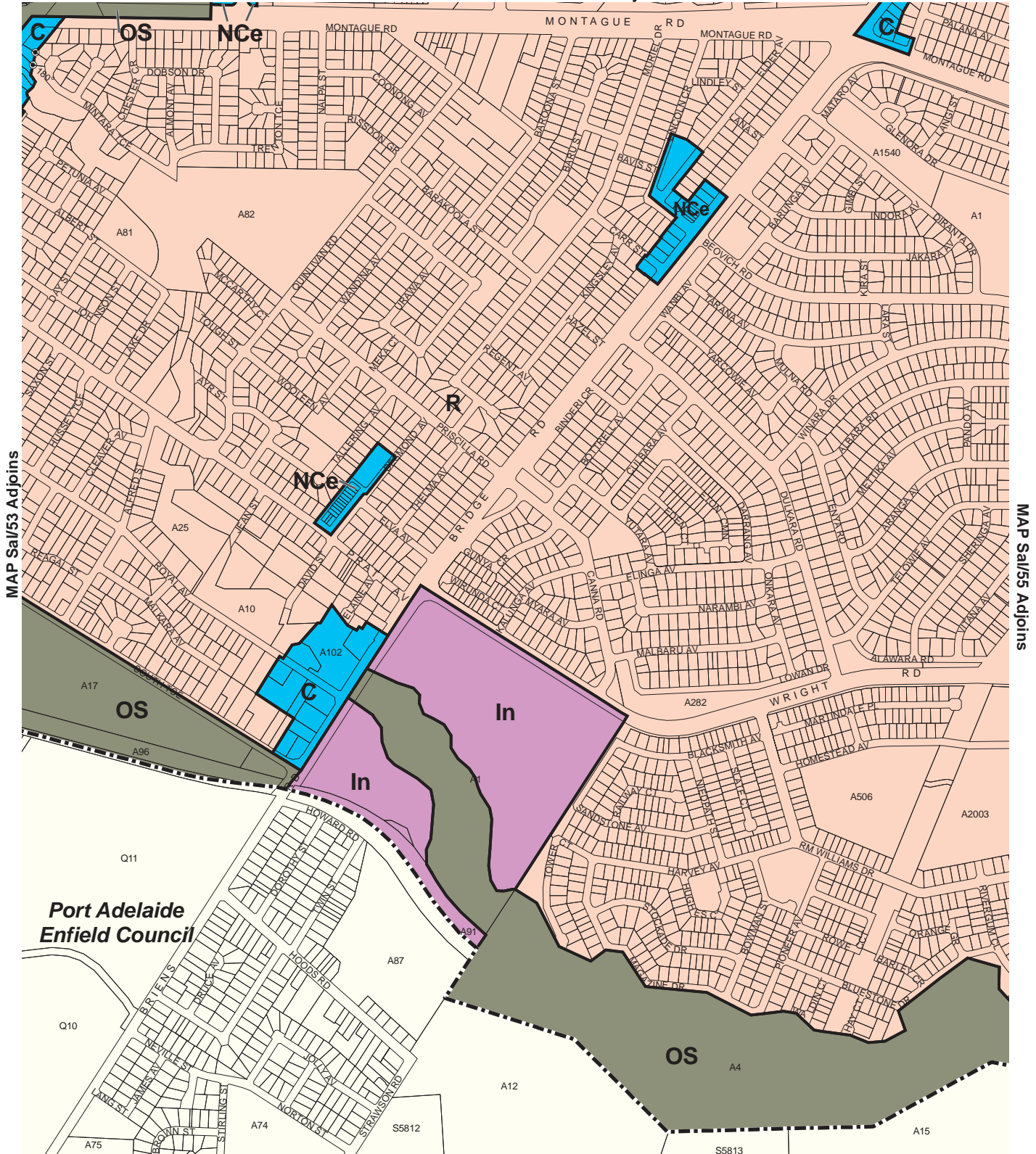
Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.



Overlay Map Sa/54

HERITAGE

- State heritage place
- Development Plan Boundary



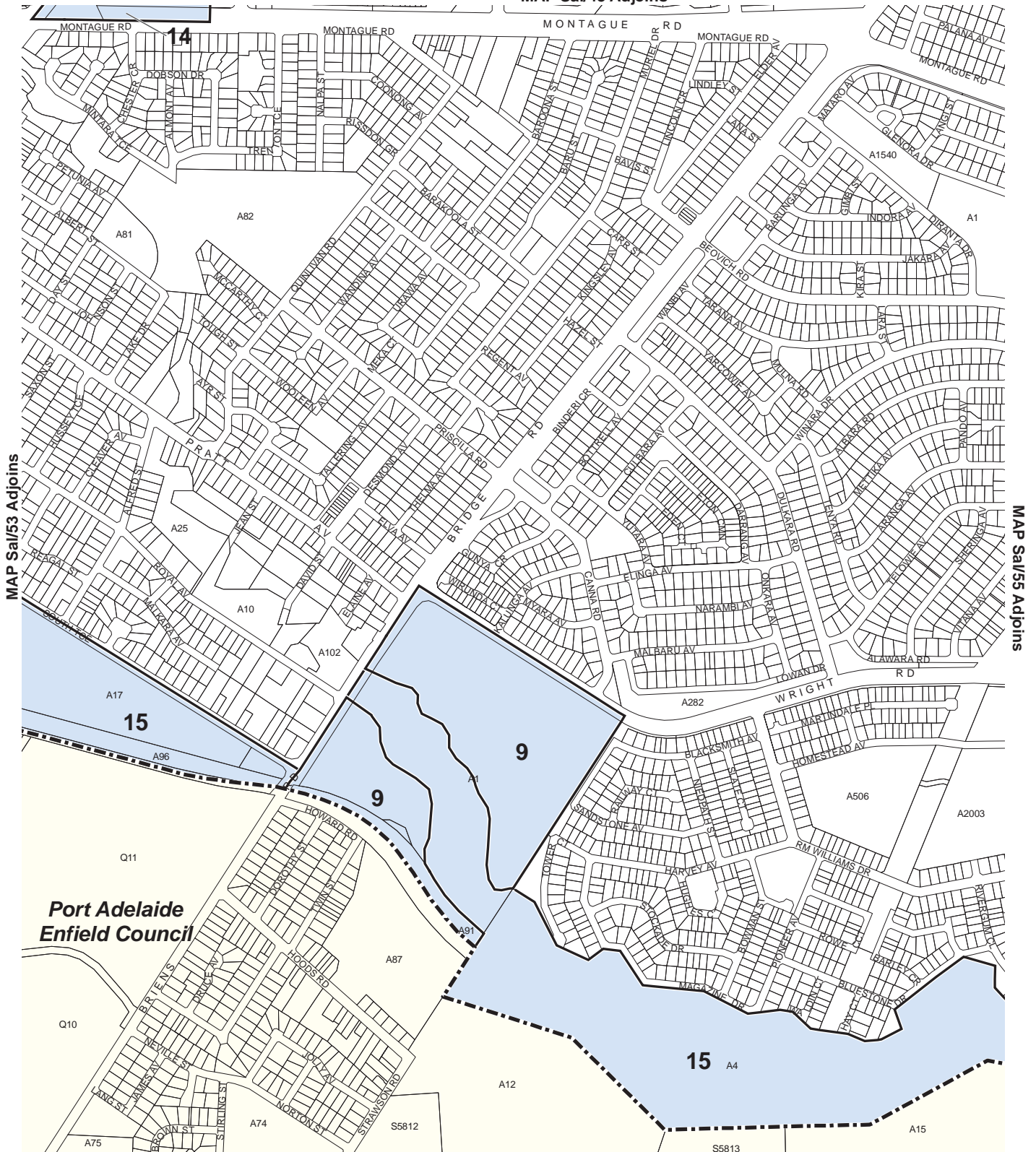
Lamberts Conformal Conic Projection, GDA94



- Zones**
- Commercial
 - Industry
 - Neighbourhood Centre
 - Open Space
 - Residential
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sa/54

MAP Sa/48 Adjoins



**Port Adelaide
Enfield Council**

Lamberts Conformal Conic Projection, GDA94

- Policy Area**
- 14 Landscape Buffer
 - 15 Recreation
 - 9 Infrastructure



Policy Area Map Sa/54

-  Policy Area Boundary
-  Development Plan Boundary

MAP Sal/49 Adjoins



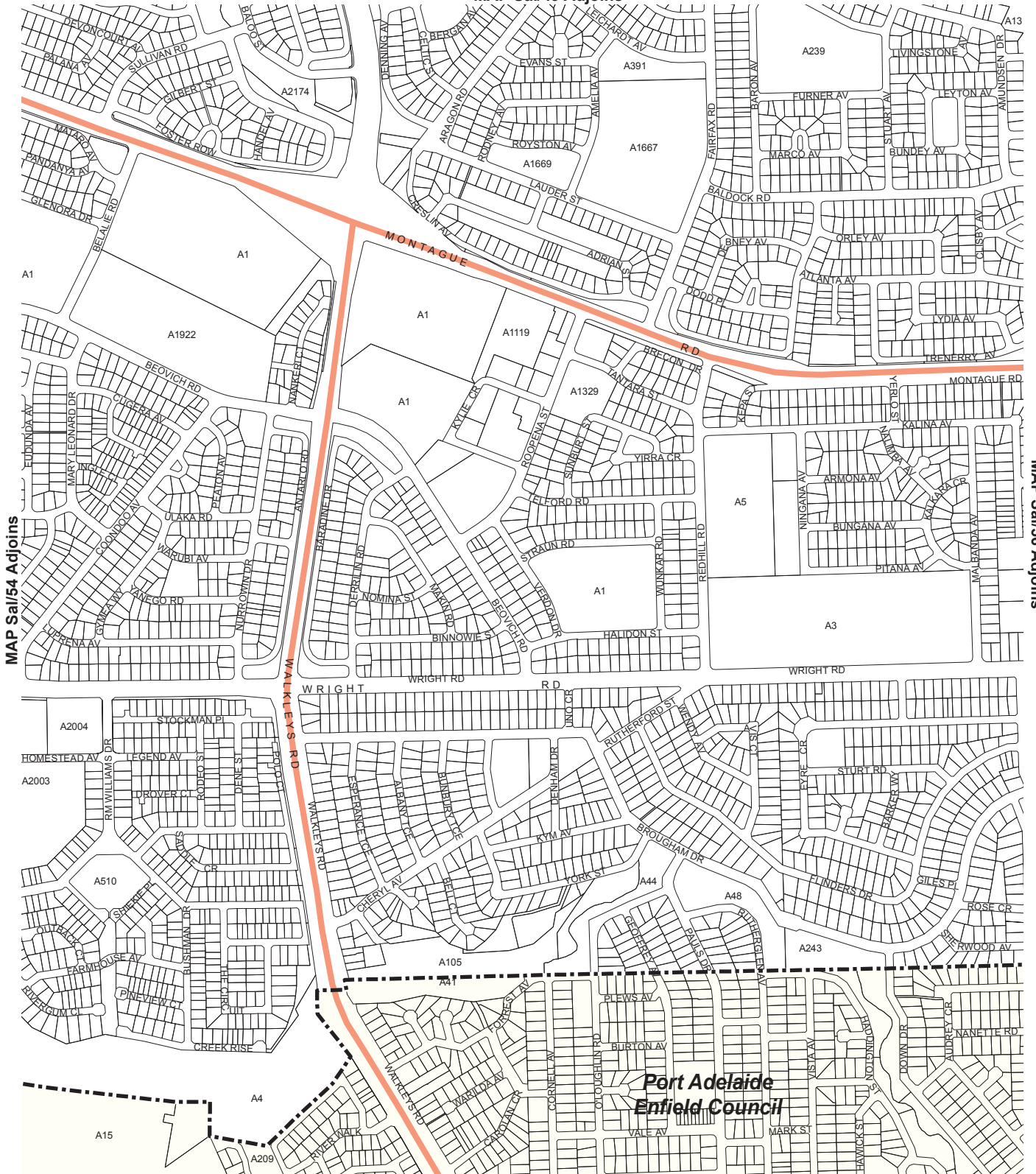
MAP Sal/1 Adjoins



Location Map Sal/55

- S** School
- L** Public Library
- P** Post Office
- H** Other Health Services
- Local Reserves
- Development Plan Boundary

MAP Sal/49 Adjoins



MAP Sal/1 Adjoins

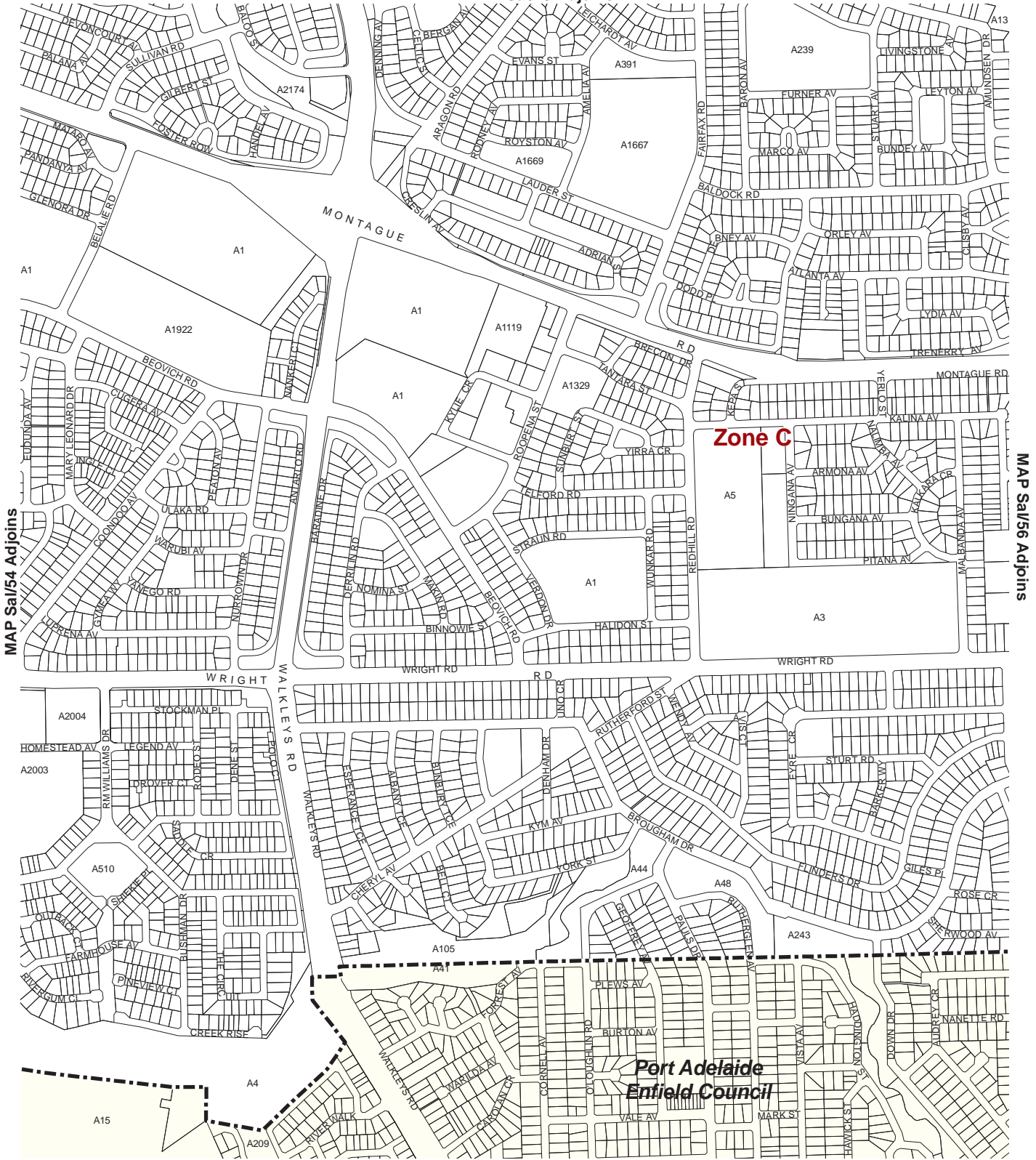
- Secondary Arterial Roads
- Development Plan Boundary



Overlay Map Sal/55

TRANSPORT

MAP Sal/49 Adjoins



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

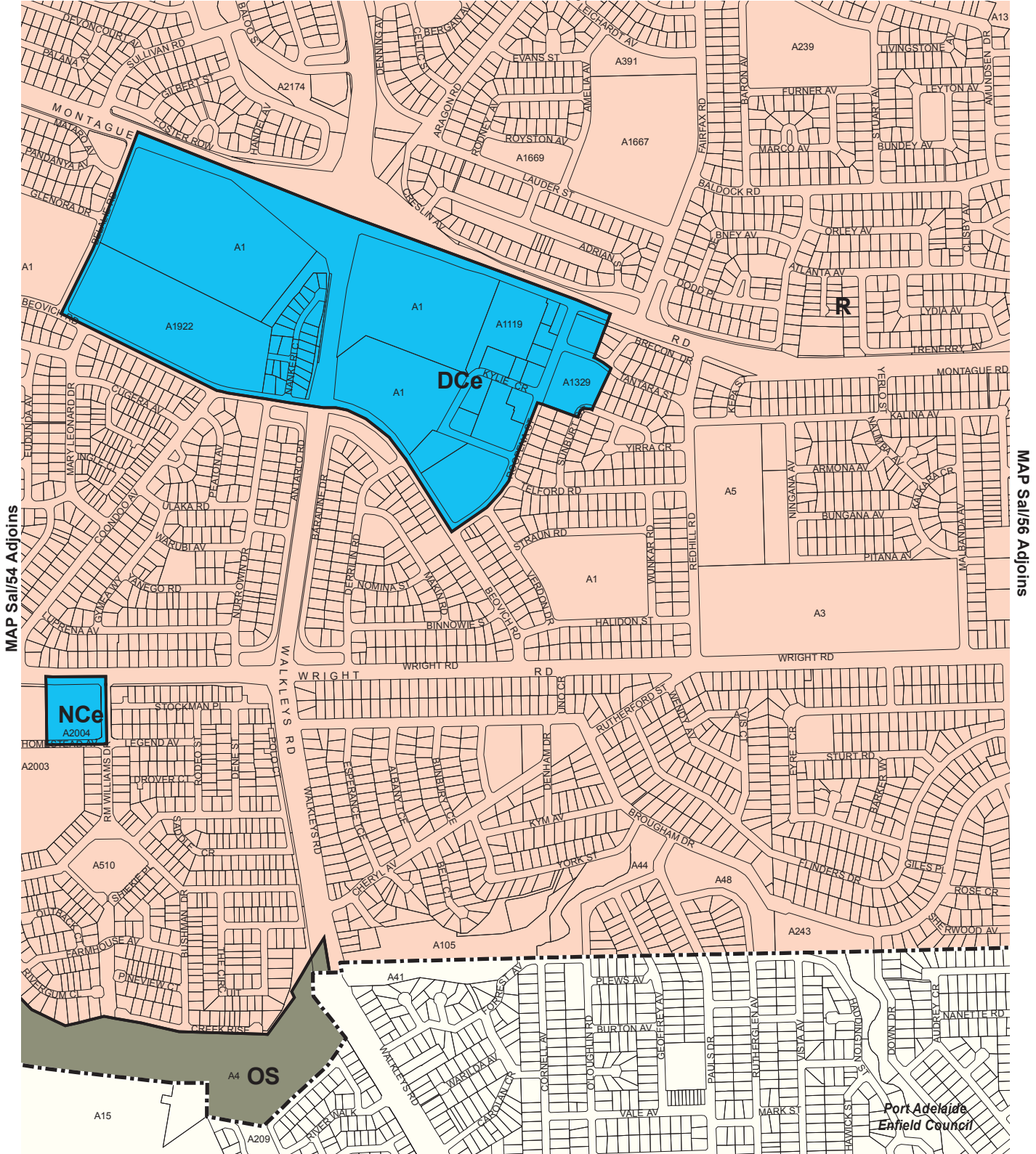
Zone C All Structures Exceeding 15 metres above existing ground level



Overlay Map Sal/55 DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary

MAP Sal/49 Adjoins



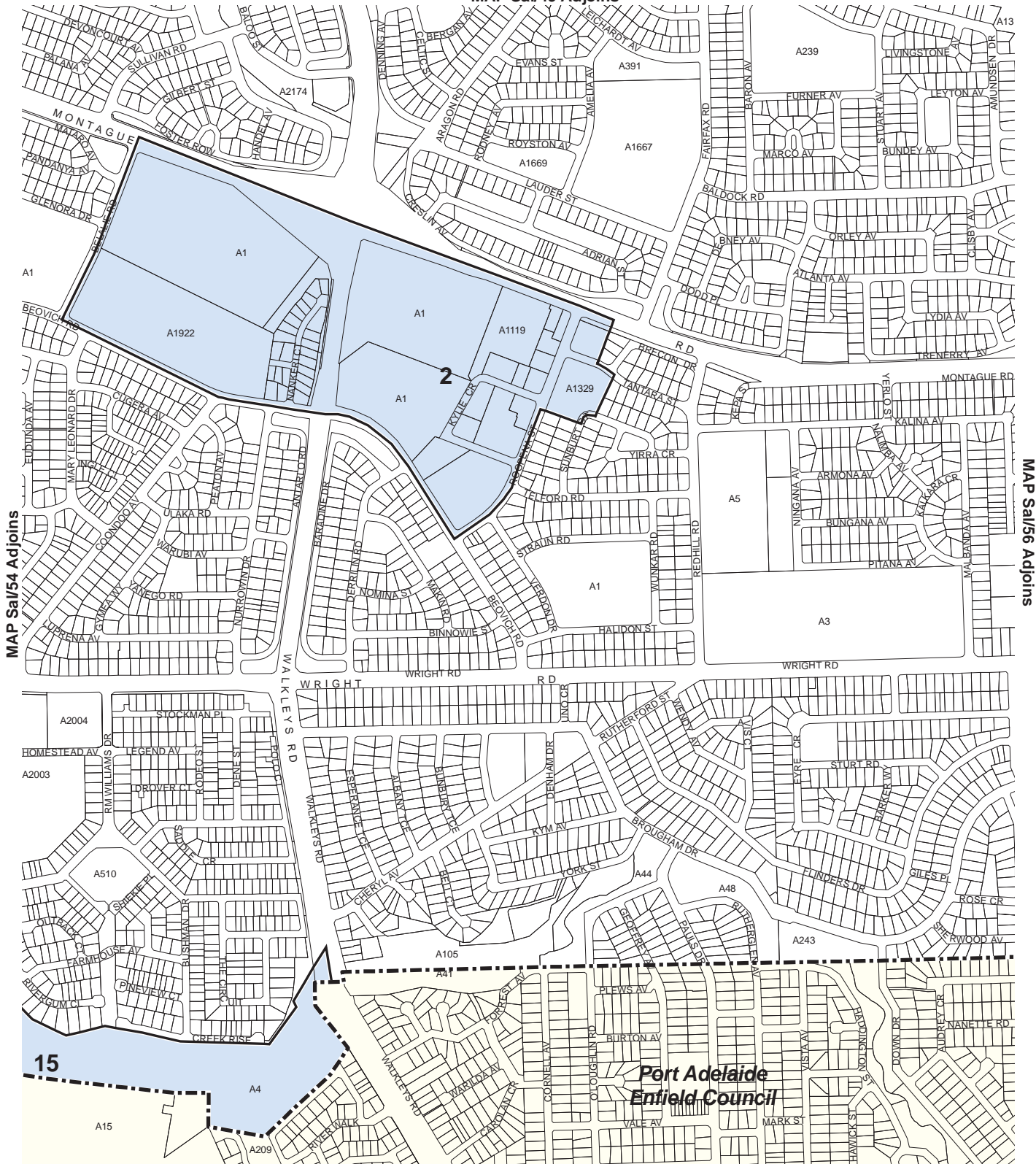
Lamberts Conformal Conic Projection, GDA94



- Zones**
- District Centre
 - Neighbourhood Centre
 - Open Space
 - Residential
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/55

