



Development Act 1993

This is the current version of the Development Plan as at the consolidated date shown below. It must be read in conjunction with any subsequent amendments. These can be found on the list of [Interim and Approved Plan Amendment Reports not consolidated into Development Plans](#).

SALISBURY (CITY)

Consolidated – 11 December 2008



Government
of South Australia

Consolidated - 11 December 2008

Salisbury (City)

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, Planning SA or by viewing Gazette records.

CONSOLIDATED	AMENDMENT	GAZETTED
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> Rural, MOSS/Public Lands PAR	5 June 1997 17 July 1997
30 April 1998	Burton/Direk Residential PAR Section 29(2) Amendment	30 April 1998 15 January 1998
18 March 1999	Section 29(2) Amendment	18 March 1999
26 August 1999	Section 29(2) Amendment Waste Disposal (Landfill) PAR <i>(Ministerial)</i>	12 March 1998 19 August 1999
16 September 1999	Republished	19 August 1999
9 December 1999	Commercial Road PAR Section 29(2) Amendment	9 December 1999 9 December 1999
23 March 2000	Metropolitan Adelaide – Industrial Land and Development PAR <i>(Ministerial)</i> Section 27(5) Amendment - Waste Disposal (Landfill) PAR <i>(Ministerial)</i> Salisbury Downs District Centre PAR	25 November 1999 9 March 2000 23 March 2000
4 May 2000	Walkley Heights PAR Section 29(2)(a) Amendment	4 May 2000 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 Hills Face Zone Amendment PAR (Interim) <i>(Ministerial)</i>	17 August 2000 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> Surplus Defence Land PAR	21 December 2000 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> Telecommunications Facilities State-wide Policy Framework PAR <i>(Ministerial)</i> Bushfire Management PAR <i>(Ministerial)</i> Salisbury East Policy Area PAR (Interim)	16 August 2001 30 August 2001 6 September 2001 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
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) Parafield Gardens Industrial/Residential PAR	27 February 2004 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

Salisbury (City)

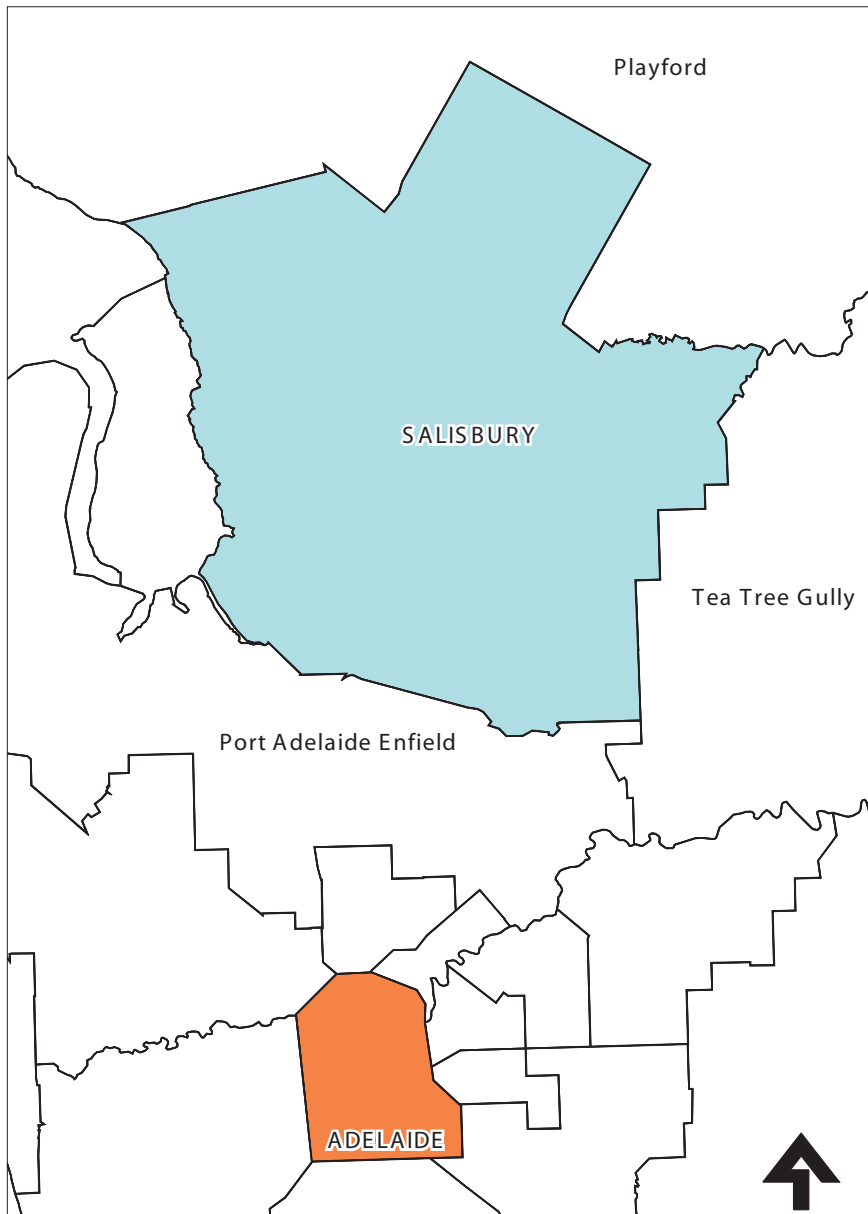
CONSOLIDATED	AMENDMENT	GAZETTED
21 December 2006	Bushfire Management (Part 2) PAR (<i>Ministerial</i>) Place of Worship PAR	14 December 2006 21 December 2006
17 May 2007	Industrial Land Review – Gepps Cross and Pooraka PAR (<i>Ministerial</i>) Direk PAR	19 April 2007 17 May 2007
18 October 2007	Residential (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

Consolidated: The date on 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*.

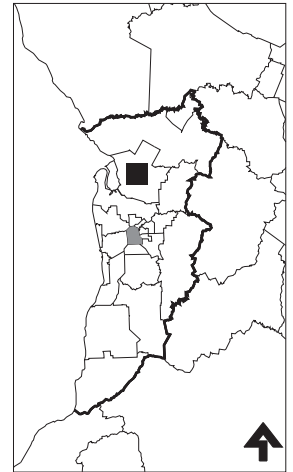
SALISBURY (CITY)

PREFACE

The objectives and principles of development control that follow apply within the area of the SALISBURY (CITY) Development Plan as shown below and on Map Sa/1



Enlargement Map



Location Map

PREFACE (continued)

Background

All land and coastal waters in South Australia is covered by a series of Development Plans. Each Development Plan provides statements about how a particular area should develop after taking into consideration a range of economic, social, environmental and physical factors.

Although Development Plans may appear different from Council to Council, they all have the same essential features:

- Policies which set out the objectives, controls and standards for development in areas, zones and precincts;
- Lists of land uses considered desirable and undesirable in particular areas and zones; and
- Zoning maps and diagrams which give a clear picture of the different areas in a Council.

In most situations, when people want to construct a building or change the use of an existing building or change the use of land or divide land into allotments, they will need to apply for approval from the local Council. This is because their activities are classified as “development”. An application for “development” is assessed by a Council against the policies, controls and standards in the appropriate Development Plan.

City of Salisbury Development Plan

The City of Salisbury Development Plan is arranged in the following order:

1. Objectives and Principles of Development Control applying to the whole Council area.
2. Detailed policies relating to specific zones and areas.
3. Maps illustrating Zones and Policy Areas.

To determine the relevant policies applying to a specific development proposal, you should proceed as follows:

1. Using the Maps, identify the zone applying to the site of the proposed development.
2. Identify the relevant policies of the Council - Wide section applying to the proposed development, eg. residential, industrial.
3. By referring to the appropriate zone, determine whether the proposed development is complying (allowed) or non-complying (prohibited), and identify the relevant policies of the zone.

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COUNCIL WIDE

Introduction

The following objectives and principles of development control apply across the area within the boundary of the Salisbury (City) Development Plan, as shown on [Map Sal/1](#). Reference should also be made to the relevant zone provisions to determine all of the objectives and principles of development control that are relevant to the development.

Form of Development

Objectives

Objective 1: Orderly and economic development.

Objective 2: A proper distribution and segregation of living, working and recreational activities by the allocation of suitable areas of land for those purposes.

The future form and nature of the existing metropolitan area will be influenced by meeting housing choice in the metropolitan area. Current and anticipated demographic trends in the metropolitan area indicate population growth but a changing population structure, with falling dwelling occupancy rates and declining population in many areas, particularly in the inner and middle suburbs, will necessitate increasing dwelling density to maintain population levels.

While taking these trends into account, there are social, environmental and economic benefits to be gained from higher residential densities within the metropolitan area.

It is an essential element in the future development of Adelaide to address concerns about increased housing demand, efficient use of urban infrastructure and population change. This can be achieved by increasing the number of dwellings that can be accommodated within the existing boundary of the metropolitan area, and arresting and perhaps reversing the decline in population that has been evident in many parts of the metropolitan area.

Objective 3: The proper location of public and community facilities by the reservation of suitable land in advance of need.

Substantial areas of land are required by the various public authorities responsible for transport, public services, and the provision of other public facilities. Land required for such public purposes should be available in the right place at the right time. This should be done by reserving the land for future acquisition to ensure that, in the meantime, any private development does not hinder the purposes for which the land is reserved.

Objective 4: An orderly sequence of development which allows efficient provision of, and exploits existing under-utilized, public services and facilities.

Objective 5: Enhancement of the appearance of localities through appropriate design, selection of suitable materials, colours and finishes, and use of landscaping.

A city should be an attractive and pleasant place in which to live, as well as being healthy and convenient. If the city dweller is to enjoy looking at their surroundings, attention must be given to the aesthetic qualities of both natural and man-made features. The design of individual buildings should be of high standard and related to adjacent buildings.

Many roads through the suburbs are lined with commercial, residential and industrial development of varying qualities, with uninhibited advertising and a mixture of street signs, street furniture and overhead wires, all of which provide an unwelcome contrast to the attractiveness of the approaches to the city through the ranges. An improvement in the quality of development is highly desirable.

The face and the skyline of the Mount Lofty Ranges as seen from various points in the metropolitan area should not be spoilt by small-scale domestic development.

FORM OF DEVELOPMENT

Objective 6: Maintenance of the long-term operational, safety and commercial aviation requirements of the Parafield Airport.

Principles of Development Control

General

- 1 Development should be in accordance with the Salisbury Structure Plan, [Map Sal/1 \(Overlay 1\)](#), including that part of the urban area in the adjoining council areas.
- 2 Development should be orderly and economic.
- 3 New housing and other urban development should:
 - (a) form a compact and continuous extension of an existing built-up area;
 - (b) be located to achieve economy in the provision of public services; and
 - (c) create a safe, convenient and pleasant environment in which to live.
- 4 Extensions of built-up areas should not be in the form of ribbon development along roads.
- 5 Development in localities having a bad or unsatisfactory layout, or unhealthy or obsolete development should improve or rectify those conditions.
- 6 Existing urban areas should be substantially developed before rural land is used for urban development.
- 7 Land used for the erection of buildings should be stable.
- 8 Development in areas separating 'metropolitan districts' should have an open character.
- 9 Development should be compatible with neighbouring development in terms of visual appearance, height, bulk, materials and landscaping, and should ensure that the privacy and access to sunlight of adjoining areas is maintained.
- 10 Development should not detrimentally affect the amenity and character of the locality or cause nuisance by:
 - (a) the size, bulk and mass of buildings;
 - (b) the scale of the proposed land use and activities in comparison to the scale of the predominant land use and activity in the locality;
 - (c) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;
 - (d) excessive noise;
 - (e) vibration;
 - (f) electrical interface;
 - (g) light spillage
 - (h) glare;
 - (i) hours of operation; or
 - (j) attraction of undesirable volumes of traffic.
- 11 Sensitive land uses likely to conflict with the continuation of lawfully existing developments and land uses envisaged within the zone should not be developed or should be designed to minimise negative off site impacts.

FORM OF DEVELOPMENT

- 12** Development should be designed, constructed and sited to minimise negative impacts of noise and to avoid unreasonable interference with sites within the locality.
- 13** Development should be consistent with the relevant provisions of the following:
- (a) AS 2107 Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.
 - (b) AS 3671 Acoustics - Road Traffic Noise Intrusion, Building Siting and Construction;
 - (c) Environment Protection (Machine Noise) Policy 1994;
 - (d) Environment Protection (Industrial Noise) Policy 1994, and
 - (e) Draft Environment Protection (Noise) Policy March 2004.
- 14** The appearance of land, buildings, and objects should not impair the amenity of the locality in which they are situated.
- 15** No development should impair:
- (a) the natural character of the face; or
 - (b) the skyline,
- of the Mount Lofty Ranges as seen from that part of metropolitan Adelaide located on the plains.

Environmental

Flooding

- 16** Poorly drained land should be raised at least 1.3 metres above the highest winter-water table before development takes place.
- 17** Development likely to be adversely affected by flooding should not take place where:
- (a) there is a significant risk of flooding of the land; and
 - (b) risk to life or property on the land could result from a 100-year return period flood.
- 18** Development should not occur on any land if such development would tend to cause or aggravate the flooding of other land.

Stormwater Management

- 19** Development should incorporate stormwater management techniques and strategies where appropriate to:
- (a) encourage on-site detention and utilization of stormwater;
 - (b) limit discharges to levels consistent with the capacity of existing or planned external stormwater systems so as not to increase the risk of flooding to downstream properties;
 - (c) improve the quality of stormwater; and
 - (d) avoid adverse impacts on receiving waters and land.
- 20** The design of drainage networks for urban catchment should comply with the objectives and performance criteria set out in the Australian Model Code for Residential Development, Edition 2 - November 1990.
- 21** Development should incorporate appropriate stormwater management techniques and strategies, where necessary to:

FORM OF DEVELOPMENT

- (a) encourage the harvesting and utilisation of water on the site;
 - (b) maintain the volume and rate of run-off to levels as near as possible to those existing prior to the development; and
 - (c) avoid adverse impacts on watercourses and downstream stormwater control facilities.
- 22** Development of stormwater management systems should be designed and located to:
- (a) improve the quality of receiving waters;
 - (b) prevent impacts on natural drainage systems;
 - (c) protect existing native vegetation;
 - (d) prevent erosion;
 - (e) protect receiving waters from high levels of flow;
 - (f) avoid adverse impacts on built structures;
 - (g) protect human health and safety; and
 - (h) not adversely affect groundwater, and ground water recharge areas.
- 23** Development should prevent the discharge or deposit of waste (including wastewater) into any waters or onto land in a place from which it is reasonably likely to enter any waters (including by processes such as seepage or infiltration or carriage by wind, rain, sea spray, or stormwater or by the rising of the water table).
- 24** Development should incorporate stormwater management techniques to contain the quality, velocity, variability and quality of run-off to as near pre-development levels as practical, by means of but not limited to:
- (a) directing roof stormwater overflow from rainwater tanks to soakage trenches or to retention/overflow wells or sumps where large roof catchments are involved;
 - (b) utilising grassed swales or natural drainage lines to accommodate the major flows from the land development; and
 - (c) incorporating stormwater systems designed to prevent entry of pollutants such as pollutants such as sediment, pesticides and herbicides, bacteria, animal wastes and oil, grease and waste water from vehicle cleaning processes, air conditioners and fire protection services pipework testing into receiving water.

Note:

In order to avoid pollution of receiving waters, development should not discharge or deposit a pollutant listed in Part 1 of Schedule 4 of the Environment Protection (Water Quality) Policy into any waters or onto land from which it is reasonably likely to enter any waters (including by processes such as seepage or infiltration or carriage by wind, rain, sea spray or stormwater or by the rising of the water table).

- 25** Development should incorporate a stormwater treatment system capable of removing pollutants.
- 26** The rate and duration of stormwater discharged into a watercourse or a public stormwater system should:
- (a) ensure retention for reuse; and/or
 - (b) use detention mechanisms and/or detention in a detention basin;
- 27** Detention and/or retention basins should incorporate good design techniques that:

- (a) allow sediments to settle so as to treat stormwater prior to discharge into watercourses or the marine environment;
 - (b) ensure human health and safety, particular with respect to high velocity drainage points;
 - (c) ensures the control of mosquitoes and nuisance insects (eg midges); and
 - (d) where wetlands are used for the cleaning of stormwater it is advisable that the storage is able to retain the 25 year, 24 hour rainfall event.
- 28** Development should incorporate water sensitive design techniques to assist in the sustainable use of water.
- 29** Where permitted by any Water Allocation Plan in prescribed areas under the Natural Resources Management Act development design and construction should maximise the potential for stormwater harvesting.
- 30** Stormwater should not be discharged directly into a watercourse, but rather through a mechanism to reduce the stormwater energy so that it does not:
- (a) cause erosion;
 - (b) adversely affect ecosystems;
 - (c) adversely alter the flow regime;
 - (d) adversely affect the quality of receiving water; or
 - (e) adversely affect the migration of aquatic biota.
- 31** Stormwater systems should be located and designed to minimise the impact of stormwater discharges on streams by mitigating peak flows and providing erosion protection at entry points.
- 32** Stormwater drainage systems should preserve rather than eliminate natural drainage systems.
- 33** Areas for activities such as loading and unloading, wash down of vehicles, plant or equipment, or storage of waste refuse bins should be suitably paved, bunded to exclude stormwater run-off from external sources, and designed so that water that has made contact with such areas is either:
- (a) directed to a sediment trap, separator or other appropriate treatment device and then to sewer; or
 - (b) directed to a wastewater holding tank.
- 34** Development should prevent erosion and stormwater pollution before, during and after construction and associated works by:
- (a) appropriate control of surface water entering or leaving the land;
 - (b) installing and maintaining erosion control works and measures;
 - (c) installing and maintaining sediment collection devices to prevent the export of sediment from the land; and
 - (d) rehabilitating disturbed areas.
- 35** A Soil Erosion and Drainage Plan should be prepared where:
- (a) there is a high risk of sediment pollution to adjoining lands or receiving water, or;
 - (b) the total area to be distributed, or left distributed, at any one time exceeds 0.5 ha.

Note:

Soil Erosion or Drainage Management Plans should be prepared in accordance with the EPA's Stormwater Pollution Prevention Code for Practice for Building and Construction Industry or equivalent replacement Code.

Contamination

- 36** Where there is reasonable cause to suspect that land may have been contaminated or there is evidence of a potentially contaminating activity, development should not occur until it is demonstrated that the land can be made suitable for its intended use prior to commencement of that use.

Building Set-backs and Height

- 37** No building should be erected, added to or altered on any land so that any portion of such building is erected, added to or altered nearer to the existing boundary of a road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976, than the distance prescribed for each road or portion thereof, in Column 3 of [Table Sal/4](#).
- 38** Buildings and structures should not adversely affect, by way of their height and location, the long-term operational, safety and commercial aviation requirements of Parafield Airport.
- 39** Buildings and structures which exceed the heights shown on [Map Sal/1 \(Overlay 2\)](#) and which penetrate the obstacle limitation surfaces (OLS) should be constructed, marked or lit to ensure the safe operation of aircraft within the airspace around Parafield Airport.

Land Division

Objectives

- Objective 1:** Land in appropriate localities divided into allotments in an orderly and economic manner.
- Objective 2:** Allotments suited to a range of housing types and providing sufficient space to accommodate dwellings, vehicle parking, private open space and where appropriate domestic outbuildings.
- Objective 3:** Provision of suitable sites for shopping, educational and community facilities.

The large area of land needed, and the cost of providing essential public services such as water and sewerage, make it essential that the development of the metropolitan area proceeds in an orderly and convenient manner, making full use of the State's economic resources. It is costly to provide services to scattered development caused by the haphazard and premature division of land.

Land should be divided at a rate based on the building demand to prevent premature division and scattered and haphazard development. Vacant land within the urban area should be developed in order to contain the spread of the urban area.

The selection of areas for expansion is influenced by a number of factors. These include physical restrictions, the need to preserve resources such as water, minerals and scenic features, the lack of public services in certain areas, and the need to retain buffer areas and open spaces.

Principles of Development Control

General

- 1 Land should not be divided:
 - (a) in a manner which would prevent the satisfactory future division of the land, or any part thereof;
 - (b) if the proposed use, or the establishment of the proposed use, is likely to lead to undue erosion of the land or land in the vicinity thereof;
 - (c) unless wastes produced by the proposed use of the land, or any use permitted by the principles of development control, can be managed so as to prevent pollution of a public water supply or any surface or underground water resources;
 - (d) if the size, shape and location of, and the slope and nature of the land contained in, each allotment resulting from the division is unsuitable for the purpose for which the allotment is to be used;
 - (e) if any part of the land is likely to be inundated by tidal or floodwaters and the proposed allotments are to be used for a purpose which would be detrimentally affected when the land is inundated;
 - (f) where community facilities or public utilities are lacking or inadequate;
 - (g) where the proposed use of the land is the same as the proposed use of other existing allotments in the vicinity, and a substantial number of the existing allotments have not been used for that purpose;
 - (h) if it would cause an infringement of any provisions of the Building Act or any by-law or regulation made thereunder; or
 - (i) unless stormwater can be safely and efficiently discharged from the land to an adequate drainage system, or where no such system is available, detained within the land until discharge can occur without flooding other land.

- 2** When land is divided:
- (a) any reserves or easements necessary for the provision of public utility services should be provided;
 - (b) stormwater should be capable of being drained safely and efficiently from each proposed allotment and disposed of from the land in a satisfactory manner;
 - (c) a water supply sufficient for the purpose for which the allotment is to be used should be made available to each allotment;
 - (d) provision should be made for the disposal of waste waters, sewage and other effluents from each allotment without risk to health;
 - (e) roads or thoroughfares should be provided where necessary for safe and convenient communication with adjoining land and neighbouring localities;
 - (f) each allotment resulting from the division should have safe and convenient access to the carriageway of an existing or proposed road or thoroughfare;
 - (g) proposed roads should be graded, or be capable of being graded, to connect safely and conveniently with an existing road or thoroughfare;
 - (h) for urban purposes, provision should be made for suitable land to be set aside for useable local open space;
 - (i) where the land borders a river, lake or creek, the land immediately adjoining the river, lake or creek should become public open space, with a public road fronting the open space; and
 - (j) an undue and/or premature burden should not be imposed upon public infrastructure providers.
- 3** Particularly in greenfield and rural areas, land division should make provision for a public reserve or an area of private open space on both sides of the watercourse of at least 25 metres wide measured from the banks of a watercourse.
- 4** The design of a land division should be capable of or provide for:
- (a) minimised impact on landform and drainage systems;
 - (b) land affected by a 1 in 100 ARI flood area being kept free from development;
 - (c) a stormwater drainage system that;
 - (i) does not overload downstream systems and/or
 - (ii) where practicable, stormwater flows to be detained and retained for re-use close to its source including possible aquifer storage and re-use;
 - (d) interception, retention and removal of water-borne pollutants (including sediment, litter, nutrients, microbial contaminants and other potential toxic materials) prior to their discharge to receiving water;
 - (e) the continuation of, or assistance in the establishment of healthy and diverse wetland environments;
 - (f) preventing the potential for sewage overflows to enter the stormwater system;
 - (g) maximising opportunities for aquifer recharge; and
 - (h) utilisation of opportunities for storing, treating and retrieving stormwater run-off for subsequent use.

- 5 Stormwater runoff directed to the Gawler River should first be filtered by wetlands located along the river.
- 6 Where land that has a frontage onto the Little Para River, Dry Creek, or Cobbler Creek is divided, a reserve at least 30 metres wide, when measured from the top of the bank, should be provided along such a frontage.
- 7 Land division within an area identified as being 'Excluded Area from Bushfire Protection Planning Provisions' on Bushfire Protection Area [Figures Sal\(BPA\)/1 to 3](#) should be designed to make provision 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; and
 - (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.

Residential Areas

- 8 Land division for residential purposes should:
 - (a) provide a range of allotment sizes;
 - (b) occur in an orderly sequence to allow efficient provision of, and exploit under-utilised, public services and facilities;
 - (c) ensure that topography is used to advantage;
 - (d) preserve significant natural, cultural or landscape features and minimise the need for tree removal;
 - (e) arrange streets and allotments to maximise the solar orientation of dwellings (eg by orienting streets east to west and allotments north to south);
 - (f) provide for suitable sites to be set aside for shopping, educational and community facilities;
 - (g) include the amalgamation of small land parcels where appropriate to ensure coordinated and efficient site development; and
 - (h) avoid direct access from residential properties to and from arterial and trunk collector roads.
- 9 Residential allotments should:
 - (a) provide sufficient space for a dwelling (or dwellings) and associated domestic outbuildings, open space, vehicle access, parking and service areas;
 - (b) generally be capable of containing a rectangle of 10 metres by 15 metres for building purposes;
 - (c) ensure that dwellings can be sited and oriented to take best advantage of solar access, climate, views and privacy; and
 - (d) generally have a low width-to-depth ratio to allow economic provision of roads and services.

- 10 Where residential allotments are proposed to be less than 450 square metres in area, the plan of division should show a building envelope (defining the outlines or limits to siting of proposed buildings) for each allotment less than 450 square metres in area, and where appropriate, for allotments which abut the side boundary of an allotment less than 450 square metres in area.