MAP Sal/49 Adjoins



MAP Sal/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

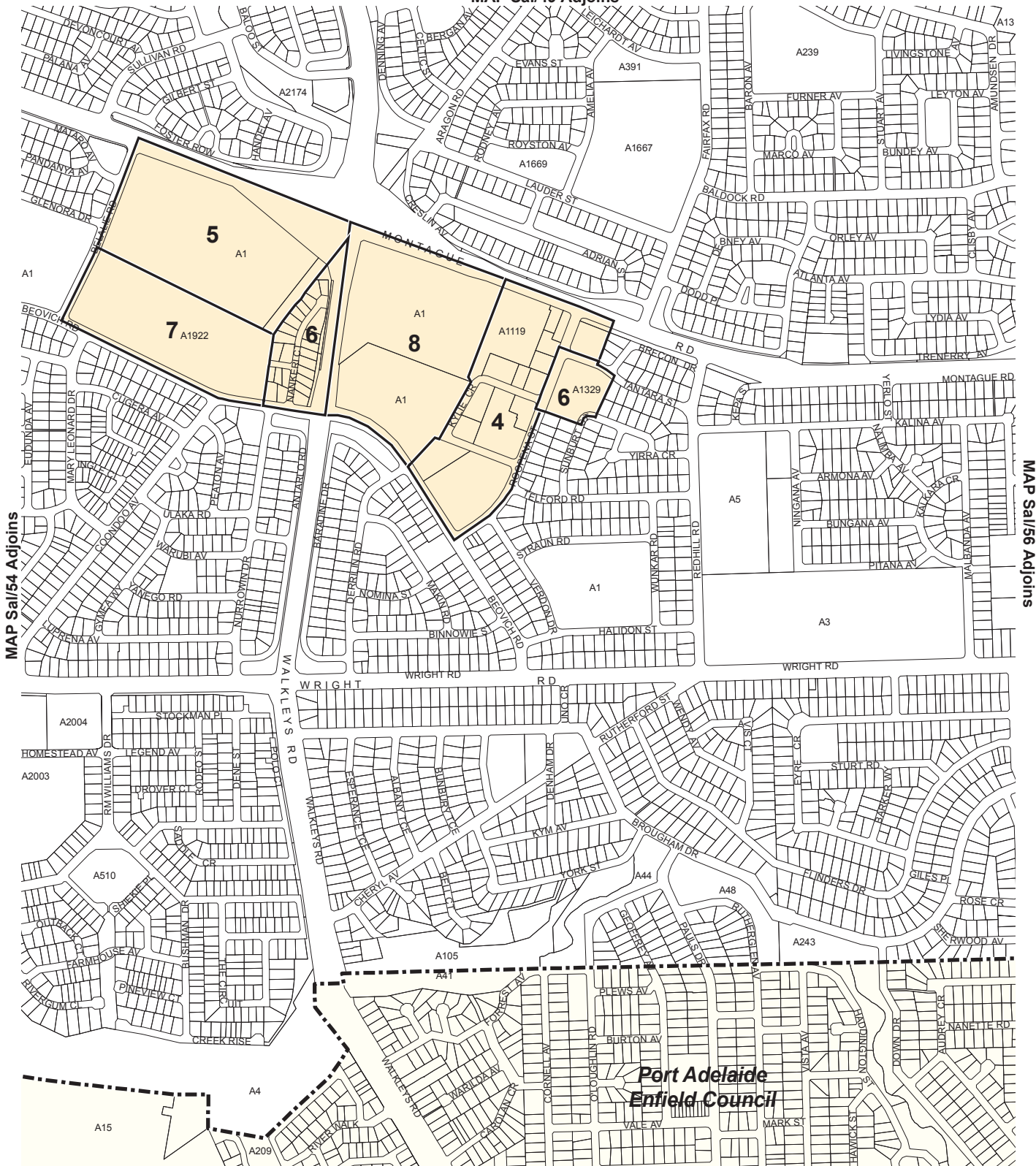
- Policy Area**
 15 Recreation
 2 Ingle Farm



Policy Area Map Sal/55

- Policy Area Boundary
- Development Plan Boundary

MAP Sal/49 Adjoins



MAP Sal/54 Adjoins

MAP Sal/56 Adjoins

Port Adelaide
Enfield Council

MAP Sal/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Precinct

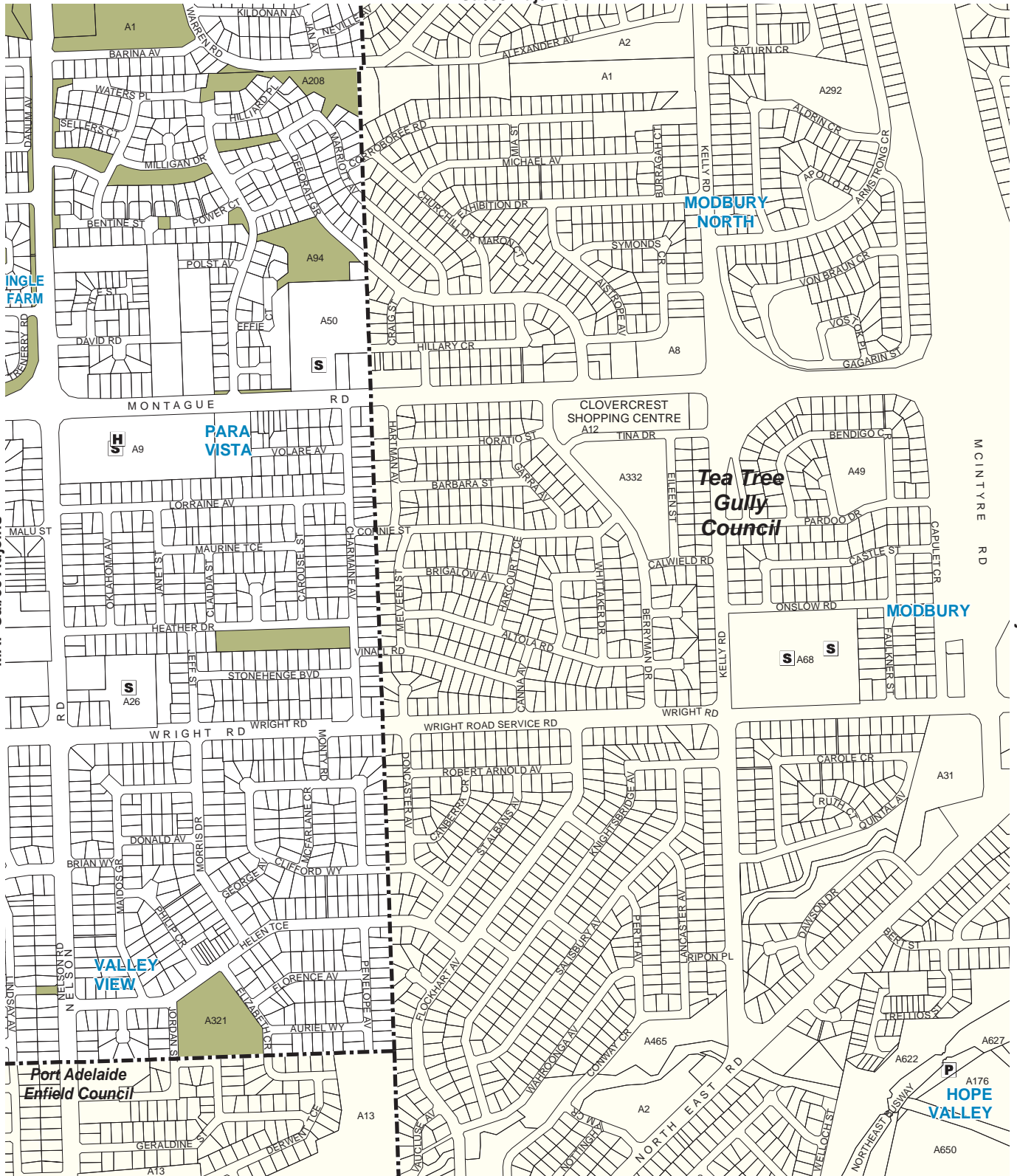
- 4 Community and Business
- 5 Education
- 6 Medium Density Residential
- 7 Recreation
- 8 Retail Core



Precinct Map Sal/55

- Precinct Boundary
- Development Plan Boundary

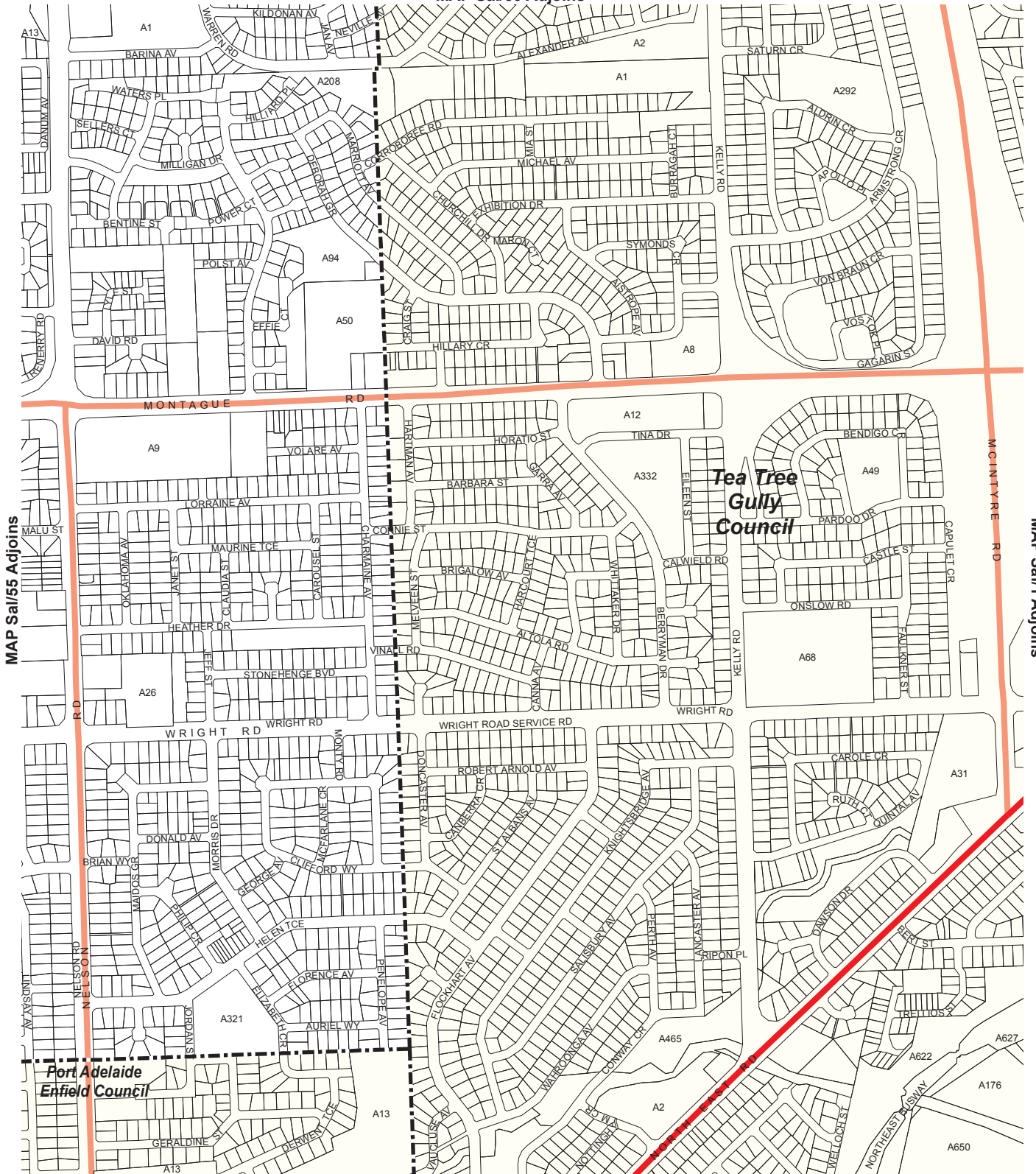
MAP Sa/50 Adjoins



- S** School
- P** Post Office
- H** Other Health Services
- Local Reserves
- Development Plan Boundary

Location Map Sa/56

MAP Sa1/50 Adjoins



MAP Sa1/1 Adjoins

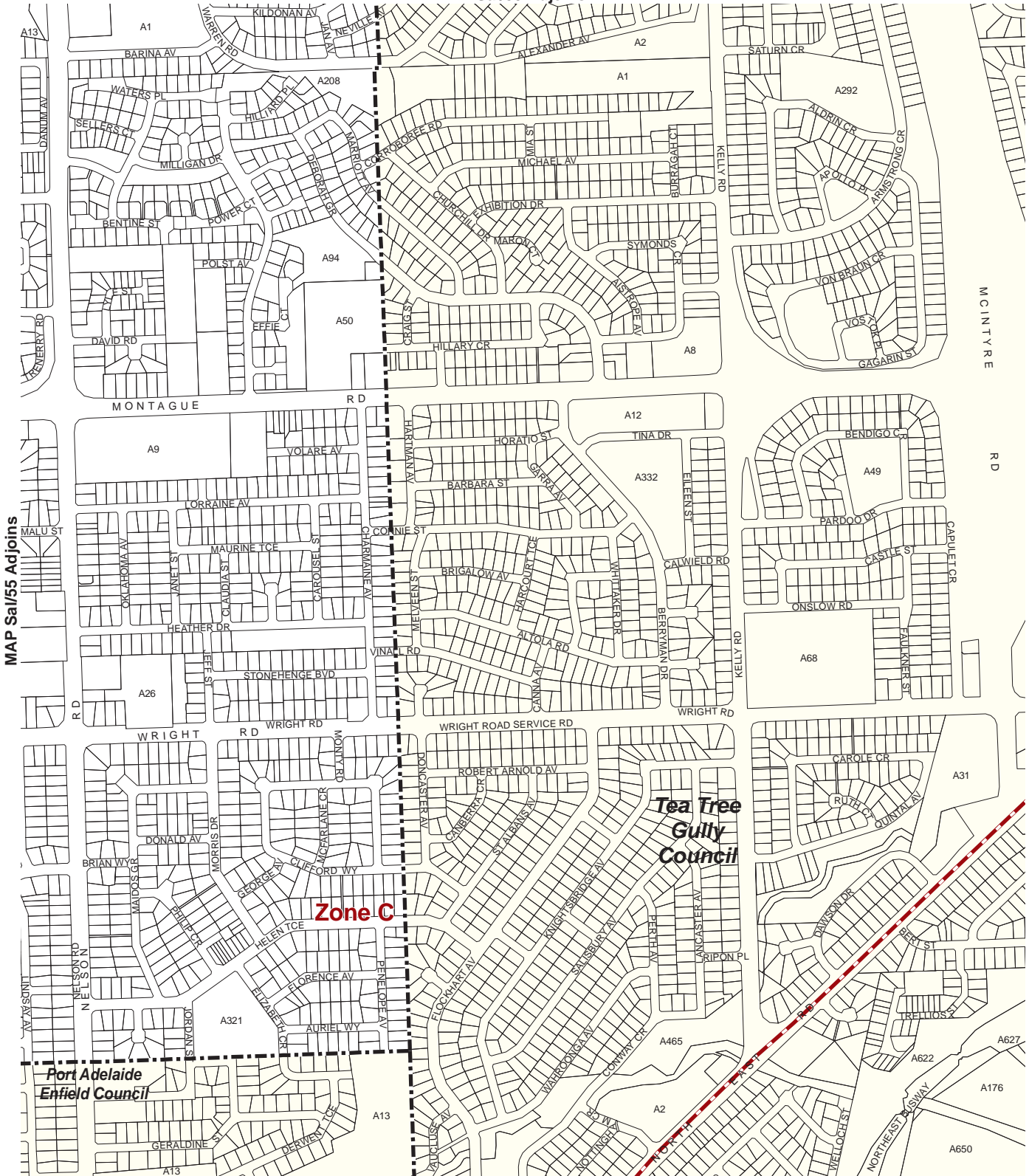


Overlay Map Sa1/56

TRANSPORT

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

MAP Sa/50 Adjoins



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

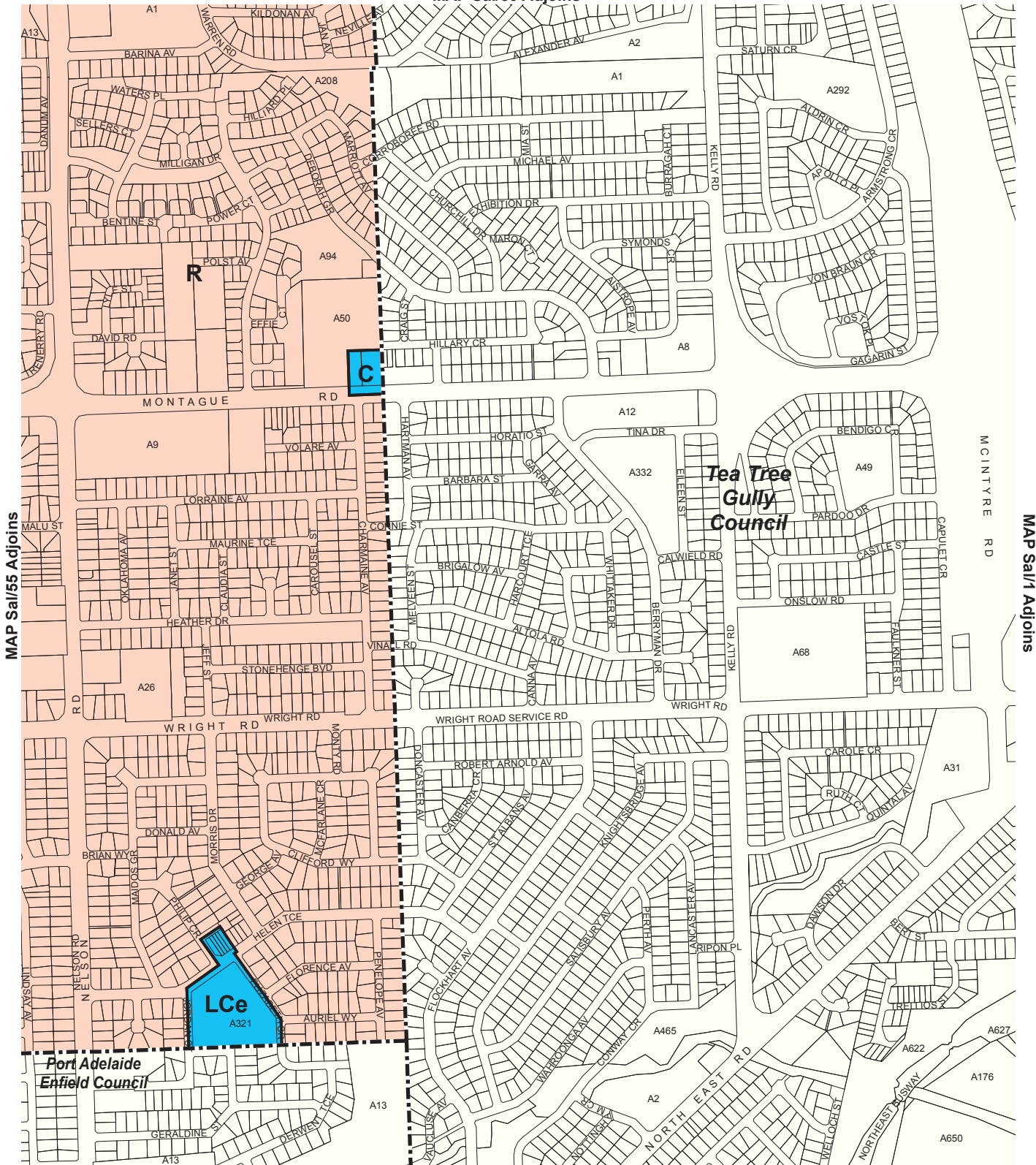
Zone C All Structures Exceeding 15 metres above existing ground level



Overlay Map Sa/56 DEVELOPMENT CONSTRAINTS

- Airport Building Heights
- Development Plan Boundary

MAP Sal/50 Adjoins

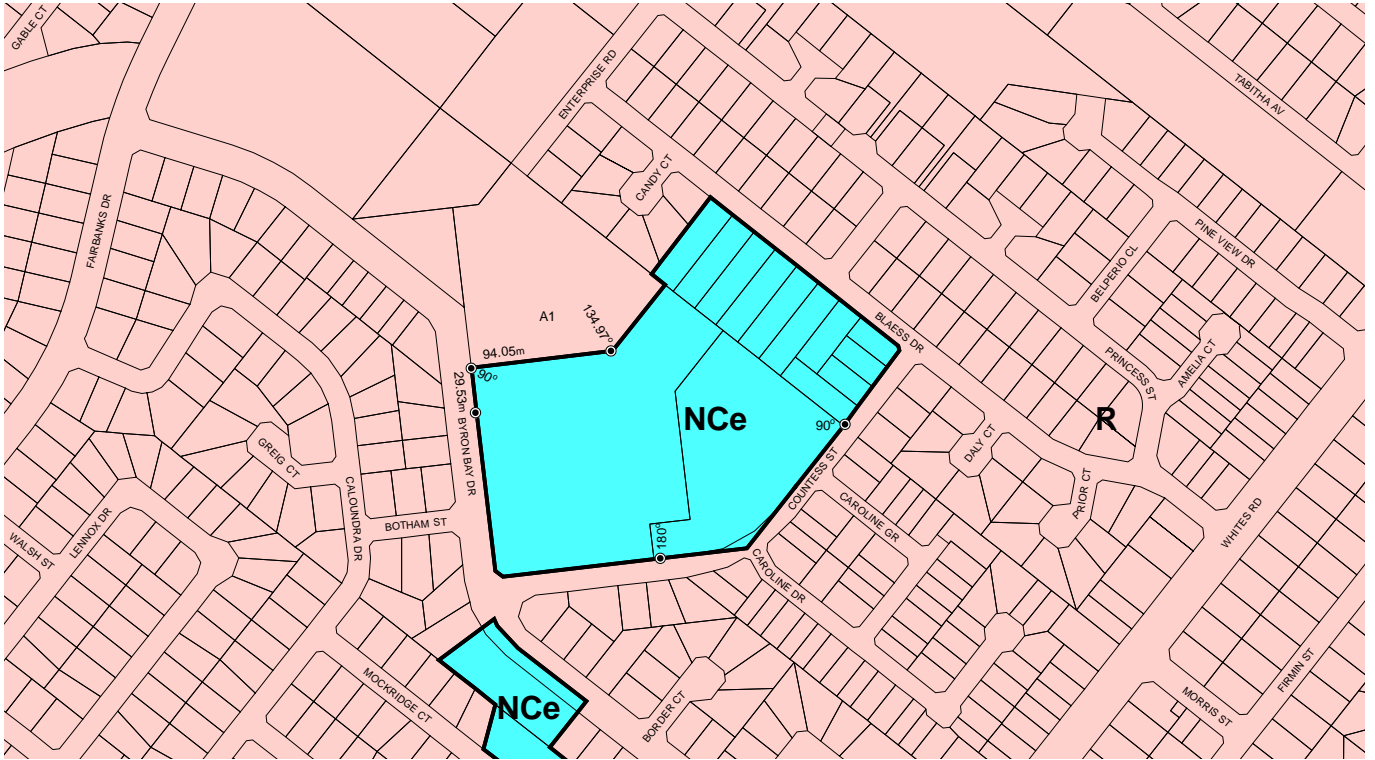


Lamberts Conformal Conic Projection, GDA94

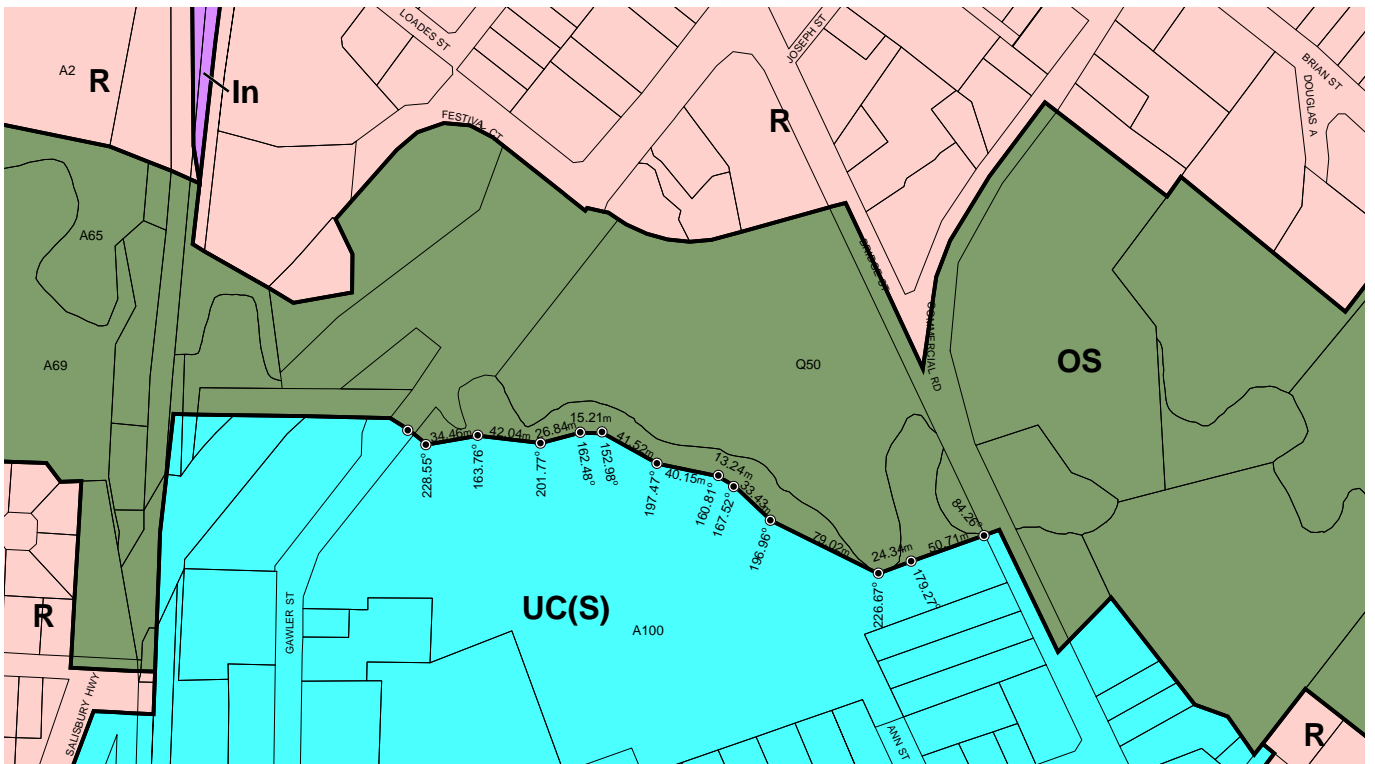


- Zones**
- Commercial
 - Local Centre
 - Residential
 - Zone Boundary
 - Development Plan Boundary

Zone Map Sal/56



Enlargement A



Enlargement B

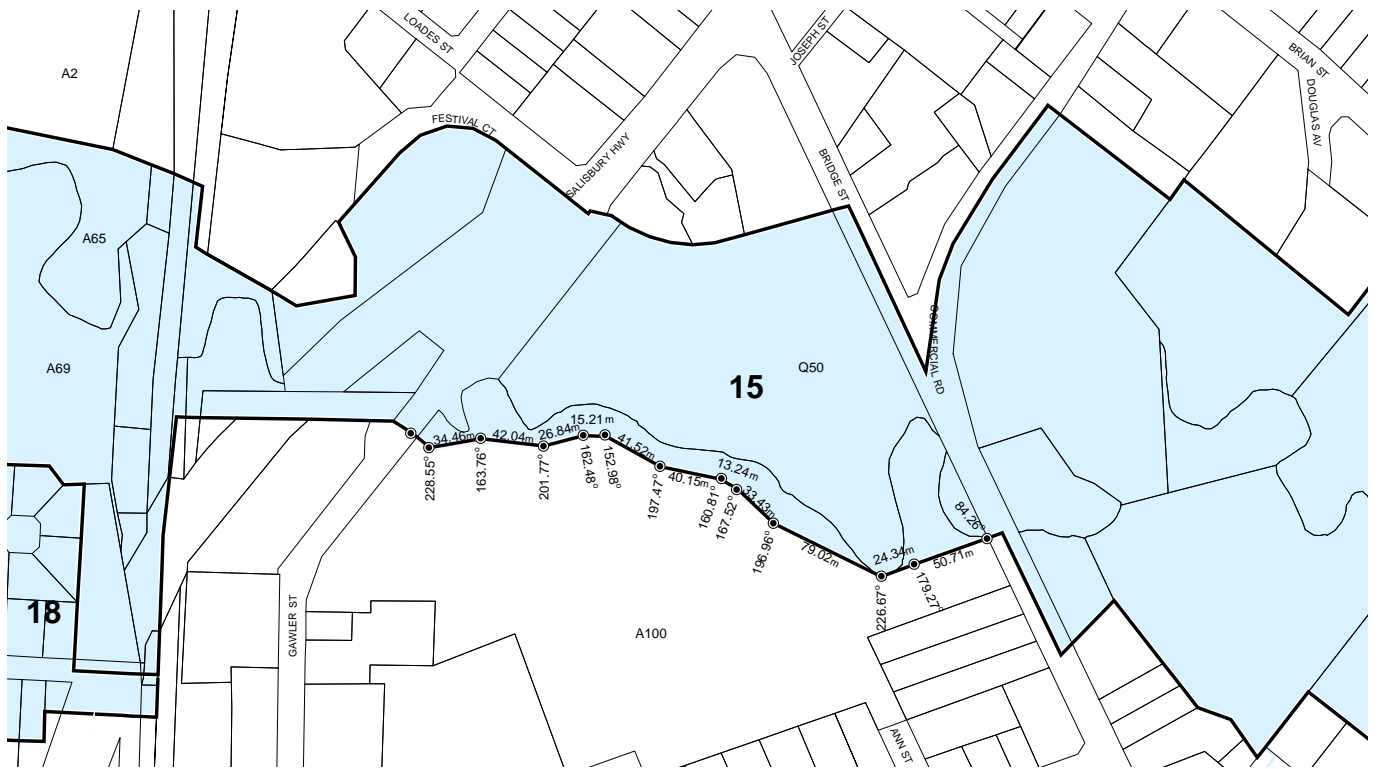


Zone Map Sal/57

- Zone Boundary
- Development Plan Boundary



Enlargement A



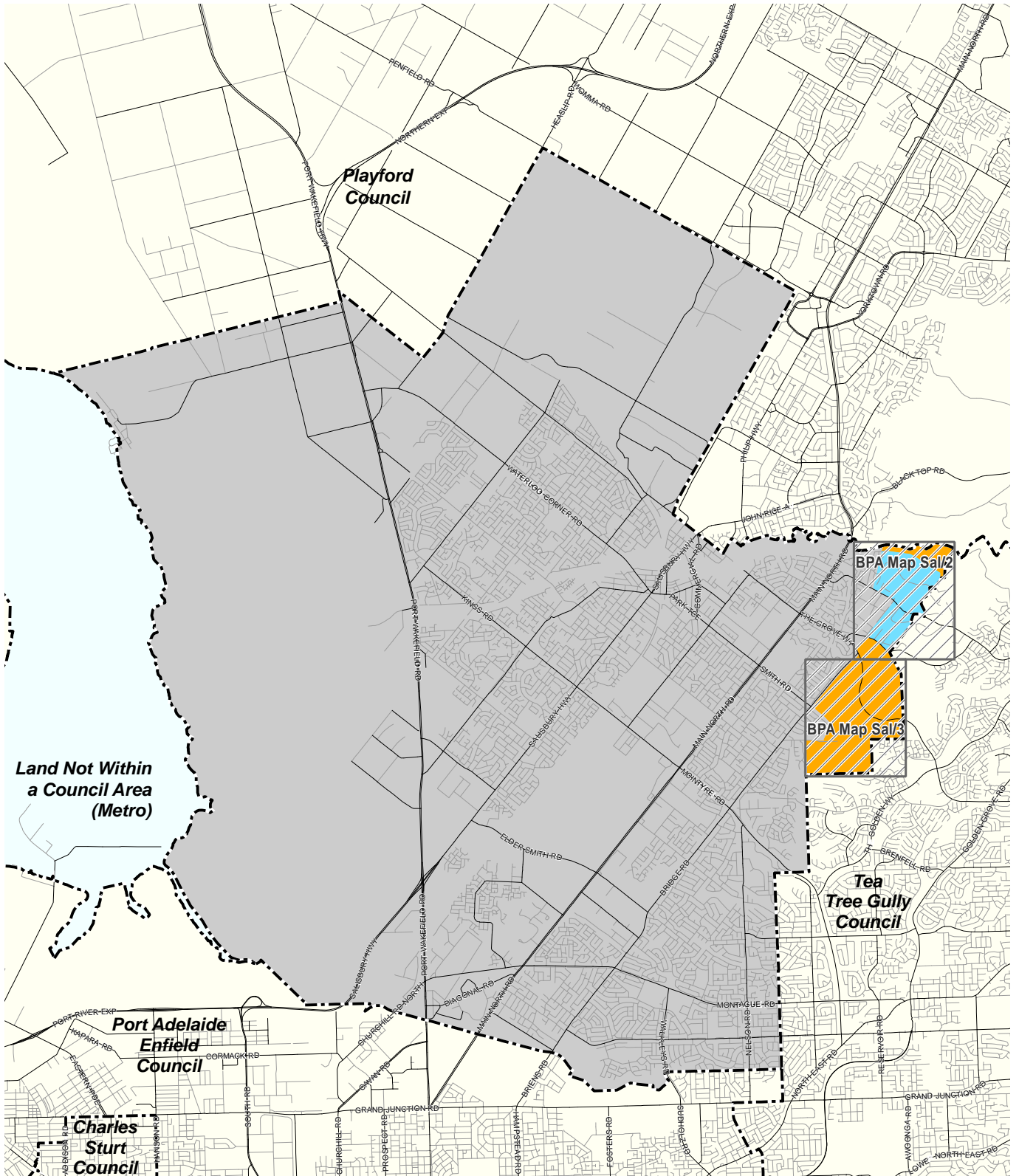
Enlargement B



Policy Area Map Sa1/57

- Policy Area Boundary
- Development Plan Boundary

Bushfire Risk BPA Maps



See enlargement map for accurate representation.



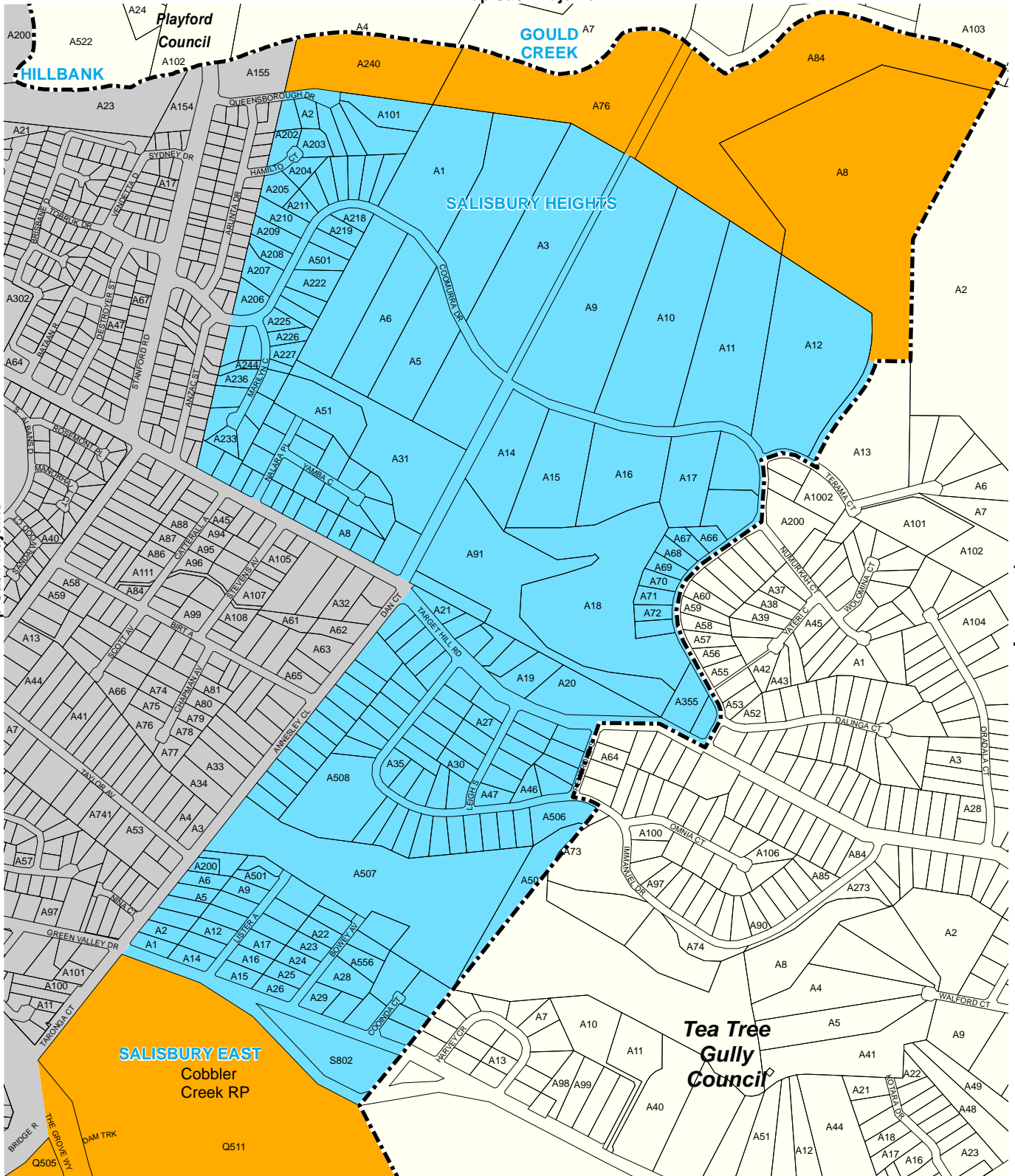
Bushfire Protection Area

BPA Map Sa/1

BUSHFIRE RISK

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

BPA Map Sal/1 Adjoins



BPA Map Sal/3 Adjoins

BPA Map Sal/1 Adjoins



Bushfire Protection Area

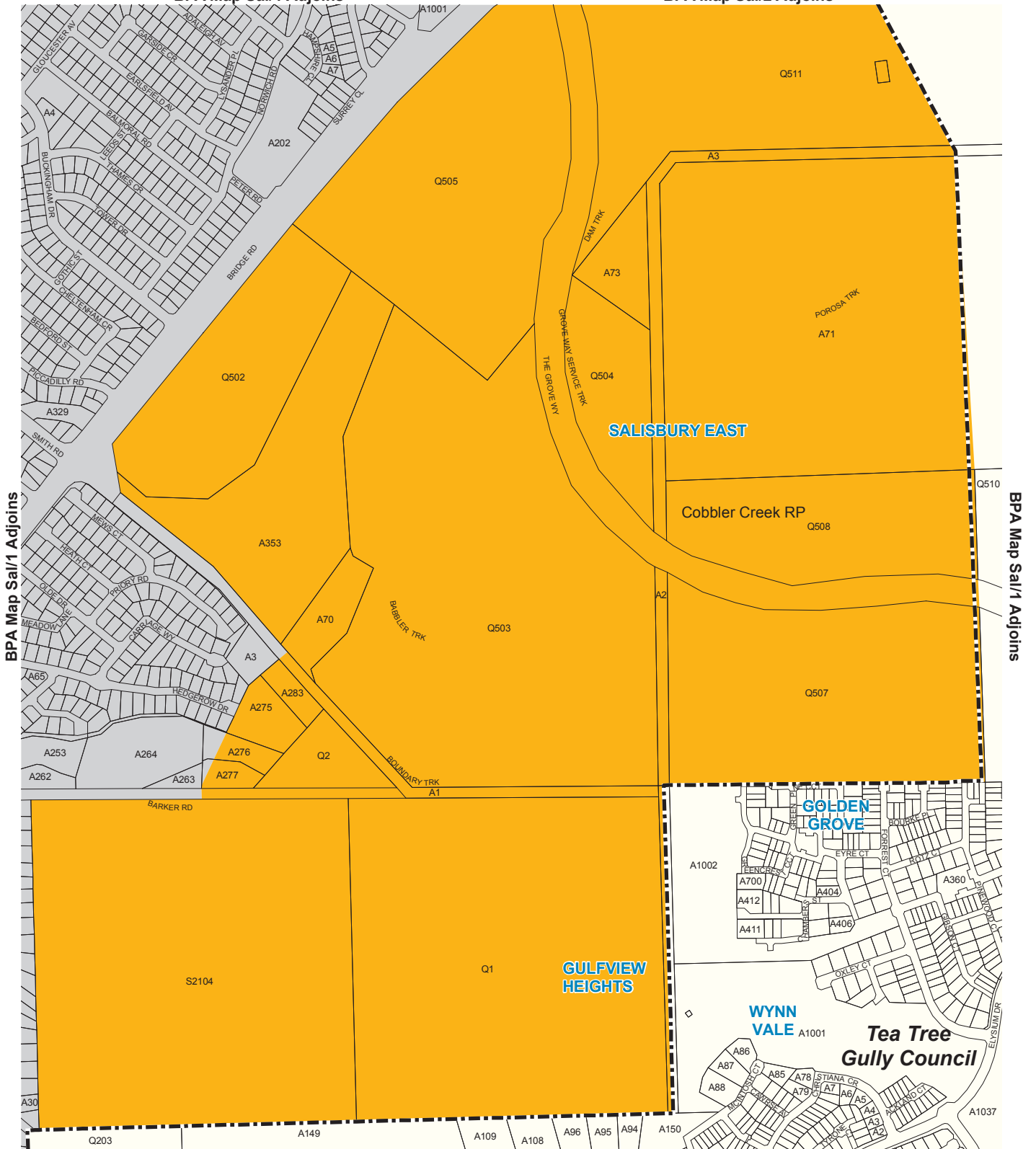
BPA Map Sal/2

BUSHFIRE RISK

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

BPA Map Sal/1 Adjoins

BPA Map Sal/2 Adjoins



BPA Map Sal/1 Adjoins



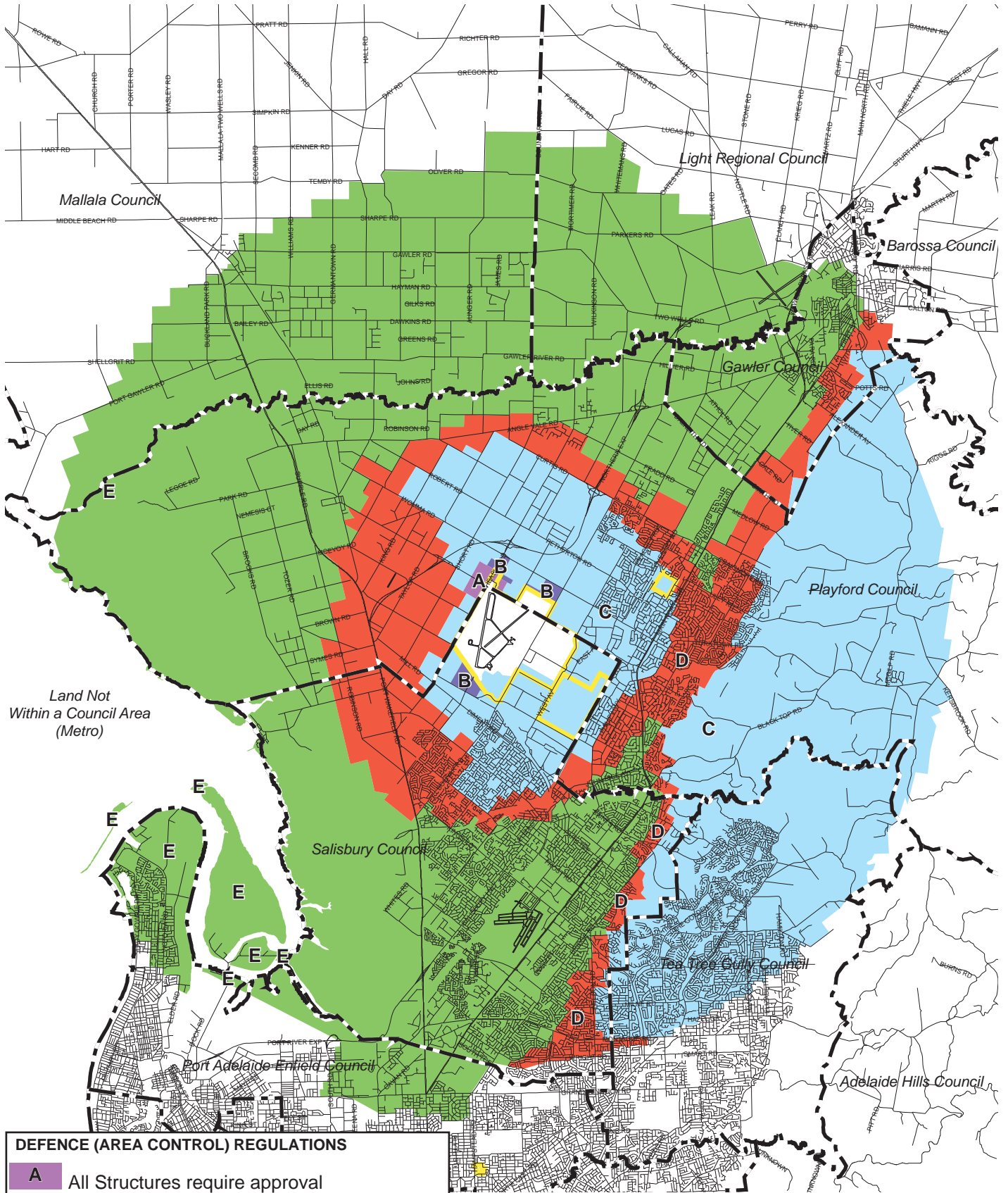
Bushfire Protection Area

BPA Map Sal/3

BUSHFIRE RISK

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

Concept Plan Maps



DEFENCE (AREA CONTROL) REGULATIONS	
 A	All Structures require approval
 B	Structures higher than 7.5m require approval
 C	Structures higher than 15m require approval
 D	Structures higher than 45m require approval
 E	Structures higher than 90m require approval

This Plan is Diagrammatic Only

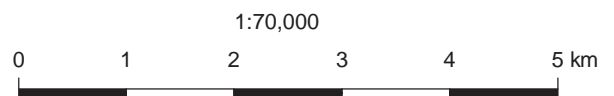
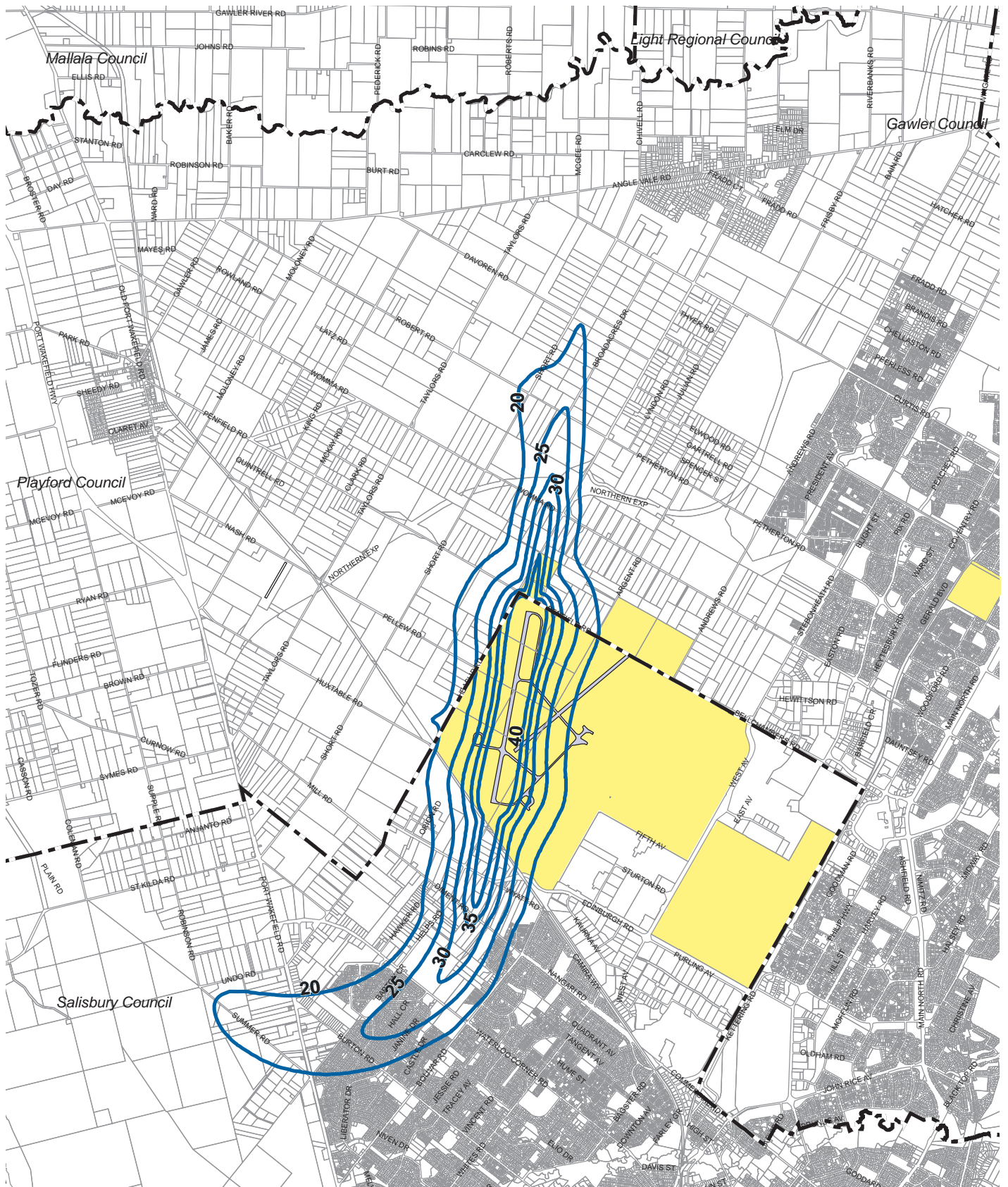
- Dept of Defence Property
- Development Plan Boundaries