Transportation (Movement of People and Goods)

Objectives

- Objective 1:** A comprehensive, integrated, and efficient, public and private transport system that will:
- (a) provide access to adequate transport services for all people, at an acceptable cost;
 - (b) effectively support the economic development of metropolitan Adelaide and the State;
 - (c) ensure a high level of safety; and
 - (d) maintain the options for the introduction of suitable new transport technologies.
- Objective 2:** A safe, convenient, efficient, cost-effective and legible road network that minimises the impact of traffic on residential areas and promotes the saving of fuel and time. Arterial roads will provide for major traffic movements.
- Objective 3:** Development of a vehicular, pedestrian and cycle movement system which provides direct and safe links between residential areas, open space, shopping centres and community facilities.
- Objective 4:** A compatible arrangement between land uses and the transport system which will:
- (a) ensure minimal noise and air pollution;
 - (b) protect amenity of existing and future land uses;
 - (c) provide adequate access; and
 - (d) ensure maximum safety.
- Objective 5:** A form of development adjoining main roads that will:
- (a) ensure traffic can move efficiently and safely;
 - (b) discourage commercial ribbon development;
 - (c) prevent large traffic-generating uses outside designated shopping/centre zones;
 - (d) provide for adequate off-street parking; and
 - (e) provide limited and safe points of access and egress.

The main elements of the transport system are shown on [Map Sal/1 \(Overlay 1\)](#).

Principles of Development Control

- 1 Roads within residential neighbourhoods should:
 - (a) ensure safe, convenient and efficient vehicle, pedestrian and cycle access;
 - (b) direct traffic towards arterial roads and discourage through traffic; and
 - (c) create pleasant streetscapes.
- 2 Roads and pedestrian/cyclist facilities in residential areas should comply with the objectives, and performance or deemed to comply criteria for Elements B6, B7 and B9 set out in the Australian Model Code for Residential Development, Edition 2 (1990), with the exception that the minimum width of road reserve should be 12 metres.

- 3 Residential areas should contain a safe, convenient and legible network of all weather paths for pedestrians and cyclists providing direct links to open space, shopping centres and community facilities. Such paths should follow local streets (access streets and access places) or open space reserves as far as practicable.
- 4 Where the pedestrian and cycle movement system crosses a through road, the roadway should be designed to:
 - (a) focus driver attention on the crossing point;
 - (b) slow traffic down considerably in the vicinity of the crossing point; and
 - (c) slow cyclists down prior to the crossing point.
- 5 Development and associated points of access and egress should not create conditions that cause interference with the free flow of traffic on adjoining roads.
- 6 Development should include appropriate provision on the site to enable the parking, loading, unloading, turning and fuelling of vehicles.
- 7 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand.
- 8 Development should be consistent with Australian Standard AS2890 Parking Facilities.
- 9 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the Australian Standards and Australian Guide to Traffic Engineering Practice Part 14.

Infrastructure

Objectives

Objective 1: Economy in the provision of infrastructure.

The most costly and difficult services to provide are water and sewerage. Investigations show that most of the land in the metropolitan area that can be supplied with these services economically, can also be supplied economically with electricity and gas, stormwater drainage, telephone, garbage collection and public transport services.

Septic tanks are used where sewerage is not available, and their efficiency varies according to the nature of the soil. The effluent should be disposed of within the boundaries of the allotment, therefore the size of an allotment in a septic tank area is governed by the pervious nature of the soil. The widespread use of septic tanks in the metropolitan area is not desirable.

Routes of main transmission lines should be defined in advance of land division and the erection of buildings to ensure that buildings are clear of easements. Care is needed in the siting of sub-stations to ensure that the appearance of surrounding areas is not marred by unsightly switchgear and equipment. When conspicuous sites have to be chosen for technical reasons, the site should be large enough to allow for planting a screen of trees and shrubs.

Large areas of the Adelaide Plain contain no well-defined natural watercourse, and the provision of adequate stormwater drains is essential for the development of these areas. Action to overcome stormwater problems has seldom been initiated until the need has become urgent. Adequate drainage is a necessary attribute of land suitable for building, and it is in the interests of all concerned that the work involved should be the product of foresight rather than experience.

The overall metropolitan requirements for garbage disposal will necessitate the acquisition, or reservation, of suitable sites and a coordinated programme of disposal. Priorities should be established to ensure that reclamation work is concentrated on sites that are most desirable to meet community needs, either by reducing hazards as in old quarries, or by providing new recreation areas.

Objective 2: Adequate and coordinated drainage and servicing of land before development takes place.

Objective 3: A drainage network that is cost-effective, while providing for health, safety, amenity and protection or enhancement of environmental quality.

Objective 4: Development that incorporates appropriate stormwater management techniques and strategies including on-site detention, infiltration or recycling to minimise impacts on downstream land, waters, environments and drainage works.

The City of Salisbury is predominantly low-lying and contains the flood plains of the Little Para River, Dry Creek and Smith Creek. Urbanization of drainage catchments both within the city and upstream alters existing flow regimes. Substantial works and public investment are required to protect property from inundation and to ensure public safety. Urban development may also affect the quality of stormwater run-off with consequent pollution and degradation of receiving waters and ecosystems. Stormwater drainage systems should therefore incorporate measures to improve water quality and to prevent harm to the public and the environment due to pollution or debris.

New development requires protection from flooding in major storm events, and should ensure that areas external to the site receive equivalent protection. Where possible, detention of stormwater should be provided on-site to limit run-off to levels consistent with the planned capacity of existing or proposed drainage works external to the site so as not to increase the risk of flooding to downstream properties. In the redevelopment of existing urban areas, stormwater flows may need to be limited to levels equivalent to the design capacity of the established drainage network.

A variety of measures should be considered to minimise or manage the external impact of development in terms of stormwater discharge and quality, while addressing the need for:

- (a) efficient, orderly and equitable provision of public infrastructure;

- (b) storage and use of stormwater for irrigation or similar purposes; and
- (c) integration of stormwater management with urban development and landscaping in a creative way so as to enhance the amenity of localities.

On-site and external works should generally conform with the following criteria:

- (a) construction of underground pipe systems to cater for overland flows from 2-to-10-year average recurrence interval storms;
- (b) construction of open swales to cater for overland flows from the major 100-year storm event; and
- (c) construction of detention ponds or wetlands where land is available to detain stormwater and to improve its quality prior to eventual discharge.

Principles of Development Control

- 1 Buildings and structures associated with the supply and maintenance of public utilities should, wherever practicable, be sited unobtrusively and landscaped.

Infrastructure

- 2 Septic tanks should:
 - (a) not be installed where the effluent is likely to lead to the pollution of surface or underground water; and
 - (b) be installed on allotments large enough to allow the disposal of the effluent within the allotment boundaries.
- 3 Development should not take place unless:
 - (a) an SA Water reticulated water supply; or
 - (b) an adequate alternative water supply source, is available.

Within the Northern Adelaide Plain Proclaimed Region (as declared under the Water Resources Act) an alternative water supply source does not include underground water unless the issue of adequate licences for withdrawal of underground waters is approved by the Minister of Water Resources in respect of the proposed development.

- 4 Development should make adequate provision for the safe and efficient disposal of sewage.

Residential Development

Objectives

General

Objective 1: A range of housing types to meet the needs and preferences of all sections of the community.

Residential development within metropolitan Adelaide should be based on a flexible approach to provision of a wide range of dwelling types.

Objective 2: Safe, pleasant and convenient residential development which:

- (a) is accessible to a range of shopping, educational and community facilities, useable open space and transport;
- (b) is cost-effective and promotes efficient use of urban land, infrastructure and services;
- (c) is designed and sited to ensure a high level of amenity, privacy and security for its occupants and neighbours;
- (d) takes advantage of solar energy; and
- (e) promotes the creation of a community identity.

Achievement of this objective can be assisted by development that is well designed, and which maintains and where appropriate, enhances the residential character and amenity of the area into which it is to be sited. Residential development that is well designed takes into account factors such as building bulk and materials, privacy and access to sunlight. Sunlight access, for example, not only benefits amenity but also is necessary to enable effective use of solar energy collection systems. These systems are affected by building and allotment orientation and by shadowing from buildings and trees, and accordingly, it is desirable to protect existing collectors and recognise potential for use on sites adjacent to a development site. Residential zones should provide primarily for residential uses. New non-residential activities should generally not be located in residential zones, and extensions of existing non-residential activities should only occur where there is no adverse effect on nearby residential activities.

Objective 3: A compact urban area.

This objective may be achieved through selective development of infill housing, redevelopment and refurbishment of existing housing, and use of vacant and under-utilized land, with the aim of reducing the social, environmental and economic costs of urban development, and maximising use of the community investment in facilities and services in existing housing areas.

While a compact form of development is generally desirable, recognition must be given to areas of particular character or amenity, or to specific constraints such as environmental or historical value, water catchment areas and areas of bushfire hazard.

Objective 4: Containment of housing costs through the encouragement of a full range of design and development techniques.

This can be achieved by measures such as the economical layout of residential development, the reduction of allotment sizes and street widths, the use of innovative servicing techniques, the encouragement of designs which use space efficiently and effectively, and the provision of medium-density residential development where appropriate. In addition, new building materials and energy saving devices can be used to reduce housing costs.

Aged or Disabled Persons Accommodation

Objective 5: Provision of accommodation designed and located to meet the special needs of aged or disabled people.

Non-residential Development in Residential Zones

Objective 6: Non-residential development within residential zones that is compatible in scale to existing and intended residential development in the locality, and does not adversely affect the amenity of the locality.

Rural Living

Objective 7: Low-density living areas with a rural character.

Parts of the metropolitan area are suitable for a form of rural residential development associated with farming. The definition of such areas should take into account factors such as water catchments, soils, vegetation, topography and climate.

Principles of Development Control

General

- 1 Residential development should:
 - (a) provide a range of housing and allotment types to meet the needs and preferences of all sections of the community;
 - (b) protect and enhance the amenity of the locality;
 - (c) retain existing trees where possible; and
 - (d) be of a form and scale compatible with adjoining residential development.
- 2 Residential development should efficiently use infrastructure and services.
- 3 Residential development in residential zones adjacent to non-residential zones should be designed and sited to protect residents from any adverse effects of non-residential activities.
- 4 Residential development should not create conditions that are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.
- 5 Development in a residential zone should not impair the character or the amenity of the locality as a place in which to live.
- 6 Within residential zones, open space should be provided for recreational activities, pedestrian and bicycle links and the preservation of natural features.
- 7 Dwellings should be supplied with adequate energy, water, waste disposal and drainage facilities to serve the needs of the prospective users.
- 8 Residential development should:
 - (a) not have a significant adverse effect on safety and amenity due to generation of through traffic;
 - (b) provide for safe and efficient distribution of traffic;
 - (c) provide for safe and convenient movement for pedestrians and cyclists, including aged, young and disabled persons;
 - (d) provide for easy access for emergency and essential service vehicles; and
 - (e) be designed to minimise the adverse effects of adjacent traffic movement.
- 9 Residential development should be appropriately designed to take account of the climatic and topographic conditions of the site.

- 10 Residential development should minimise the potential for personal and property damage arising from natural hazards including landslip, bushfires, and flooding.

Community Identity

- 11 The design, layout and physical features (including landscape, streetscape and entrance features) of residential development should contribute to the creation of a community identity.

Design and Appearance

- 12 Residential development should express individuality and character. However, where a strong local character exists, new development should be compatible with existing development in the locality in terms of form, mass, scale, colours and textures of materials, landscaping and setback distances.
- 13 Dwellings should be located and designed to:
- (a) avoid overshadowing of adjacent dwellings, properties and private open space, in particular, surfaces used for the collection of solar energy;
 - (b) take advantage of solar access and create desirable microclimatic conditions (through use of sun, shading, ventilation and shelter);
 - (c) enhance the security and privacy of residents;
 - (d) ensure that windows to habitable rooms and balconies do not have an undue impact, by overlooking, on the privacy of adjacent dwellings or private open space; and
 - (e) avoid uniformity or dullness in design.
- 14 Transportable dwellings within all zones should be compatible with neighbouring dwellings and have an image of permanency. This may be achieved by enclosing the space between the bottom of the walls and the ground surface with brickwork or timber, the use of verandahs, pergolas and suitable landscaping.

Dwellings on Small Sites or Allotments

- 15 The siting and design of dwellings and domestic outbuildings on sites or allotments having an area of less than 450 square metres should:
- (a) be coordinated with the siting and design of dwellings on adjoining sites or allotments and in the immediate locality; and
 - (b) facilitate the creation of an attractive and integrated streetscape.

Building Set-backs

- 16 Dwellings or domestic outbuildings should comply with the set-back conditions contained in [Table Sa/2](#) (Conditions Applying to Complying Development), or may be set-back a lesser distance provided the building is sited to:
- (a) add variety to, but not detract from, the appearance of residential development in the locality;
 - (b) allow reasonable solar access to dwellings and private open space; and
 - (c) not interfere with driver visibility.

Domestic Outbuildings

- 17 Domestic outbuildings should:
- (a) not be used for purposes which cause nuisance to adjacent residents;

- (b) be finished in unobtrusive materials and colours;
- (c) not detract from the character of the locality due to their height, bulk or location; and
- (d) not overshadow or block light from the windows of a dwelling or adjoining private open space.

Private Open Space

18 A dwelling should be provided with usable private open space which:

- (a) has a minimum dimension of 2.5 metres;
- (b) does not incorporate driveways, parking spaces or a domestic outbuilding;
- (c) has an area of not less than 30 square metres per dwelling plus an additional 20 square metres per bedroom or room capable of being used as a bedroom; and
- (d) is capable of containing a rectangle with dimensions of 4 metres by 6 metres that is directly accessible from the dwelling.

Vehicle Access and Parking

19 A dwelling should be provided with sufficient and convenient parking for residents, visitors and service vehicles (where applicable) based on the following criteria:

- (a) at least 2 car parking spaces per dwelling, or in the case of a multiple dwelling, one car parking space per two occupants;
- (b) a lesser number of car parking spaces than specified above may be appropriate where it can be demonstrated that this would not result in a greater demand for parking on the street or elsewhere in the locality (eg where occupants are aged or disabled);
- (c) at least 1 car parking space per dwelling should be covered or capable of being covered, without detracting from the appearance of the site or locality; and
- (d) covered car parking spaces should be readily accessible to the dwelling they serve.

20 Access and manoeuvring areas should be designed to:

- (a) enable vehicles to enter and exit the property in a safe manner;
- (b) minimise traffic speed and avoid noise or disturbance to residents; and
- (c) give priority to the safety of pedestrians.

Landscaping

21 Development in a residential zone should be provided with appropriate landscaping which:

- (a) enhances residential amenity;
- (b) screens or softens the appearance of storage, service and parking areas, and is generally in scale with the buildings on the site;
- (c) allows surveillance of entry points;
- (d) provides protection from sun and wind, while ensuring reasonable solar access to dwellings and private open space;
- (e) minimises impermeable paved surfaces;
- (f) uses plant species suited to the site which minimise the need for maintenance;

- (g) avoids interference with utility services; and
- (h) does not unreasonably affect adjacent land by shadow.

Utility Areas and Facilities

22 Residential flat buildings and group dwellings should be provided with:

- (a) paved areas for refuse storage readily accessible from each dwelling and screened from public view;
- (b) grouped mailboxes readily accessible from each dwelling;
- (c) appropriate landscaping and fencing; and
- (d) common open space and areas for clothes drying, where appropriate (eg for residential flat buildings with above-ground access).

Dwellings Fronting Arterial and Trunk Collector Roads

23 Dwellings on sites adjacent to arterial or trunk collector roads should be designed to minimise the impact of traffic noise, particularly on bedrooms, and minimise the number of vehicle access points onto those roads.

Aged or Disabled Persons Accommodation

24 Residential accommodation designed specifically for aged or disabled persons should be located:

- (a) in accordance with the long-term needs and demographic trends of the population of the council area;
- (b) generally within established residential areas where aged persons can be an integral part of the community;
- (c) away from industrial and commercial uses which would detract from pleasant living conditions;
- (d) where local shops, services and facilities are available within easy walking distance or otherwise are readily accessible by convenient travel;
- (e) where good public transport services are available within easy walking distance from all parts of the site;
- (f) where adequate support services and access to essential community services and facilities are available; and
- (g) where movement of ageing persons is not unduly restricted by the slope of the land.

25 Residential accommodation specifically designed for aged or disabled persons should:

- (a) be designed, and incorporate special features (such as lighting, hand rails, slip-resistant surfaces, and ramps) where appropriate, to ensure safe, secure, attractive, convenient and comfortable living conditions for residents;
- (b) ensure safe and convenient access to all parts of the site;
- (c) provide adequate communal and private areas, both internal and external, landscaping and storage areas to suit the needs of residents and visitors;
- (d) provide adequate car parking for residents, staff, visitors and service vehicles, including spaces designed to allow full opening of all vehicle doors;

- (e) ensure convenient access for emergency vehicles;
- (f) be of a form and scale which reflects a residential, rather than an institutional character, and
- (g) ensure that there is an attractive outlook for all residents, including those in wheelchairs, from residential units and communal areas.

Non-residential Development in Residential Areas

26 Non-residential development in residential zones should not occur unless it:

- (a) is a small-scale activity associated with a dwelling;
- (b) primarily serves the local community; or
- (c) cannot be suitably located in a centre zone or other non-residential zone.

27 Non-residential development in residential zones should:

- (a) provide adequate protection for residents from air and noise pollution, traffic disturbance and other harmful effects on health or amenity;
- (b) be compatible in form and scale with existing or intended residential development in the locality; and
- (c) not detract from the residential character or amenity of the zone or locality.

Coastal Township

28 Development in the coastal township should:

- (a) form a compact and orderly extension of the township; and
- (b) be designed and located so as to achieve economy in the provision of public services.

Residential Parks and Caravan and Tourist Parks

29 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.

30 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.

31 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.

32 On-site visitor parking 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.

33 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.

34 A minimum of 12.5 percent of a park should comprise communal open space, landscaped areas and recreation areas.

35 Landscaping should comprise locally indigenous species that are appropriate to the development and the subject land, and facilitate amenity and environmental sustainability.

Centres and Shops

Objectives

- Objective 1:** Shopping, administrative, cultural, community, entertainment, educational, religious, and recreational, facilities located in integrated centres which are distributed rationally throughout the area of metropolitan Adelaide.
- Objective 2:** Centres established and 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.
- Objective 3:** The provision of an appropriate hierarchy of integrated centres to serve the municipality and provide a focus for investment.

Objectives 1, 2 and 3 apply to the grouping of facilities into centres and the location of those centres.

The grouping of a wide range of facilities in integrated centres will benefit the community by encouraging economic, and shared, use of facilities, providing a meeting place for communities, and encouraging ready access by both public and private transport.

The hierarchy of centres is based on the principle that each type of centre provides a proportion of the total community requirement for goods and services commensurate with its role.

Centres within the area of metropolitan Adelaide are of the following type:

- (a) the central business area of the city of Adelaide;
- (b) regional centre;
- (c) district centre;
- (d) neighbourhood centre; and
- (e) local centre.

The degree to which the various facilities can be located within a centre will depend, among other things, upon the size of the centre, the specific policies relating to the centre, the implications of competing centres for the population being served, and the characteristics of the population to be served. Each development proposal for a centre should be evaluated against that centre's and other centres', defined roles in the centre hierarchy.

New development in centres should result in the expansion of the total range of retail goods and services available to the population to be served, have regard to the location and role of other existing and proposed centre zones, and be of a size and type which would not demonstrably lead to the physical deterioration of any existing centre zone or designated shopping area.

The identification of each zone in a hierarchy of centres should be such as to:

- (a) cater for the existing and future population's shopping and community needs;
- (b) provide a degree of choice in the location of centre facilities;
- (c) be safely and readily accessible to the population to be served, particularly by public transport, and obviate the need for unscheduled large-scale traffic and transport works;
- (d) have minimal adverse impact on residential areas;
- (e) concentrate development on one side of a primary or a primary arterial, road, or one quadrant of a primary or primary arterial road, intersection and have minimal adverse impact on traffic movement on primary and primary arterial roads. Linear extension of centre zones or areas along primary, or primary arterial, roads is to be minimised;

- (f) reflect the potential to rehabilitate or extend centre zones or areas, and make effective use of existing investment in public infrastructure, utilities and transport, any costs involved being offset by benefits to the population being served;
- (g) be of a size and shape suitable for their functions, and provide car parking facilities;
- (h) have regard to the maintenance of retail employment levels in the area; and
- (i) have regard to the degree to which existing centres satisfy the above objectives.

The development of new centres may be staged, and specific areas may be set aside for community and other non-retail uses, with the total integrated development producing a character desired for that particular centre.

Centres in the City of Salisbury are classified in accordance with the hierarchy set out in the objectives above. The classification of an individual centre is less important than its description of function and desired future character.

Objective 4: Centres established in the City of Salisbury and serving the residents of Salisbury in accordance with a hierarchy based on the function of each type of centre.

Central Business Area

The central business area of the City of Adelaide provides the highest order, and greatest range, of centre facilities to residents of the City of Salisbury, which, although on the northern Adelaide plains and about 20 kilometres from the central business area, has strong transport and communication links with Metropolitan Adelaide.

Regional Centres

Residents of Salisbury are served by regional centres located at Elizabeth and Modbury.

The arterial road network and public transport services should provide convenient and safe access to designated regional centres for residents of the City of Salisbury.

District Centres

Objective 5: District centres served by public transport and including shopping facilities that provide mainly 'convenience' goods and a sufficient range of 'comparison' goods to serve the major weekly shopping trips, as well as a comparable range of other community facilities.

District centres in the City of Salisbury are shown by symbol on [Map Sal/1 \(Overlay 1\)](#) at the following locations;

- (a) John Street, Salisbury;
- (b) Southern corner of Montague Road and Walkleys Road, Ingle Farm; and
- (c) Winzor Street, Salisbury Downs.

Neighbourhood Centres

Objective 6: Neighbourhood centres to include shopping facilities that provide mainly 'convenience' goods to serve the day-to-day needs of the neighbourhood, and a limited range of more frequently required 'comparison' goods as well as a narrow range of facilities. There are not likely to be administrative facilities in neighbourhood centres.

Neighbourhood centres in the City of Salisbury are shown by symbol on [Map Sal/1 \(Overlay 1\)](#) at the following locations:

- (a) Waterloo Corner Road, Burton;
- (b) Whites Road, Salisbury North;
- (c) Bolivar Road, Paralowie;
- (d) Whites Road, Paralowie;
- (e) Bagster Road, Salisbury North;
- (f) Shepherdson Road, Parafield Gardens;
- (g) Kings Road, Parafield Gardens;
- (h) Gregory Street, Brahma Lodge;
- (i) Target Hill Road, Salisbury Heights;
- (j) Gloucester Avenue, Salisbury East;
- (k) Northbri Avenue, Salisbury East;
- (l) Salisbury Highway, Parafield Gardens;
- (m) Bridge Road, Para Hills;
- (n) Kesters Road, Para Hills;
- (o) Nelson Road, Para Vista;
- (p) Bridge Road, Pooraka;
- (q) Desmond Avenue, Pooraka; and
- (r) Main North Road, Pooraka.

Local Centres

Objective 7: Local centres to include shopping and local community facilities to serve day-to-day needs of the local community.

Local centres should be located within the living area, in accordance with the criteria set out below. The boundaries of local centres are shown on [Maps Sal/19, 25, 26, 28, 33 to 36, 41, 42, 50, 54 and 57](#).

Criteria for future centres:

- (a) Future local centres should:
 - (i) be centrally located in the localised catchment area where there is a demand for daily, and emergency, shopping; and
 - (ii) not have a detrimental effect on the development of neighbourhood or other local centres.
- (b) Future neighbourhood and local centres should:
 - (i) have convenient accessibility by car, pedestrians, and public transport;
 - (ii) have ingress and egress primarily to a collector/distributor road;
 - (iii) include opportunities to integrate retail and community facilities;

- (iv) not cause inconvenient, and unsafe, traffic and pedestrian movements;
- (v) not be likely to result in the need for unwarranted expenditure on transport and traffic works, or facilities within, or outside, the locality;
- (vi) not straddle a public road; and
- (vii) not involve the extension of ribbon development.

Outdoor Advertising

Outdoor advertising designed and located to:

- (a) complement and improve the character and amenity of the area within which it is located, including the appropriate rectification of existing unsatisfactory situations;
- (b) maintain equity of exposure for every business premises;
- (c) preserve the community's right not to be exposed to advertising other than in appropriate areas; and
- (d) be concise and efficient in communicating with the public to avoid proliferation of confusing and cluttering information or number of advertisements.

Objective 8: Retail showroom development should only be allowed outside of designated centres if it can be clearly demonstrated that it could be undesirable or impractical to locate them in the vicinity of designated centres.

Retail showrooms, trading in furniture, floor coverings, household appliances and other similar articles of bulky merchandise, require expensive indoor areas for the display of products and exhibit a lower parking demand than convenience shops. Retail showrooms complement the overall provision of facilities in centres and should be located on the periphery of those centres.