RAAF BASE EDINBURGH CONSTRAINTS

Concept Plan Map Sal/1

EDINBURGH DEFENCE AIRFIELD (AREA CONTROL) REGULATIONS



RAAF BASE EDINBURGH CONSTRAINTS

Concept Plan Map Sal/2

EDINBURGH DEFENCE AIRFIELD

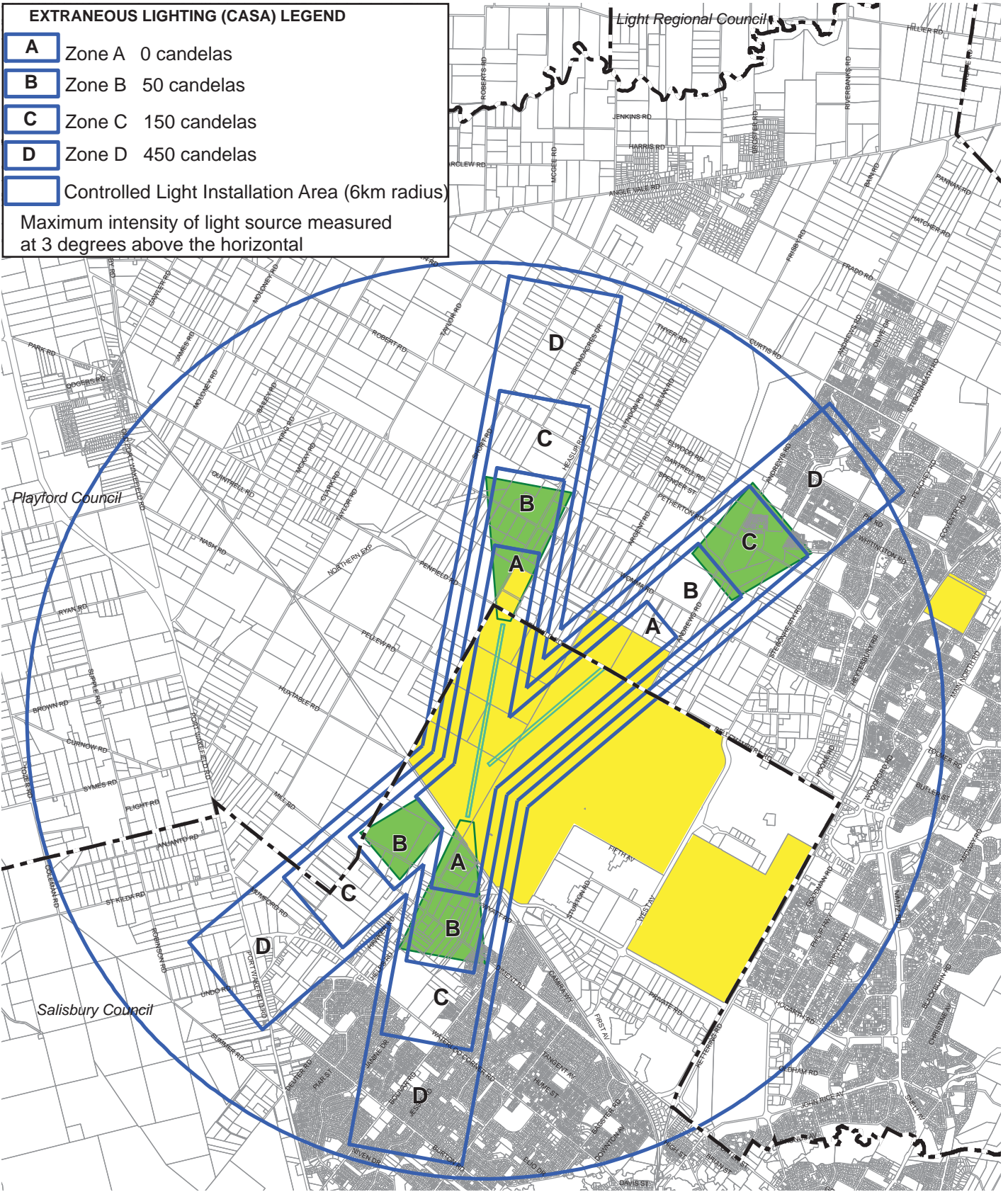
AIRCRAFT NOISE EXPOSURE

- 25 ANEF Contours 2022
- Aviation
- Dept of Defence Property
- Development Plan Boundaries

EXTRANEOUS LIGHTING (CASA) LEGEND

- A** Zone A 0 candelas
- B** Zone B 50 candelas
- C** Zone C 150 candelas
- D** Zone D 450 candelas
- Controlled Light Installation Area (6km radius)

Maximum intensity of light source measured at 3 degrees above the horizontal



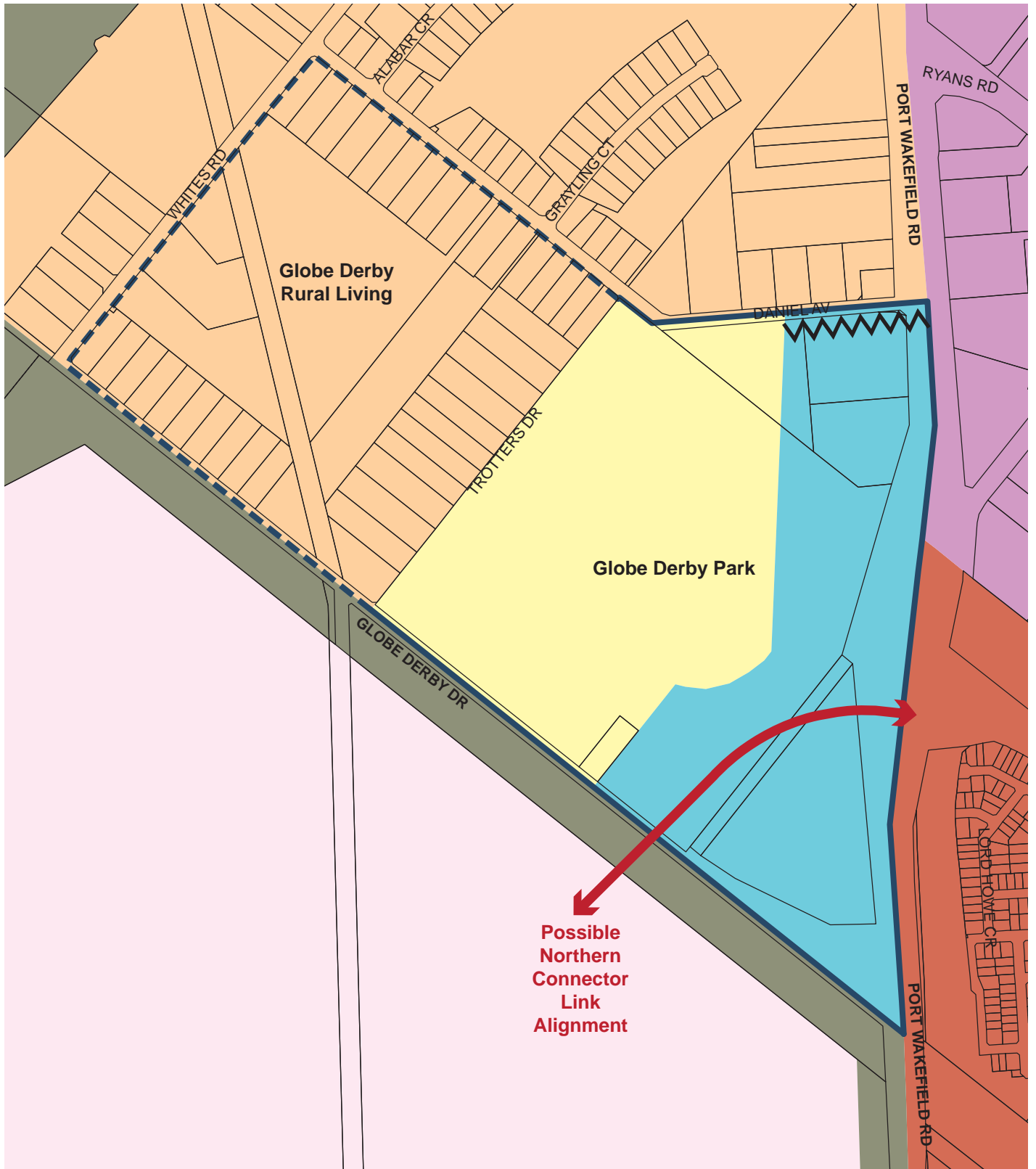
- Restrictions on the amount of upward light emitted to comply with the criteria outlined in paragraphs 703b, 704b and 705b of Part 5, Chapter 7 of Australian Defence Force Publication 602 (ADFP 602)
- No light above the horizontal is permitted
- Runways
- Dept of Defence Property
- Development Plan Boundaries



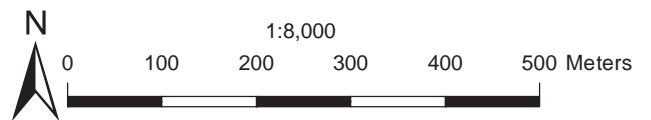
RAAF BASE EDINBURGH CONSTRAINTS

Concept Plan Map Sal/3

EDINBURGH DEFENCE AIRFIELD LIGHTING CONSTRAINTS

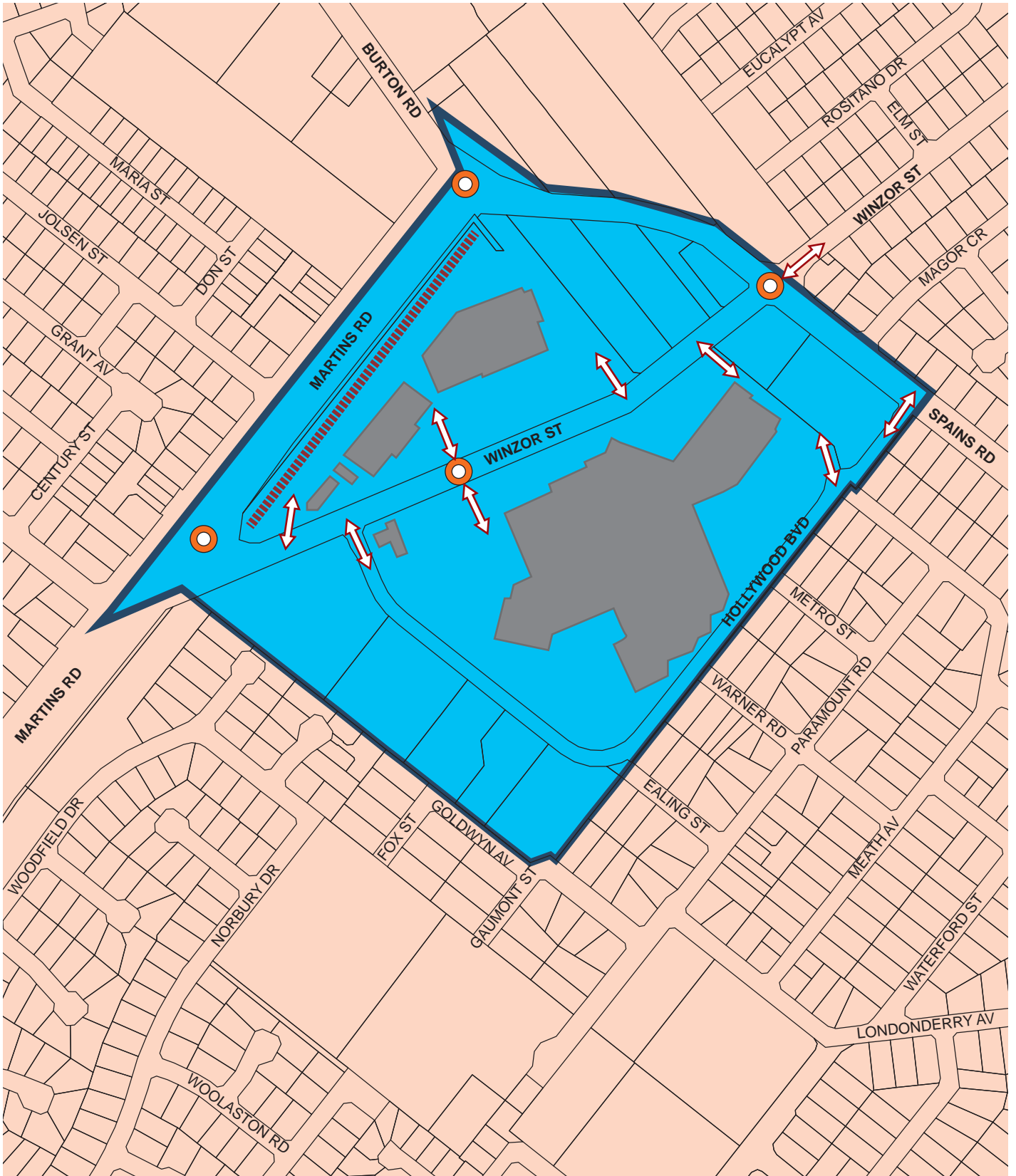


-  Globe Derby Park
-  Globe Derby Park Commercial
-  Rural Living Globe Derby park
-  Rural Living
-  Deferred Urban
-  Industrial
-  Multi-function Polis (Levels)
-  Open Space
-  Interface
-  Concept Area Boundary

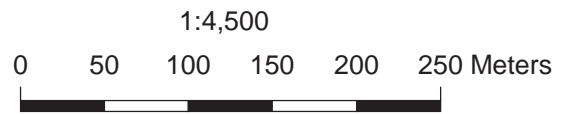


Concept Plan Map Sal/4

GLOBE DERBY PARK

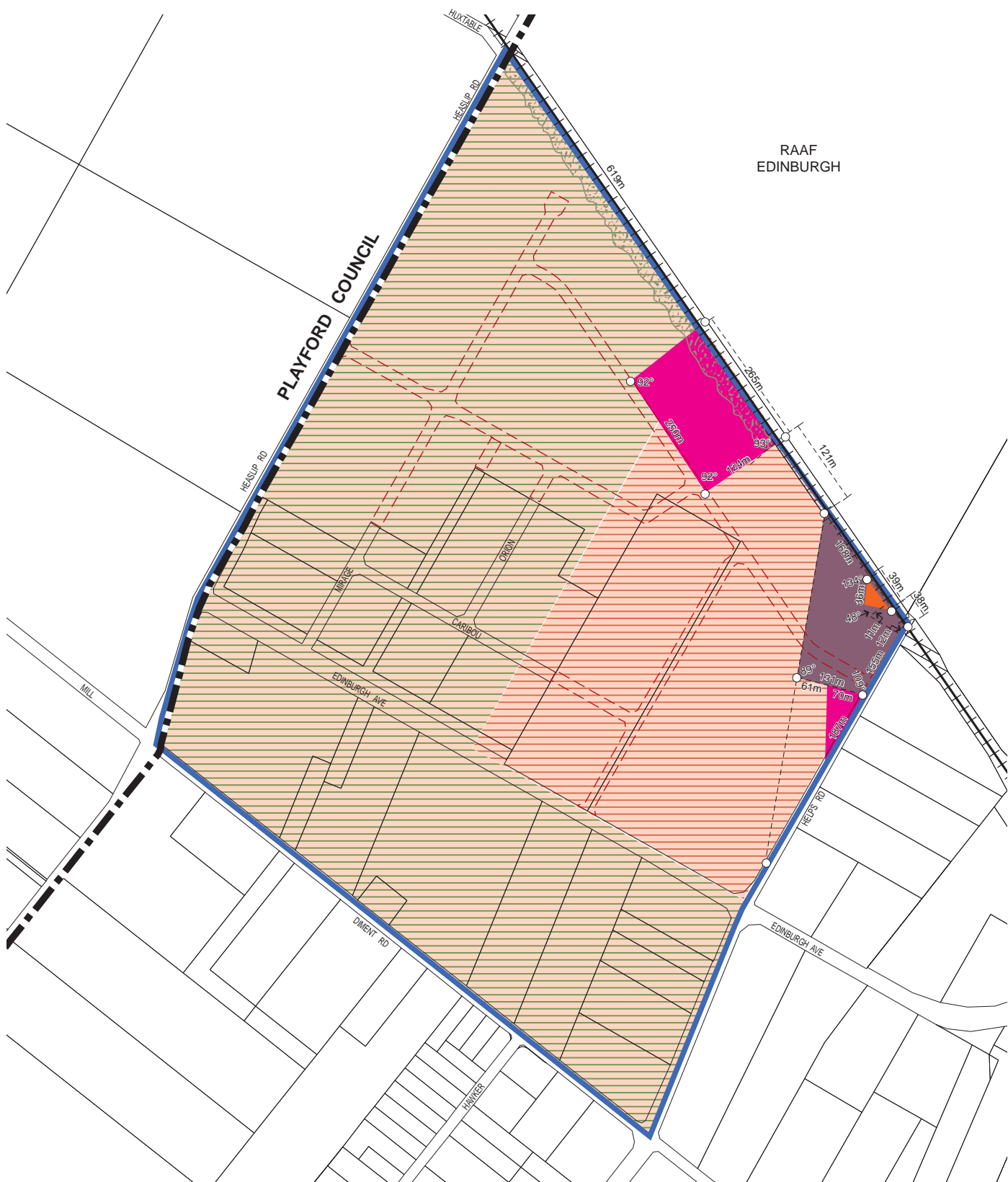


- District Centre
- Residential
- Shopping Complex
- Traffic Control Roundabout
- ETSA Easement
- Access
- Concept Area Boundary












Concept Plan Map Sal/5

SALISBURY DOWNS DISTRICT CENTRE



RAAF
EDINBOROUGH

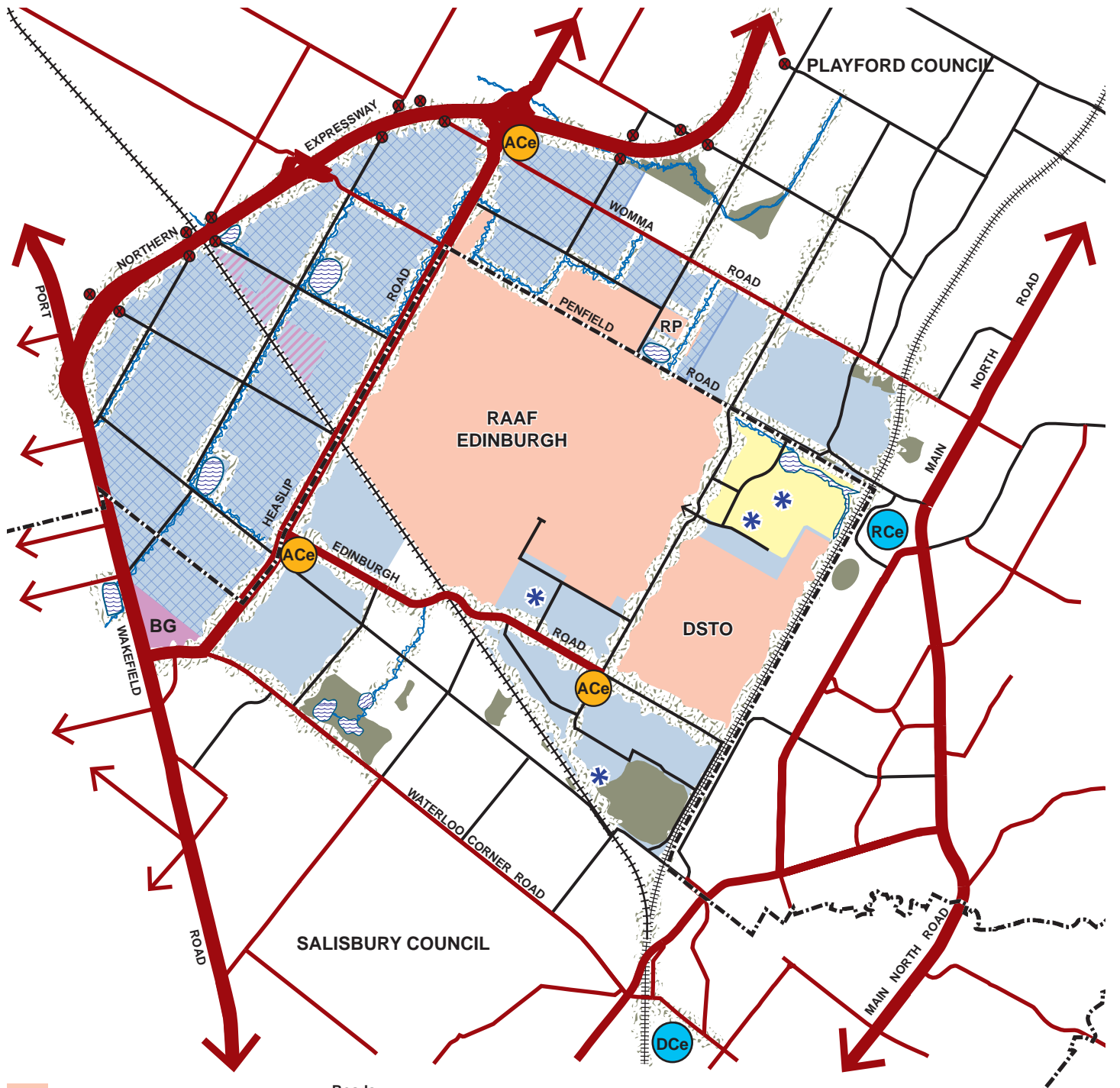
PLAYFORD COUNCIL

-  Structures higher than 7.5 metres require Department of Defence Approval Pursuant to the Defence (Areas Control) Regulations 1989
-  Structures higher than 15.0 metres require Department of Defence Approval Pursuant to the Defence (Areas Control) Regulations 1989
-  No Structures and Development Area (Department of Defence Requirement)
-  Runway Public Safety Area (Department of Defence Requirement)
-  Limited Development Area
-  Landscape Buffer
-  Proposed roads
-  Concept Plan Boundary
-  Development Plan Boundary



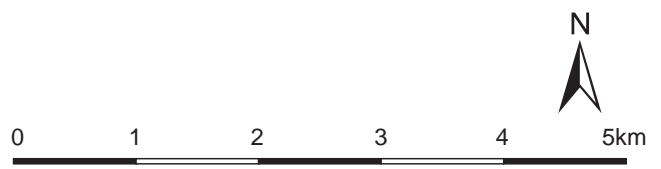
Concept Plan Map Sa1/6

URBAN EMPLOYMENT ZONE



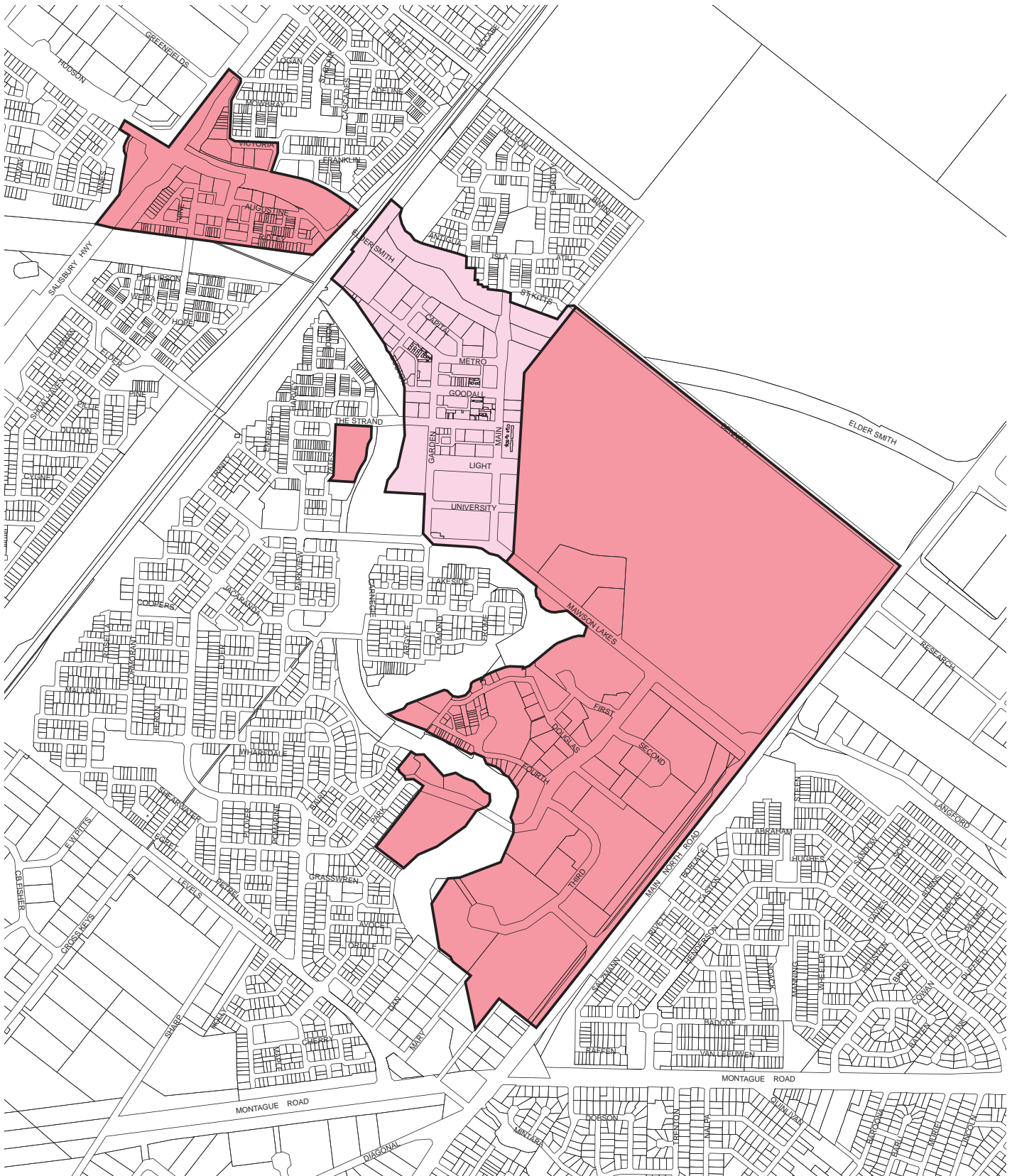
- Excluded (Defence land)
- RP Residential Park
- Employment Land
- Future Employment Land
- Stormwater Detention Basins
- BG Bulky Goods Node
- Intermodal Facilities
- Future Development Precinct
- Open Space / Green Corridor / Buffer
- Recreation
- ACe Local Activity Centre
- DCe District Centre
- RCe Regional Centre
- * Icon Buildings

- Roads**
- Primary Freight
 - Secondary Freight
 - Arterial
 - Other Roads
 - Closed Road
 - Waterways/Drainage
 - Freight (Railway)
 - Passenger (Railway)
 - Development Plan Boundary



Concept Plan Map Sal/7

GREATER EDINBURGH PARKS



- Core Area
- Transition Area



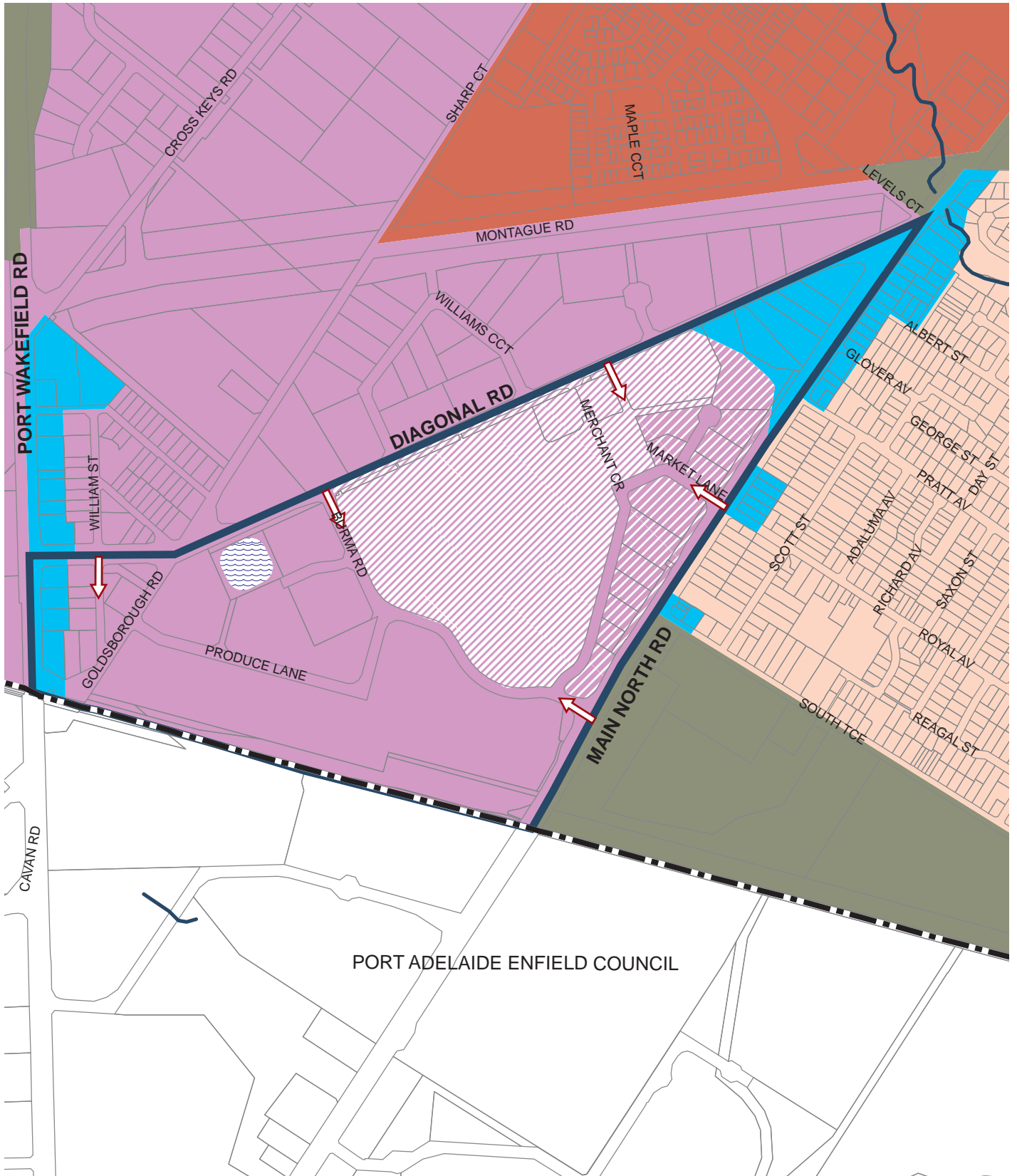
Concept Plan Map Sal/8

MAWSON LAKES URBAN CORE ZONE

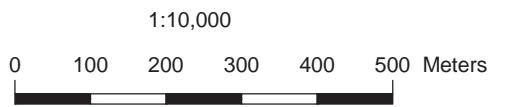
— Area Boundary

CITY OF SALISBURY

Consolidated - 4 April 2019

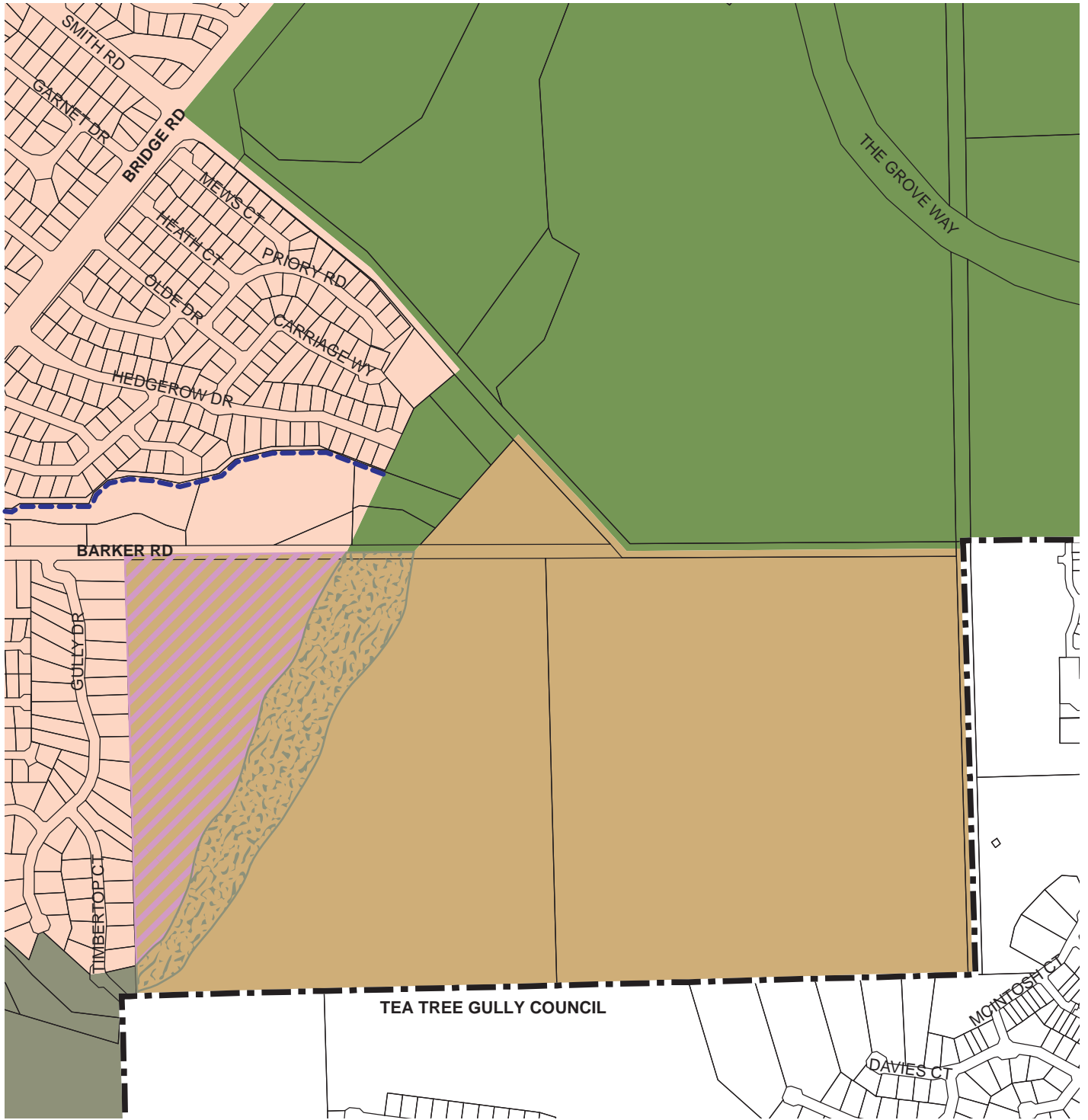


- | | |
|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
|  Industry |  Commercial |
|  Market Trading |  MFP (Levels) |
|  Market Warehouse |  Open Space |
|  Detention Basin |  Residential |
|  Access | |
|  Concept Area Boundary | |

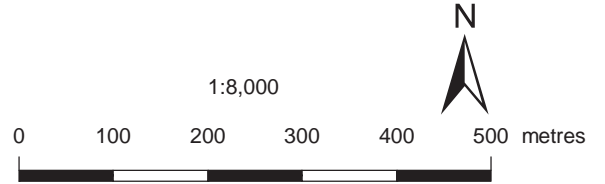


Concept Plan Map Sal/9

POORAKA LIGHT INDUSTRY

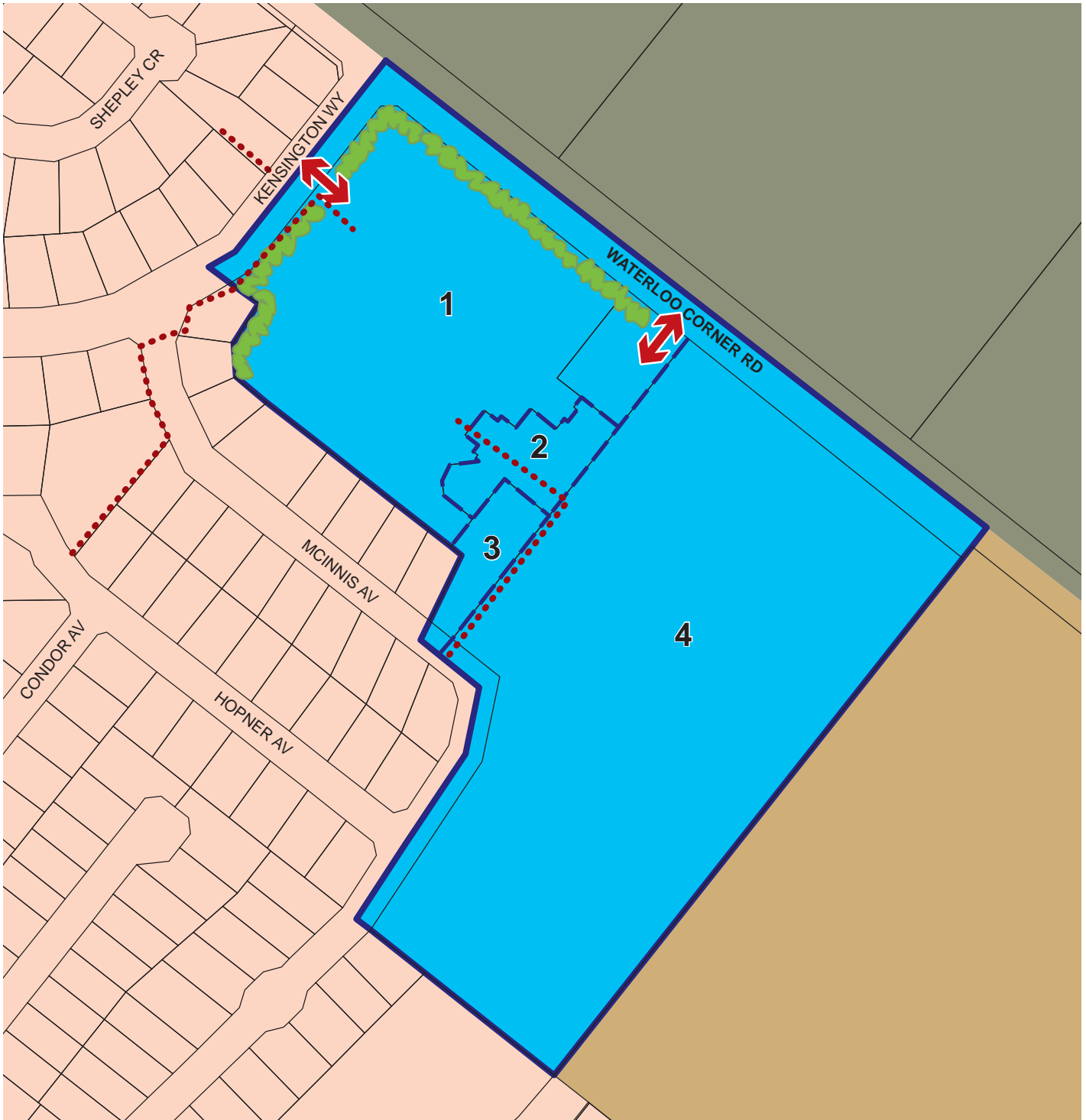


- Environmental Constraint
- Open Space
- Mineral Extraction
- Residential
- Extractive Industry Buffer
- Reserve
- Drainage Reserve
- Concept Area Boundary
- Development Plan Boundary

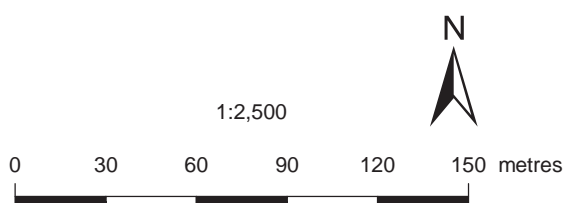


Concept Plan Map Sal/10

NORTH EAST SALISBURY

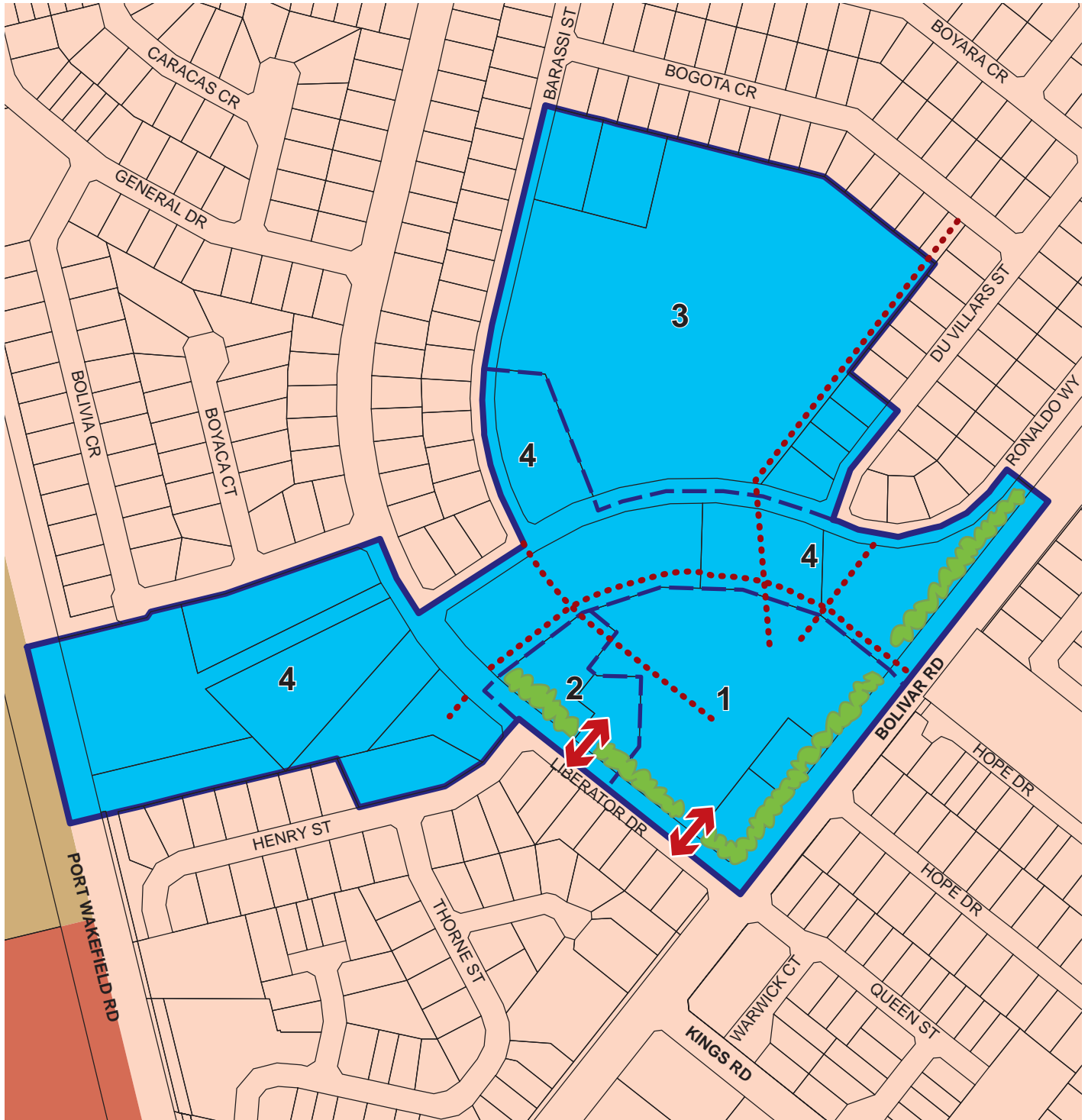


- Residential
- Commercial
- Open Space
- Primary Production
- Landscaping
- Vehicle Access
- Proposed Pedestrian Access
- 1 Retail/Commercial Area
- 2 Community Area
- 3 Education Area
- 4 Recreation/Open Space Area
- Concept Area Boundary

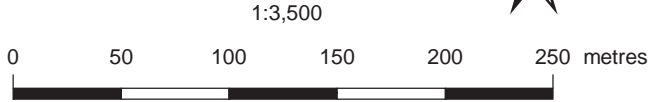


Concept Plan Map Sal/11

WATERLOO CORNER ROAD NEIGHBOURHOOD CENTRE



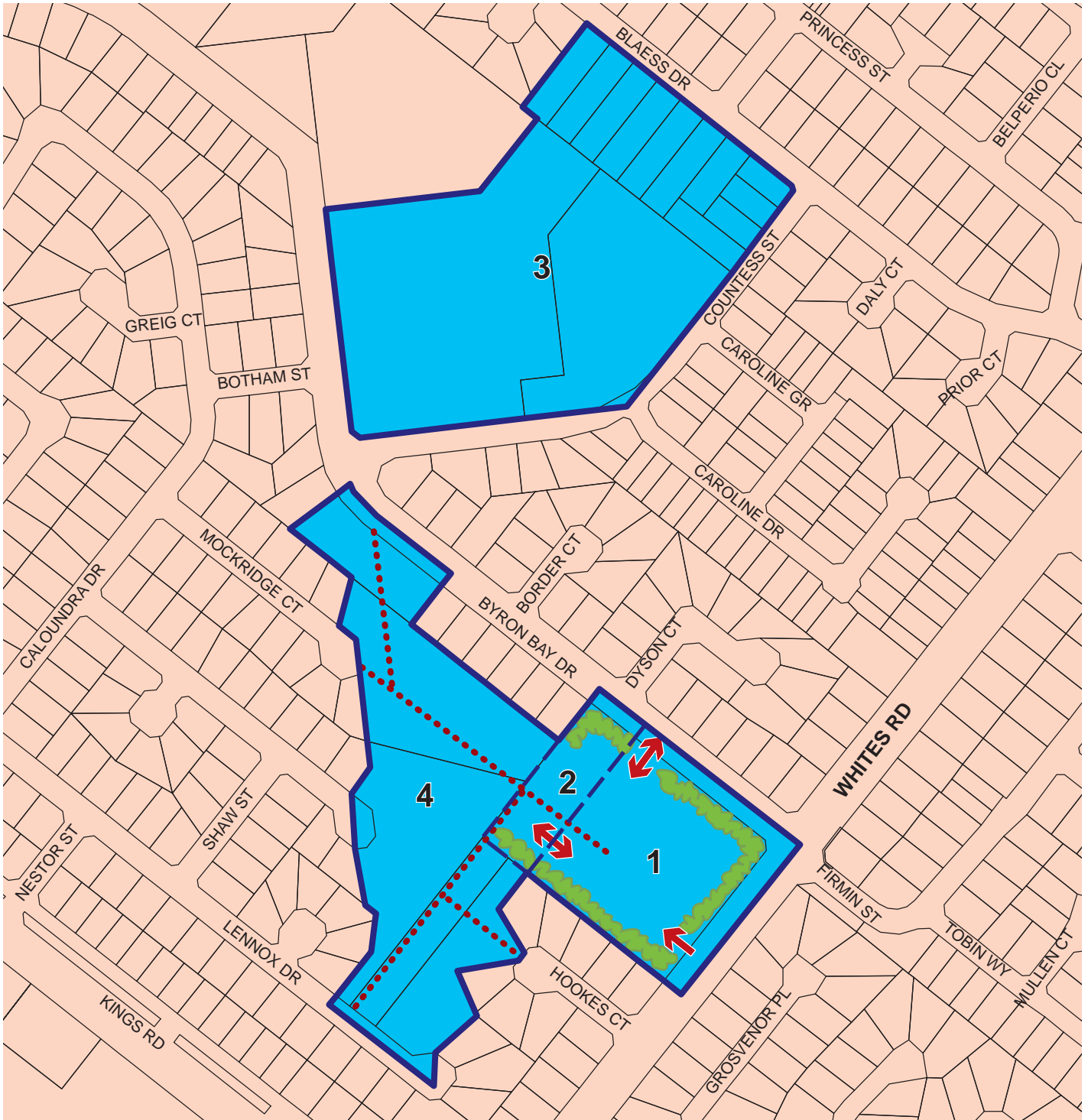
- Residential
- Commercial
- Miscellaneous
- Primary Production
- Landscaping
- Vehicle Access
- Proposed Pedestrian Access
- 1 Retail/Commercial Area
- 2 Community Area
- 3 Education Area
- 4 Recreation/Open Space Area
- Concept Area Boundary



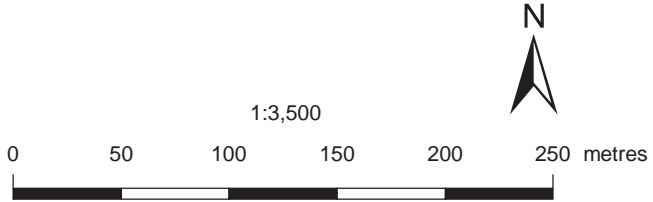
PARALOWIE

Concept Plan Map Sal/12

BOLIVAR ROAD NEIGHBOURHOOD CENTRE



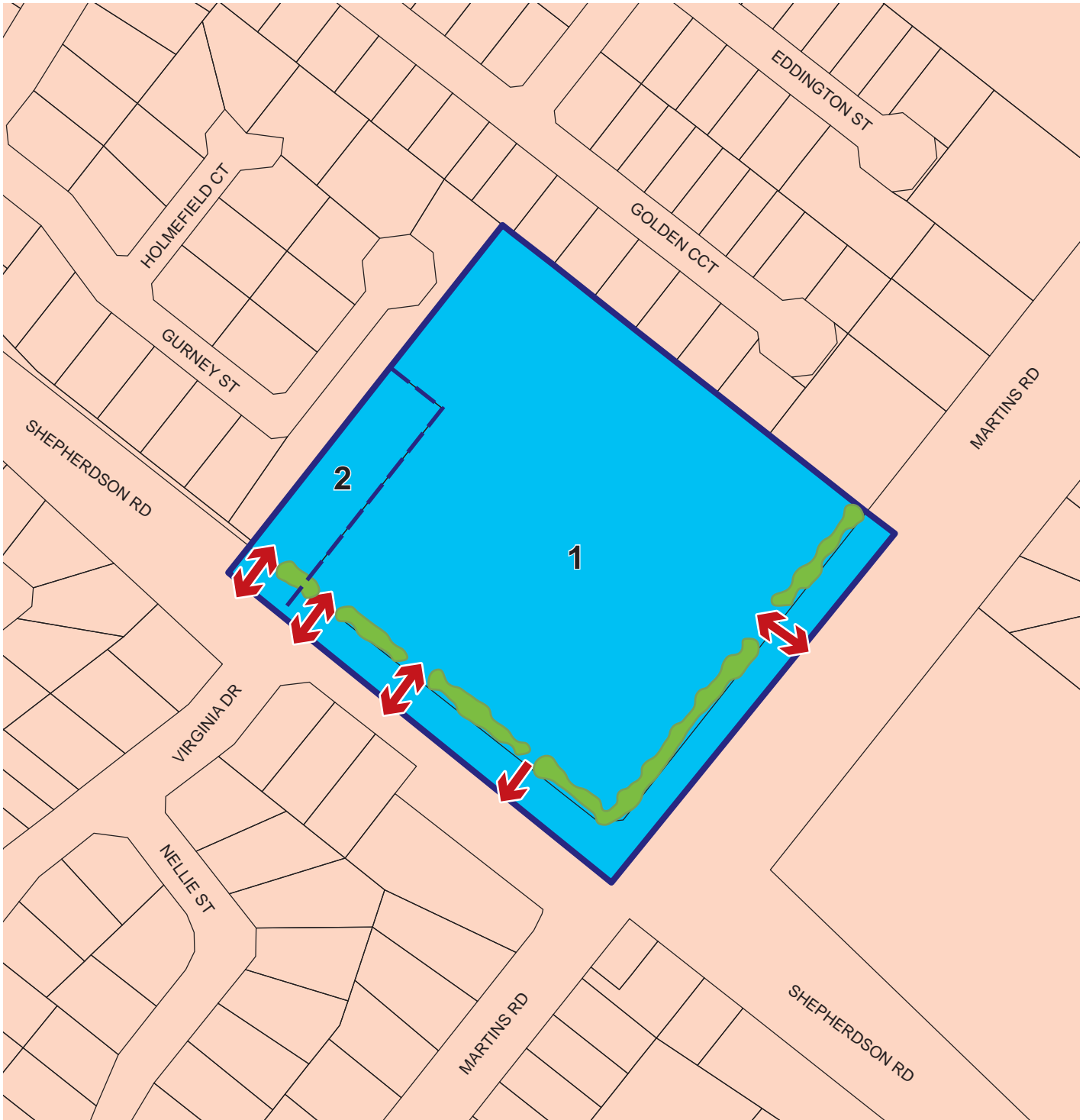
- Residential
- Commercial
- Landscaping
- Vehicle Access
- Proposed Pedestrian Access
- 1 Retail/Commercial Area
- 2 Community Area
- 3 Education Area
- 4 Recreation/Open Space Area
- Concept Area Boundary