Objective 9: Retailing not consistent with the facilities envisaged in a centre to be located and operated so as to not adversely affect:

- (a) any designated centre;
- (b) commercial, business or residential, zones, or areas; and
- (c) traffic movements on local, primary, and primary arterial roads.

The diversification of locations for retailing providing goods and services not compatible with the grouping of facilities envisaged for regional, district, and neighbourhood, centres may be considered so long as the integrity of the centre hierarchy is not compromised and the development is compatible with land uses in the locality.

Retail development of this kind should be evaluated having regard to:

- (a) its locational and operational compatibility with existing shopping, business, commercial zones, or areas, including the nature of the goods and materials to be stocked, and the noise levels of vehicles and plant used on, and servicing, the site;
- (b) its effect on adjacent residential development;
- (c) the increased use of local and arterial roads;
- (d) the adequacy of vehicular access and car parking; and
- (e) the maintenance of building and site development standards required for centres.

Principles of Development Control

Location

- 1 Future shopping, administrative, cultural, office, community, entertainment, educational, religious, and recreational, facilities should be located in integrated, multi-purpose centres. (A facility falling into any of the above categories may hereafter, be referred to as a "centre facility" or, collectively, as "centre facilities". Principles of development control relevant to district, neighbourhood and local centre zones may refer to these zones collectively as "centre zones".)
- 2 Existing centre facilities which:
 - (a) for any reason, are not located in an integrated, multi-purpose centre should not prejudice the Council-wide objective that these facilities be located in integrated centres; or
 - (b) are not located within a centre zone, should not create a precedent or rational for allowing proposed or future centre facilities to be located other than within a centre zone.
- 3 Centres should have minimal adverse impacts on residential areas.
- 4 Centres should be so located as to make effective use of existing investment in public infrastructure, utilities, transport and other facilities, and any costs involved should be off-set by benefits to the population being served.
- 5 The location of centres should be consistent with policies of adjoining council areas.
- 6 The development of centres should not result in the physical deterioration of any designated centre.
- 7 Shopping development should be located as follows:
 - (a) A shop or group of shops, with a gross leasable area of more than 250 square metres, should be located only in a district or neighbourhood centre zone.
 - (b) A shop, or group of shops, with a gross leasable area of 250 square metres or less, should not be located adjacent to an arterial road shown on [Map Sal/1 \(Overlay 1\)](#), unless located in a district, neighbourhood, or local centre zone.
 - (c) The total gross leasable area of a shop, or group of shops, in a local centre zone should not exceed 250 square metres.
 - (d) A shop, or group of shops, with a gross leasable area of 250 square metres or less located outside a business, centre, or shopping zone, or area, should:
 - (i) not hinder the development or function of any business, centre, or shopping zone, or area; and
 - (ii) conform to the design, access, and car parking requirements for business, centre, and shopping zones or areas, set out in Principles of Development Control 11, 12 and 13 below.
- 8 Centres facilities which are not located within a centre zone should:
 - (a) be of a size and type which will not hinder the development or function of any centre zone, in accordance with the objectives for centres and the objectives for the appropriate zones; and
 - (b) conform to the access, car parking, and design, principles for centre zones as set out in Principle of Development Control 13.

- 9 Shopping development which is more appropriately located outside business, centre or shopping, zones, or areas, should:
- (a) be of a size and type which would not hinder the development or function of any business, centre, or shopping, zone or area, in accordance with the objectives and principles of development control for centres and shops, and the objectives and principles of development control for the appropriate zones, or areas;
 - (b) conform to the criteria above, and the design, access, and car parking requirements for business, centre, and shopping, zones, or areas, set out in principles of development control above;
 - (c) result in the expansion of the total range of retail goods and services presently available to the community;
 - (d) result in a maintenance of retail employment in the area; and
 - (e) not demonstrably lead to the physical deterioration of any designated centre.
- 10 The location of future community and recreational facilities within a district, neighbourhood, or local centre zone should have regard to the scale and function of the facilities, and the population they are to serve.

Design

- 11 The design of any development, or redevelopment, within centre zones should have regard to:
- (a) their location and assigned role in the centre hierarchy of designated centres and designated centre zones, or areas;
 - (b) the necessity to integrate and make adequate site provision for future community facilities adjoining shopping and commercial development;
 - (c) the need for any future expansion of the zone;
 - (d) multiple use of facilities and sharing of utility spaces;
 - (e) provision of an attractive, integrated, layout of buildings, and a close relationship between shops in a lively setting;
 - (f) the use of materials compatible with the natural features of the site and adjacent development;
 - (g) the preferred micro-climate, and degree of exposure, in designing and orienting buildings, and locating open space and parking areas;
 - (h) provision of public facilities including toilets, infant changing facilities for parents, seating, telephones and community information boards;
 - (i) the compatibility of centre facilities with adjoining areas, as encouraged by appropriate landscaping, screen walls, orientation of buildings, location of access ways, buffer strips, and transitional use areas;
 - (j) the appropriate location, scale and design of signs which do not detract from the amenity of the zone, and the illumination of which does not overspill onto adjacent areas or zones;
 - (k) the provision of access and car parking areas, separate from access and car parking for residential areas located within centres;
 - (l) the integration of public transport facilities to, and from, the particular development, or re-development;

- (m) the need to prevent overspilling of any flood lighting onto adjacent properties; and
- (n) provision of retail showrooms for the trading of bulky goods on the periphery of centres, or in designated service retail zones in inner areas.

The location and design of centres and shopping development should ensure that all sources of noise, including refrigeration and air conditioning equipment, garbage collection and car parking, do not cause excessive or disturbing noise at neighbouring properties.

- 12** Landscaping should form an integral part of centre design, and should be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas, and enhance the visual amenity of the area.

Access

- 13** Provision for the movement of people and goods within centre zones should have regard to:
- (a) the need for convenient and safe traffic, and pedestrian, movements, and the need for minimising expenditure on transport and traffic works or facilities within, or outside, the locality;
 - (b) pedestrian convenience, and the restriction of linear development along road frontages by increasing the depth of development where appropriate;
 - (c) the provision of, and access to, car parking areas which will not cause congestion or other hazards for traffic on abutting roads;
 - (d) the provision of adequate and convenient facilities for loading and unloading of goods and the storage and removal of waste goods and materials;
 - (e) the consolidation and coordination of car parking areas into convenient groups, rather than located individually, and minimisation of access points;
 - (f) the design and location of on-site car parking areas to facilitate convenient and safe access of pedestrians between them and the facilities they serve;
 - (g) to ensure safety and convenience, it is most desirable to separate pedestrian and vehicle movements within zones or areas; and
 - (h) on-site parking, which should be determined by having regard to:
 - (i) the amount, type and timing of movement generated by the use;
 - (ii) the design, location and configuration of parking spaces;
 - (iii) the ability of the site to accommodate the parking spaces;
 - (iv) the potential for shared use of parking spaces;
 - (v) the effect on surrounding activities;
 - (vi) specific requirements of cyclists; and
 - (vii) the availability of appropriate on-street parking.
- 14** Development in the form of retail showrooms trading in bulky goods merchandise should provide adequate manoeuvring and circulation areas in order to accommodate truck and trailer movements.
- 15** Shopping development should provide for separate parking spaces for the disabled.

- 16 Centres should be highly accessible to the population to be served, especially by public transport where that applies.
- 17 Centres should have a minimal adverse impact on traffic movements on primary or primary arterial roads.
- 18 Centres should develop on one side of an arterial road, or one quadrant of an arterial road intersection. Where centre facilities already straddle a primary, or primary arterial road, or the intersection of two primary, or primary arterial roads, development within them should:
 - (a) concentrate on one side of the primary, or primary arterial, road or one quadrant of the arterial road intersection; and
 - (b) minimise the need for pedestrian and vehicular movement across the arterial road, from one part of the centre to another.

Community Facilities

Objectives

Objective 1: Appropriate community facilities conveniently accessible to the population they serve.

A sound education system and an adequate health service provide the basis for the social well being of a community. Therefore, schools, hospitals, cemeteries and other institutions, must be located conveniently for the people they serve.

Primary schools should be within reasonable walking distance of children's homes, and so located that children do not have to cross main traffic routes on their way to and from school. State primary schools are usually located about one kilometre apart, each school serving a population of approximately 6500 persons.

The practical difficulties in meeting the standards for the siting of primary schools make the acquisition, or reservation, of sites well ahead of requirements particularly important.

Many kindergartens are associated with infant welfare centres. Sites should be about one kilometre apart, ensuring that a kindergarten is near every home.

Secondary school sites must be well drained and reasonably level, and should be served by public transport. Special attention is necessary to ensure the safety of pupils traveling by bicycle. State secondary schools are usually located about three kilometres apart, each school serving a population of between 15 000 and 20 000 persons.

Hospitals should be located where they can be reached conveniently by hospital patients, visitors and staff. Sites for major hospitals, therefore, should be acquired or reserved well in advance of requirements, and in locations convenient to the population they are to serve.

The siting of cemeteries and crematoria must take into account the convenience of persons attending funerals and visiting graves, and the effect on traffic of a large number of funerals.

The changing age structure of the population will affect the range of community facilities required, therefore flexibility should be a major consideration when considering the design, type and life of buildings.

Places of Worship

Objective 2: Places of worship should preferably be located within centre zones.

Objective 3: Small (house) to medium (neighbourhood) scale places of worship may be appropriately located within residential areas, subject to satisfactory minimising all external detrimental impacts

Objective 4: Large (regional) scale places of worship are an appropriate land use within the periphery of most industrial areas.

Objective 5: Large (regional) scale places of worship located in or near industrial areas should contribute to the competitiveness of industrial areas, by the provision of shared meeting/training rooms or similar facilities.

Places of worship are community facilities. The scale, building form and catchment of places of worship can vary significantly. Places of worship can generally be classified into three hierarchical groups:

- (a) house places of worship. House places of worship are 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 stand alone building. House places of worship can typically accommodate approximately 5 to 30 worshippers in any one session.

- (b) neighbourhood (small / medium scale) places of worship. Neighbourhood places of worship are the forms of buildings found in most suburbs and country towns. These places of worship typically have congregations of up to 100 – 300 persons in any one session; and
- (c) large scale places of worship (often referred to as regional places of worship). These developments are characterised by a large building footprint, a variety of ancillary activities and a congregation in excess of 300 persons in any one session.

The size and function of a particular place of worship may not be indicative of whether it is serving a local or regional function. A large place of worship that is located within an area which contains many adherents to a faith or denomination may serve only a local function. At the same time, a small place of worship, the members of which are few in number and widely dispersed, may be the only one of its kind in the metropolitan area and thus fulfil a regional function. These different characteristics make it difficult for places of worship to be classified into a hierarchy structure.

Irrespective of their catchment and size, places of worship should be appropriately sited in areas where interface conflicts can be avoided. Due to potential interface issues, large scale places of worship are generally not considered appropriate within residential areas.

It is desirable to encourage large scale places of worship in District Centre, Commercial and other non-residential zones. These zones are considered to be appropriate as there may be the opportunity:

- (a) to reuse existing buildings;
- (b) to share car parking facilities;
- (c) to be sited on arterial or collector roads rather than narrower local residential streets;
- (d) to promote Crime Prevention Through Environmental Design principles;
- (e) to reduce land use conflicts in relation to the scale of building form and hours of operation; and
- (f) value add to the functions of these zones by having meeting / training / conference rooms available for neighbouring activities.

Principles of Development Control

- 1 Community facilities include social, health, welfare, legal, education, recreation and information services, which are primarily of a non-commercial nature (including places of worship), provided through a statutory body or community organisation incorporated under the Associations Incorporated Act, 1985. Such facilities should be conveniently located, in relation to the population they serve, and preferably in an integrated centre
- 2 Community facilities within residential areas, including small to medium scale places of worship should be located on major collector roads to minimise congestion or traffic conflict within local streets.

Note: Major collector roads typically carry traffic volumes between 3000 to 6000 vehicles per day. Minor collector roads typically carry traffic volumes up to 3000 vehicles per day.

- 3 Large scale places of worship should be located in Centre, Commercial or at the periphery of industrial zones.
- 4 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.
- 5 Community facilities, including places of worship should be designed in a manner that promotes the sharing of facilities and the adaptive reuse of existing buildings.

- 6 The bulk, mass, height and design of places of worship should be compatible with neighbouring building forms and streetscape character.
- 7 Places of worship should be established with one car parking space for every three seats or every three attendees to the place of worship.

Commercial Development

Objective

Objective 1: Commercial development located in suitable areas.

Commercial areas cater for wholesaling, storage, and associated, activities. Parts of these areas may be suitable for development that does not generate much traffic, such as car and boat sales yards, small offices, tyre sales outlets and premises which are used primarily for the fabrication, storage, and repair, of goods with only a small ancillary retailing area.

The layout of buildings should normally provide for offices and showrooms of high architectural standard to occupy the front of the site, with storage premises at the rear. In the suburbs, buildings should be set well back from the road frontage to allow for landscaping. Space should be provided on the site for car parking, the loading and unloading of vehicles, and the circulation of vehicles.

Attractive and spacious site layouts, with well-designed buildings, are important for storage warehouses. The buildings are usually large, so level, well drained, land with good bearing capacity is essential. Areas set aside for storage warehouses should be close to port, rail and road facilities, with heavy-duty roads of sufficient width to service individual sites and railway sidings provided where possible.

The considerable amount of traffic associated with many wholesale warehouses makes it essential that points of access and egress receive careful attention, particularly when the site fronts a main road. The siting of warehouses near residential areas needs care because of the amount of traffic involved.

Principles of Development Control

- 1 Commercial development such as service trade premises, offices, and other business (non-retail) activities should be located in a commercial zone provided those activities do not hinder the function of any nearby centre zone.
- 2 Commercial development should be of a high architectural standard and include adequate provision for landscaping, particularly along road frontages.
- 3 Commercial development should not impair the amenity of adjoining residential zones, and access points to such development should be minimised.

Industrial Development

Objectives

Objective 1: An adequate supply of suitable and appropriately located land to accommodate current and projected industrial activities.

Industry requires reasonably level, well-drained land, which can be supplied with the appropriate infrastructure and is readily accessible to labour and transport. In choosing suitable locations for industrial land it is also important to consider the effects of industry on surrounding land uses.

While supplies of industrial land are adequate in the short term, Metropolitan Adelaide's stocks of good quality industrial land have been reduced over past years. Industrial land is a valuable economic resource and it is vital that new supplies of suitable, well-located land for industry are provided in Metropolitan Adelaide and that land set aside for industry is not developed for other purposes.

Objective 2: Industrial land and activities protected from encroachment by incompatible land uses.

Land earmarked for industrial purposes requires protection from encroachment by incompatible land uses. In particular, residential land uses can encroach upon existing industrial activities over time. As residential development moves closer to these industries, the capacity of industry to operate properly or to expand can be threatened. Similarly, increases in residential densities close to industrial areas can also have implications for industry.

The potential conflicts between existing industry and encroaching non-industrial development, either by the take up of vacant land or through residential density increases, need to be assessed when rezoning land, particularly for residential uses, or when reviewing zone policies in adjoining areas.

Distances to existing industrial development need to be taken into account when considering the zoning of land for residential or other potentially sensitive land uses. The use of separation areas along zone boundaries and the management of these areas to mitigate impacts and minimise the potential for conflict between industrial land uses and other incompatible land uses, should also be considered when appropriate.

Objective 3: Development at the interface between industrial activities and sensitive uses that is compatible with surrounding activities, particularly those in adjoining zones.

Where industrial zones already adjoin residential areas, it is appropriate that those industrial activities with lower potential for off-site impacts be located on the periphery of industrial zones. Some types of commercial development are also suitable on the periphery of industrial areas as they can perform a separation role between housing and industry. Consideration should also be given to the appropriateness of, and design treatments required for, other land uses located in close proximity to industrial locations. Separation distances can be utilised as a trigger for more detailed assessment to ensure that impacts can be minimised.

Principles of Development Control

1 Industrial development should:

- (a) generally be located in the Industry Zone and Enterprise Zone, except for industries which are consistent with the objectives of the MFP (The Levels) Zone;
- (b) not impair the amenity of localities, particularly localities with residential development;
- (c) improve the amenity of localities where the existing amenity is low;
- (d) be of a high architectural standard and set-back from the road frontage to allow for landscaping; and

- (e) conform with Principles of Development Control 8 to 17 for the Industry Zone, or the relevant principles for the MFP (The Levels) Zone and the Enterprise Zone, as applicable.
- 2 The width and design of roads in industrial areas should be adequate for the type and volume of traffic expected.

Waste Disposal (Landfill)

Objectives

- Objective 1:** The orderly and economic development of landfill facilities in appropriate locations.
- Objective 2:** Minimisation of environmental impacts from the location, operation, closure and post management of landfill facilities.
- Objective 3:** Landfill facilities to be protected from incompatible development.

Principles of Development Control

- 1 Landfill facilities should be located, sited, designed and managed to minimise adverse impacts on surrounding areas due to surface water and ground water pollution, traffic, noise, fumes, odour, dust, vermin, weeds, litter, landfill gas and visual impact.
- 2 Landfill facilities should not be located in existing or future urban, township, living, residential, commercial, centre, office, business, industry or institutional zones or environmental protection, conservation, landscape, open space or similar zones, or in a Water Protection Area.
- 3 Landfill facilities should be appropriately buffered to minimise adverse impacts on the surrounding area and land uses.
- 4 Land uses and activities that are compatible with a landfill facility may be located within any separation distances established.
- 5 Land uses and activities that are not compatible with a landfill facility should not be located within any separation distances established.
- 6 Where appropriate, landfill facilities may include resource recovery facilities, provided there is a sufficient separation distance between potentially incompatible land uses and activities.
- 7 Landfill and associated facilities for the handling of waste should be located at least a distance of 500 metres from the boundaries of the landfill site. A lesser distance may be provided within the landfill site where the landfill facility is considered compatible with the surrounding area, land uses and activities so that an effective separation distance of 500 metres can be provided and maintained between the landfill facility and potentially incompatible land uses and activities.
- 8 The area of landfill operations on a site should:
 - (a) be located a minimum distance of 100 metres from any creek, river, inlet, wetland or marine estuarine area and not within the area of 1-in-100-year flood event; and
 - (b) not be located on areas with ground slopes of greater than 10 percent except where the site incorporates a disused quarry; and
 - (c) not be located on land subject to land slipping; and
 - (d) not be located within three kilometres of an airport used by commercial aircraft. If located closer than three kilometres the landfill facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft.
- 9 The landfill site should be landscaped to screen views of the landfill facilities and operational areas.
- 10 Sufficient area should be provided on a landfill site to ensure on-site containment of potential ground water contaminants and for the diversion of stormwater.

- 11 Where necessary an acoustic buffer should be provided between any excessive noise generating part of the landfill facility and any development on an adjacent allotment to mitigate potential noise pollution.
- 12 Litter control measures that minimise the incidence of windblown litter should be provided on the site of a landfill facility.
- 13 Leachate from landfill should be contained within the property boundary of the landfill facility site and should not contaminate surface water or ground water.
- 14 The interface between any engineered landfill liner and the natural soil should be:
 - (a) 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; or
 - (b) 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; or
 - (c) greater than two metres from ground water with a water quality exceeding 12 000 milligrams per litre of total dissolved salts.
- 15 Surface water run-off from landfill should not cause unacceptable sediment loads in receiving waters.
- 16 Landfill activities that have a total storage capacity exceeding 230 000 cubic metres should sustainably utilise landfill gas emissions. For smaller landfill activities, if the sustainable utilisation of the landfill gas emissions is not practically feasible then flaring is appropriate to avoid gases being vented directly to the air.
- 17 Chain wire mesh or pre-coated painted metal fencing to height of two metres should be erected on the perimeter of a landfill site to prevent access other than at appropriate site entries.
- 18 Plant, equipment or activities that could cause a potential hazard to the public within a landfill site should be enclosed by a security fence.
- 19 Landfill sites should not be located where access to the site using non-arterial roads in adjoining residential areas is required or likely.
- 20 Landfill facilities should be accessed by an appropriately constructed and maintained road.
- 21 Traffic circulation movements within the landfill facility should be adequate in dimension and construction to support all vehicles hauling waste and to enable forward direction entry to and exit from the site.
- 22 Suitable access for emergency vehicles to the landfill site should be provided.
- 23 A proposal to establish, extend or amend a landfill facility should include an appropriate Landfill Environment Management Plan that addresses the following:
 - (a) the prevention of ground water and surface water contamination;
 - (b) litter control, dust control, noise control, the control of fumes and odours, and sanitary conditions generally;
 - (c) the monitoring or management of landfill gas;
 - (d) fire safety;
 - (e) security;
 - (f) maintenance of landscaping and the general condition of the site; and

- (g) the post closure monitoring and maintenance of the facility to ensure compatibility with the surrounding landscape and to enable a suitable after use of the site. This should include a final contour plan, surface water diversion and drainage controls, the design of the final cover, the monitoring of groundwater, surface water, leachate and landfill gas.

Mining

Objectives

Objective 1: The continued availability of metallic, industrial and construction, minerals by preventing development likely to inhibit their exploitation.

The minerals of greatest significance to the metropolitan area are those used for building and construction. South Australia has a scarcity of natural timbers for building construction, and is therefore particularly dependent on resources of clay and shale for brick manufacture, and sand and stone for concrete and mortar aggregate. Equally important are materials such as filling sand and quarry products used in road building and general construction. Transport costs of these bulky low-value products rise rapidly as the distance increases between the workings and the point of consumption, with a consequent increase in price to the consumer.

Although large reserves of most of these materials exist, they can be easily sterilized by other uses of the land. Workable deposits should therefore be kept free of building and other development so that the deposits are available when needed.

Of the significant deposits currently being worked, those that are most likely to be affected by urban development are located in the Extractive Industry Zone. The remaining known deposits, which have not already been built upon, are located in rural areas or are zoned to allow land uses that would not prevent the possible extraction of minerals.

Objective 2: The protection of the landscape from undue damage from quarrying and similar extractive and associated manufacturing industries.

It is not in the best interests of the community that land should be left derelict following the extraction of minerals, and wherever possible steps should be taken to reclaim the land and put it to a suitable use.

Although minerals may be extracted from a site for a considerable number of years, a plan showing proposals for the after-use of the site should form the basis of the working programme. It should give an indication of the depths and direction of working, access roads, support for abutting roads and adjoining land, disposal of waste and screening of plant and machinery by trees. While such a plan may be subject to changes due to unpredictable working conditions, it would ensure a close correlation between working and the after-use of the site.

Principles of Development Control

- 1 Known reserves of economically workable mineral deposits should be kept free of development until such time as the deposits are able to be exploited.
- 2 Quarrying and similar extractive and associated manufacturing industries should not mar the landscape. Old structures should be removed and the natural cover of land restored after workings are finished.
- 3 Mining operations should be based on a rehabilitation plan to ensure a close correlation between the operations and the after-use of the site.

Rural Development

Objective

Objective 1: The retention of rural areas for agricultural and pastoral purposes and the maintenance of the natural character and rural beauty of such areas.

Land in rural areas should continue to be used primarily for agricultural purposes. Defining land for rural purposes will assist in a more intensive use of the land for food production, prevent land speculation and the uneconomic spread of the metropolitan area.

The kinds of development that could take place in a rural area, in addition to agriculture, would be large institutions, mineral workings and large individual projects where special arrangements are made for the provision of public services.

In some localities the trend has been for agricultural land to be divided into smallholdings of two to four hectares and subsequently into residential allotments. Unless care is taken such a trend may conflict with the orderly development of the urban area. Difficulties can occur in trying to secure the economic provision of schools, public services and public transport services. It is also difficult to secure a satisfactory overall layout when individual areas of about two hectares are subsequently re-subdivided into housing allotments. The haphazard and premature division of land causes good agricultural land to go out of production for purely speculative purposes.

It is desirable that division of land into smallholdings should be on land where water is available, and where there is little likelihood of conflict with the future expansion of the built-up area. This Plan recognises that some areas, currently designated rural, may ultimately be developed for urban purposes. Accordingly, the Plan aims to restrict development incompatible with housing, and to prevent development likely to prejudice orderly conversion of the land to urban use.

Principles of Development Control

- 1 Rural areas should be retained primarily for agricultural purposes, but other kinds of development, such as packaging sheds and small-scale tourism operations, may be appropriate.
- 2 Land division should not occur if it would detrimentally affect the primary existing or potential rural use of the allotment.
- 3 Development in rural areas should not impair the environmental quality of the locality in terms of:
 - (a) degradation of significant land forms and ecosystems;
 - (b) excessive excavation and/or land filling;
 - (c) soil erosion, silting of water courses, and the creation of unstable embankments or cuttings;
 - (d) detrimental impact on hydrology, including drainage patterns;
 - (e) generation of noise, smoke, dust, odours, light spill, traffic or any other nuisance, particularly in relation to nearby residential areas;
 - (f) reduction of scenic views;
 - (g) safety hazards; and
 - (h) any other factor likely to detrimentally affect the environment, including the health and welfare of the community.
- 4 Existing trees and other vegetation in rural areas should be retained in development proposals, and additional species planted which are suitable to the area. Trees and other vegetation, including native flora or bushland remnants which:

- (a) have special visual significance or interest;
- (b) may assist in the screening of any structures/unsightly views;
- (c) represent special historic or scenic value/interest; or
- (d) may assist in the prevention of soil erosion;

should be conserved, except where clearing is required in the interests of bushfire safety.