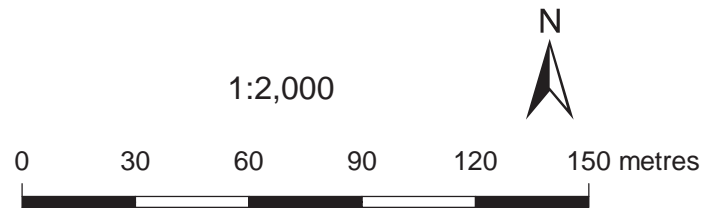
PARALOWIE

Concept Plan Map Sal/13

WHITES ROAD NEIGHBOURHOOD CENTRE



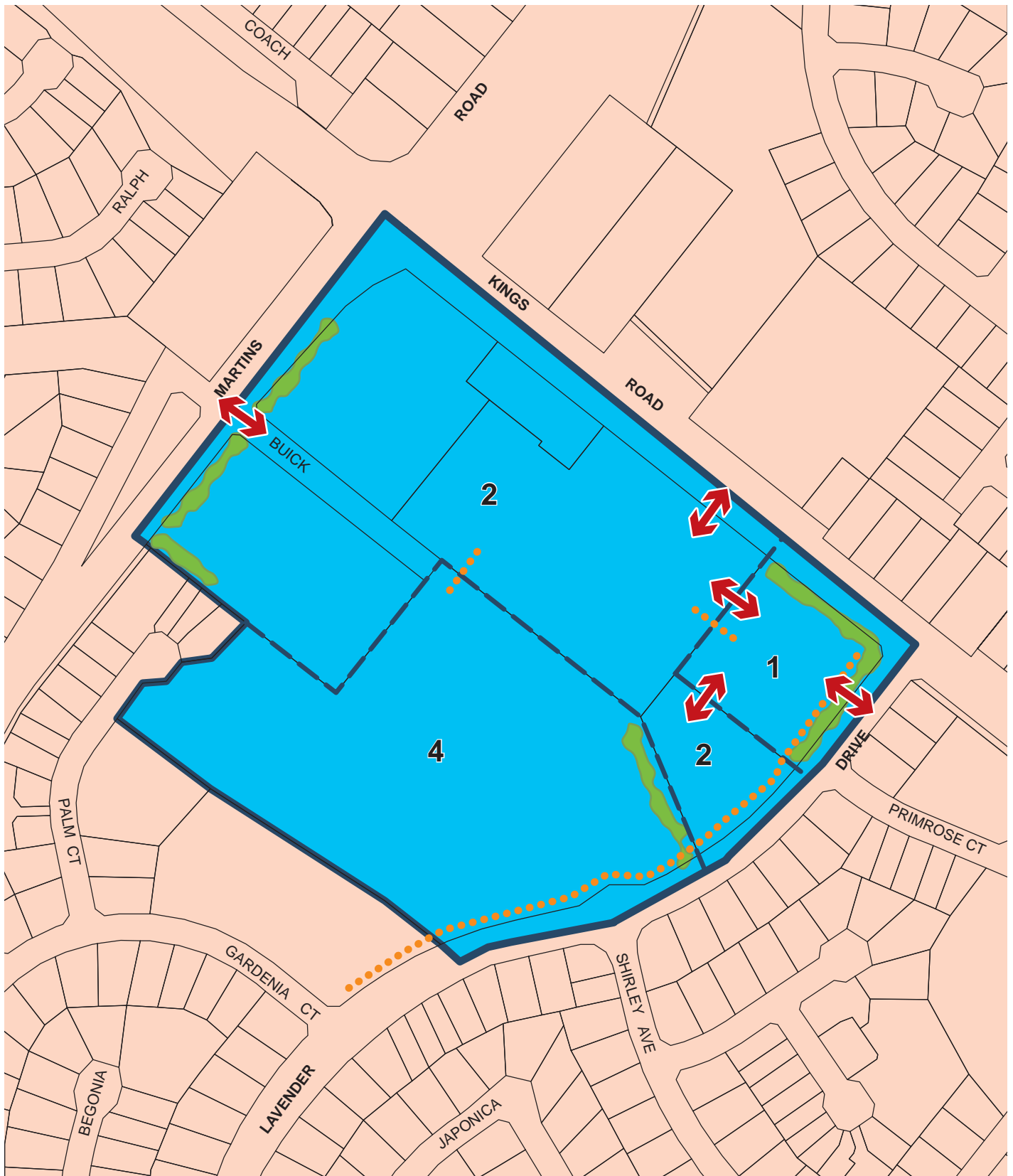
- Residential
- Commercial
- Landscaping
- Vehicle Access
- 1 Retail/Commercial Area
- 2 Community Area
- Concept Area Boundary



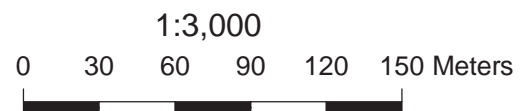
PARAFIELD GARDENS

Concept Plan Map Sal/14

SHEPHERDSON ROAD NEIGHBOURHOOD CENTRE

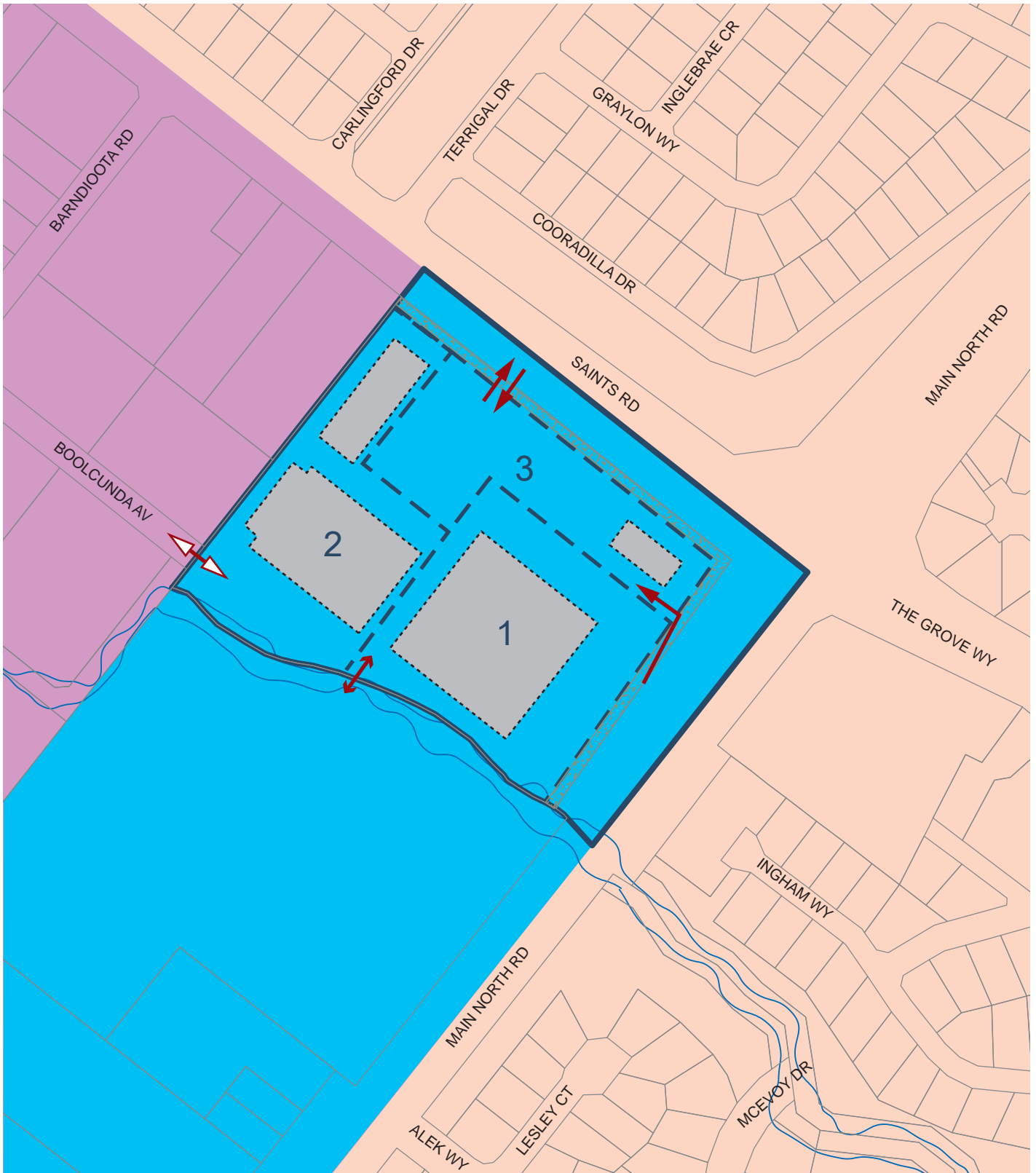



-  Residential
-  Commercial
-  Landscaping
-  Proposed Pedestrian Access
-  Vehicle Access
-  1 Retail/Commercial Area
-  2 Community Area
-  4 Recreation/Open Space Area
-  Concept Area Boundary



Concept Plan Map Sal/15

KINGS ROAD NEIGHBOURHOOD CENTRE

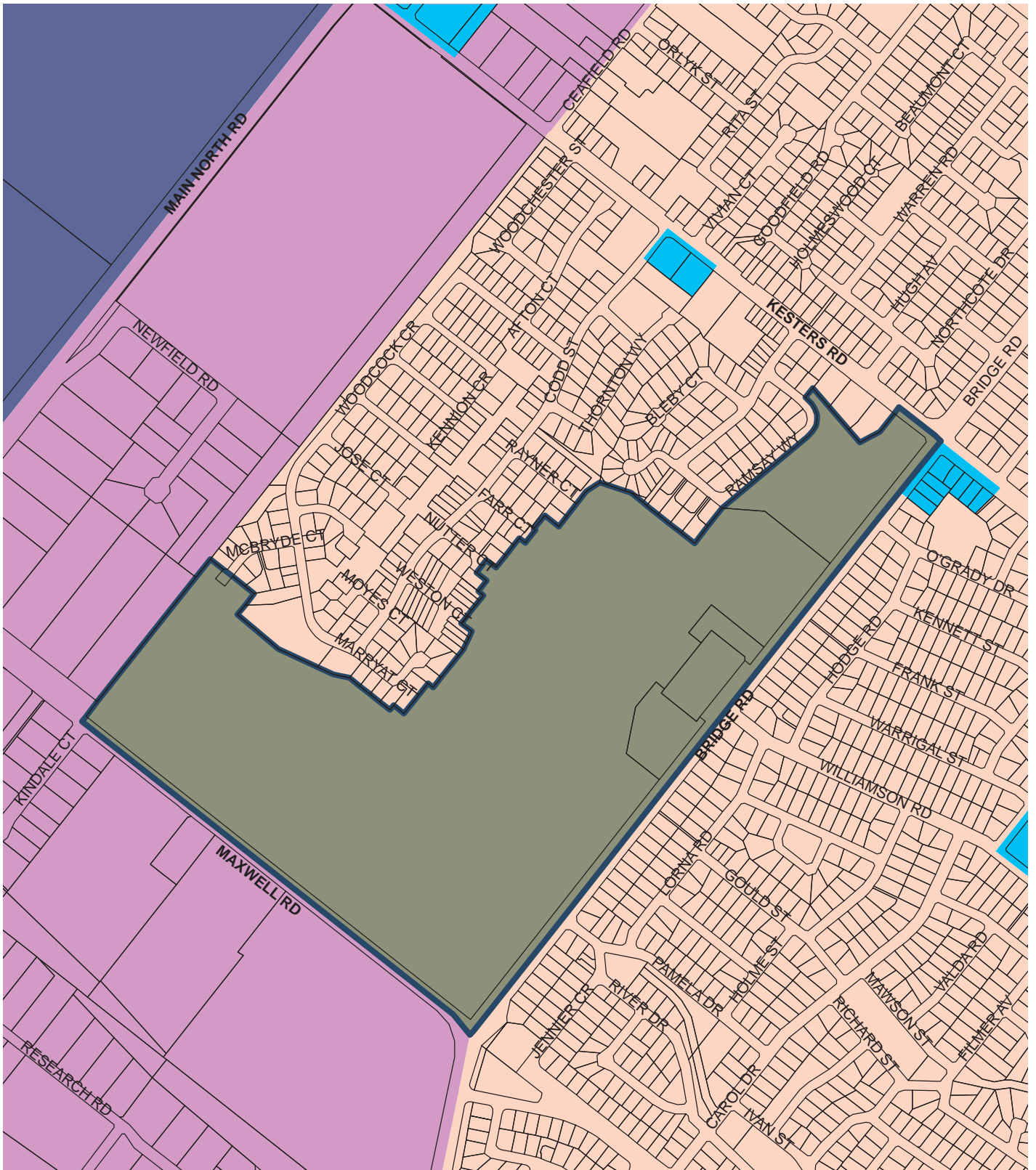


	Neighbourhood Centre / Bulky Goods		Existing and Proposed Vehicle Access	
	Industrial		Commercial Vehicles and Staff Access Only	
	Residential		Vehicle and pedestrian access	

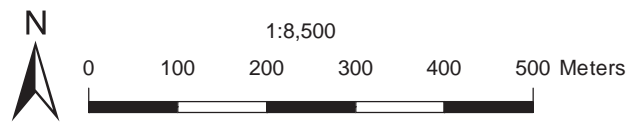
	1 Conventional Retail Area (Retail/Bulky Goods/Community Services)	
	2 Bulky Goods Area (Service Trade Premises/Bulky Goods Retailing)	
	3 Car Parking Area	
	Landscape Buffer	
	Existing and Proposed building footprint (within the floor area limitations established by Precinct polices).	
	Concept Area Boundary	

Concept Plan Map Sal/16

SAINTS RD SALISBURY PLAIN NEIGHBOURHOOD CENTRE

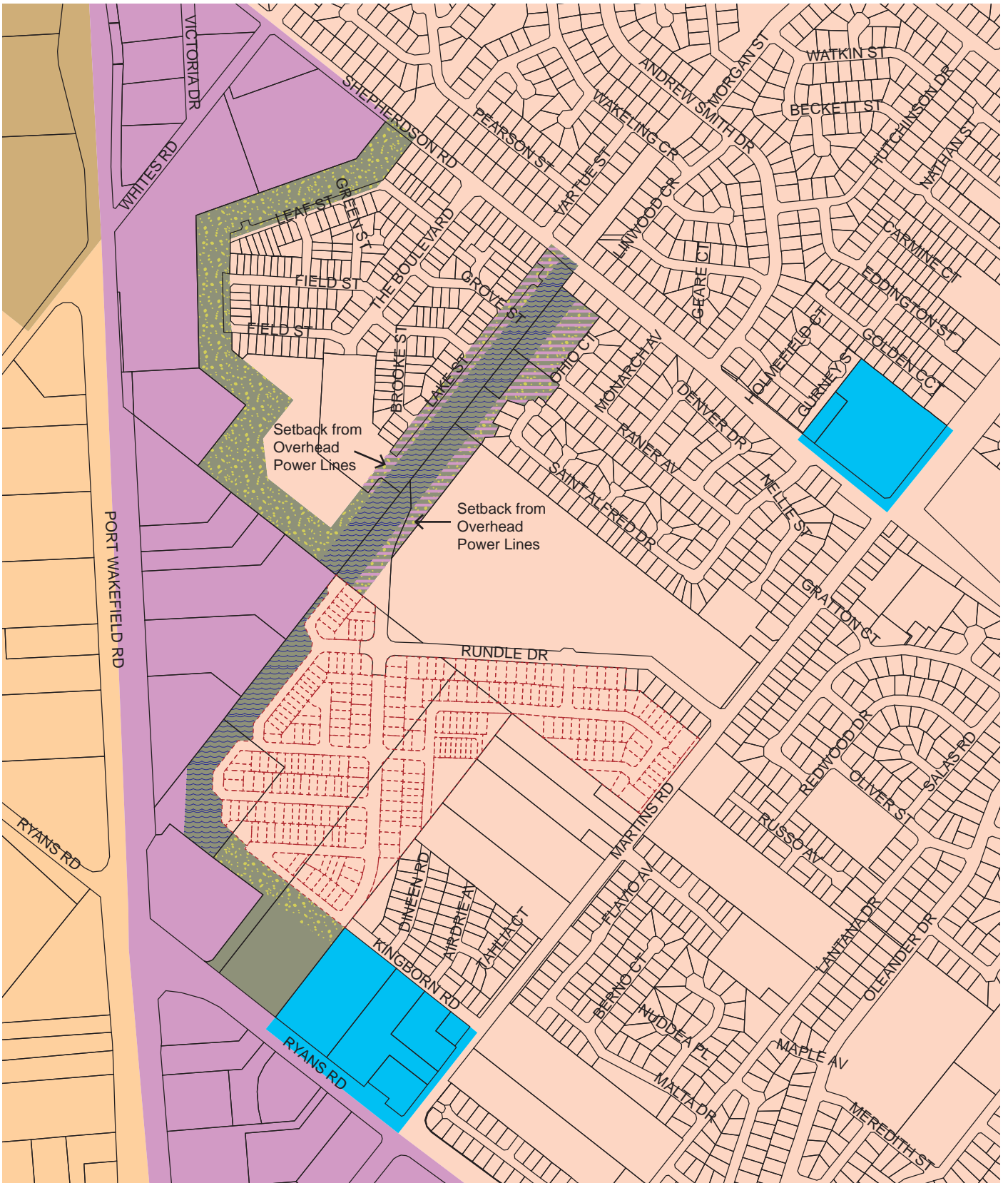


- Commercial
- Industrial
- Infrastructure
- The Paddocks
- Residential
- Concept Area Boundary

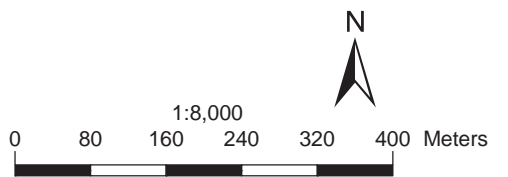


Concept Plan Map Sal/17

THE PADDOCKS OPEN SPACE ZONE

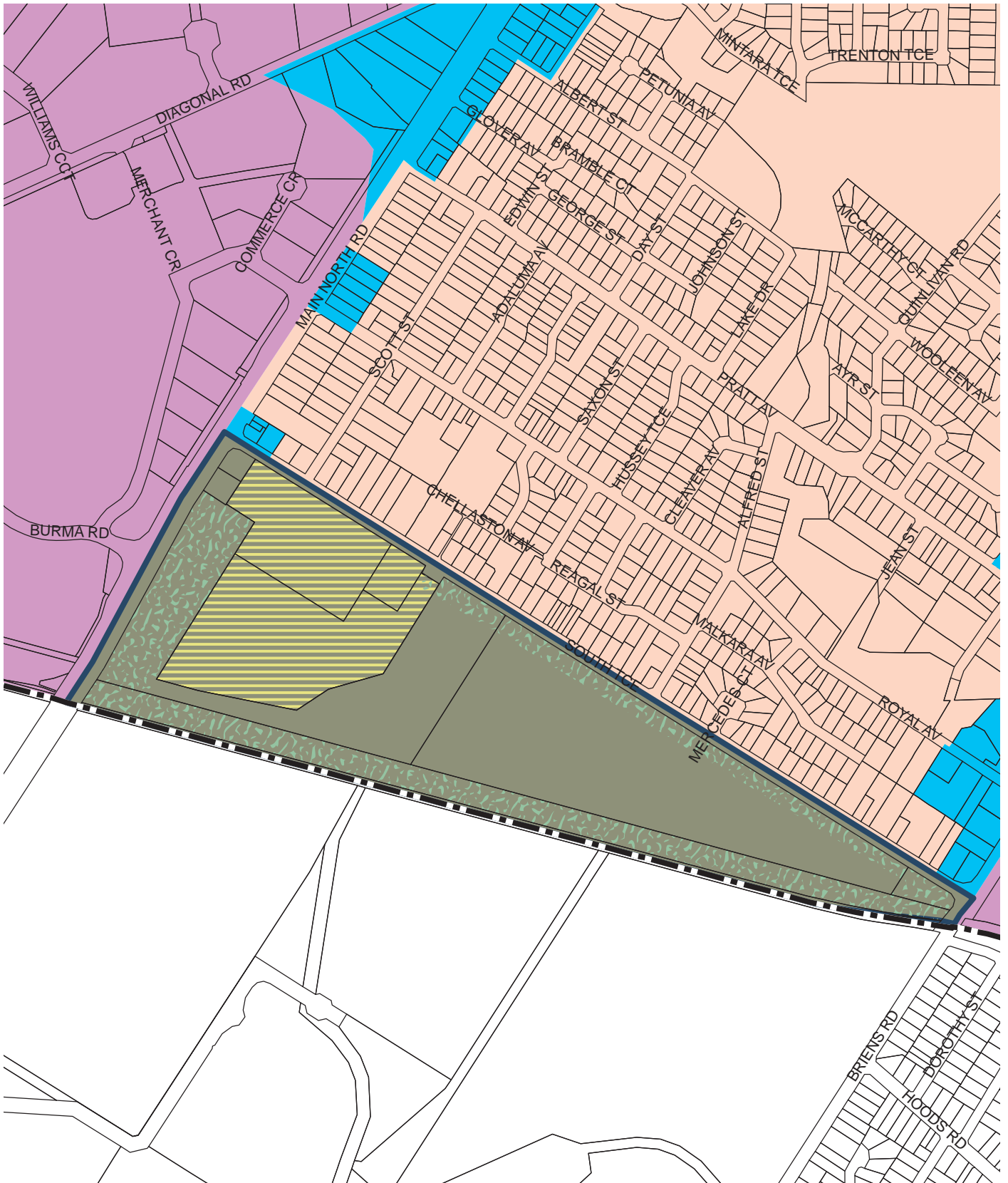


- Commercial
- Industrial
- Open Space
- Primary Production
- Residential
- Rural Living
- Drainage
- Acoustic Buffer
- Setback From Overhead Power Lines
- Proposed Land Division