- 5** Buildings in rural areas should be designed to be unobtrusive and in harmony with the natural environment. The design, scale, siting and choice of construction materials should accord with existing natural features and the character of surrounding development, and should not detract from the views from any public roadway.
- 6** Buildings and any associated car parking areas (including additions and alterations) should be designed, located and be of a scale which is unobtrusive and does not detract from the desired open space, horticultural, rural or rural living character of the locality. In particular:
- (a) dwellings should be set-back at least 15 metres from public roads;
 - (b) buildings (eg sheds, garages), tanks and ancillary structures should be sited behind the dwelling, out of view from all roads where practicable;
 - (c) buildings and structures should be clustered, to ensure that the majority of any allotment remains open in appearance;
 - (d) buildings should be externally clad with new materials;
 - (e) buildings should be located and finished with dark natural colours such as brown and green so as to minimise any adverse visual impact along arterial roads; and
 - (f) earthworks should take place in a manner that is not extensively visible from surrounding localities.
- 7** Where solid fences are essential, they should be of materials that are of dark colours to blend with the natural landscape and minimise any visual impact. Such fences should not increase the fire risk to nearby buildings.

Site Planning

- 8** Planning, design and construction of industry, rural, horticulture or animal keeping development should minimize impacts that ensures acceptable outcomes relating to:
- (a) stormwater management and disposal or reuse;
 - (b) waste management and disposal;
 - (c) chemical storage and handling;
 - (d) pollution prevention;
 - (e) vegetation management;
 - (f) water course management;
 - (g) use of appropriate buffers to minimise the potential impact of spray drift, dust, noise and odour and the invasion of proclaimed and environmental weeds into areas of biodiversity and neighbouring land uses.

Animal Keeping

- 9 Kennels and associated structures should be constructed of new materials and designed to minimise noise intrusion in surrounding areas.
- 10 Kennels and catteries should only occur in association with a dwelling on the site that is permanently occupied by the person or persons caring for those animals.
- 11 Buildings, stables, pens, runs, holding yards and other ancillary structures intended for animal keeping should be isolated from dwellings within the locality, so that they will not cause a nuisance by reason of excessive noise, smell, flies or vermin.
- 12 Buildings intended to be used for intensive animal keeping should not be erected unless they are sited unobtrusively, set well back from adjoining roads and screened with landscaping, so as not to detrimentally affect the open and rural character of the area and the amenity of the locality.
- 13 Intensive animal keeping activities should be located at least 50 metres from existing dwellings.
- 14 Animal keeping should not occur unless measures are taken to ensure that adequate groundcover is maintained at all times to avoid degradation and to prevent nuisance or loss of amenity.
- 15 Animal keeping and associated activities should not impact upon the quality of natural water resources (eg surface water, groundwater and water courses).
- 16 Animal exercise areas should:
 - (a) have a surfaced area resistant to erosion or dust when used;
 - (b) have adequate control of surface water run-off;
 - (c) be located at least 25 metres from a watercourse or wetland.
- 17 Intensive animal keeping and its associated components, should not be located on land:
 - (a) on a floodplain that is subject to flooding that occurs, on average, more often than once in every 100 years;
 - (b) within 200 metres from a major watercourse (3rd order or higher stream);
 - (c) within 100 metres from any other watercourse; or
 - (d) within 2km from a public water supply reservoir.

Note:

Separation distances are defined by the shortest horizontal distance between the boundary of the proposal and the edge of each of the land uses/activities/landscape elements referred to. Where a proposal will not occupy all of the subject land, then a boundary that contains all activities directly associated with the proposal should be identified and used to determine the separation distances. Soil and slope characteristics are factors that should be taken into account when determining appropriate separation distances.

The ordering of streams begins at the source and increases as further branches add to the network.

- 18 Surface run-off from uncovered land where animals are kept in an intensive manner should be contained within a controlled drainage area and directed to an appropriately designed treatment system.
- 19 Development entailing an abattoir, slaughter house, poultry processor, saleyard, piggery, cattle feedlot, milking sheds, milk processing works, fish processing works, a winery, distillery, tannery, fellmonger, composting works or concrete batching works must have a wastewater treatment system and should not discharge waste generated at the premises:

- (a) into any waters; or
- (b) onto land in a place which is reasonably likely to enter any waters by processing such as seepage or infiltration or carriage by wind, rain, sea spray or stormwater or by the rising water table.

Horse Keeping

20 Development of stable and yard areas should have dimensions and areas of:

- (a) 3.7 metres by 3.7 metres per horse stable;
- (b) 15 square metres per horse per holding yard (standing only); and
- (c) 35 square metres per horse per holding yard (working only).

21 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) stables or associated holding yard (standing/working yard) located more than 30 metres from a dwelling on the site and at least 30 metres from any dwellings on adjoining sites;
- (b) stable floors constructed of concrete 100 millimetres thick, graded to the doorway with a fall of 15 millimetres over three metres;
- (c) concrete drainage aprons, at least 1 metre wide, provided along the front of the stables;
- (d) stables constructed of masonry or concrete to a minimum height of 1.2 metres, although timber, metal or similar construction up to the roof may be satisfactory above that height;
- (e) stables sited no closer than 3 metres from allotment boundaries;
- (f) feed stored in approved ventilated metal or plastic containers provided with close fitting lids;
- (g) manure and refuse removed from the stables and yards daily;
- (h) manure stored in metal bins with flanged fitting metal lids, used for the daily reception of all manure, refuse, including damp stable bedding and feed wastes; and
- (i) manure storage bins are emptied at least weekly.

22 Keeping or stabling of horses or other animals should ensure that the following management practices are undertaken to minimise or alleviate environmental impacts:

- (a) landscaping, particularly in the form of buffer strips along fence lines;
- (b) the eradication of weeds and pests;
- (c) the provision of proper sanitary measures;
- (d) the rotational grazing and spelling of agistment or exercise areas;
- (e) supplementary feeding; and
- (f) proper irrigation.

23 Horse keeping and associated activities (including activities in/on stables, holding yards and paddocks) should only occur where:

- (a) the slope of any part of the land on which the activity is located is less than 12°;

- (b) the activity is located further than 25 metres from any watercourse;
- (c) buildings and structures associated with horse keeping are located further than 25 metres from any watercourse identified; and
- (d) there is no damage or loss of native vegetation..

24 Horse keeping and associated activities (including activities in/on stables, holding yards and paddocks) should not impact upon the quality of surface or groundwater by:

- (a) providing for the collection and disposal of waste, with storage in a dry, enclosed space until removed or used on the land; or
- (b) directing water from wash down areas onto a suitably vegetated area that can absorb all the water or into a constructed soakage pit.

25 Horse exercise areas should:

- (a) have a surfaced area resistant to erosion or dust when used;
- (b) have adequate control of surface water run-off;
- (c) be located no closer than 25 metres from a watercourse or wetland.

MFP Australia

- Objective 1:** The development of Adelaide as an international and national centre for co-operative research and innovation in science, technology, environmental management, education and the arts.
- Objective 2:** The development of an urban area of high quality at The Levels, Gillman and Dry Creek as a focus for MFP activities where the natural, social and economic aspects of the environment are fully considered and integrated both with the local areas and with metropolitan Adelaide.
- Objective 3:** The establishment of urban development which provides models in the conservation and management of resources and the natural environment, in urban planning and the provision of physical and social infrastructure.

The MFP Australia concept encapsulates the vision of Adelaide as an international city where a wide variety of social and economic activities can occur and which provides models, through research, innovation and the application of technology, in the conservation and management of resources, the natural environment, urban planning community development and the provision of physical and social infrastructure.

The MFP concept has two interrelated features: MFP as an economy and MFP as an urban form.

The MFP economy would be built on research, education and advanced industries, serviced by advanced infrastructure and be export oriented. The principal industries identified for MFP Australia in Adelaide are education, information technology and environmental management. Other important industries are media, leisure, tourism and health.

It is proposed that a mixed-use urban development be centred on The Levels, in the first instance, with the Gillman and Dry Creek areas retained as longer term development options. MFP Australia related activities will also occur at various locations throughout Adelaide including Science Park, the City of Adelaide, the three universities and research establishments of metropolitan Adelaide. The urban development must demonstrate the MFP aims of linking the natural environment, business and industry with a high-quality living and working environment. In its design, construction, infrastructure, energy use and industries, the urban development will seek to be innovative and set new standards in environmental sensitivity and ecological sustainability. The urban development must also contribute to the improvement of the physical, social and economic conditions of adjoining communities, Adelaide and Australia.

Conservation

Objectives

Objective 1: The conservation, preservation, or enhancement, of scenically attractive areas, including land adjoining water or scenic routes.

The ranges are still attractively wooded, providing areas of considerable beauty, readily accessible from the suburban plain. However, any action likely to diminish these wooded areas, such as subdivision into unduly small residential allotments, should be resisted. Acquisition of suitable areas for public use would ensure their retention.

Tree planting should be encouraged and dwellings should be of good design and set well back from the roads. Advertisements should not mar the landscape and overhead services should be carefully sited against tree and hill backgrounds.

The watercourses with their natural vegetation are the most significant natural features on the Adelaide Plain. The trees and natural vegetation can add to the attractiveness of suburban areas and, wherever possible, these features should be incorporated in the layout of residential areas.

The land bordering watercourses should be reserved for public use. Buildings should be set well back, and front onto a road and reserve along a watercourse. The reserve could be used for public recreation and provide easy access for maintenance of the watercourse. The setting back of buildings from a watercourse reduces the need for costly engineering works to prevent erosion and flooding. In some instances it may be possible to retain privately owned orchards and market gardens along rivers by the use of open space proclamations.

Watercourses requiring particular attention are the Little Para River and Dry Creek.

The character of the built-up area largely depends on the attractiveness of parks and recreation reserves, and every endeavour should be made to plant and develop reserves as soon as they become available. Reserves should be easily seen from adjoining roads, and housing development should not block out views or back onto reserves.

The beauty of scenic approaches to Adelaide by road through the Mount Lofty Ranges should be maintained. The roads wind through attractively wooded country, with frequent views of the city and suburbs spread out over the plains below, against the background of the sea.

Objective 2: The preservation of buildings or sites of architectural, historical, or scientific, interest.

There are many buildings and sites of architectural, historical and scientific interest in metropolitan Adelaide that warrant preservation. An awareness of their existence is the first stage in preservation. Lists of these buildings and sites, which have been prepared by statutory bodies and interested organisations, are available upon request.

The unique belts of mangroves along the coast north towards Port Gawler should be preserved for scientific purposes.

Objective 3: The retention of environmentally significant areas of native vegetation.

Objective 4: The retention of native vegetation where clearance is likely to lead to problems of soil erosion, soil slip and soil salinization, flooding or a deterioration in the quality of surface waters.

Objective 5: The retention of native vegetation for amenity purposes, for livestock shade and shelter, and for the movement of native wildlife.

Principles of Development Control

1 Development should preserve items of Aboriginal and European heritage significance and areas of scientific, archaeological or cultural importance.

CONSERVATION

- 2 Development should be undertaken with the minimum effect on natural features, land adjoining water or scenic routes or scenically attractive areas.
- 3 Natural vegetation should be preserved wherever possible and replanting should take place, wherever practicable.
- 4 The natural character of rivers and creeks should be preserved.
- 5 Development should not impair the character or nature of buildings or sites of architectural, historical or scientific interest or sites of natural beauty.
- 6 Native vegetation should not be cleared if it:
 - (a) provides important habitat for wildlife;
 - (b) has a high plant species diversity or has rare or endangered plant species and plant associations;
 - (c) has high amenity value;
 - (d) contributes to the landscape quality of an area;
 - (e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture;
 - (f) is associated with sites of scientific, archaeological, historic, or cultural significance; or
 - (g) is growing in, or is characteristically associated with, a wetland environment.
- 7 Native vegetation should not be cleared if such clearance is likely to:
 - (a) create or contribute to soil erosion;
 - (b) decrease soil stability and initiate soil slip;
 - (c) create, or contribute to, a local or regional soil salinity problem;
 - (d) lead to the deterioration in the quality of surface waters; or
 - (e) create or exacerbate the incidence or intensity of local or regional flooding.
- 8 When clearance is proposed, consideration should be given to:
 - (a) retention of native vegetation for:
 - (i) corridors or wildlife refuges;
 - (ii) amenity purposes;
 - (iii) livestock shade and shelter; or
 - (iv) protection from erosion along watercourses and the filtering of suspended solids and nutrients from run-off;
 - (b) the effects of retention on farm management; and
 - (c) the implications of retention or clearance on fire control.

Metropolitan Open Space System (MOSS)

Objectives

- Objective 1:** A clearly defined and linked Metropolitan Open Space System of public and privately owned land of an open or natural character in and around metropolitan Adelaide which will:
- (a) provide a visual and scenic contrast to the built urban environment;
 - (b) separate different parts of the metropolitan area;
 - (c) assist in the conservation of natural or semi-natural habitats and sites of scientific or heritage interest and re-vegetation;
 - (d) provide corridors for movement of wildlife;
 - (e) accommodate a range of active recreation and sporting facilities of regional or State significance, including facilities which may be used for national and international events;
 - (f) accommodate a range of passive recreation and leisure areas; and
 - (g) provide for the integration of stormwater management in association with recreation, aquifer recharge and water quality management.
- Objective 2:** The use of private land within the Metropolitan Open Space System for low-scale uses such as non-intensive agriculture, rural living or low-impact tourist facilities where the emphasis is on retaining or developing the open, natural or rural character and buildings are located and designed in such a way as to blend into the open character of the area.
- Objective 3:** The development of public land within the Metropolitan Open Space System for active and passive recreation, sporting facilities and conservation with emphasis on retaining the open, natural or rural character with wide landscaped buffers around the perimeter of areas where appropriate, areas of conservation significance retained in their natural state and buildings located and designed in such a way as to minimise their impact.
- Objective 4:** The development of open space recreation reserves through land purchases, contributions of open space, and exchanges of land.

Every opportunity should be taken to increase the extent of public open space within strategic locations of the Metropolitan Open Space System. Means of encouraging this include:

- (a) purchase of land by councils, other public authorities and community groups;
- (b) encouraging developers, who are obliged to provide public open space when land is divided, to fulfil that obligation by purchasing an equivalent area of land within the Metropolitan Open Space System in lieu of providing a public reserve within the land being divided;
- (c) agreements with landholders regarding valuation of land; and
- (d) land management agreements.

Principles of Development Control

- 1 Development should preserve and enhance the character and amenity of land within the Metropolitan Open Space System as shown on [Map Sal/1 \(Overlay 3\)](#) (Metropolitan Open Space System).

- 2 Publicly owned land within the Metropolitan Open Space System should be used to provide natural or landscaped open space, accommodate a range of public recreation, sporting and institutional facilities and uses and to accommodate stormwater management.
- 3 Publicly owned land within the Metropolitan Open Space System should also be used to conserve wildlife habitats and areas of natural vegetation, to allow for movement of wildlife, to conserve sites of scientific, cultural or heritage interest and for re-vegetation.
- 4 Privately owned land within the Metropolitan Open Space System should be used for rural activities and agriculture (but not intensive animal keeping), very low-density residential development, low-impact tourist, or sporting facilities, or conservation purposes.
- 5 Buildings and structures erected on land within the Metropolitan Open Space System should be designed, located and screened so as to be unobtrusive and not detract from the open natural or landscaped character of these areas.
- 6 When land-fronting watercourses within the Metropolitan Open Space System is divided land adjoining the watercourse should become a public reserve.
- 7 The width of reserves abutting watercourses within the Metropolitan Open Space System should be sufficient to allow for flood control, stormwater management, retention of the riverine ecosystem and to provide areas of open space which can be used to accommodate a range of recreational and sporting facilities.

Public Open Space

Objectives

Objective 1: A pleasant, functional and accessible network of open space providing a range of recreational opportunities.

Objective 2: Adequate public parks and recreation areas conveniently located.

Open spaces are needed in a city for outdoor recreation, and all age groups must be catered for. The size of the open spaces must be adequate, and they must be located conveniently for the people who use them. Suitable land must be acquired or reserved long before the need becomes evident and long before funds for development are available. If such action is not taken, then the cost involved will be prohibitive as values rise, or the land will have been used for other purposes. Consequently, land acquisition should be programmed for a considerable number of years ahead.

Open spaces can be classified into four main groups in order to clarify requirements:

- (a) Regional parks, of at least 200 hectares, situated within a reasonable driving distance of the built-up area.
- (b) Major district open spaces, of at least 20 hectares, providing for all forms of recreation and within 5 kilometres of every home.
- (c) Minor district open spaces, preferably of about 10 hectares, serving the people living within about 1 kilometre radius of the site.
- (d) Small local open spaces within short and safe walking distance of every home.

The function of regional parks is to provide the opportunity for active and passive recreation beyond the limits of the built-up area, and at the same time to preserve the natural character of the landscape and the flora and fauna. The standard of provision should be at least 4 hectares per 1000 population.

The function of major district open spaces is to provide for active and passive recreation for large numbers of people. Each major district open space should be large enough to provide a full range of sports grounds, children's playgrounds, gardens and preferably a golf course. The size of minor district open spaces allows room for 2 full-sized ovals, facilities for tennis, bowls and other games, a children's playground, formal gardens and space for car parking.

Local open spaces should have facilities for some organized sport and children's play activities, in a park-like setting. The size of local open spaces can vary, but in practice many will be small, probably little more than half a hectare. The smaller areas can accommodate tennis courts or children's playgrounds while the large areas can provide for team games of a junior standard and practice pitches.

Children's playgrounds should be available within $\frac{1}{2}$ a kilometre of every home, and situated so that children do not have to cross a busy road. Playgrounds should be about $\frac{1}{2}$ to 1 hectare in extent, and can be irregular in shape, although the whole of the playground should be visible from a public road. Sites should be attractive, and where possible should be incorporated with a larger park.

The need for children's playgrounds is usually greater in new suburbs with a high proportion of young families.

Parks and gardens are required particularly for older people who desire a more passive form of recreation. Some form of local park or garden should be available within reasonable walking distance of every home. Parks spaced at approximately 1 kilometre intervals would mean a maximum walking distance of $\frac{1}{2}$ a kilometre, but it may be difficult to obtain this distribution and at the same time provide reasonably sized areas. The site area should be not less than about 1 hectare and maintenance problems can be reduced if parks are combined with areas for more active recreation.

Principles of Development Control

- 1 Public open space created through land division should:
 - (a) be conveniently located and of a size and quality to meet the recreational demands of residents and enable efficient maintenance;
 - (b) ensure provision of an open space reserve of at least 0.4 hectares in area within 500 metres safe walking distance of every residential allotment;
 - (c) form linear connections to residential streets and community focal points or buffers between traffic and residential development where appropriate;
 - (d) be combined with existing and future open space on adjoining land where appropriate;
and
 - (e) provide opportunities for use in conjunction with community facilities.

Coastal Development

Objectives

These broad objectives are for the control of any development that could affect coastal areas or could itself be affected by coastal processes, and as such, may be applicable to areas some distance from the shoreline. Thus they are applicable beyond, as well as within, the boundaries of any coastal zones within the council area.

Objective 1: Manage development in coastal areas to sustain or enhance the remaining natural coastal environment.

Objective 2: Protect the coast from development that will adversely affect the marine and onshore coastal environment by pollution, erosion, damage or depletion of physical or biological resources, or by interference with natural coastal processes.

The metropolitan coast is an environmental and recreational asset of prime importance to the quality of life in Adelaide. Most of the easily accessible coastal frontage has been developed and, generally, the recreational value has always been recognised and therefore pedestrian accessibility has been maintained. However, the open space character has not been maintained and coastal processes have been interfered with. As well, pollution from rivers, creeks and drains is damaging the marine environment in many places along the whole metropolitan coast.

Much of the coast is an area that is subjected to the forces of waves, tides and sea-currents, particularly during storms. 'Soft' coasts develop a balance between the sea and the land that changes with the seasons, a so-called dynamic equilibrium. For example, beach and sand dunes built-up during months of relative calm will be eroded during stormy seasons, only to be built-up again after the storms have passed. As well, wave action and currents are continually moving sand along the shore, usually resulting in a net drift of material in one direction. Development can directly, or indirectly, interfere with these processes and result in permanent loss of beach and dunes, for example by changing surface and ground water flows.

Not only may the shore environment be degraded, and the amenity and recreation use of the beach be lost, but also the development that caused the problem may become at risk. Even though there are policies to avoid public funding for protection of private development, public costs are often incurred for emergency works and protection of affected public land. The protection measures themselves (eg sea walls) often cause further loss of the beach and detract from public enjoyment of the coast.

In other areas coastal processes may be naturally eroding soft cliffs. Development located too close to such cliffs not only puts the development at risk but poor design, which increases stormwater run-off could aggravate the erosion.

Objective 3: Preserve and manage the environmentally important features of coastal areas, including mangroves, wetlands, dune areas, stands of native vegetation, wildlife habitats and estuarine areas.

Where sea and land meet is a very active area for the movement of water, sand and other matter. It is usually very rich in plants and animals, providing an important breeding ground for many species. Such a biologically diverse environment is important in sustaining the biological resource base, particularly of the sea. Areas of conservation significance should be protected from development and zoned accordingly. If necessary, the conservation effectiveness of coastal areas can be enhanced by linking them to other natural environments with linear parks.

The area and shape of allotments in land division proposals can be important for facilitating the management of environmentally sensitive areas and minimising the impact of development on them. Linear features such as dunes and lagoons are best managed when in single ownership and conservation reserves best protected when abutting land is not closely divided.

Being at the receiving end of land drainage systems, the coast is continually at risk of being badly polluted. Experience has shown that not only does this pose a significant risk to marine life and sea-food resources, land animals including humans who consume contaminated sea-food also suffer.

Wetlands, often found behind sand dunes, and tidal flats not only provide a rich wildlife habitat, but are also now known to be a valuable natural treatment area for organic matter carried by rivers.

Objective 4: Preservation of sites of ecological, economic, heritage, cultural, scientific, environmental or educational importance.

Coastal areas often include sites of aboriginal heritage, and the coastal areas were usually those first settled by the Nineteenth Century immigrants. Sea cliffs can provide valuable geological exposures and beaches are often a source of rich and varied biological material important for scientific and educational reasons.

The scenic value of the coast is important to its attractiveness to both beach-users and people on the sea. Even somewhat distant backdrops to the coast can affect the amenity. Development in zones covering any land clearly visible from the beach or nearshore waters should be subject to policies to reflect this.

Objective 5: Preserve areas of high landscape and amenity value including stands of vegetation, exposed cliffs, headlands, islands and hill tops, and areas that form an attractive background to urban and tourist developments.

Objective 6: Maintain and enhance public access to coastal areas in keeping with objectives for protection of the environment, heritage and amenity by provision of:

- (a) planned, easy to use public access to and along beaches;
- (b) coastal reserves and lookouts;
- (c) convenient and safe public boating facilities at selected locations;
- (d) convenient vehicular access to points near beaches and selected points of interest; and
- (e) adequate car parking.

Since the first surveys, the South Australian coast has been seen as a public resource for the enjoyment of all. The metropolitan beaches and inshore waters are a primary recreation area for Adelaide and an important element of the Metropolitan Open Space System. It is important that public access to the coast is maintained and improved in a way that is consistent with the achievement of the first 6 objectives. It is essential that development does not preclude or restrict public access along the coast and that conservation and public reserves are not damaged or alienated by the location or design of abutting development. Unless capable of dual purpose, conservation reserves should not be used for public access purposes or car parking and neither should they be regarded as expendable erosion protection areas. Where necessary, areas important to public recreation in coastal areas should be zoned accordingly.

Objective 7: Coastal development only undertaken on land which is not subject to, or can be appropriately protected from, hazards such as:

- (a) inundation by storm tides or combined storm tides and stormwater;
- (b) coastal erosion; and
- (c) sand drift.

Objective 8: Development located and designed to allow for changes in sea level due to natural subsidence and probable climate change during the first 100 years of the development. This change to be based on the historic and currently observed rate of sea level rise for South Australia with an allowance for the nationally agreed most-likely predicted additional rise due to global climate change.

Though some areas of uplift relative to sea level are known, the most common situation is subsidence. Rates of subsidence are significant in some places, especially in low-lying areas where soft sediments may still be compacting. This should be taken into account, when estimating the probable changes in

relative sea level in a locality over the life of a development, as well as possible effects due to climate change. The allowance that should be made for climate change is discussed below.

If the coast is retreating, the foreshore, dunes, and wetlands contained in any coastal reserve could also retreat unless natural or man-made features prevent them. Hence any erosion buffer should be in addition to the coastal reserve. Unstable sand dunes, land in the path of mobile dunes or close to soft erodible cliffs is also likely to be unsuitable for development.

Objective 9: To avoid the community incurring cost for the protection of development or the environment from the effects of coastal processes.

Low-lying land, which is now, or in the future maybe, subject to inundation by storm tides or stormwater, should not be zoned or developed for urban development unless environmentally sound mitigation and protection works are formally and securely guaranteed by council or the proponents of schemes.

Erosion mitigation works should only be considered in those instances where:

- (a) a buffer cannot be provided;
- (b) the works will not have an adverse effect on adjacent coastal areas and processes; and
- (c) the works are guaranteed by the council or the proponent.

The storm tide, stormwater and erosion protection requirements need to be based on an anticipated rate of sea level rise due to global warming of 0.3 metres between 1991 and 2050. Development should also be capable of being protected against a further sea level rise, and associated erosion, of 0.7 metres between 2050 and 2100. This rise is based on the historic and currently observed rate of sea level rise for South Australia with an allowance for the nationally agreed most-likely predicted additional rise due to global climate change.

Applications for the development of land that is at risk from storm surge and stormwater flooding or erosion should contain:

- (a) sufficient technical information to demonstrate that the proposed development will be protected from flooding or erosion;
- (b) the design of any coastal protection measures which are to be included;
- (c) an assessment of the effect of such measures on the beach and adjacent coast; and
- (d) evidence, where appropriate, of financial guarantees or other arrangements to ensure that all future costs (including storm damage, future protection, environmental restoration and site restoration in the event of non-completion) will either be met by the developer or future owners or have been accepted as a future commitment by a local council or other appropriate agency.

While the above considerations are primarily applicable to broad-scale new developments, small infill developments in established areas on or adjacent to the coast should also be controlled so they do not add to existing problems or conflict with future protection measures.

Objective 10: Protect the physical and economic resources of the coast from inappropriate development.

The need for, and opportunities for, location-specific developments such as harbours, jetties and marinas, mining, the harvesting of salt and fish or shell-fish farming (aquaculture), which all have particular physical and/or biological requirements, should be assessed before zoning for uses which would prevent or inhibit such development. There may also be unique features of particular attraction for tourists that require special consideration.

Objective 11: To use urban coastal zones only for development appropriate to a coastal location.

Objective 12: Non-residential development of a type or size that does not require a coastal site located in appropriate zones away from the coast

It is important that the coastal area zones clearly identify areas where non-residential uses, tourist and marina developments should be located, that all such developments should be located within such zones and be restricted to developments requiring a coastal location. The location and size of zones set aside for such development should be based upon the achievement of the above objectives for coastal areas and other logical planning criteria relating to orderly and economic development and to the provision of public utilities and community facilities.

Objective 13: Local retail, recreational, tourist, marina and community facilities developments located in appropriate zones chosen to meet the objectives for the coast and specifically created for such developments.

Objective 14: Development of the marine environment and in particular the aquaculture industry:

- (a) in an ecologically sustainable way;
- (b) in a manner which recognizes other users of marine and coastal areas and ensures a fair and equitable sharing of marine and coastal resources;
- (c) to conserve environmental quality, in particular water quality, and other aspects of the coastal environment including sea floor health, visual qualities, wilderness, ecosystems, and biodiversity;
- (d) to minimise conflict between water and land based uses including:
 - (i) aquaculture;
 - (ii) wildfisheries;
 - (iii) recreational fishing;
 - (iv) passive and active recreation activities (eg. boating, skiing, sailing, swimming, diving, sightseeing, enjoyment of coastal wilderness);
 - (v) farming;
 - (vi) residential, other urban development, and holiday areas;
 - (vii) tourism;
 - (viii) industrial development;
 - (ix) defined national and conservation parks, and wilderness areas; and
 - (x) mining and areas with significant mineral deposits;
- (e) to maintain adequate safety standards, including navigational safety;
- (f) to minimise the risk of pollution from external sources and activities;
- (g) so that onshore support facilities and activities are appropriately located;
- (h) to maintain public access to the foreshore and coastal waters;
- (i) to minimise adverse impact on the visual amenity of the coastal environment, and unspoilt views adjacent to the coast;
- (j) to minimise any adverse impacts on sites of ecological, economic, cultural, heritage or scientific significance such as:

- (i) indigenous, non-indigenous or natural heritage sites;*
- (ii) national parks, conservation parks and reserves;
- (iii) recreation reserves;
- (iv) marine parks and reserves;
- (v) sites of scientific importance;
- (vi) mineral reserves;
- (vii) areas of high public use;
- (viii) areas valued for their beauty or amenity; and
- (x) breeding grounds for both marine and terrestrial species; and
- (k) in a manner which recognises the social and economic benefits to the community.

*Note: Heritage sites are recorded under the Register of the Aboriginal Heritage Act, 1988, the Register of the Heritage Act, 1993, the Register of the Historic Shipwrecks Act, 1976 (Commonwealth of Australia), and the Register of the Historic Shipwrecks Act, 1981, (South Australia).

Principles of Development Control

The following principles of development control are applicable to all development that could impact on coastal areas, affect coastal processes or be subject to effect or hazard from coastal processes now or in the future, whether or not the development is located in a designated coastal zone.

Coastal Protection

- 1 Development, including flood, erosion and wave protection measures, should not adversely affect the ecology of coastal areas, the seabed or coastal waters, by pollution, significant loss of habitat or interference with coastal processes or by other means.
- 2 Development should not be located in areas of delicate or environmentally sensitive coastal features such as sand dunes, wetlands or important remnants of native vegetation.
- 3 Development should not, nor be likely in the future to, adversely affect the ecology and stability of environmentally sensitive coastal features.
- 4 Development should not be undertaken where it will create or aggravate coastal erosion, or where it will require coast protection works that cause or aggravate coastal erosion.
- 5 Land should only be divided in such a way that:
 - (a) it or 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 remnant vegetation are maintained in single parcels, reserve for access purposes; and
 - (c) the number of allotments abutting directly onto the coast or a reserve for conservation purposes is minimised.
- 6 Development should be designed for solid or fluid wastes and stormwater run-off to be disposed of so that it will not cause pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.

- 7 Effluent disposal systems incorporating soakage trenches or a similar system should be located not less than 100 metres or greater from the inter-tidal zone where it is necessary to avoid effluent migration. The 100 metres should be measured from the mean high water mark adjusted for any subsidence for the first 50 years of development plus a sea level rise of 1 metre. (Except where Department of Human Services standards can be met by a lesser setback).
- 8 Development should preserve natural drainage systems and should not significantly increase or decrease the volume of water flowing to the sea. Where necessary it should incorporate stormwater management schemes including:
 - (a) on-site harvesting of water and land based disposal system;
 - (b) retention basins to facilitate settlement of pollutants and to regulate water flow; and
 - (c) infiltration.
- 9 Unavoidable stormwater and effluent outfalls should be designed and located so as not to conflict with the objectives for coastal areas and if discharging across a beach do so at beach level from properly constructed pipes or channels.
- 10 Development should not cause a deleterious effect on the quality or hydrology of groundwater.
- 11 Development proposed to include or create confined, coastal waters (whether partially or wholly), including water subject to the ebb and flow of the tide, should ensure the quality of such waters is maintained at an acceptable level.
- 12 Development should not preclude the natural geomorphological and ecological adjustment to changing climate, sea level or other conditions. For example embankments should not prevent landward migration of coastal wetlands. Development should be designed to allow for new areas to be colonised by mangroves and wetland species and for removal of existing embankments where practical.
- 13 Marine aquaculture should be located, sited, designed, constructed and managed to be ecologically sustainable, to minimise interference and obstruction to the natural processes of the marine environment, and to allow maintenance of the environmental quality of the foreshore, coastline, ocean and ocean bed. Marine aquaculture should be developed and undertaken:
 - (a) in areas which will not contaminate the product for human consumption;
 - (b) a suitable distance from pollution sources including coastal township, urban and residential areas, established shack areas, industrial development, stormwater or other drainage outlets, sewage treatment facilities and outfall;
 - (c) a sufficient height above the sea floor and in a manner to minimise seabed damage, and in areas with adequate water current to disperse sediments to prevent the build-up of waste (except where waste can be removed);
 - (d) to avoid damage to sensitive ecological areas, creeks, estuaries, wetlands and significant seagrass and mangrove communities;
 - (e) to avoid the risk of pollution to and from external sources including any accidental discharge of pollutants;
 - (f) to ensure satisfactory removal and disposal of litter, disused material, shells, debris, detritus, faecal matter, and dead animals from the farm to prevent fouling of waters, publicly owned wetlands, or the nearby coastline;
 - (g) so as not to involve the discharge of human waste on the site, or any land adjacent, or into nearby waters (if required, sanitary facilities should be provided);
 - (h) to avoid adverse impacts to wildlife (marine and terrestrial, plants and animals), and on breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species;

- (i) to minimise harm or destruction of marine predators such as seals, dolphins and birds;
- (j) to facilitate relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered waterflows;
- (k) at a suitable distance from any tidal creek to ensure that adverse impacts are minimised;
- (l) of a sufficient standard of construction to ensure that structures can withstand normal marine conditions.

Preservation of Scenic, Heritage, Amenity and Other Values

- 14** Development should not result in the disturbance or the devaluation of sites of heritage, cultural, scientific or educational significance.
- 15** Development within coastal areas should be designed and sited in sympathy with the natural and built character of its locality and be complementary in scale, height, bulk, materials and external colours to its surroundings.
- 16** Development which is proposed to be located outside of designated urban and tourist zones should be sited and designed so as not to adversely affect:
- (a) the natural, rural or heritage character of the area;
 - (b) areas of high visual or scenic value;
 - (c) views from the coast, near-shore waters, public reserves, tourist routes and walking trails; or
 - (d) the amenity of public beaches by intruding into undeveloped areas.
- 17** Development within urban areas should maintain or improve the amenity of the locality by:
- (a) preserving important views;
 - (b) not overshadowing the foreshore;
 - (c) incorporating and maintaining suitable landscaping; and
 - (d) enhancing or maintaining the recreational and open space character of the foreshore.
- 18** Marine aquaculture and other off shore development should:
- (a) minimise adverse impacts on the visual amenity or natural character of the coast and foreshore, particularly in areas of outstanding beauty or areas of high public use; and
 - (b) avoid adverse impacts on:
 - (i) national parks, conservation parks and conservation reserves;
 - (ii) marine parks and reserves;
 - (iii) recreation reserves;
 - (iv) indigenous, non-indigenous and natural heritage sites including shipwrecks;*
 - (v) sites of scientific importance including geological monuments and habitats of rare species;
 - (vi) mineral reserves; and
 - (vii) areas valued for their outstanding beauty or amenity.

*Note: Heritage sites are recorded under the Register of the Aboriginal Heritage Act, 1988, the Register of the Heritage Act, 1993, the Register of the Historic Shipwrecks Act, 1976 (Commonwealth of Australia), and the Register of the Historic Shipwrecks Act, 1981, (South Australia).

- 19** Marine aquaculture and other off shore development should be located at least:
- (a) 550 metres from a proclaimed shipwreck; and
 - (b) 1000 metres seaward from the boundary of any reserve under the National Parks and Wildlife Act, unless a lesser distance is agreed with the Minister responsible for that Act.
- 20** Racks, floats and other farm structures associated with marine aquaculture or other off shore development should be as visually unobtrusive as possible, apart from those required by the relevant authority for navigational safety. Development should:
- (a) blend visually with the environment and have a low profile;
 - (b) be constructed of non reflective materials;
 - (c) use uniform, subdued colours throughout a development, suited and in keeping with the local surrounding features;
 - (d) use feed hoppers which are painted in subdued colours, and suspended as low as possible above the water;
 - (e) design and locate structures in relation to surrounding features;
 - (f) position structures to protrude the minimum distance practicable above water; and
 - (g) not jeopardise the attainment of visual amenity provisions by incorporating unnecessary shelters and structures above cages and platforms.

Maintenance of Public Access

- 21** Development should maintain or improve public access to and along the foreshore.
- 22** Development adjacent to the coast should not be undertaken unless it has, or incorporates, an allowance for the provision of a public reserve, not including a road or any erosion buffer provided in accordance with Principle of Development Control 43, of at least 50 metres width between such development and the toe of the primary dune or the top edge of the escarpment, unless the development relates to small-scale infill development in a predominantly urban zone.
- 23** Development should provide for a public road and adequate car parking areas in appropriate locations between it and any coastal reserve.
- 24** Development which abuts or includes a coastal reserve for scenic, conservation or recreational purposes should be located and designed in such a way as to have regard to the purpose, management and amenity of the reserve and to prevent illegal incorporation of reserve land into private land.
- 25** Buildings on land abutting coastal reserves should be setback from any boundary with the reserve a distance of at least 8 metres or should be in line with adjacent development where this is greater.
- 26** Where a development such as a marina creates new areas of waterfront, provision should be made for public access along the waterfront and for public recreational use of the waters created.
- 27** Public access through sensitive coastal landforms, particularly sand dunes, wetlands and cliff faces, should be restricted to defined and properly constructed pedestrian paths.

- 28** Development should provide for safe and convenient access to the coast and beaches for disabled persons, where appropriate and so far as is practicable.
- 29** Roads for through-traffic should be located near, but not along, the foreshore.
- 30** Roads between allotments and the coastal reserve should not be through routes and should be designed for slow moving traffic, with adequate car parking.
- 31** Marine aquaculture and other off shore development should:
- (a) be located to minimise adverse impacts on public access to beaches, public watercourses, or the foreshore;
 - (b) be located to take into account the requirements of traditional fishing grounds;
 - (c) be located a minimum of 100 metres seaward of high water mark in ocean waters;
 - (d) 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 movement patterns or activities associated with existing jetties and wharves;
 - (e) be developed to maintain existing rights of way within or adjacent to a site; and
 - (f) where possible use existing and established roads, tracks, ramps and paths to or from the sea.
- 32** Marine aquaculture access, launching and maintenance facilities wherever possible should be developed co-operatively, and co-located to serve the needs of the industry and community as a whole, and where necessary may be located on the foreshore.

Hazard Risk Minimisation

- 33** Development should not occur on land where the risk of flooding is unacceptable having regard to personal and public safety and to property damage.
- 34** For the purposes of assessing coastal developments the standard sea-flood risk level for a development site is defined as the 100-year average return interval extreme sea level (tide, stormwater and associated wave effects combined), plus an allowance for land subsidence for 50 years at that site.
- 35** Land should not be divided for commercial, industrial or residential purposes unless a layout can be achieved whereby roads, parking areas and adequate 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 protected in accordance with Principle of Development Control 38.
- 36** Commercial, industrial or residential development should only be undertaken where:
- (a) building floor-levels are at least 0.25 metres above the minimum site level of Principle of Development Control 35 (ie 0.55 metres above the standard sea-flood risk level), unless the development is or can be protected in accordance with Principle of Development Control 38; and
 - (b) there are practical measures in accordance with Principle of Development Control 38 available to the developer, or subsequent owners, to protect the development against a further sea level rise of 0.7 metres above the minimum site level determined by Principle of Development Control 35.
- 37** Buildings to be located over tidal water, or which are not capable of being raised or protected by flood protection measures in the future, should have a floor level of at least 1.25 metres above the standard sea-flood risk level.

- 38** Development which 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 which may require protection or management measures in the future, should only be undertaken if:
- (a) the measures themselves will not have an adverse effect on coastal ecology, processes, conservation, public access and amenity;
 - (b) the measures do not now, or in the future, require community resources, including land;
 - (c) the risk of failure of measures such as sand management, levee banks, flood gates, valves or stormwater pumping is appropriate to the degree of the potential impact of a failure; and
 - (d) adequate financial guarantees are in place to cover future construction, operation, maintenance and management of protection measures.
- 39** Development should be set-back a sufficient distance from the coast to provide an erosion buffer which will allow for at least 100 years of coastal retreat for single buildings or small-scale developments, unless:
- (a) the development incorporates private coastal works to protect the development and public reserve from the anticipated erosion, and the private coastal works comply with Principle of Development Control 38; or
 - (b) the council is committed to protecting the public reserve and development from the anticipated coastal erosion.
- 40** Where a coastal reserve exists, or is to be provided in accordance with Principle of Development Control 22, it should be increased in width by the amount of buffer required.
- 41** The width of an erosion buffer should be based on:
- (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; and
 - (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.
- 42** Where there is inadequate area to provide the necessary erosion buffer to development on land that is at risk from long-term coastal erosion, (for example small-scale infill development including land division), such development should not occur unless:
- (a) the council has committed itself to erosion protection measures which may be necessary along this section of the coast;
 - (b) a legally binding agreement is included on the freehold certificate(s) of title(s) stating that protection measures will not be built and that any building will be transportable and will be removed when threatened by erosion or storm surge flooding; or
 - (c) a legally binding agreement is included on the freehold certificate(s) of title(s) stating that protection measures that comply with Principle of Development Control 38 for coastal development will be built by the land owner(s) when required.
- 43** 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 100-year average return interval extreme sea level event, adjusted for 100 years of sea level rise.

- 44** Marine aquaculture development should minimise its impact on navigational safety and:
- (a) be suitably marked for navigational purposes;
 - (b) be sited to allow an adequate distance between farms for safe navigation;
 - (c) be located at least 250 metres from a commercial shipping lane;
 - (d) comprise structures secured and/or weighted to prevent drifting;
 - (e) ensure that structures and materials used are maintained to prevent hazards to people and wildlife; and
 - (f) provide for rehabilitation of sites no longer operational.

Development in Appropriate Locations

- 45** Development along the coast should be contained in existing developed areas or concentrated into appropriately chosen nodes and not be in a scattered or linear form.
- 46** Development of a kind or scale, for example commercial or large-scale retail, which 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.
- 47** Retail, service establishment and community facilities development should be of a local-centre size and should be located in appropriate nodal zones, conveniently spaced along the coast, and not in a scattered or linear form.
- 48** Formal recreational, tourist, marina and similar developments should be in nodal zones, appropriately located and spaced along the coast.
- 49** Development should be sited, designed and managed so as not to conflict with or jeopardise the continuance of an existing aquaculture development.
- 50** Marine aquaculture development should:
- (a) be carried out in a manner which ensures a fair and equitable sharing of marine and coastal resources and minimises conflict between legitimate users of the marine resource, both commercial and recreational; and
 - (b) not significantly obstruct or adversely affect:
 - (i) areas of high public use;
 - (ii) areas established for recreational activities;
 - (iii) areas of outstanding visual, environmental, commercial or tourism value; and
 - (iv) sites used for recreational activities such as swimming, fishing, skiing and sailing and other water sports, including beaches.
- 51** The coastline and its visual amenity should not be significantly impaired by the onshore development of marine aquaculture storage, cooling and processing facilities. Where possible these facilities should be:
- (a) located, sited, designed, landscaped and developed at a scale and using external materials to minimise any adverse visual impact on the coastal landscape;
 - (b) established in areas appropriately zoned and with appropriate vehicular access arrangements; and
 - (c) developed to ensure that wastes are disposed of in a complete and effective system which is legally approved.

Outdoor Advertisements

Objectives

- Objective 1:** An urban environment and rural landscape not disfigured by advertisements.
- Objective 2:** Advertisements in retail, commercial and industrial urban areas, and centre zones, designed to enhance the appearance of those areas.
- Objective 3:** Advertisements not hazardous to any person.

Principles of Development Control

General

- 1 The location, siting, size, shape and materials of construction of advertisements should be:
 - (a) consistent with the desired character of areas or zones as described by their objectives;
 - (b) consistent with the predominant character of the urban or rural landscape; or
 - (c) in harmony with any building or site of historic significance or heritage value in the locality.
- 2 Advertisements or advertising displays should:
 - (a) convey in simple, clear and concise language, symbols, print style, layout and small number of colours, the owner/occupier and/or generic type of business, merchandise or services;
 - (b) be minimised in number to avoid proliferation of advertisements or advertising displays;
 - (c) be of a form, style, scale and size and in locations appropriate to the character of the locality and to preserve reasonable exposure to the public for all adjacent sites;
 - (d) not have an adverse impact on the amenity of adjacent land uses and areas they are visible to;
 - (e) conceal the supporting structure from view wherever possible;
 - (f) be completely contained within the boundaries of the subject property and, if road widening is applicable, be within the proposed property boundary realignment;
 - (g) be unified in colour, style, placement and proportion to present a coordinated theme and design for a site, centre or building;
 - (h) be designed, constructed and presented in a high quality manner, and be maintained in good repair and condition at all times; and
 - (i) be designed and located to avoid damage, pruning or lopping of on-site landscaping or street trees.
- 3 Advertisements should not detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenity of areas, zones, or localities, in which they are situated.
- 4 Advertisements should not create a hazard to persons travelling by any means.

Location

- 5 Advertisements should not impair the amenity of areas, zones, or localities, in which they are situated by creating, or adding to, clutter, visual disorder and the untidiness of buildings and spaces.

- 6 Advertisements should not obscure views of attractive landscapes or particular trees or groups of trees.
- 7 Advertisements should not be erected in positions close to existing electricity mains so that potentially hazardous situations are created.
- 8 Advertisements should not obscure a driver's view of other road vehicles, of rail vehicles at/or approaching level crossings, of pedestrians and of features of the road that are potentially hazardous such as junctions, bends, changes in width, traffic control devices and the like.
- 9 Advertisements or advertising displays should not be erected upon:
 - (a) a public footway or verandah post;
 - (b) a vehicle carriageway, dividing strip or traffic island;
 - (c) a vehicle adapted and exhibited primarily as an advertisement; or
 - (d) residential land, unless erected to fulfil a statutory requirement, or as a permitted type of advertisement or advertising display associated with the residential use of the land.
- 10 In Residential, Rural or Special Uses Zones advertisements or advertising displays should:
 - (a) only be erected upon lawfully existing non-residential premises unless erected in accordance with Principle of Development Control 21(d); and
 - (b) when erected be restrained and sensitive to the respective environment.

Design

- 11 The scale of advertisements should be compatible with the buildings on which they are situated and with nearby buildings and spaces.
- 12 Advertisements should be constructed and designed in a professional manner.
- 13 Advertisements on buildings that have a single architectural theme but which contain a number of tenancies, should be attached and displayed so as to be coordinated with that theme.
- 14 Advertisements should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in the driver's perception of the road, or of persons or objects on it.
- 15 Advertisements should not be 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.
- 16 Advertisements should not detract drivers from the primary driving task at a location where the demands on driver concentration are high.
- 17 Advertisements or advertising displays attached to buildings should:
 - (a) be of appropriate colour, scale and proportion, and of an integrated design to be coordinated and complementary with the architectural form and design of the building the advertisement or advertising display is located upon; and
 - (b) not be located upon the roof or above the walls of a building, unless the advertisement or advertising display is appropriately designed to form an integrated and complementary extension of the existing building.
- 18 Advertisements or advertising displays erected on a verandah or which project from a building wall should:
 - (a) have a minimum clearance over a footway of 2.5 metres;

- (b) where erected on a verandah, not exceed the width of the verandah (where erected on the side of a verandah) and not exceed the length of the verandah (where erected on the front of a verandah);
- (c) have a minimum clearance of 0.4 metres to the vertical alignment of the road kerb or water table; and
- (d) where projecting from a wall, abut the edge of the advertisement or advertising display to the surface of the wall.

19 Advertisements or advertising displays incorporating any flags, bunting, streamers, or suspended objects should:

- (a) not detrimentally affect the amenity;
- (b) not be displayed in residential areas;
- (c) be placed or arranged to complement and accord with the scale of the associated development, and other than flags, should not exceed the height of the building they are attached or related to; and
- (d) be kept in good repair and condition at all times.

Free-Standing Advertisements

20 Free-standing advertisements and advertising displays:

- (a) should be limited to only 1 primary advertisement or advertising display per site or complex;
- (b) should be of a consistent design theme with other advertising on buildings within the site or complex;
- (c) may incorporate the name or nature of each business or activity within the site or complex in the single advertisement;
- (d) in such circumstances as described in Principle of Development Control 2(c), should be integrally designed, with graphically and colour coordinated panels mounted below the more predominant main complex or site identity display;
- (e) should be of a scale and size compatible and complementary with development on the site and in keeping with the character of the locality; and
- (f) should not exceed the following maximum heights:
 - (i) 8 metres in overall height in Policy Area 1 Salisbury Town Centre, Policy Area 11 Ingle Farm Centre and Policy Area 27 Salisbury Downs Centre;
 - (ii) 5 metres in overall height in the Neighbourhood Centre Zone and Industry Zone;
 - (iii) 4 metres in overall height in the Local Centre Zone, Commercial Zone and within non-retail and non-residential policy areas of District Centre Zones; and
 - (iv) 3 metres in overall height in all other zones and policy areas except in the Pooraka Industrial Area.