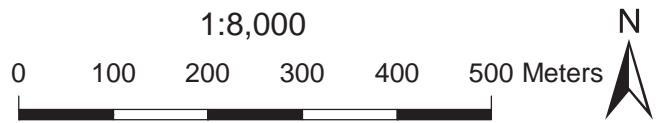


Concept Plan Map Sal/18

PARAFIELD GARDENS RESIDENTIAL AREA 1



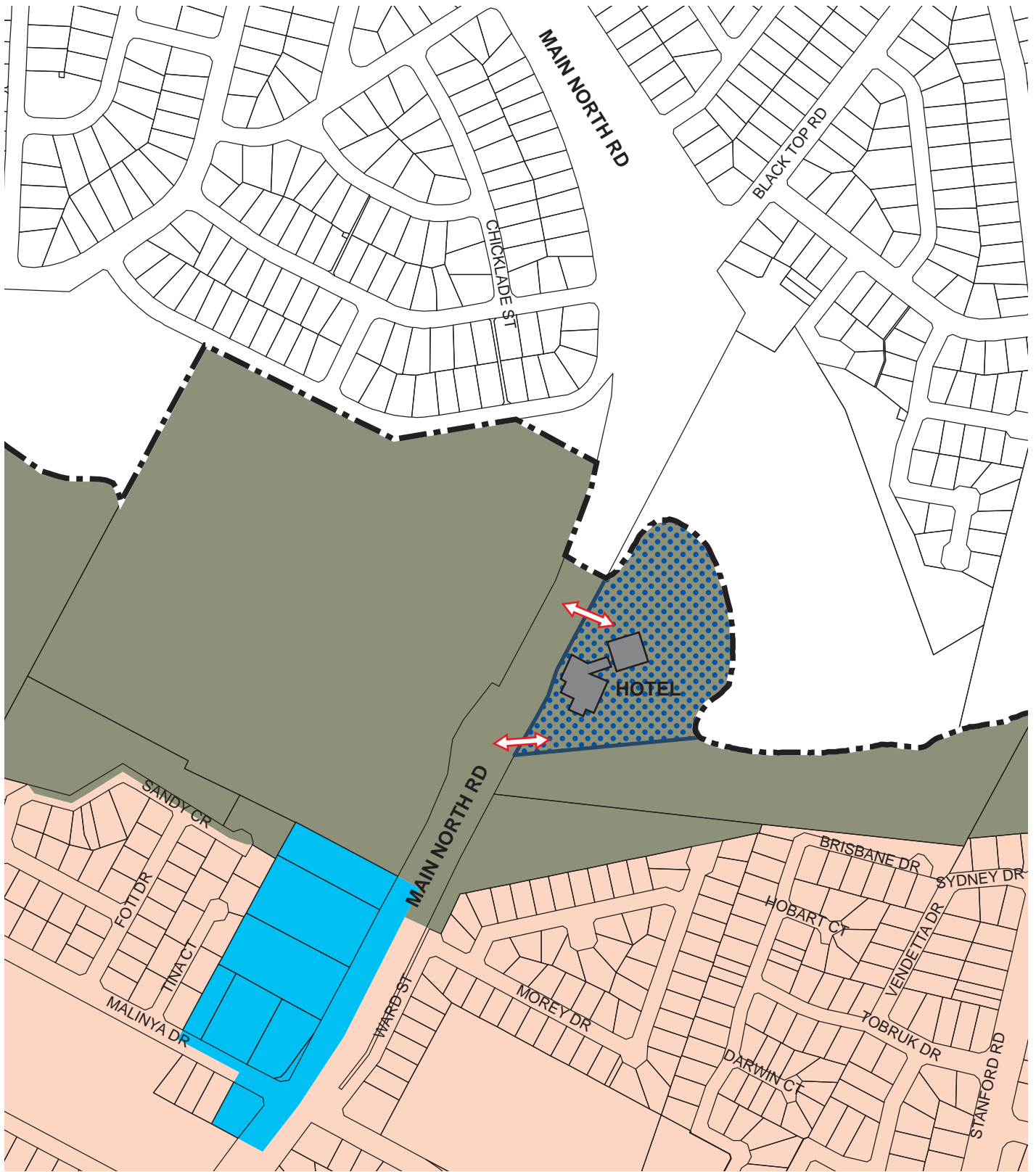
- Commercial
- Industrial
- Open Space
- Residential
- Landscape Buffer
- Community/Recreation
- Concept Area Boundary



Concept Plan Map Sal/19

POORAKA

OPEN SPACE RECREATION

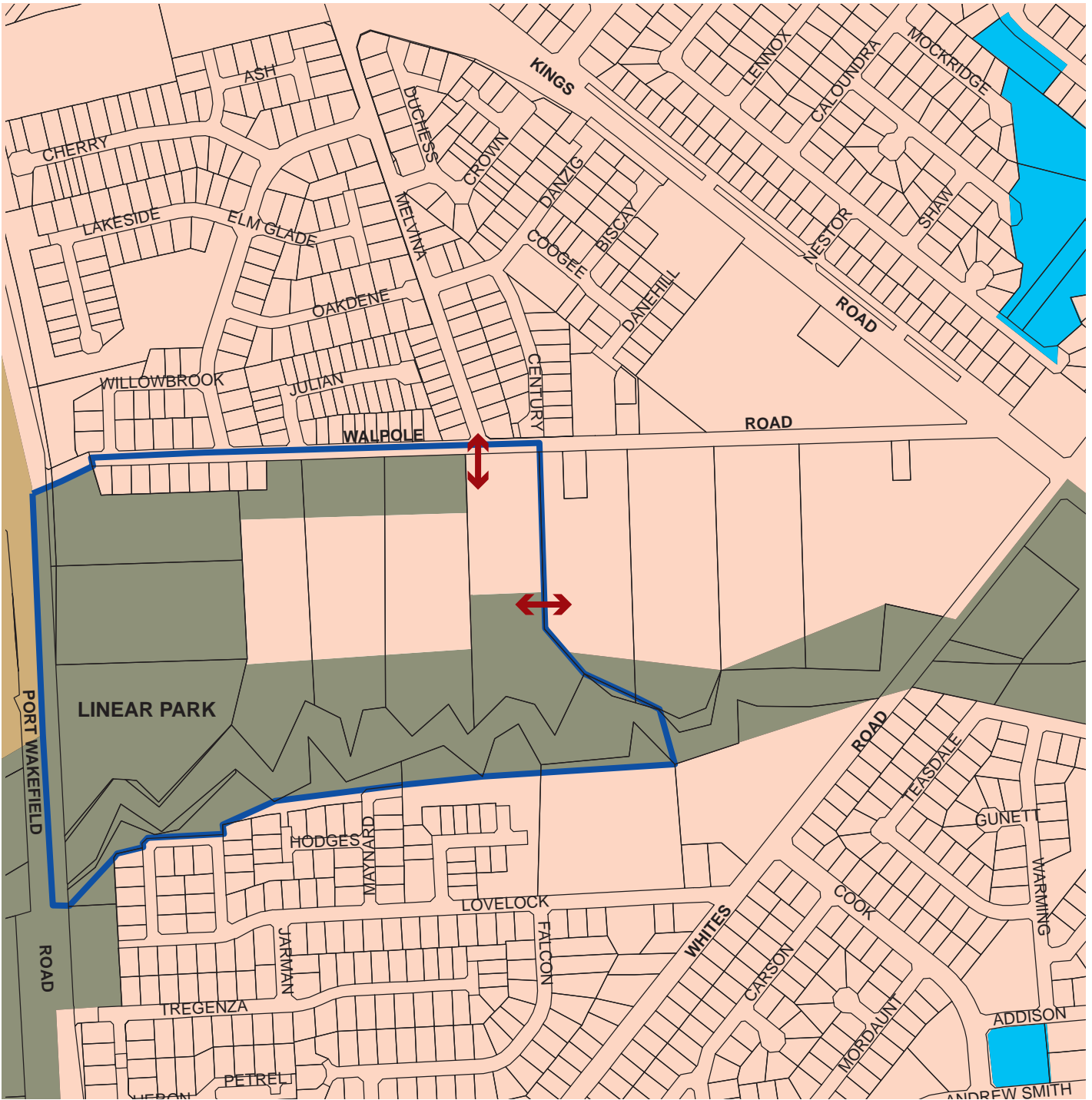


- Commercial
- Open Space
- Residential
- Existing Building
- Vehicle Access
- Hotel Site Area

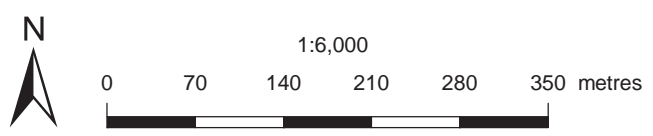


Concept Plan Map Sal/20

OLD SPOT HOTEL

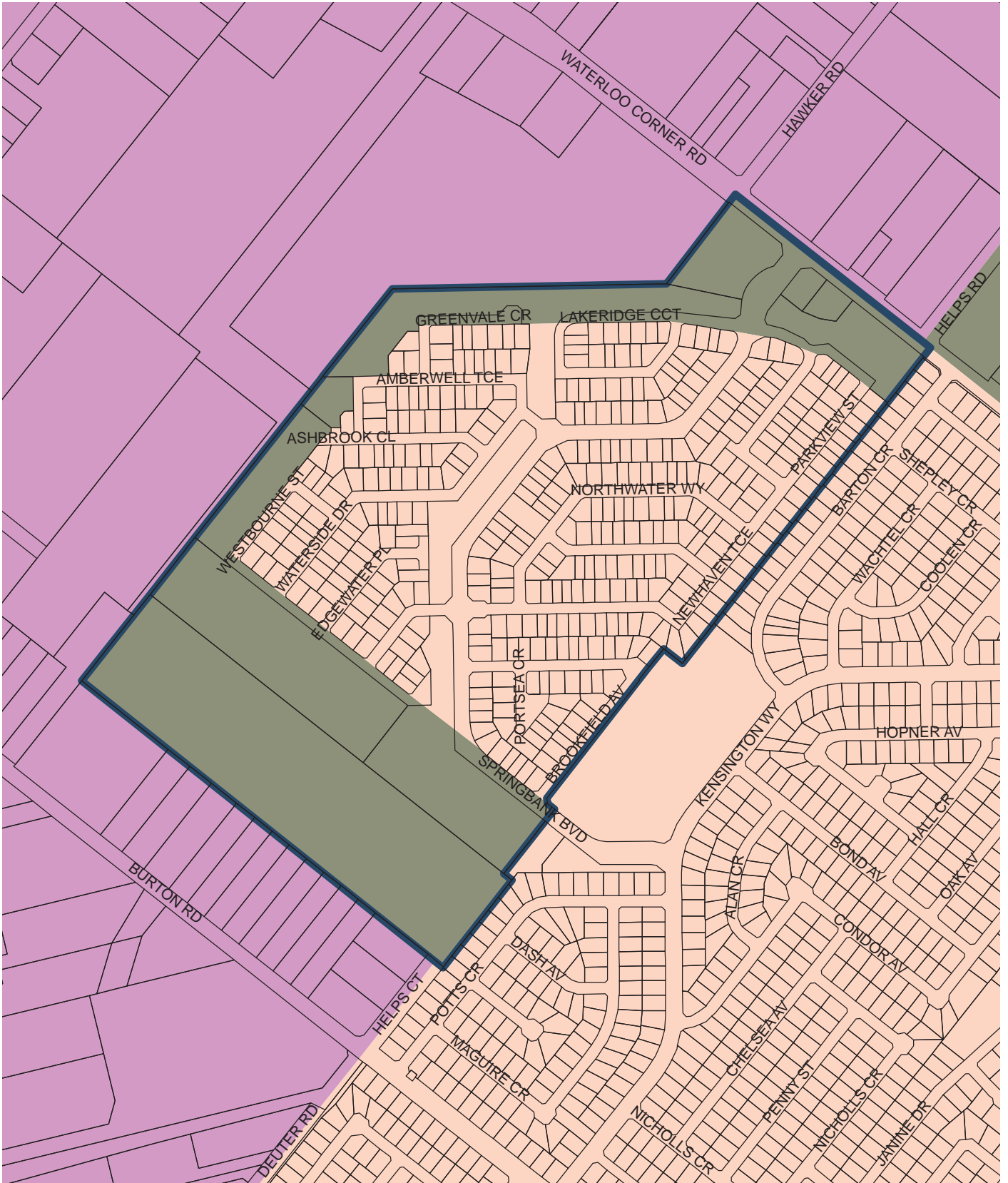


- Residential
- Open Space/Linear Park
- Commercial
- Primary Production
- Vehicle Access point
- Concept Plan Boundary



Concept Plan Map Sal/21

PARALOWIE RESIDENTIAL AREA 3



- Industrial
- Open Space
- Residential
- Concept Area Boundary

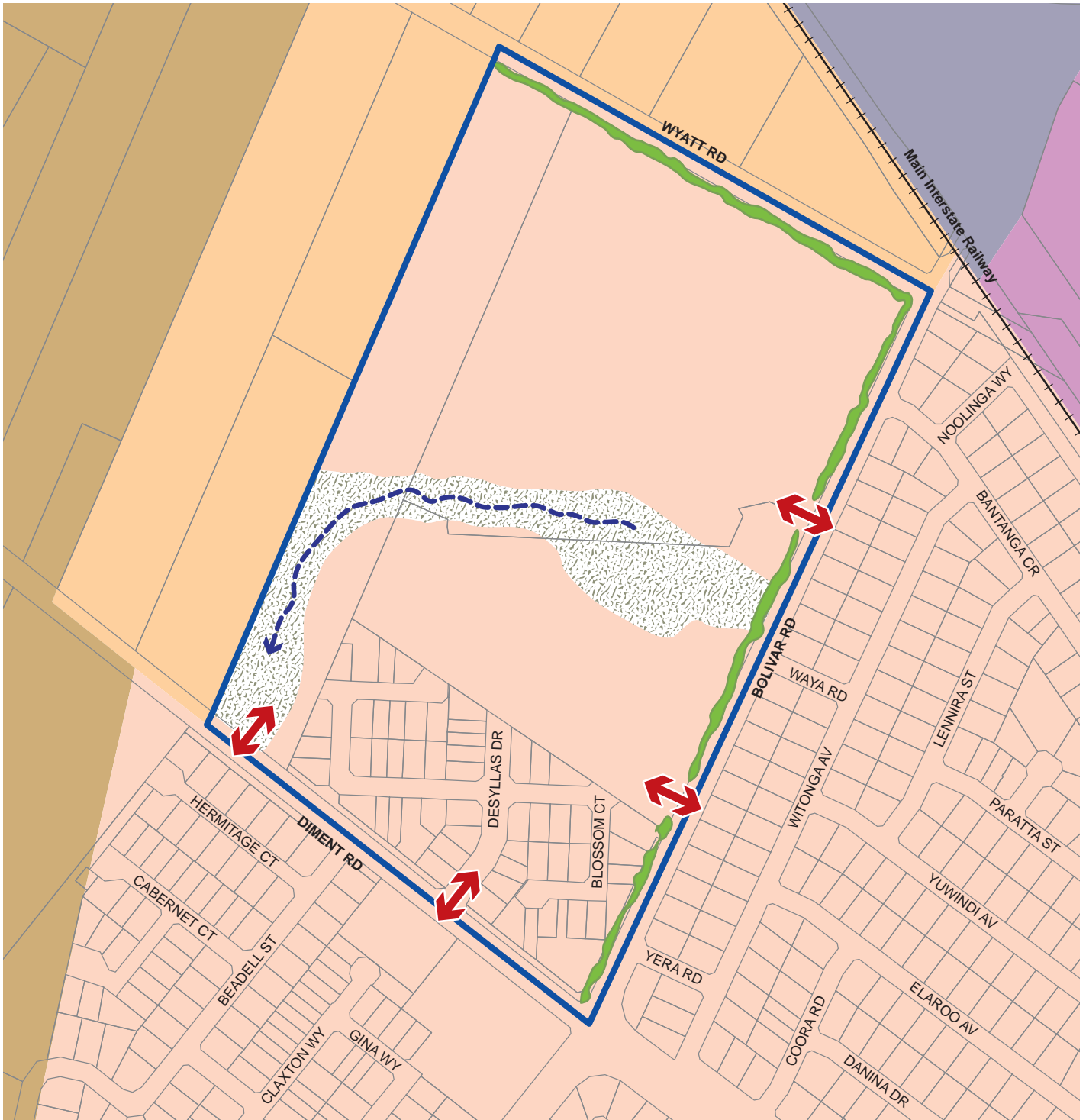


1:7,000



Concept Plan Map Sal/22

BURTON RESIDENTIAL AREA 1



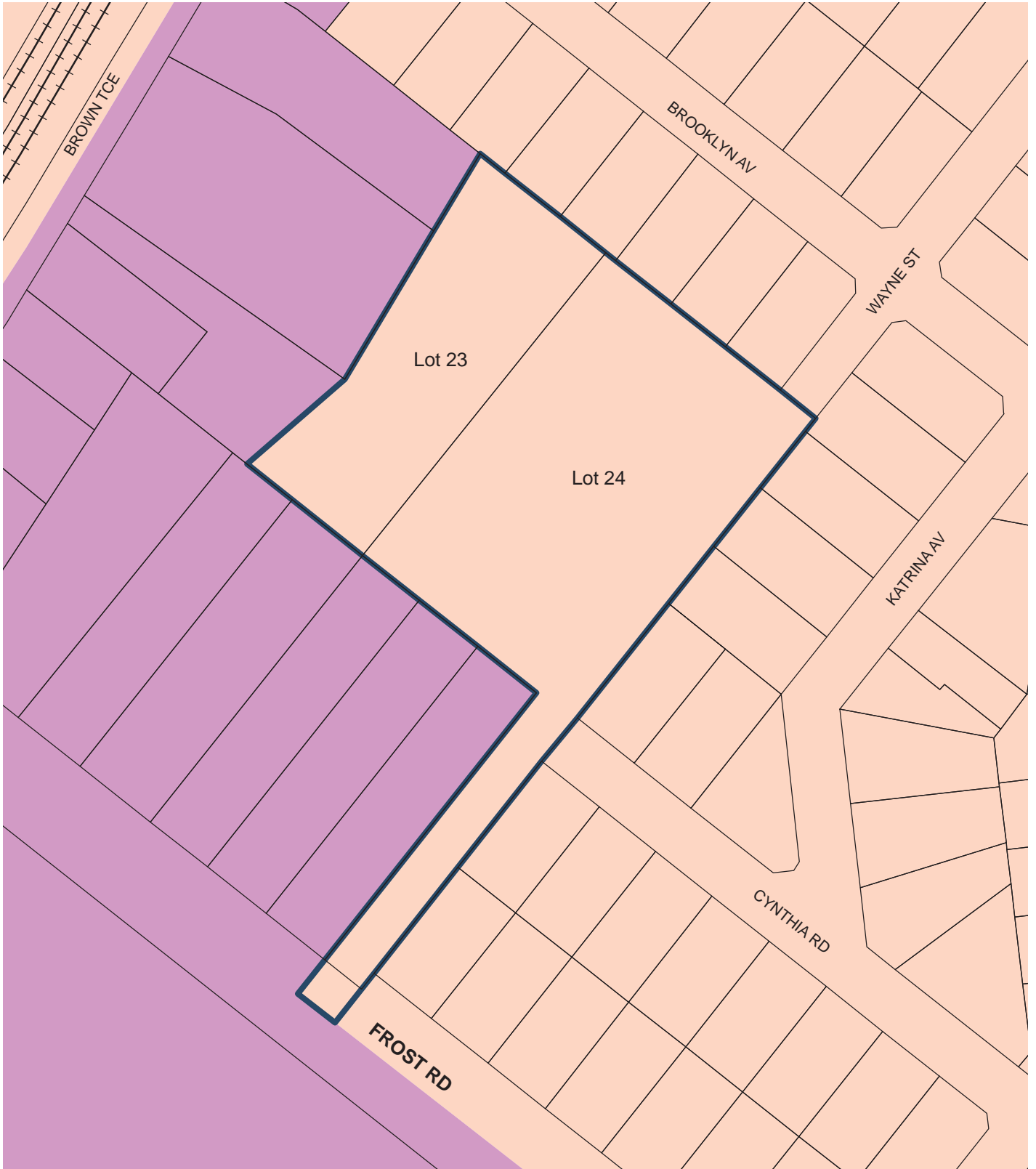
- Residential
- Rural Living
- Excluded
- Industrial
- Primary Production
- Proposed Open Space
- Proposed Landscape Buffer (5 metres wide)
- Natural Drainage Swale
- Vehicle Access
- Railway
- Concept Plan Boundary

1:4,500

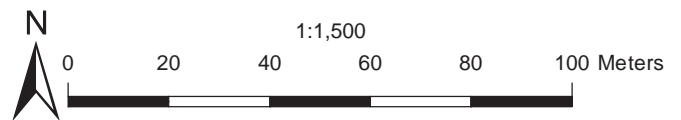


Concept Plan Map Sal/23

DIREK RESIDENTIAL AREA



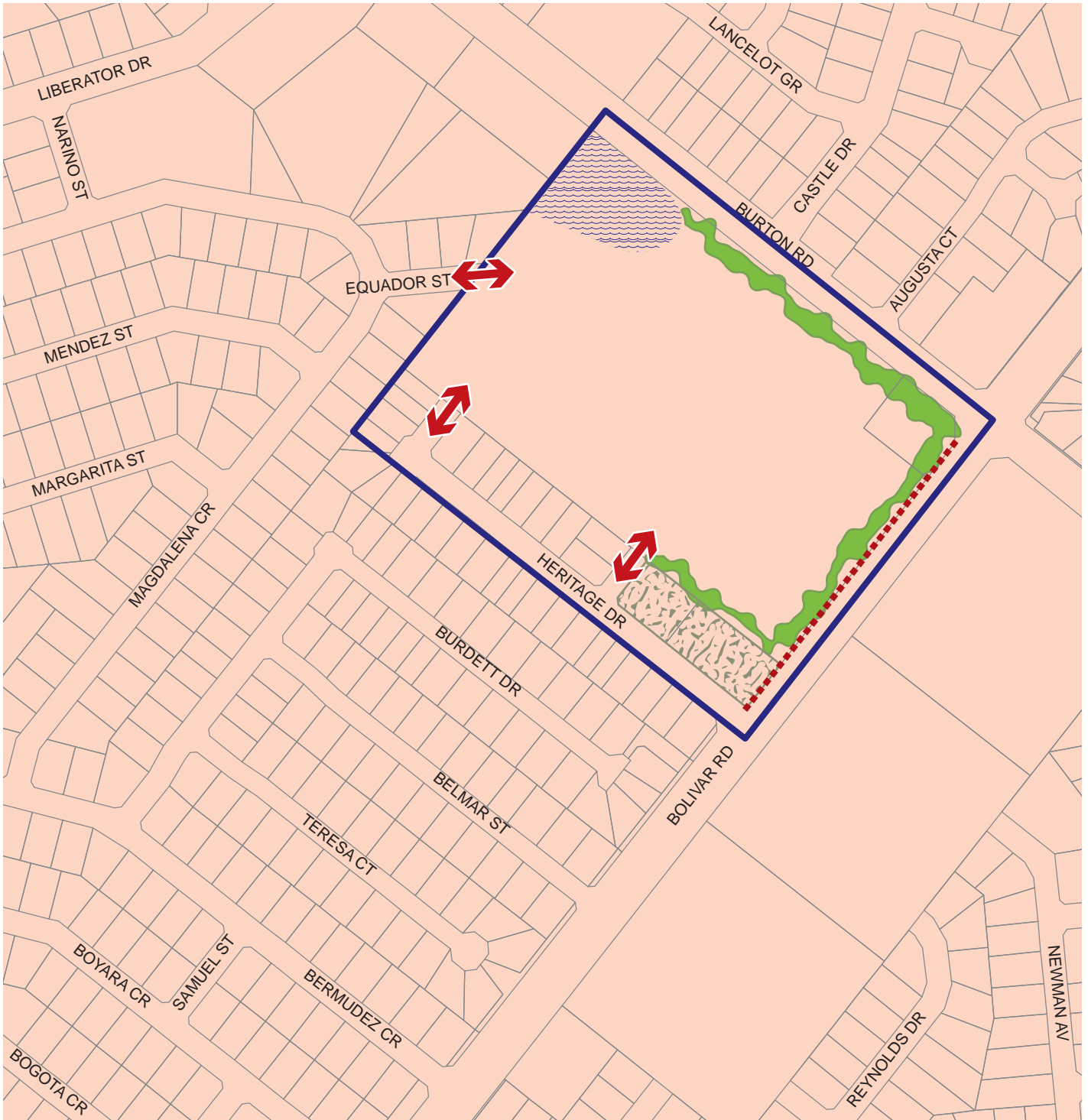
- Industrial
- Residential
- Concept Area Boundary








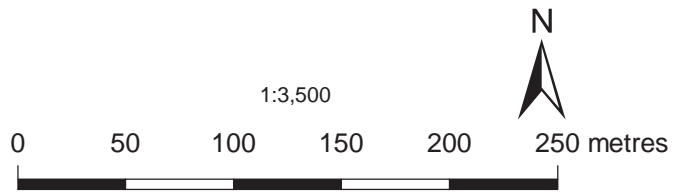
Concept Plan Map Sal/24

FROST ROAD/BROWN TERRACE

SALISBURY









-  Residential
-  Reserve
-  Proposed Landscaped Buffer
-  Drainage Reserve (10,000m²)
-  Vehicle Access
-  Road Widening
-  Concept Area Boundary

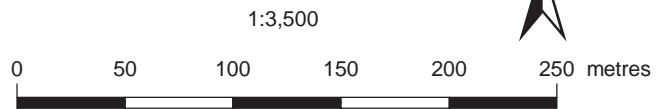


Concept Plan Map Sal/25

PARALOWIE RESIDENTIAL AREA 1

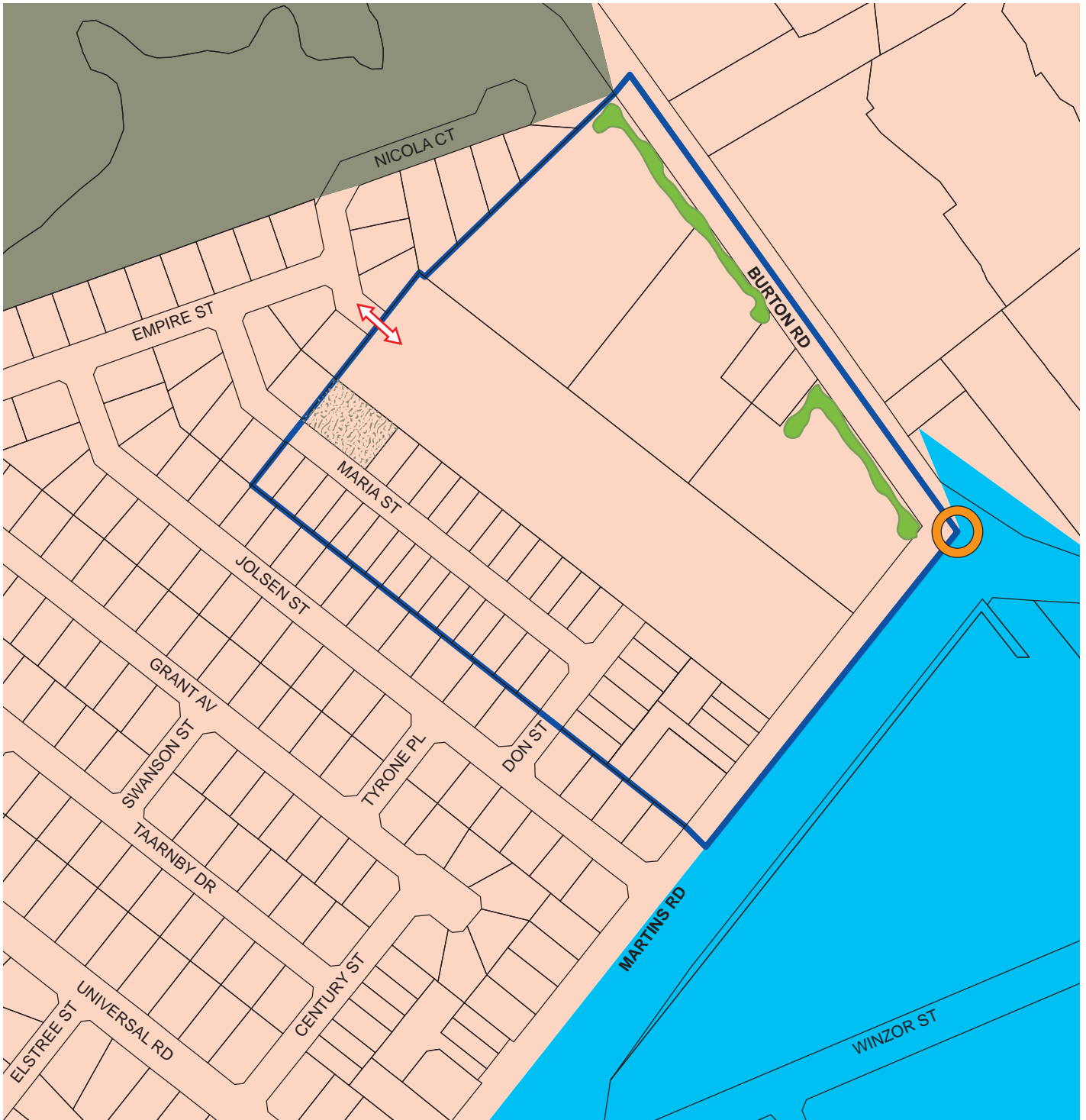










-  Residential
-  Caravan Park
-  Commercial
-  Primary Production
-  Proposed Landscape Buffer
-  Proposed Roads
-  Proposed Closed Road
-  Concept Plan Boundary

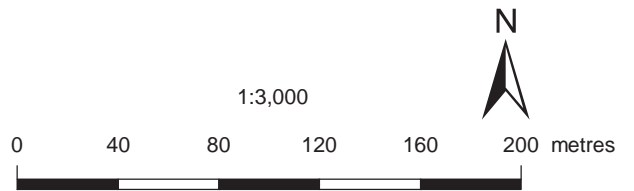


Concept Plan Map Sal/26

PARALOWIE RESIDENTIAL AREA 2

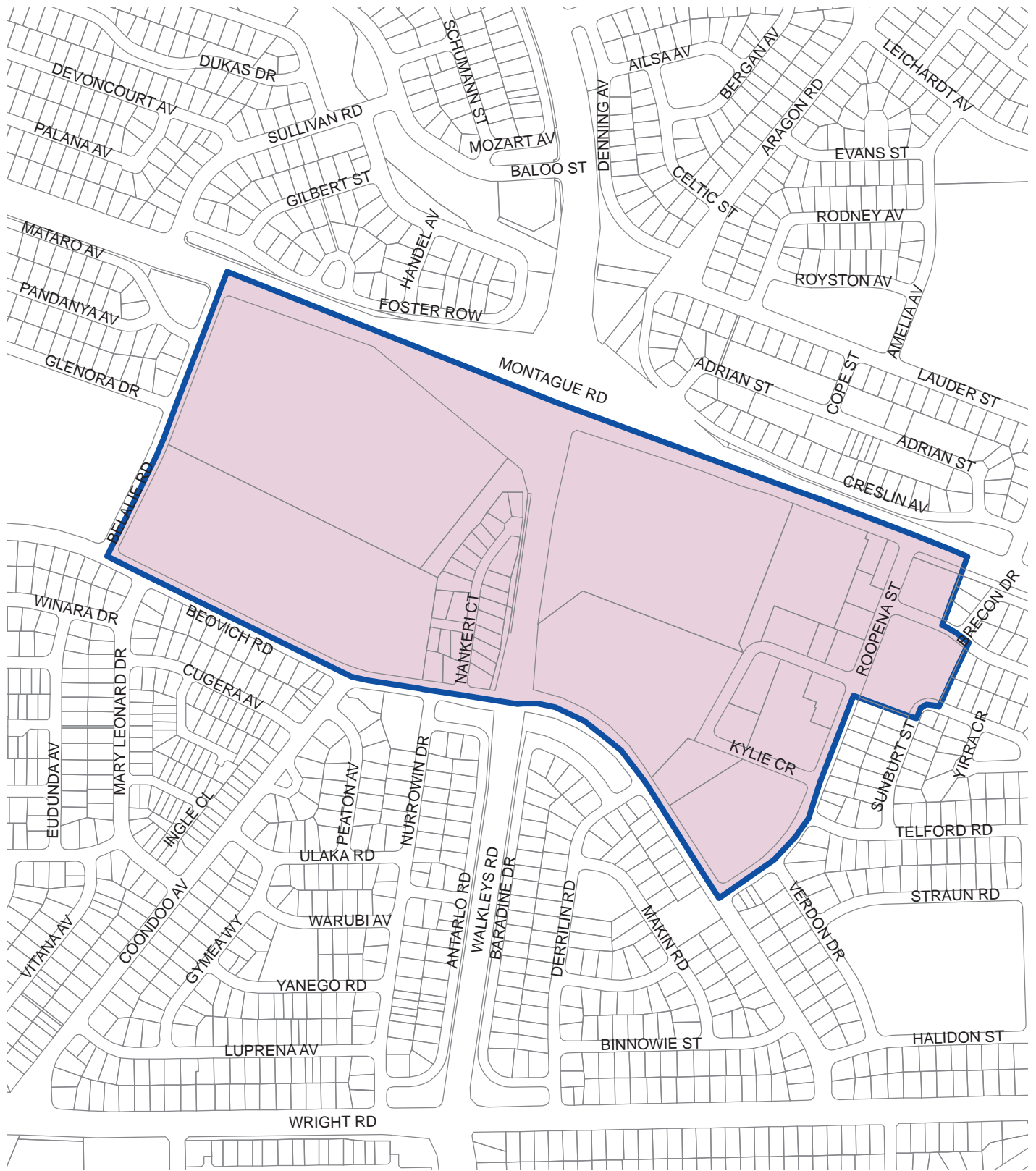


-  Residential
-  Open Space
-  Commercial
-  Reserve
-  Landscape Buffer
-  Roundabout
-  Vehicle Access
-  Concept Plan Boundary



Concept Plan Map Sal/27

SALISBURY DOWNS RESIDENTIAL AREA 1



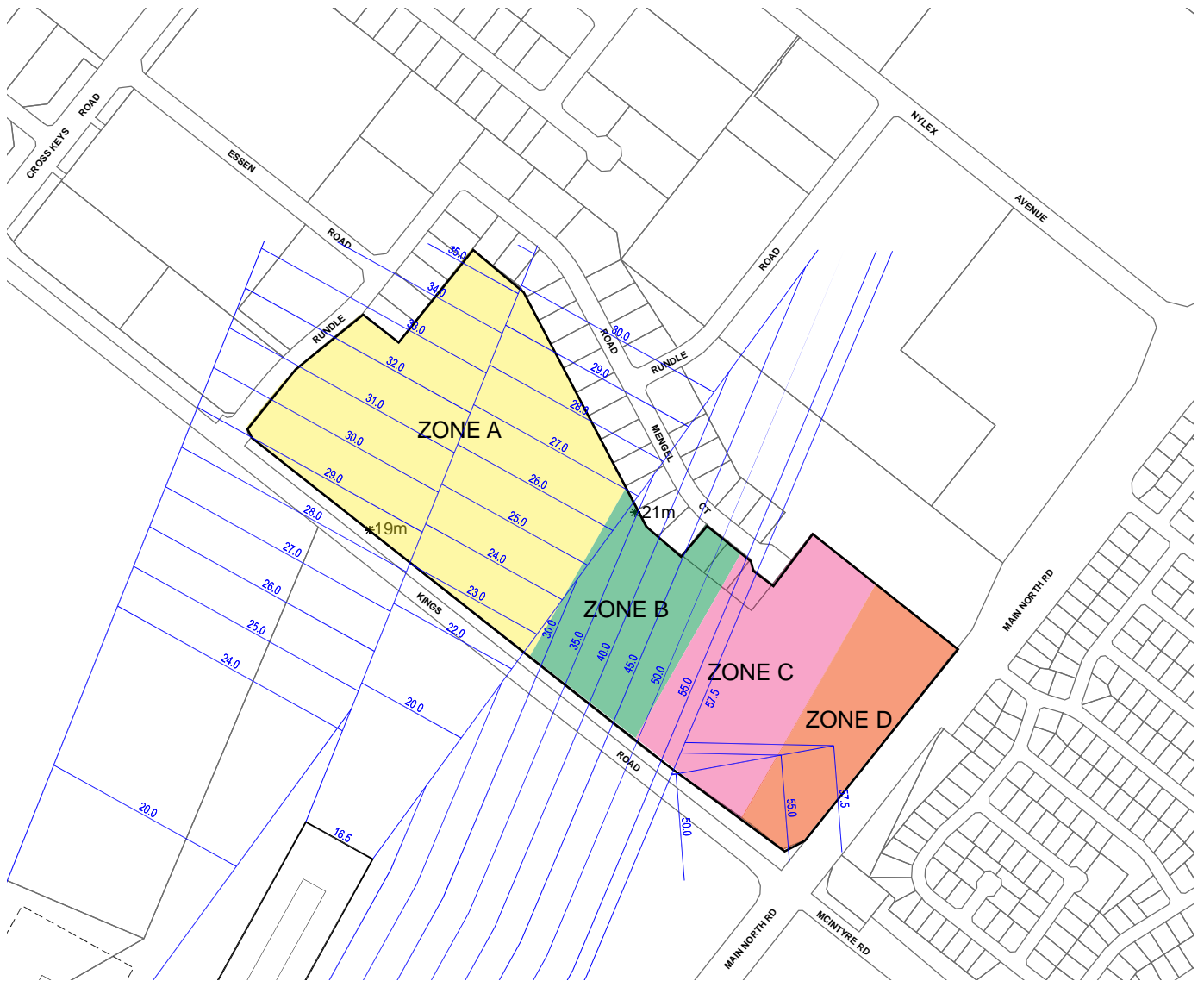
 Car Park Fund Area





Concept Plan Map Sal/29

INGLE FARM DISTRICT CENTRE

CAR PARK FUND AREA







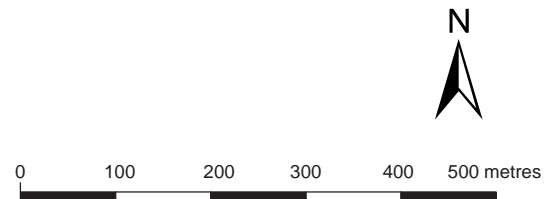
Referral to the Department of Infrastructure and Regional Development is required for all structures as per Overlay Map Sal/41 Development Constraints. The Obstacle Limitation Surface (OLS) contours and lighting zones on this plan provide a guide for allowable development height and intensity of light sources.

- 100** OLS Values in Australian Height Datum (AHD)
-  OLS Contour Boundary
- 20m** Indicative ground level in AHD. Note: Ground level varies throughout the site area and accurate ground level in AHD would need to be confirmed.
- ***  Concept Plan Boundary

Note: Approval is required under the Commonwealth Airports Act 1996 for structures and the like that penetrate prescribed air space (as defined in the Airports Act 1996).

Development and associated lighting (including signage) should be designed to ensure that light levels at angles greater than 3° above the horizontal are in accordance with the lighting following zones:

-  Zone A = maximum intensity of a light source is 0 candela measured at 3° above the horizontal
-  Zone B = maximum intensity of a light source is 50 candela measured at 3° above the horizontal
-  Zone C = maximum intensity of a light source is 150 candela measured at 3° above the horizontal
-  Zone D = maximum intensity of a light source is 450 candela measured at 3° above the horizontal

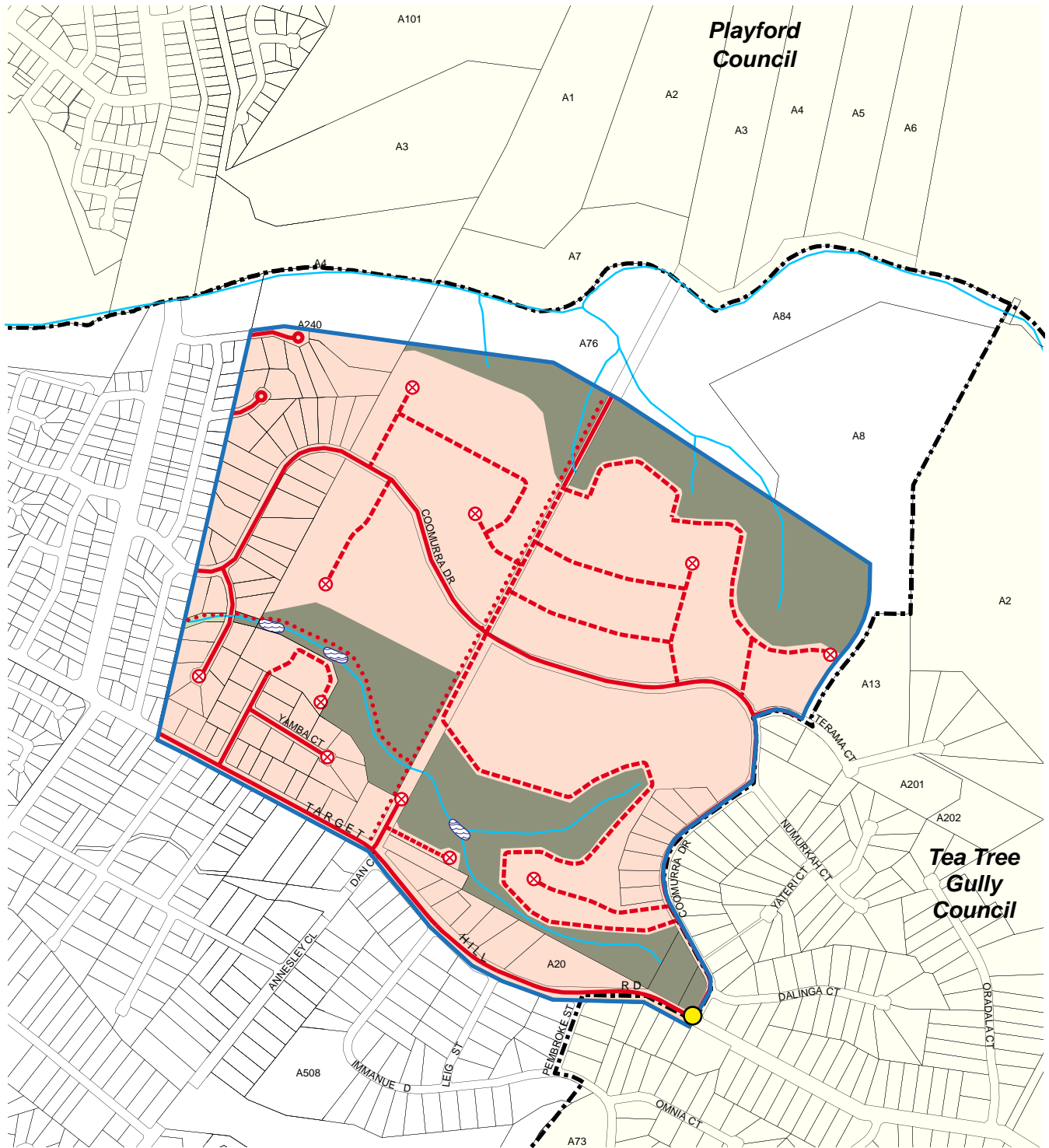


Concept Plan Map Sal/30

MIXED USE (BULKY GOODS, ENTERTAINMENT AND LEISURE) ZONE

AND AIRPORT BUILDING HEIGHTS AND LIGHTING PLAN

SALISBURY COUNCIL



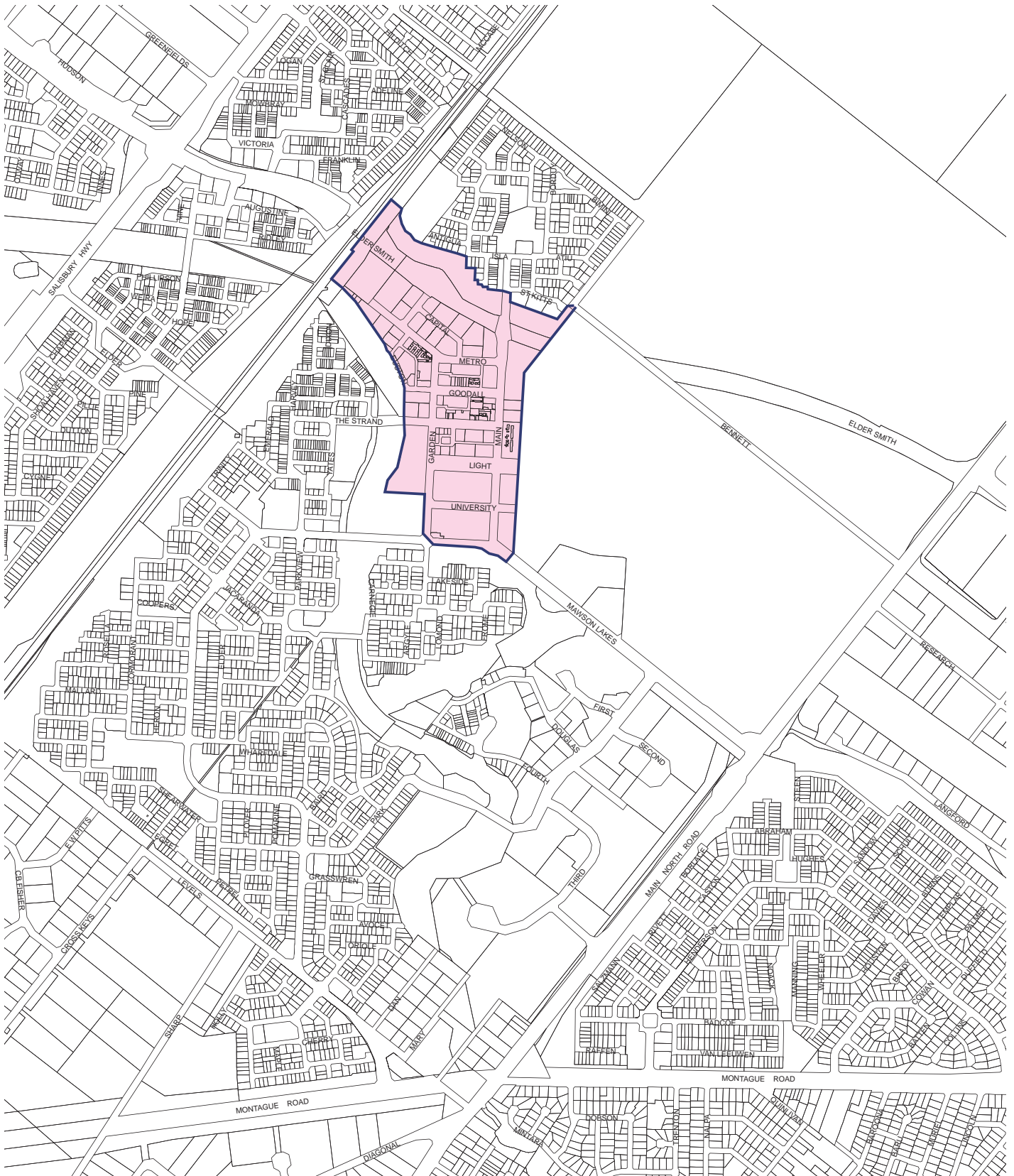
Lamberts Conformal Conic Projection, GDA94

- Residential
- Proposed Public Open Space Buffer
- Existing Road Network
- Indicative Road Network or Fire Track
- ⊗ Closed Road
- Potential Pedestrian Access
- Potential Traffic Control Device
- ⊕ Proposed Drainage Basin
- Watercourse
- Concept Plan Boundary
- Development Plan Boundary



Concept Plan Map Sa/31

SALISBURY HEIGHTS



Scale 1:15000 0 metres 400 800

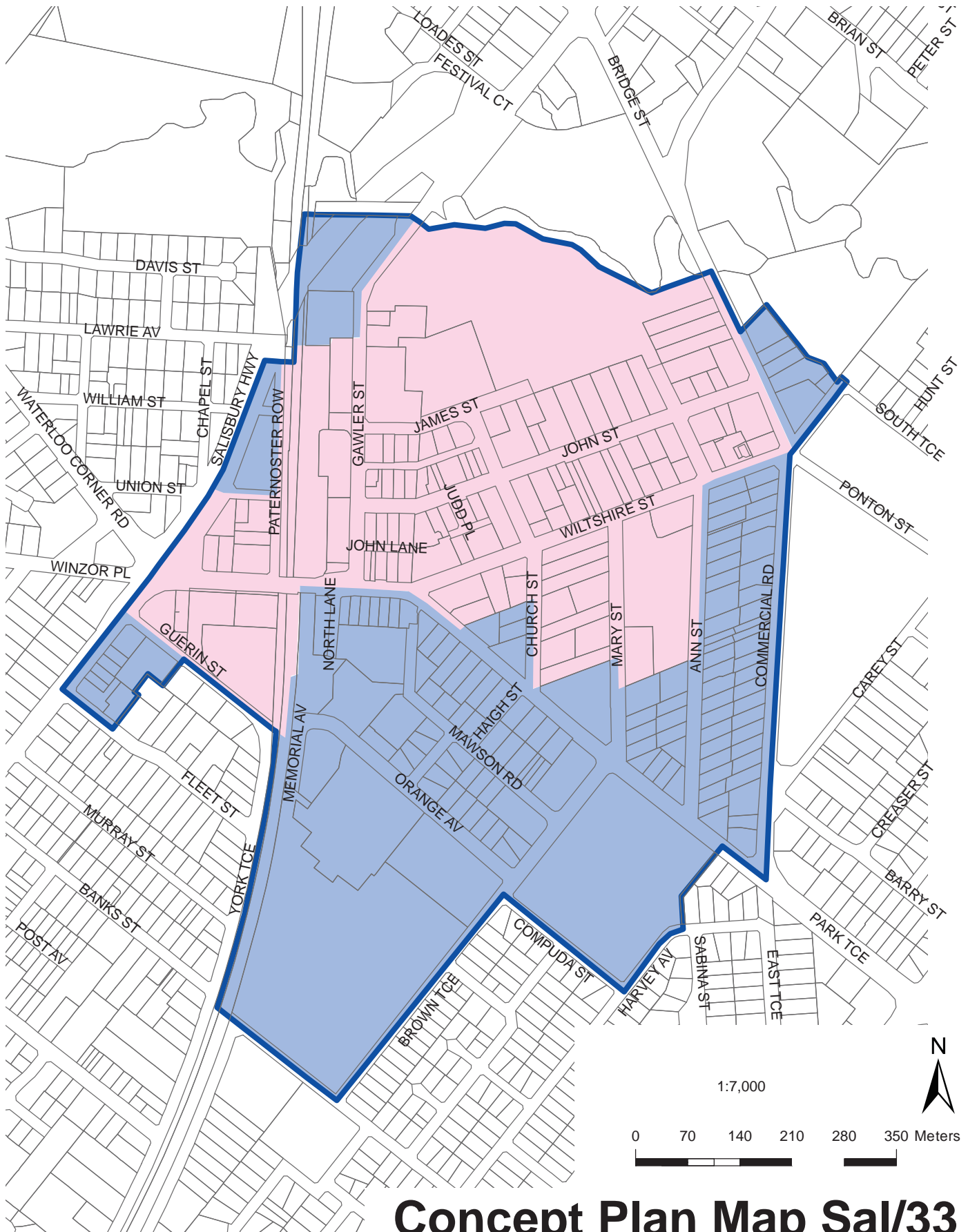
Concept Plan Map Sal/32

MAWSON LAKES CAR PARK FUND AREA

 Car Park Fund Area

CITY OF SALISBURY

Consolidated - 4 April 2019



- Core Area
- Transition Area
- Concept Plan Boundary

Concept Plan Map Sal/33

SALISBURY CITY CENTRE CORE AND TRANSITION AREAS