21 Portable, easel or A-frame advertisements should only be displayed when:

- (a) no other appropriate opportunity exists for an adequate coordinated and permanent advertisement or advertising display;
- (b) no obstruction or infringement of safety occurs to pedestrians or vehicle movement;

- (c) no unnecessary duplication or proliferation of information or advertisements or advertising displays results; and
- (d) there is accordance with all of the following:
 - (i) no conflict with any relevant objectives or principles of development control;
 - (ii) co-ordination and uniformity with the theme and design of all other advertisements on the subject site or building;
 - (iii) restriction to a minimum number, generally 1 per site, or 1 per major road frontage/entry if located upon a large corner site;
 - (iv) no encroachment beyond the boundary alignment of the subject site or into car parking areas;
 - (v) no damage to or removal of any landscaping on the site;
 - (vi) maximum of 1 square metre in advertisement area per face, and 1.2 metres in height;
 - (vii) only displayed during the hours the subject business is open for trading; and
 - (viii) there may be an advertisement additional to the single advertisement referred to in (iii) above, or 2 if there is a significant second road frontage, of up to 1.5 square metres in advertisement area per face and 1.8 metres in height, displayed by a petrol filling station if the petrol filling station's current fuel prices are displayed thereon.

Non-complying Development (Outdoor Advertisements)

22 The following kind of development is **non-complying**:

Advertisements which are located within 500 metres of the centre-line of any primary, arterial or secondary arterial road, tourist road, or scenic route, with the exceptions of:

- (a) advertisements within an 80 km/h or less speed rated road.
- (b) advertisements situated to the east of Port Wakefield Road and within the Recreation Zone, Globe Derby Park within the City of Salisbury.

Bushfire Protection

Bushfire Protection Objectives and principles of development control apply to the General, Medium and High Bushfire Risk areas shown on Bushfire Protection Area [Figures Sal\(BPA\)/1 to 3](#), except where exempted.

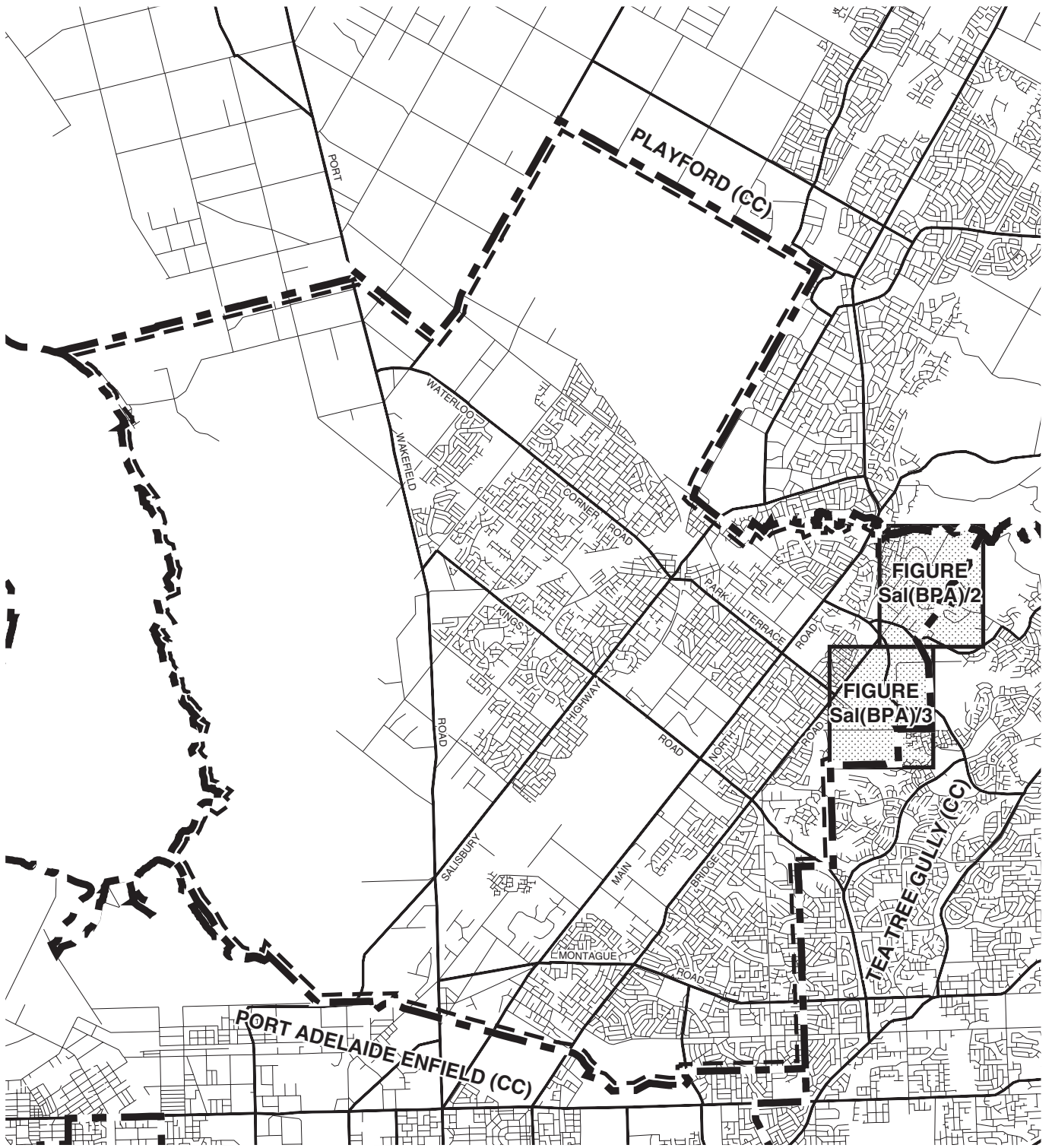
OBJECTIVES

- Objective 1:** Development should minimise the threat and impact of bushfires on life and property while protecting the natural and rural character.
- Objective 2:** Buildings and the intensification of non-rural land uses directed away from areas of high bushfire risk.

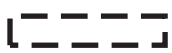
PRINCIPLES OF DEVELOPMENT CONTROL

- 1 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; or
 - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 2 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; and
 - (c) have a dedicated water supply available at all times for fire fighting which:
 - (i) is located adjacent to the building or in another convenient location on the allotment accessible to fire fighting vehicles,
 - (ii) comprises a minimum of 5000 litres in areas shown as General or Medium Bushfire Risk on Bushfire Protection Area figures; or
 - (iii) comprises a minimum of 22 000 litres in areas shown as High Bushfire Risk on Bushfire Protection Area figures.
- 3 Extensions to existing buildings, outbuildings and other ancillary structures should be located and constructed using materials to minimise the threat of fire spread to residential, tourist accommodation and other habitable buildings in the event of bushfire.
- 4 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.
- 5 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.

- 6** 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; and
 - (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.
- 7** 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; and
 - (b) provide for two-way vehicular access between areas of fire risk and the nearest public road.



Scale 1:100000



Excluded Area from Bushfire Protection Planning Provisions



Development Plan Boundary




SALISBURY (CITY) INDEX TO BUSHFIRE PROTECTION AREA FIGURE Sal(BPA)/1

Consolidated - 11 December 2008

FIGURE SaI(BPA)/1 ADJOINS



FIGURE SaI(BPA)/3 ADJOINS

-  High Bushfire Risk
-  Excluded Area from Bushfire Protection Planning Provisions
-  Development Plan Boundary

Scale 1:10000



0 500metres

SALISBURY (CITY)
BUSHFIRE PROTECTION AREA
FIGURE SaI(BPA)/2

Consolidated - 11 December 2008

FIGURE SaI(BPA)/2 ADJOINS

FIGURE SaI(BPA)/1 ADJOINS



High Bushfire Risk



Excluded Area from Bushfire Protection Planning Provisions



Development Plan Boundary

Scale 1:10000



0 500metres

SALISBURY (CITY) BUSHFIRE PROTECTION AREA FIGURE SaI(BPA)/3

Consolidated - 11 December 2008

Telecommunications Facilities

Objectives

- Objective 1:** Telecommunications facilities provided to meet the needs of the community.
- Objective 2:** Telecommunications facilities located and designed to minimise visual impact on the amenity of the local environment.

Telecommunications facilities are an essential infrastructure required to meet the rapidly increasing community demand for communications technologies. To meet this demand there will be a need for new telecommunications facilities to be constructed.

The Commonwealth Telecommunications Act 1997 is pre-eminent in relation to telecommunications facilities. The Telecommunications (Low-impact Facilities) Determination 1997 identifies a range of facilities that are exempt from State planning legislation. The development of low impact facilities to achieve necessary coverage is encouraged in all circumstances where possible to minimise visual impacts on local environments.

Where required, the construction of new facilities is encouraged in preferred industrial and commercial and appropriate non-residential zones. Recognizing that new facility development will be unavoidable in more sensitive areas in order to achieve coverage for users of communications technologies, facility design and location in such circumstances must ensure visual impacts on the amenity of local environments are minimised.

Principles of Development Control

- 1 Telecommunications facilities should:
 - (a) be located and designed to meet the communication needs of the community;
 - (b) utilise materials and finishes that minimise visual impact;
 - (c) have antennae located as close as practical to the support structure;
 - (d) primarily be located in industrial, commercial, business, office, centre, and rural zones;
 - (e) incorporate landscaping to screen the development, in particular equipment shelters and huts; and
 - (f) 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 or significant vistas.
- 2 Where technically feasible, co-location of telecommunications facilities should primarily occur in industrial, commercial, business, office, centre and rural zones.
- 3 Telecommunications facilities in areas of high visitation and community use should utilise, where possible, innovative design techniques, such as sculpture and art, where the facilities would contribute to the character of the area.
- 4 Telecommunications facilities should only be located in residential zones if sited and designed so as to minimise visual impact by:
 - (a) utilising screening by existing buildings and vegetation;
 - (b) where possible being incorporated into, and designed to suit the characteristics of an existing structure that may serve another purpose; and
 - (c) taking into account existing size, scale, context and characteristics of existing structures, landforms and vegetation so as to complement the local environment.

- 5 Telecommunications facilities should not detrimentally affect the character or amenity of Historic Conservation Zones or Policy Areas, Local Heritage Places, State Heritage Places, or State Heritage Areas.

Significant Trees

Objectives

Objective 1: The conservation of significant trees in Metropolitan Adelaide which provide important aesthetic and environmental benefit.

Trees are a highly valued part of the Metropolitan Adelaide environment and are important for a number of reasons including high aesthetic value, conservation of bio-diversity, provision of habitat for fauna, and conservation of original and remnant vegetation.

While indiscriminate and inappropriate significant tree removal should be generally prevented, the conservation of significant trees should occur in balance with achieving appropriate development.

Principles of Development Control

1 Where a significant tree:

- (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 as a rare or endangered native species; or
- (c) represents an important habitat for native fauna; or
- (d) is part of a wildlife corridor of a remnant area of native vegetation; or
- (e) is important to the maintenance of biodiversity in the local environment; or
- (f) forms a notable visual element to the landscape of the local area;

development should preserve these attributes.

2 Development should be undertaken with the minimum adverse affect 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;
 - (1) (i) the tree is diseased and its life expectancy is short; or
 - (ii) the tree represents an unacceptable risk to public or private safety; or
 - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Protection Area; or
 - (iv) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value; and

all other reasonable remedial treatments and measures have been determined to be ineffective.
- (2) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

- (b) in any other case;
 - (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; or
 - (ii) the work is required due to unacceptable risk to public or private safety; or
 - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Protection Area; or
 - (iv) the tree is shown to be causing, or threatening to cause damage to a substantial building or structure of value; or
 - (v) the aesthetic appearance and structural integrity of the tree is maintained; or
 - (vi) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activities 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.

Renewable Energy

Objectives

- Objective 1:** The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.
- Objective 2:** Renewable energy facilities located, sited, designed and operated to avoid or minimise adverse impacts and maximise positive impacts on the environment, local community and the State.

Principles of Development Control

- 1 Renewable energy facilities, including wind farms, should be located, sited, designed and operated in a manner which avoids or minimises adverse impacts and maximises positive impacts on the environment, local community and the State.
- 2 Renewable energy facilities, including wind farms, and ancillary developments should be located in areas that maximise efficient generation and supply of electricity.
- 3 Renewable energy facilities, including wind farms, and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) should be located, sited, designed and operated in a manner which:
 - (a) avoids or minimises detracting from the character, landscape quality, visual significance or amenity of the area;
 - (b) utilises elements of the landscape, materials and finishes to minimise visual impact;
 - (c) avoids or minimises 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/occupiers, road users and wildlife by way of:
 - (i) shadowing, flickering, reflection and blade glint impacts;
 - (ii) noise;
 - (iii) interference to television and radio signals;
 - (iv) modification to vegetation, soils and habitats; and
 - (v) bird and bat strike.

Catchment Water Management

Objectives

Objective 1: Protection of the quality and quantity of South Australia's surface waters (inland, marine and estuarine) and underground waters.

Surface water (inland, marine, estuarine) and ground water has the potential to be detrimentally affected by waste from development. Protection of water quality should be achieved by avoiding the production of waste, including wastewater, to the maximum extent possible. Where waste is produced, the amount should be minimised as far as is reasonably practicable with waste produced being reused or recycled on site. When these measures have been taken, and there is still waste to be disposed of, treatment to reduce potentially degrading impacts should occur and then finally, as a last option, environmentally sound disposal of the waste should be undertaken.

Notes:

'Groundwater' includes water occurring naturally below ground level or water pumped, diverted or released into a well for storage underground.

'Surface Water' refers to (a) water flowing over land (except in a watercourse), (i) after having fallen as rain or hail or having precipitated in any other manner, (ii) or after rising to the surface naturally from underground; (b) water of the kind referred to in paragraph (a) that has been collected in a dam or reservoir.

Objective 2: Development designed, located and managed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the priority order shown below:

- (a) avoiding waste production;
- (b) minimising waste production;
- (c) reusing waste;
- (d) recycling waste;
- (e) recovering part of the waste for re-use;
- (f) treating waste to reduce potentially degrading impacts; and
- (g) disposing of waste in an environmentally sound manner.

Objective 3: Development which:

- (a) ensures that surface run-off promotes the restoration of natural flow regimes;
- (b) prevents soil erosion and water pollution;
- (c) protects stormwater from pollution sources;
- (d) protects environmental flows required to meet the needs of the natural environment;
- (e) protects water quality and riparian zone by providing adequate separation distances from watercourses, and other water bodies;
- (f) protects water quality from problems associated with salinity;
- (g) maintains natural hydrological systems and existing indigenous vegetation;
- (h) maintains natural water storage capacity whether temporary or permanent; and
- (i) protects aquifers, particularly recharge zones and their dependant ecosystems.

Notes:

'Aquifer' refers to an underground layer of rock or sediment that holds water and allows water to percolate through.

'Ecosystem' (including systems affected by groundwater) refers to any system in which there is an interdependence upon and interaction between living organisms and their immediate physical, chemical and biological environment.

'Riparian Area' refers to that part of the landscape adjacent to a watercourse that influences and is influenced by watercourse processes. This can include landform, hydrological or vegetation definitions. It is commonly used to include the in-stream habitats, beds, banks and sometimes floodplains of watercourses.

'Watercourse' is identified as a blue line on a current series 1:50 000 Government standard topographic map, or where there is observed a clearly defined bed and banks and where water flows at any time and includes a:

- (i) dam or reservoir that collects water flowing in a watercourse;
- (ii) lake through which water flows; and
- (iii) channel into which water has been diverted.

Objective 4: Management and rehabilitation of watercourses to protect and improve:

- (a) water quality;
- (b) flow;
- (c) natural values and ecological functions of watercourse habitat;
- (d) the movement or migration of aquatic biota.

Note:

'Biota' refers to all organisms of a particular locality.

Objective 5: Development designed and located to enhance the environmental values of receiving waters.**Note:**

'Environmental values' refers to particular values or uses of the environment that are conducive to a healthy ecosystem as well as providing public benefit, welfare, safety and health. These environmental values require protection from the effects (both real and potential) of resource overuse, pollution, waste discharge and waste products if they are to be maintained.

Objective 6: Watercourses and floodplains protected against:

- (a) pollution;
- (b) erosion;
- (c) habitat destruction;
- (d) diversion or obstruction to natural stream flow; and
- (e) construction that compromises water quality and ecosystem health.

Note:

'Floodplain' of a watercourse refers to: (a) the floodplain (if any) of the watercourse identified in a catchment water management plan or a local water management plan, adopted under Part 7 of the Water Resources Act 1997, or (b) where paragraph (a) does not apply – the floodplain (if any) of the watercourse identified in a Development Plan under the Development Act 1993, or (c) where neither paragraph (a) nor paragraph (b) applies – the land adjoining the watercourse that is periodically subject to flooding from the watercourse.

Objective 7: Protection, enhancement and restoration of native vegetation within and bordering watercourses, and floodplains to:

- (a) maintain bed and bank stability;
- (b) protect biodiversity;
- (c) protect habitat;
- (d) maintain water quality;
- (e) minimise downstream flooding;
- (f) provide ecosystem corridors.

Objective 8: Dams, walls or other water collection or diversion mechanisms constructed and managed in a manner which:

- (a) protects catchment water quality and quantity;
- (b) provides sufficient water during low flow periods for downstream dependent ecosystems;
- (c) allows migration of aquatic biota; and
- (d) protects and enhances amenity.

Notes:

'Catchment' refers to an area of land determined by the topographic features within which rainfall will contribute to run-off at a particular point.

Notes:

'Dam (Off-stream)' refers to a dam, wall or other structure that is not constructed across a watercourse or drainage path and is designed to hold water diverted, or pumped, from a watercourse, a drainage path, an aquifer or from another source. Off-stream dams may capture a limited volume of surface water from the catchment above the dam.

'Dam (On-stream)' refers to a dam, wall or other structure placed or constructed on, in or across a watercourse or drainage path for the purpose of holding and storing the natural flow of that watercourse or the surface water.

'Dam (Turkey Nest)' refers to an off-stream dam that does not capture any surface water from the catchment above the dam.

Objective 9: Integrated stormwater management at the catchment level, drainage system level and site level including incorporation of water sensitive design in all development.

Note:

Water Sensitive Design refers to the planning and design that seeks to sustain the protection and conservation of the urban water cycle and water-dependant ecosystems through integrated land and water management, from the catchment to the sea.

Objective 10: Storage and/or use of water including treated wastewater and/or imported water which avoids adverse impact on public health, water and soil and their dependent ecosystems.

Note:

'Imported Water' refers to water that has been brought into a catchment area from outside of the receiving catchment area (eg by the means of a pipe or channel).

Objective 11: The sustainable use of natural water resources (including ground water, surface water and watercourses).

A sustainable urban, peri-urban and rural catchment should maintain and enhance water quality, and demonstrate benefits from the equitable sharing of water resources to maintain a healthy environment. It is important that at a catchment level, the management of water from source to sea should meet the needs of the community while ensuring that the quantity and quality of all water resources and their dependent ecosystems are improved and maintained now and in the future.

Whilst the River Murray is a primary source of potable water for metropolitan Adelaide, it is important that local water supply catchments are protected and other sources of water are efficiently utilised.

Stormwater, groundwater and wastewater are forms of water that subject to best available technology and behaviour can provide the total water resource needs for metropolitan Adelaide for the future. Solid and liquid wastes must be managed to eliminate pollution of water receiving bodies, and enable the increased use of stormwater for a range of re-use options as well as providing clean environmental flows through watercourses.

The optimisation and smart use of water resources in future development to meet present and future needs are important factors in achieving sustainable water use and environmental improvement.

Water sensitive design should be integrated into all development to achieve a range of environmental, economic and local benefits, including:

- (a) the restoration or maintenance of the natural or desired water balance;
- (b) a reduced risk of flooding;
- (c) reduced erosion of waterways, slopes and banks;
- (d) improved water quality of surface and groundwater;
- (e) conservation of water resources;
- (f) reduction in the cost of providing and maintaining water infrastructure;
- (g) restoration and/or protection of aquatic and riparian ecosystems and habitats; and
- (h) restoration and/or protection of the scenic, landscape and recreational values of streams.

Development should seek to prevent site adverse impacts such as erosion during construction, enable stormwater harvesting as part of an area water plan, achieve potential for treated effluent water re-use without adverse health effects or detrimental impacts on natural ecosystems, and ensure that the design, location and management of developments within the catchment will contribute to more sustainable water use, improved water quality, minimal water waste and maximum potential water re-use without harming ecosystems.

Principles of Development Control

Watercourses

1 Watercourses, floodplains and wetlands should be protected and enhanced by:

- (a) stabilising watercourse banks and reducing sediments and nutrients entering the watercourse by providing:
 - (i) a buffer comprising of local indigenous trees, shrubs and groundcovers of not less than 5 metres wide measured perpendicular from the top of the watercourse bank; and
 - (ii) where the height of any part of the watercourse bank exceeds 0.5 metres, an additional vegetated buffer of width not less than the height of the bank (measured from the toe of the bank to the top of the bank), and

- (b) retaining and protecting existing native vegetation within 10 metres of the watercourse or wetland or within the floodplain;
- (c) restricting uncontrolled stock access;
- (d) enabling environmental flows required to meet the needs of the environment; and
- (e) being kept free of development including structures, roadways, stock crossings or other activities causing soil compaction or significant modification of the natural surface of the land

2 Watercourses, wetlands and floodplains should be retained in their natural state, including:

- (a) the control of development within the 1 in 100 year Average Recurrence Interval (ARI) flood inundation area, including the placement of fill, excavation, building work, structures and fences, the storage of materials, the intensive keeping of animals, and the piping of watercourses;
- (b) the restoration of watercourses as illustrated in diagram 1.1;
- (c) maximising the road frontage onto open space areas in subdivision design.

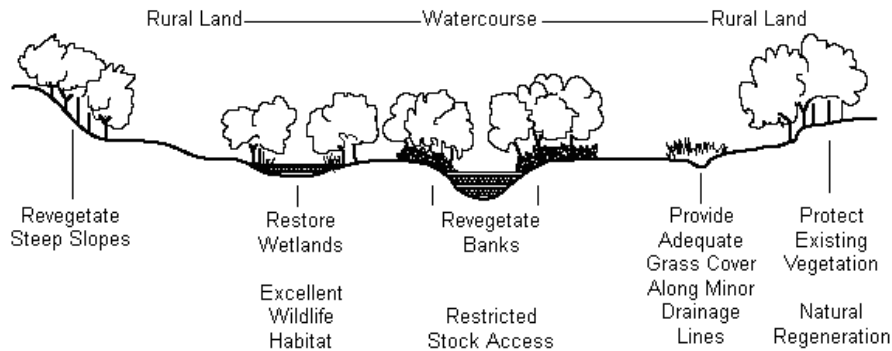


Diagram 1.1 – Retaining watercourses, wetlands and floodplains in their natural state

Note:

The 'Average Recurrence Interval' (ARI) refers to the expected or average interval between events of a rainfall intensity of a given magnitude being exceeded. The ARI is an average value based on statistical analysis and therefore the actual time between exceedances will vary.

- 3** A wetland or low lying area providing habitat for indigenous flora and fauna should not be drained, or filled except temporarily for essential management purposes to enhance environmental values.
- 4** The arrangement of roads, allotments, reserves and open space should enable the provision of a stormwater drainage system that:
 - (a) retains and protects natural watercourses, drainage lines and vegetation;
 - (b) incorporates detention and retention basins necessary to maintain the peak volume and rate of peak flow run-off from newly developed areas at levels as near as possible to those which existed prior to urban development;
 - (c) provides, where feasible, for aquifer recharge;
 - (d) enhances residential amenity;
 - (e) integrates with the open space system and surrounding area;

- (f) directs stormwater generated from roads and car parks through natural stormwater treatment; and
- (g) devices such as swales, bio-retention systems and wetlands

Notes:

A 'Detention Basin' is a basin/structure to hold run-off for a short period of time to reduce flow rates and later release run-off into the drainage system to continue in the hydrological cycle. The volume of run-off remains relatively unchanged in the process.

A 'Retention Basin' holds run-off for considerable periods causing water to continue in the hydrological cycle by infiltration, percolation or evapotranspiration. These structures result in a reduction in the volume of water discharged to the downstream drainage system.

*Dams and Levees (including the collection or diversion of water)***5** The location and construction of dams and diversion drains should:

- (a) occur off watercourse;
- (b) not take place in ecologically sensitive areas or impact on groundwater dependent ecosystems or areas prone to erosion;
- (c) not result in the loss of soil from the land through soil erosion and siltation;
- (d) not result in silts or sediments entering the watercourse;
- (e) not contribute to salinity;
- (f) not result in the removal or destruction of native and riparian vegetation;
- (g) exclude stock and provide alternative watering points;
- (h) be set back a minimum of 50 metres from an effluent or waste disposal drainage field or disposal area;
- (i) provide spillways designed to allow passage of high flows without causing structural damage to the dam or soil erosion within the spillway or spillway discharge area; and
- (j) be set back from allotment boundaries at a distance that has regard to:
 - (i) minimising potential contamination by spray drift from other land; and
 - (ii) minimising any potential for detrimental visual impact.

Note:

The capacity of dam(s) should be in accordance with the relevant Water Plan(s) for the area.

6 Dams should:

- (a) have an irregular edge to minimise soil erosion;
- (b) have a variety of depths to increase habitat for a variety of plants and animals; and
- (c) where necessary include a silt trap (one tenth the capacity of the dam) upstream of the dam to trap incoming silt and nutrients.

- 7 Development that impedes the flow of water should be designed and constructed to provide low flow by-pass mechanisms that allows for the migration of aquatic biota.
- 8 The design, construction and location of levees, weirs, retaining walls, bridges and culverts should:
 - (a) provide for the needs of ecosystem;
 - (b) minimise the impact or risk of flooding; and
 - (c) not cause or increase watercourse erosion.
- 9 The collection or diversion of water flowing in a watercourse or over land should not adversely affect downstream water dependent ecosystems by causing inappropriate levels of reduced stream flow duration, lengthened periods of no or low flow, or other such impacts.
- 10 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the obstruction of 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) increase the risk of flooding;
 - (d) cause or contribute to water pollution;
 - (e) result in watercourse erosion; or
 - (f) impact on authorised monitoring devices
- 11 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake should only occur where it involves:
 - (a) the construction of an erosion control structure (such as, but not limited to, a rock chute or rip rap) or
 - (b) devices or structures used to extract or regulate water flowing in a watercourse (for example, but not limited to, diversion weirs) or
 - (c) devices used for scientific purposes (for example, but not limited to, flow measuring devices).
- 12 Development should not take place if it results in the over exploitation of surface and/or groundwater.
- 13 Development should not have any adverse effect on:
 - (a) the quantity and quality of groundwater;
 - (b) salinity levels of groundwater;
 - (c) the depth and directional flow of groundwater;
 - (d) the quality and function of natural springs;
 - (e) soil, through water logging or the release of toxic elements
 - (f) within the ecosystem; and
 - (g) dry-land salinity levels.

Native Vegetation

- 14** Native vegetation should not be removed where it is likely to:
- (a) cause or exacerbate erosion or sedimentation;
 - (b) contribute to the deterioration in the quality of water in a watercourse or surface water run-off;
 - (c) contribute to an increase in the incidence or intensity of flooding;
 - (d) displace native fauna dependent on the habitat it provides; or
 - (e) create, or contribute to, a local or regional soil salinity and acidity problem.
 - (f) affect threatened species and ecological communities.

Treated Wastewater and Imported Water

- 15** The use of treated or partially treated wastewater should not result in:
- (a) environmental nuisance or harm;
 - (b) adverse impacts on public health; and
 - (c) adverse impacts on the amenity of a locality.
- 16** Use of treated wastewater or imported water should not:
- (a) cause a rise in groundwater level sufficient to detrimentally affect structures or ecosystems;
 - (b) adversely affect the natural flow of water or the quality of surface or groundwater; or
 - (c) adversely affect the productive capacity of the land by causing nutrient accumulation, heavy metal contamination or increasing salinity, water logging, perched water tables, unlocking toxic elements in the soil or other such impacts.

Storage of Chemicals or other Materials

- 17** Development involving or requiring storage of chemicals or other materials should incorporate suitable cover, bunding, storage, security and other measures necessary to prevent:
- (a) polluted water discharge from the site;
 - (b) contamination of land;
 - (c) dispersal of litter or other materials or substances; and
 - (d) airborne migration of pollutants.

Forestry Plantations/Woodlots

- 18** The location, scale and intensity of forestry plantations and woodlots should not pose significant risk to the functioning of wetlands, watercourses, dependant ecosystems and current water resources users.
- 19** Forestry plantations and woodlots should only occur on land that has an average slope not exceeding 20° (36.4% or 1 in 2.75) and:
- (a) provide a 5 metre native vegetated buffer strip adjoining a watercourse;

- (b) should not involve cultivation (excluding spot cultivation) in drainage lines or within 20 metres of a watercourse;
- (c) artificial drainage lines (ie culverts, run-offs and constructed drains) should minimise concentrated water flows onto plantation areas, and be integrated into natural drainage lines.

RESIDENTIAL ZONE

Introduction

The objectives and principles of development control that follow apply in the Residential Zone shown on [Maps Sal/10, 11, 17 to 19, 24 to 28, 32 to 37, 40 to 44, 48 to 51 and 54 to 57](#). They are additional to, and more particular than, those expressed for the whole of the council area.

The Residential Zone also contains a portion of the Salisbury Town Centre, which is shown on [Maps Sal/61 and 62](#). The objectives and principles of development control that apply to the Salisbury Town Centre are additional to those expressed for the council area and for the Residential Zone.

OBJECTIVES

- Objective 1:** A zone primarily accommodating a range of low and medium density dwellings to meet the diverse needs and preferences of the community.
- Objective 2:** Development of medium density housing in suitable locations.
- Objective 3:** Development of vacant or under-utilised land in an efficient and coordinated manner so as to increase the density and diversity of housing, and enable the orderly and efficient development of any adjacent land.
- Objective 4:** A desired character of primarily low-rise (1 or 2-storey) dwellings, pleasant streetscapes, landscaping, and local open space, with residential development of up to 3 or 4 storeys in close proximity to district centres.
- Objective 5:** Development within F17671/3, D27807/283, F115110/2, D27398/275, D27398/276, D27398/211, D26457/263, D26457/264, D25393/253, D25457/262, D31539/3, SP12299, F114431/70, D26389/40, D8583/328, D8582/313, D9462/156, D9462/157, F11488/2, F11488/1, D29272/54, D29272/58, D29272/59, D33367/192, D33367/101 and D33367/105 in accordance with the Structure Plan contained in [Map Sal/1 \(Overlay 1\) Enlargement C](#) with respect to land use, vehicular and pedestrian access and landscaping buffers.
- Objective 6:** Within the areas indicated on [Figs R\(D\)/1, R\(B\)/1 and R\(B\)/2](#) (at Burton, Direk and Paralowie):
- (a) development in accordance with [Figs R\(D\)/1, R\(B\)/1 and R\(B\)/2](#); and
 - (b) residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- Objective 7:** The areas indicated on [Figs R/5, R/6, R/7, R/8, R/9, R/10, R/11, R/12, R/13, R/14 and R/15](#) (at Burton, Paralowie, Salisbury, Salisbury Downs, Parafield Gardens and Salisbury Plain) developed in accordance with [Figs R/5, R/6, R/7, R/8, R/9, R/10, R/11, R/12, R/13, R/14 and R/15](#).
- Objective 8:** Development within Policy Area 29 in accordance with Concept Plan [Fig R\(SEMU\)/1](#) and thereby accommodating a mix of activities, relating to residential, commercial, recreational, offices, education, and community uses.

The Residential Zone is suitable for a range of low and medium density housing. An overall increase in the residential density is desirable in keeping with the council-wide objectives for residential development.

The following forms of residential development are appropriate in the Residential Zone:

- (a) cost-effective and energy-efficient forms of housing;
- (b) efficient layouts, allotment sizes and shapes, and road widths;

- (c) development which makes efficient use of sites, eg 2-storey dwellings;
- (d) selective infill development at densities higher than, but compatible with, adjoining development;
- (e) nodes of medium density housing; and
- (f) more compact development on the urban fringe.

Medium density forms of housing including detached dwellings designed for small allotments (eg courtyard dwellings), semi-detached dwellings, row dwellings, residential flat buildings, and group dwellings are encouraged in areas with good access to essential services, with concentrated nodes of medium density development close to centres and shops, public transport and areas of public open space.

Objective 9: The area indicated on [Fig R/1](#) developed in accordance with [Map Sal/1 \(Overlay 1\) Enlargement D](#) and [Fig R/1](#) with respect to land use, vehicular access, open space, drainage, and landscaped buffers.

Objective 10: Within the Parafield Gardens Residential Area, as defined in [Fig R/1](#), existing and new development should be sited, designed and managed so as not to conflict or jeopardise the continuance of the existing industrial uses within adjoining zones.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development undertaken in the Residential Zone should be primarily low to medium-density dwellings, group dwellings, and residential flat buildings, with aged or disabled persons accommodation and special needs housing in suitable locations.
- 2 Vacant or under-utilised land in the zone should be developed in an efficient and coordinated manner so as to increase the diversity and density of housing, and enable the orderly and efficient development of any adjacent land.
- 3 Residential development should include, where appropriate:
 - (a) infill development at densities higher than, but compatible with, adjoining residential development;
 - (b) re-development of existing housing and under-utilised residential land within the areas shown as Area 18 on [Map Sal/67](#) and Area 19 on [Maps Sal/58 to 62](#); and
 - (c) concentrations of medium-density residential development in suitable locations, in particular:
 - (i) within 200 metres or easy walking distance of a district centre or neighbourhood centre;
 - (ii) close to public transport or major employment nodes; and
 - (iii) adjacent to public open space.
- 4 Development of roads, drainage reserves, buffer areas, pedestrian walkways, open space reserves, and residential areas within those parts of the plans shown on [Figs R\(D\)/1, R\(B\)/1 and R\(B\)/2](#) should be in accordance with [Figs R\(D\)/1, R\(B\)/1 and R\(B\)/2](#), and minimise the effect of aircraft noise in these localities.
- 5 Residential development or the division of land for residential development within the concept plan boundary shown on [Fig R\(B\)/1](#) should not occur until development approval is granted for a comprehensive or staged land division of all land within this area to ensure an integrated residential development.

RESIDENTIAL ZONE

- 6 Residential development on land within the concept plan boundary shown on [Fig R\(B\)/2](#) should not occur within those areas separated by Bolivar, Waterloo Corner and Burton Roads until development approval is granted for a comprehensive or staged land division affecting all properties within each area.

Areas Affected by Aircraft Noise (20 to 25 ANEF) and Industrial Noise

- 7 Residential development on land within:

- (a) the concept plan boundaries of [Figs R\(B\)/1 and R\(B\)/2](#), (except those areas east of Bolivar Road), affected by RAAF Edinburgh aircraft noise and industrial noise: or
- (b) 50 metres of a non-residential zone boundary, as shown on the concept plan boundaries of [Fig R/1](#):

should be designed, constructed and insulated to minimise the effects of noise, and should consider the following design techniques:

- (i) orientating rooms so that sensitive areas such as bedrooms, and studies rooms face away from the flight path, industrial noise source or other noise source;
- (ii) shielding windows and doors with external blinds or verandahs;
- (iii) using masonry walls for external walls and if brick veneer construction is used fully, by insulating the cavity wall with 75 millimetres to 100 millimetres insulation;
- (iv) keeping window size to a minimum and using at least six millimetres single glazing or double glazed windows; where possible, windows of sensitive rooms should be orientated away from the direction of view to the flight path, industrial noise source or other noise source;
- (v) air-conditioning sensitive rooms using a split or ducted system. Wall-mounted air-conditioning units should not be used as they provide a weak path for sound transmission;
- (vi) positioning air exhausts in non-sensitive rooms e.g. wall vents should not be placed in bedrooms or living rooms; and
- (vii) insulating the ceiling space with 75 millimetres to 100 millimetres ceiling insulation.

The noise reduction measures noted in (i) through (vii) can be modified, varied or removed in accordance with the measures deemed acceptable in an acoustic engineer's report provided by the proponent. The report should note the revised measures will ensure that residential amenity can be achieved when exposed to noise from existing or potential aircraft flyover, traffic and industrial and commercial premises.

An acoustic engineer is defined for the purposes of this plan to be an engineer eligible for membership of both the Institution of Engineers Australia and the Australian Acoustical Society.

Development of D42298/300, 301, 302 and 303 (Parafield Gardens Agricultural Reserve)

- 8 Development of D42298/300, 301, 302 and 303 should be in accordance with the following criteria:
- (a) land close to Parafield Railway Station developed for medium density housing;
- (b) staged development to ensure an efficient network of collector roads, walkways and cycle routes;
- (c) open space to include a centrally-located reserve incorporating significant trees and other landscape features;

- (d) provision of landscaped buffers between residential development and the adjoining railway and arterial roads;
- (e) vehicular access to Kings Road should be located a minimum distance of 250 metres from the railway; and
- (f) no direct property access to Kings Road or Salisbury Highway.

Parafield Gardens Residential Area

- 9 Development of roads, drainage reserves, buffer areas, pedestrian walkways, open space reserves, local centres and medium density residential sites within those parts of the zone shown on [Figs R/1, R/5, R/6, R/7, R/8, R/9, R/10, R/11, R/12, R/13, R/14 and R/15](#) should be in accordance with [Figs R/1, R/5, R/6, R/7, R/8, R/9, R/10, R/11, R/12, R/13, R/14 and R/15](#).
- 10 Development of medium density residential sites shown on [Figs R/1, R/9, R/10, R/11 and R/15](#) should:
 - (a) be for medium density housing; and
 - (b) include amalgamation of allotments where necessary to ensure co-ordinated and efficient site development.
- 11 Within the area indicated on [Fig R/1](#), development should be in accordance with [Map Sal/1 \(Overlay 1\) Enlargement D](#) and [Fig R/1](#) with respect to land use, vehicular access, open space, drainage and landscaped buffer.
- 12 Within the area indicated on [Fig R/1](#), development should promote the personal safety of people by enabling them to be seen, to see and to interpret their surrounds, through:
 - (a) adequate lighting;
 - (b) clear sightlines;
 - (c) the elimination of entrapment spots;
 - (d) the orientation of allotments and design of buildings to overlook public space;
 - (e) the design and layout of roads to provide surveillance for public spaces; and
 - (f) the considered use and design of landscaping and fencing.
- 13 Development involving a change of use to a sensitive land use must not be undertaken on sites where there is evidence of, or reasonable suspicion of, site contamination, unless a site assessment and audit confirms that:
 - (a) the land is suitable for its intended use and does not represent, or potentially represent unacceptable risks to human health and the environment; and
 - (b) the development will be undertaken in a manner that will not pose a threat to the health and safety of the environment or occupiers of the land or land in the locality.
- 14 Development should recognise Council's Local Strategic Bicycle Plan that provides commuter, sporting and recreational opportunities for cyclists with various levels of experience and skill.
- 15 Provision be made for bicycles and bicycle facilities when undertaking developments or renovations to existing buildings.
- 16 Provision be made for bicycles through the incorporation of the needs of cyclists into the planning and design stages of new developments.
- 17 Remnant road reserve vegetation should be preserved and protected against loss, damage and disfigurement, where possible, for biodiversity conservation.

RESIDENTIAL ZONE

Development in Accordance with Structure Plan, [Map Sal/1 \(Overlay 1\) Enlargement C](#)

- 18** Development in F17671/3, D27807/283, F115110/2, D27398/275, D27398/276, D27398/211, D26457/263, D26457/264, D25393/253, D25457/262, D31539/3, SP12299, F114431/70, D26389/40, D8583/328, D8582/313, D9462/156, D9462/157, F11488/2, F11488/1, D29272/54, D29272/58, D29272/59, D33367/192, D33367/101 and D33367/105, should be in accordance with the Structure Plan contained in [Map Sal/1 \(Overlay 1\) Enlargement C](#) with respect to land use, vehicular and pedestrian access and landscaping buffers.
- 19** Vehicular access to individual allotments in D29272/54, D29272/58, D29272/59, D33367/102, D8582/313, D9462/155, D9462/157, F11488/2, F11488/1, D33367/101 and D33367/105 should not be from Wynn Vale Drive.
- 20** Vehicular access to individual allotments in F17671/3, D27807/283, D27398/275, F115110/2, D27398/276, D27398/277, D26457/263, D26457/264, D25393/253, D26457/262, SP12299, D31539/3, F114431/70, D26389/40 and D9583/328 should not be from Smith Road, Barker Road or Bridge Road.

Development of part Lot 23 and Lot 24 in DP 15335

- 21** Development of part Lot 23 and Lot 24 in Deposited Plan 15335, Frost Road and Brown Terrace, Salisbury should:
- (a) include the erection, and ensure the maintenance, of a 2.4 metre high acoustical fence comprising double-sided fibre cement sheeting having a density of not less than 12.5kg/m², along the north-west and south-west boundaries of the land; and
 - (b) incorporate dwelling designs that:
 - (i) place service areas between the noise source and the living areas of the dwelling;
 - (ii) utilise suitable sound insulation methods such as double-glazing to windows, roof and wall insulation; and
 - (iii) minimise the number of wall openings facing the noise source.

Development within Policy Area 29

- 22** Development within Policy Area 29 should be in accordance with Concept Plan [Fig R\(SEMU\)/1](#) and thereby accommodating a mix of activities relating to residential, commercial, recreational, offices, education, and community uses.

Land Division

- 23** Allotments created by land division should:
- (a) be suited to a range of housing types, including group dwellings, residential flat buildings, aged or disabled persons accommodation, and special needs housing in suitable locations; and
 - (b) allow for a residential density in new areas of approximately 15 dwellings per hectare (comprising allotments, roads and local open space reserves) for dwellings other than residential flat buildings and aged or disabled persons accommodation.
- 24** Residential allotments should have a frontage to a public road of not less than 4 metres.

Character

- 25** The design, scale, siting and appearance of development should be consistent with a desired character derived from primarily low-rise (one and 2-storey) dwellings, pleasant streetscapes, landscaping and local open space, with residential development of up to 3 or 4 storeys within 200 metres of district centres.

Salisbury Town Centre Policy Areas

Introduction

Objective 11 and Principles of Development Control 26 to 39 that follow apply only to that portion of the Salisbury Town Centre that is within the Residential Zone (Policy Areas 5, 6, 7 and 8 on [Maps Sal/61 and 62](#)). They are additional to, and more particular than, those expressed for the council area and for the Residential Zone.

OBJECTIVES

Objective 11: Future development in this centre reinforcing those qualities reminiscent of Salisbury Town Centre's formation as a small, rural township, and, in particular, future development having regard to historic buildings and features in the centre area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 26** Policy Area 5 should primarily accommodate residential development of mixed densities and, where appropriate, the following design principles should be followed:
- (a) land parcels should be consolidated with a view to maximising road frontages;
 - (b) dwellings should be developed in clusters rather than linear building forms;
 - (c) excessively long driveways should not be allowed; and
 - (d) parking areas should be screened from roadways by appropriate landscaping.
- 27** Policy Area 6 should primarily accommodate residential development of mixed densities.
- 28** The conservation of existing dwellings into office, consulting rooms, and other similar uses, should not occur in Policy Areas 5 and 6, so as to encourage the intensification of retail and commercial development in the District Centre Zone and prevent the outward sprawl of centre-related facilities.
- 29** Policy Areas 7 and 8 should continue to serve as a focus for recreation and educational purposes, including facilities for active sport, club use, worship and education.
- 30** To prevent the erection of signs which have negative, or other undesirable, impacts on the local environment, the following design principles should apply to all parts of the Salisbury Town Centre:
- (a) appropriate signs having uniformity of design, colour, and scale should be provided on buildings with multiple tenancies;
 - (b) flashing, animated, and otherwise moving, signs should not be erected or displayed;
 - (c) signs should not only be well designed, attractive, and professionally executed, rather than large, garish and visually dominant, but should complement the architecture of the building to which they are attached.
- 31** New development should seek to retain the following historic buildings and sites in Salisbury Town Centre:
- (a) former Salisbury Primary School (Corner of Wiltshire and Mary Streets).
 - (b) Anglican Church and Cemetery (Church Street).
 - (c) Anglican Chapel (Mary Street).
 - (d) Catholic Church (Corner of Commercial Road and Carey Street).

RESIDENTIAL ZONE

- (e) Police Station and outbuildings (Ann Street).
 - (f) Salisbury Hotel (Corner of John Street and Commercial Road).
 - (g) former Stables (44, Commercial Road).
 - (h) former Doctor's Residence (46, Commercial Road).
 - (i) Salisbury Institute.
- 32** Development in Salisbury Town Centre should provide safe and convenient access for vehicles and pedestrians.
- 33** Development in Salisbury Town Centre should provide sufficient off-street parking to accommodate customer, employee, and service, vehicles.
- 34** Car parking areas should be designed and located so as to ensure safe and convenient vehicular and pedestrian movement, minimise conflict between customer, and service, vehicles and provide adequate manoeuvring space for vehicles.
- 35** Development should:
- (a) provide car parking and access, and appropriate facilities for the physically handicapped;
 - (b) minimise energy consumption for lighting, heating, cooling and ventilation;
 - (c) provide public spaces such as malls, plazas and courtyards;
 - (d) provide public facilities including toilets, seating, telephones and community information boards; and
 - (e) provide access for public transport, and sheltered waiting areas for passengers.

Complying Development

- 36** The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Residential Zone subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#).

Advertisement

Advertising Display (only those listed in [Table Sal/2](#))

Detached Dwelling (except on land within the concept plan boundaries of [Figs R\(B\)/1 and R\(B\)/2](#) west of Bolivar Road), Semi-detached Dwelling or Row Dwelling complying with an approved Building Envelope Plan where the majority of allotments are less than 450 square metres in area (except on land within the concept plan boundaries of [Figs R\(D\)/1, R\(B\)/1 and R\(B\)/2](#) west of Bolivar Road and excluding any dwelling erected on part Lot 23 and Lot 24 in Deposited Plan 15335, Frost Road and Brown Terrace, Salisbury)

Detached Dwelling except within the Salisbury East Policy Area

Domestic Outbuilding

Non-complying Development

- 37** The following development is **non-complying** in the Residential Zone:

Advertisement and Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) projects above the roof line of any building to which it is attached

Amusement Machine Centre
 Builder's Yard
 Crematorium

Dwelling within the concept plan boundary depicted on [Figs R\(B\)/1](#) which:

- (a) exceeds one-storey in height above natural ground level; and/or
- (b) does not meet all of the requirements set out in criteria contained within principle of development control numbered 7

Fire Station
 Fuel Depot
 Industry
 Intensive Animal Keeping
 Junk Yard
 Motor Repair Station
 Petrol Filling Station (except) alterations or additions to a petrol filling station existing at 20 January 1994
 Prescribed Mining Operations
 Refuse Destructor
 Road Transport Terminal
 Service Trade Premises
 Shop or group of shops with a gross leasable area greater than 250 square metres
 Stock Slaughter Works
 Timber Yard
 Transmitting Station
 Used Car Lot
 Warehouse
 Waste Disposal Depot
 Waste Transfer Station

Public Notification

- 38 The development listed in Principle 30, [Table Sal/3](#) and detached dwelling(s) and division of land within the Salisbury East Policy Area (Policy Area 29) is assigned as **Category 1** Development in the Residential Zone.
- 39 The following kinds of development are assigned as **Category 2** for the purposes of Public Notification within the Salisbury East Policy Area (Policy Area 29):

Community facilities
 Consulting room(s)
 Education facilities
 Nursing Home(s)
 Office(s)
 Place(s) of Worship
 Recreational developments
 Research facilities
 Shop having a gross leasable area of less than 250 square metres

Salisbury East Policy Area (Policy Area 29)

Introduction

The objectives and principles of development control that follow apply in the Salisbury East Policy Area shown on [Map Sal/69](#). They are additional to, and more particular than, those expressed for the Residential Zone.

OBJECTIVES

- Objective 1:** An area accommodating a mix of activities, relating to residential, commercial, recreational, offices, education, and community uses.
- Objective 2:** Development within Policy Area 29 in accordance with Concept Plan [Fig R\(SEMU\)/1](#).
- Objective 3:** Development within Precinct 1 (Residential Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) is primarily for residential uses.
- Objective 4:** Development within Precinct 2 (Educational Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) is primarily for educational uses.
- Objective 5:** Development within Precinct 3 (Education/Commercial Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) is primarily for education (eg adult learning), research, and offices activities that can where practical, effectively utilise existing infrastructure.
- Objective 6:** Development within Precinct 4 (Community Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) is primarily for community uses, including places of worship, community information, social services, recreation, or open space, and residential development when such development is compatible with adjacent existing and proposed uses.
- Objective 7:** An area comprising development of a high standard of design and external appearance that enhances the amenity of individual sites, arterial roads, public places and the locality.
- Objective 8:** Development that preserves and enhances the character and amenity of adjoining residential areas.
- Objective 9:** Development with vehicular movements that do not significantly disrupt the free flow of traffic on adjoining roads.
- Objective 10:** Development that maximises use of open space, conserves existing vegetation, where practical and provides a visual landscape buffer to Main North and Smith Roads.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development should be in accordance with Concept Plan [Fig R\(SEMU\)/1](#).
- 2 Development should adopt best practices in energy efficiency (in design, orientation, materials, construction), energy usage, water management, and waste management.
- 3 Development should comprise, and be compatible with, a mix of activities, relating to residential, commercial, recreational, offices, education, and community uses.
- 4 Development should clearly define both public and private spaces.
- 5 Development should promote integration with the existing community and educational uses of the policy area.
- 6 Development on sites at the interface of land uses should be carefully designed, and buffered where necessary, to achieve adequate levels of compatibility of uses.
- 7 Development should be designed and located to avoid adverse effects on other development within the policy area or locality through noise, traffic, fumes, dust, vibration or any other harmful or nuisance-creating impact.

RESIDENTIAL ZONE

- 8** Non-residential development adjacent to existing or proposed residential development should:
- (a) be designed and sited not to detract from the amenity of the locality; and
 - (b) be designed at a similar scale to the adjacent residential developments; and
 - (c) provide a buffer in the form of landscaping between the proposed development and the existing adjacent development; and
 - (d) provide acoustic minimisation techniques between any excessive noise generating part of the non-residential development and the adjacent residential area; and
 - (e) provide service or delivery vehicle access points to and from the site in order to minimise the impact of non-residential vehicles on the amenity of adjacent residential areas.
- 9** Residential development adjacent to or within a non-residential precinct should include appropriate noise attenuation and buffering where applicable.
- 10** Development should:
- (a) address roads internal to the policy area only; and
 - (b) not address or advertise along Main North or Smith Roads.

Built Form

- 11** Built form should be designed to contribute to establishing a strong sense of place and community identity, provide economic development and create social interaction opportunities.
- 12** Development should be of a high standard of design and external appearance, with consideration given to building scale, bulk, siting and materials, in order to enhance the character and amenity of the locality and in particular, be of a form which avoids large blank walls.

Landscaping

- 13** Landscaping should enhance the visual appearance and character of the development and locality and complement any streetscape landscaping theme and landscaping provided by adjacent development.
- 14** The existing vegetation along Main North and Smith Road should be surveyed and retained.
- 15** Where practical, the landscaping strip located between Main North Road and the Precinct 1 (Residential Precinct) should incorporate earth mounds to minimise potential adverse impacts on the Residential Precinct from Main North Road traffic noise.
- 16** The north east corner of Main North Road and Smith Road should be retained as a landscaped feature in keeping with the corner diagonally opposite.

Safety

- 17** Development should consider personal safety of people by:
- (a) the provision of adequate lighting and clear sightlines; and
 - (b) encouraging informal surveillance through:
 - (i) the design of buildings to overlook public and open spaces, pathways, car parking and bicycle parking areas; and
 - (ii) co-locating intensive activities with pedestrian movement areas; and
 - (iii) appropriate use of landscaping and fencing.

Stormwater

- 18 The stormwater discharge rate from the site should not exceed the flows for up to the 100 year ARI (Average Recurrence Interval) event.
- 19 Stormwater discharge should be consistent with the capacity of existing or planned external stormwater systems so as to not increase the risk of downstream flooding.
- 20 Development should, where possible, provide for the retention, detention or utilisation of stormwater on-site, minimise hard impervious surfaces and direct run-off to landscaped areas.

Access and Parking

- 21 Development should provide for the shared use of car parking and integration of car park areas with adjacent development in order to reduce the total extent of car parking.
- 22 Car parking should be provided in accordance with [Table Sal/1](#), other than where opportunities for shared use of car parking are available.
- 23 The maximum distance between a car park space for people with disabilities and a building entrance should be 100 metres.
- 24 Development should not generate traffic which creates or contributes to unsafe conditions having regard to the design and function of adjacent roads.
- 25 Additional road access points to the policy area should:
 - (a) be provided in accordance with Concept Plan [Fig R\(SEMU\)/1](#); and
 - (b) be located and designed to ensure the safety of the public and the free flow of traffic in the locality.

Land Division

- 26 Land division should ensure that new allotments have direct access to roads internal to the policy area only, in order to minimise:
 - (a) traffic hazards and queuing on public roads; and
 - (b) intrusion into adjacent residential areas.
- 27 Land should not be divided:
 - (a) in a manner which would prevent the satisfactory future division of the land, or any part thereof;
 - (b) if the size, shape and location of, and the nature of the land contained in, each allotment resulting from the division is unsuitable for the purpose for which the allotment is to be used; and
 - (c) where the proposed use of the land is the same as the proposed use of other existing allotments in the vicinity, and a substantial number of the existing allotments have not been used for that purpose.

Precinct 1 (Residential)

- 28 Development within Precinct 1 (Residential Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) should be primarily for residential uses.
- 29 Residential development should:
 - (a) provide a range of housing and allotment types to meet the needs and preferences of all sections of the community;

RESIDENTIAL ZONE

- (b) protect and enhance the amenity of the locality;
- (c) retain existing trees where possible; and
- (d) be of a form and scale compatible with adjoining residential development.

Precinct 2 (Educational)

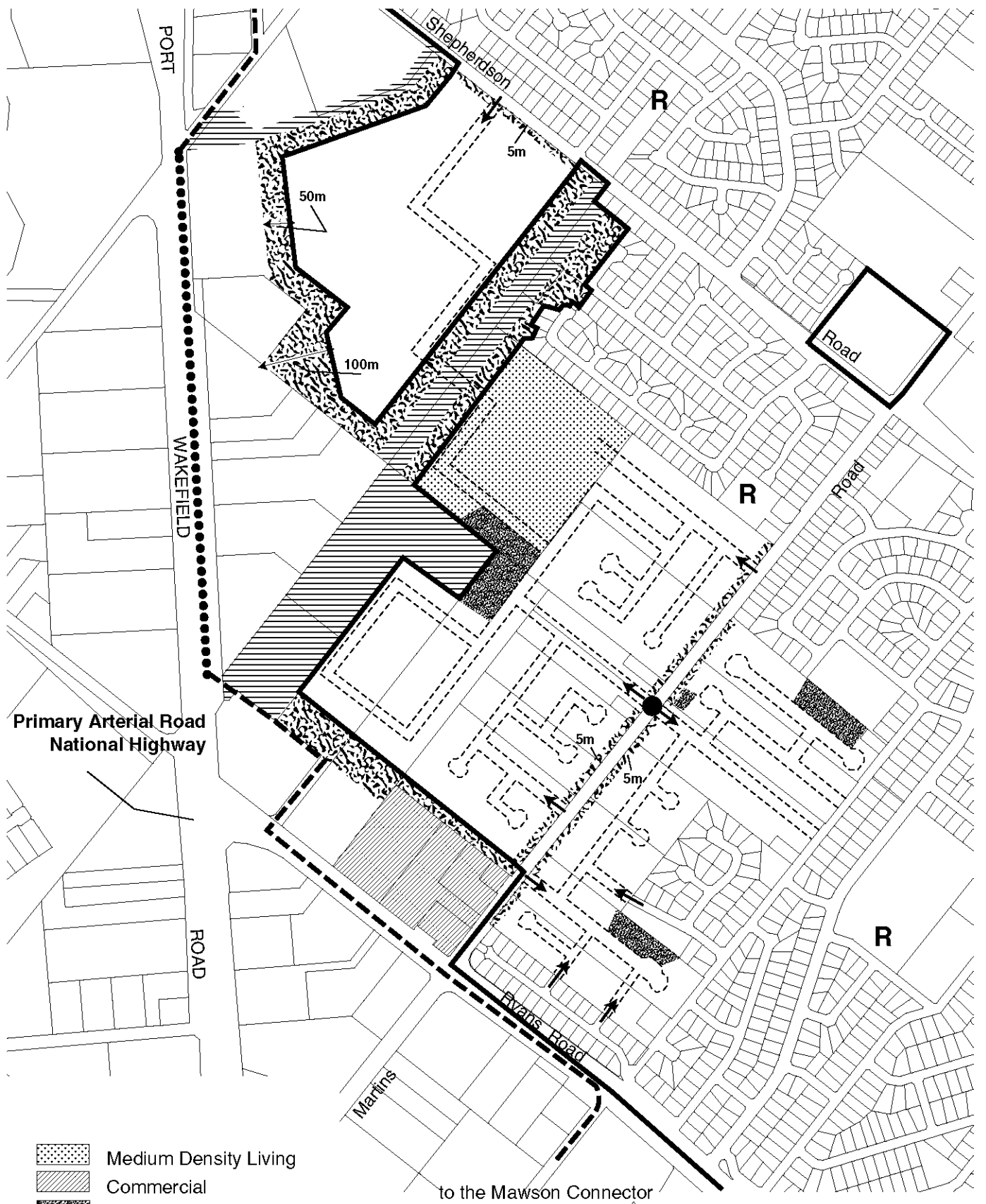
- 30** Development within Precinct 2 (Educational Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) should be primarily for educational uses.
- 31** Where practical, educational facilities should be operated in co-ordination with each other for efficiency in the delivery of services.












Precinct 3 (Education/Commercial)

- 32** Development within Precinct 3 (Education/Commercial Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) should be primarily education (eg adult learning)/research facilities, offices and commercial activities that utilise existing buildings and infrastructure where possible.
- 33** Activities within Precinct 3 may include uses that do not require public exposure, such as call-centres, certain offices, research and adult learning activities.
- 34** Retail facilities should not occur unless it can be demonstrated that they:
 - (a) primarily serve the workforce contained in Precinct 3;
 - (b) are of local significance only; and
 - (c) do not detract from the function of any centre zone or centres.
- 35** Residential accommodation which primarily serves educational facilities may be located in Precinct 3.

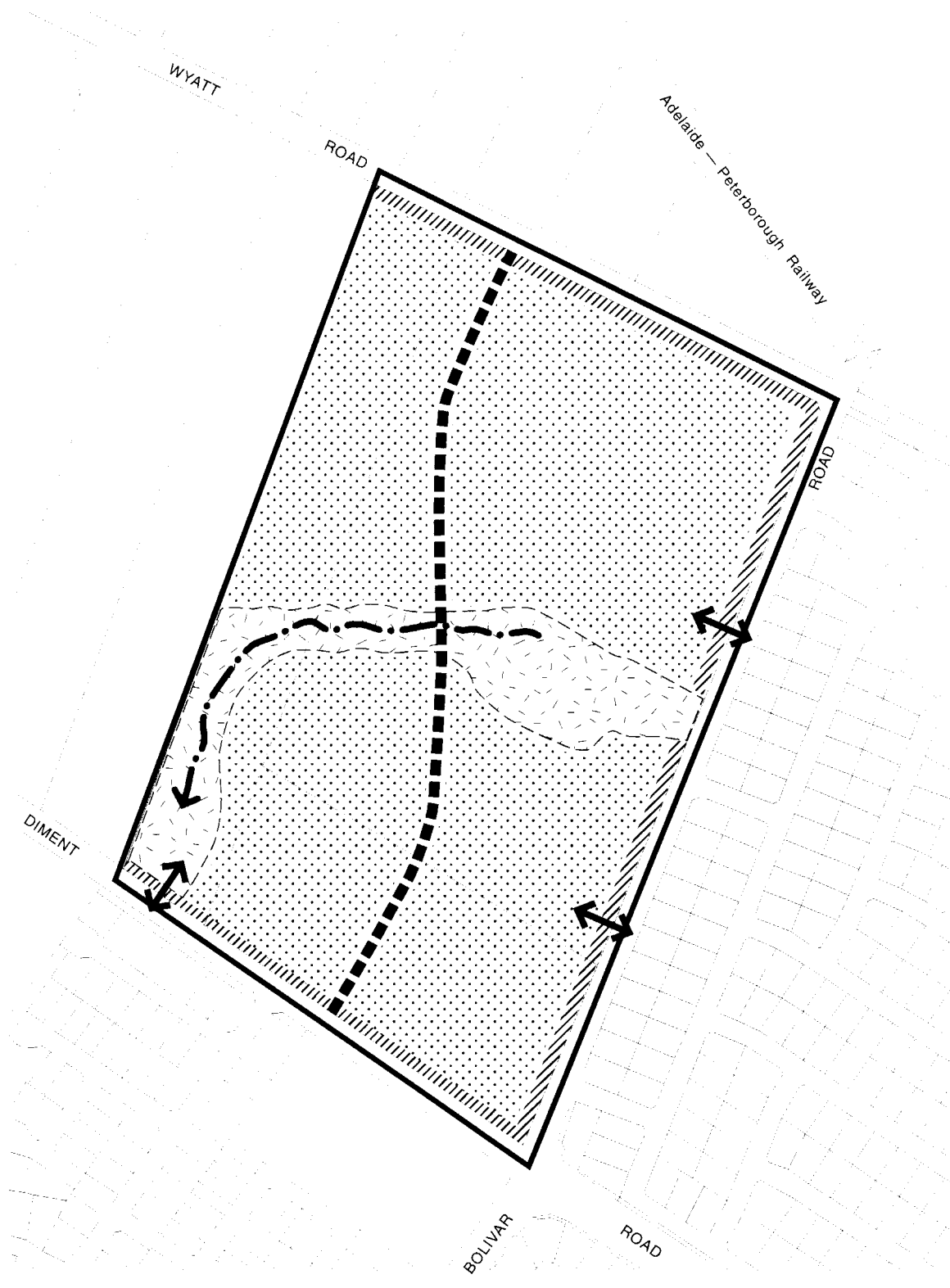
Precinct 4 (Community)








- 36** Development within Precinct 4 (Community Precinct) as shown on Concept Plan [Fig R\(SEMU\)/1](#) is primarily for community uses, including places of worship, community information and social services, recreation, or open space, and residential uses, when residential development is compatible with adjacent existing and proposed uses.
- 37** Where practical, community uses should be operated in co-ordination with each other for efficiency in the delivery of services.
- 38** The development of community uses within the precinct should, wherever possible, conserve open space areas and recreational facilities. Residential development should be designed to maximise access to open space areas and recreation facilities.



-  Medium Density Living
-  Commercial
-  Open Space
-  Landscape Buffer
-  Drainage
-  Potential Access Point
-  Roundabout
-  Service Road
-  Potential Access Road
-  Proposed Roads
- R** Residential Zone
-  Residential Zone Boundary

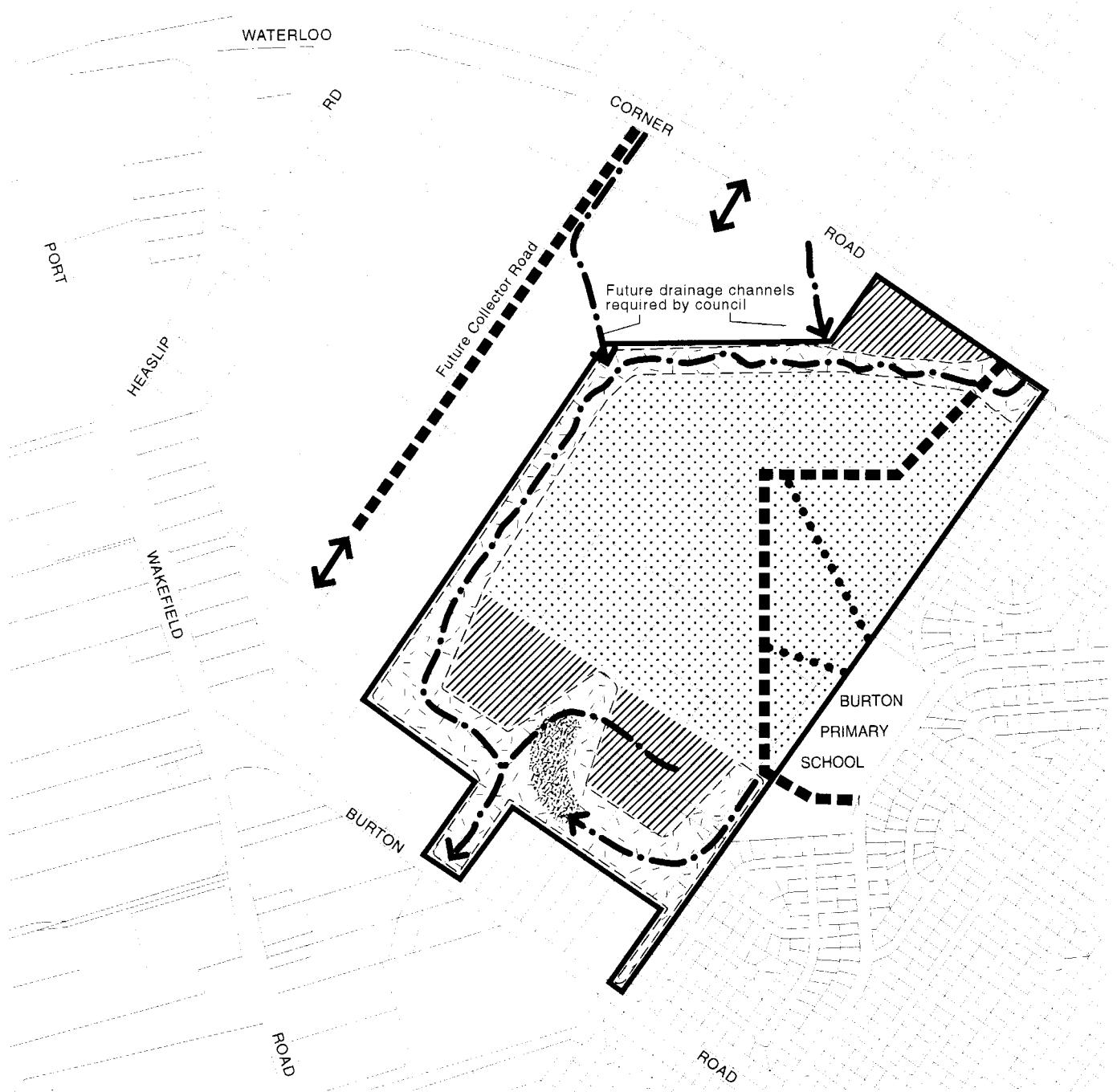
**SALISBURY (CITY)
PARAFIELD GARDENS
RESIDENTIAL ZONE
CONCEPT PLAN
Fig R/1**



-  Residential
-  Proposed Open Space
-  Proposed Landscape Buffer (5 metres wide)
-  Local Collector Road
-  Natural Drainage Swale
-  Vehicle Access
-  Concept Plan Boundary



**SALISBURY (CITY)
DIREK
CONCEPT PLAN
FIG R(D)/1**

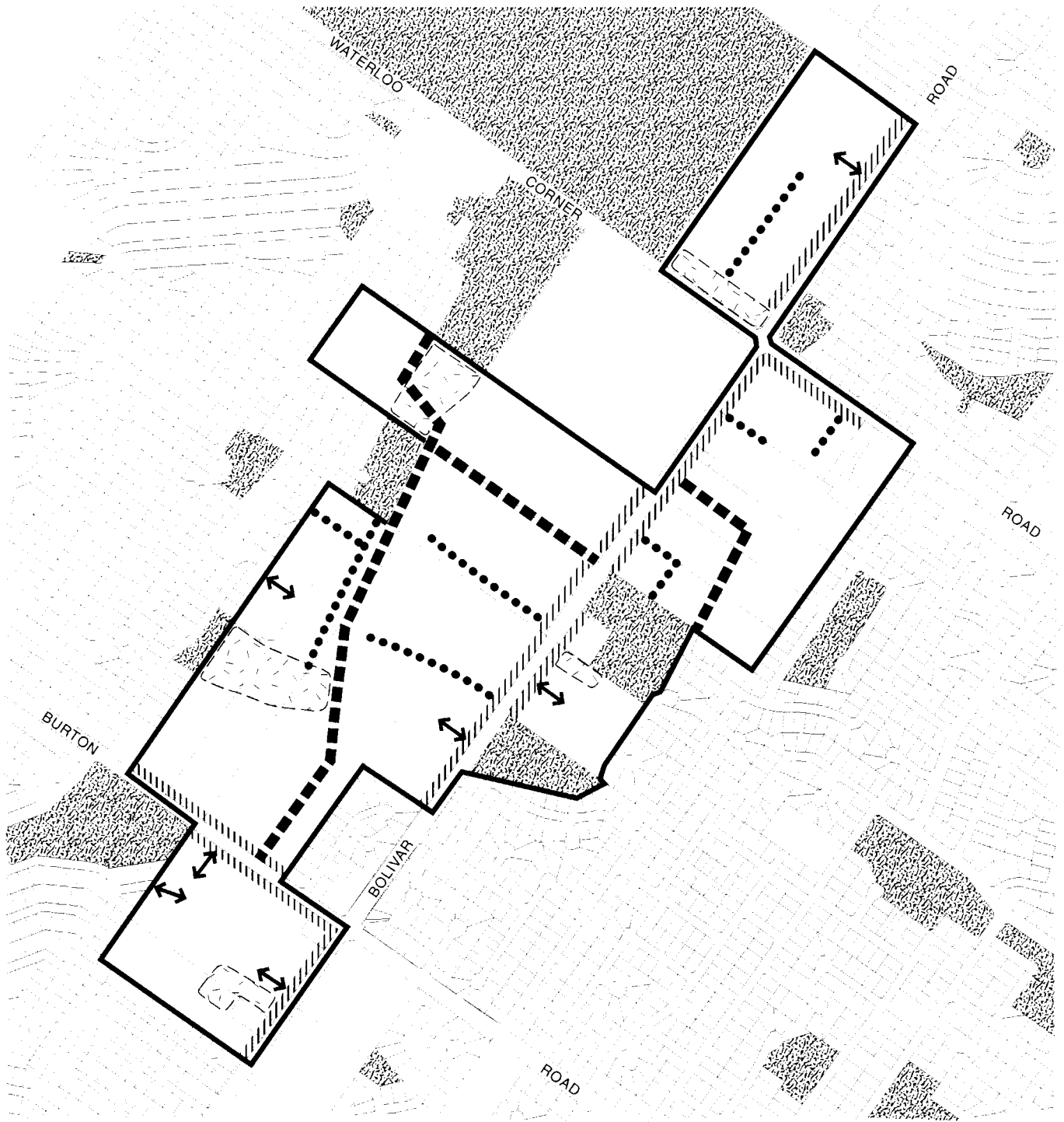










-  Residential
-  Linear Park/Open Space
-  Buffer
-  Collector Road/Bus Route
-  Vehicle Access
-  Proposed Drainage Channels
-  Wetlands
-  Pedestrian Link
-  Concept Plan Boundary



0 metres 500

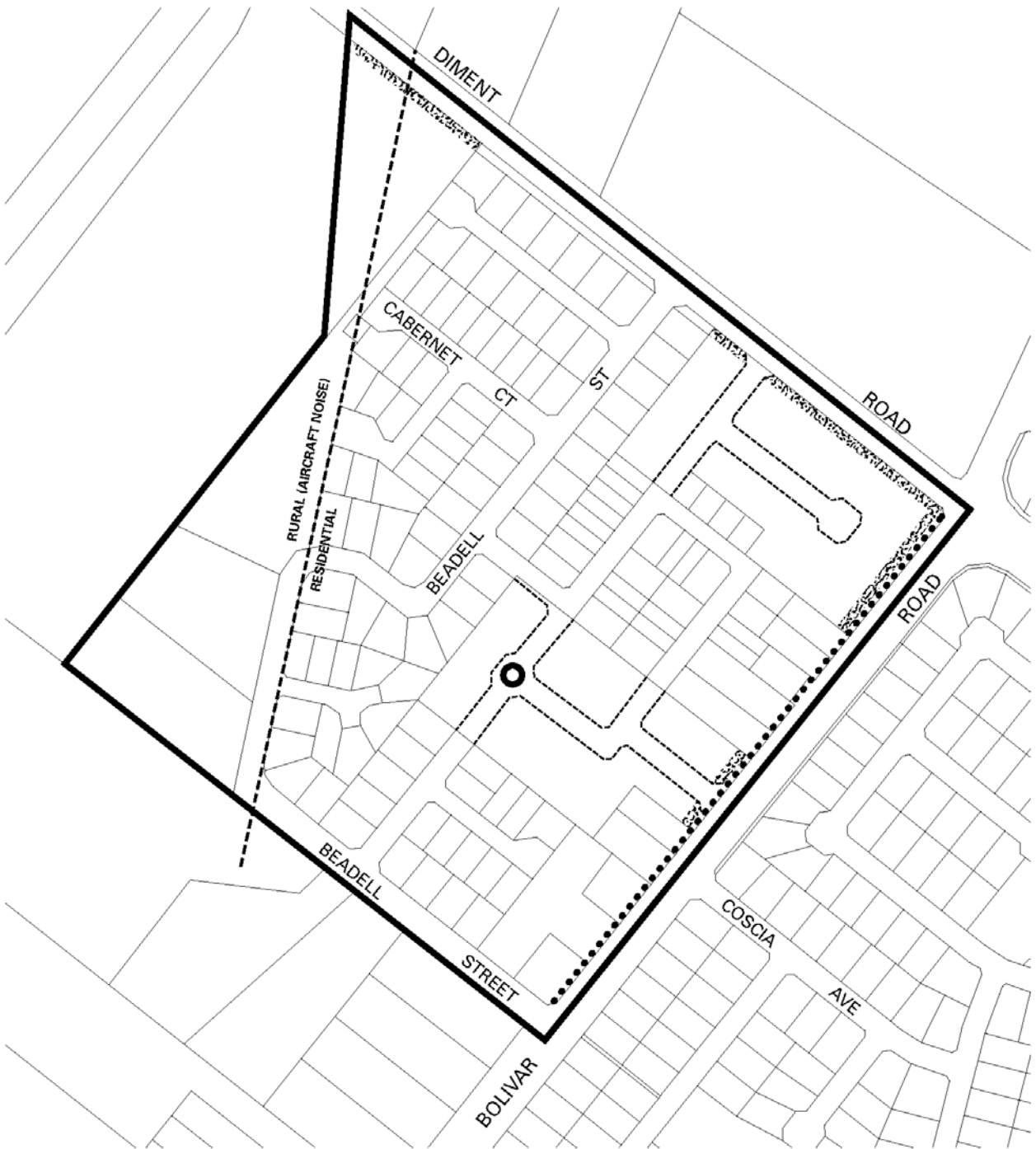
SALISBURY (CITY) BURTON AREA 2 CONCEPT PLAN FIG R(B)/1



-  Residential
-  Proposed Open Space
-  Existing Open Space
-  Pedestrian Link
-  Proposed Landscape Buffer (5 metres wide)
-  Local Collector Road
-  Vehicle Access
-  Concept Plan Boundary



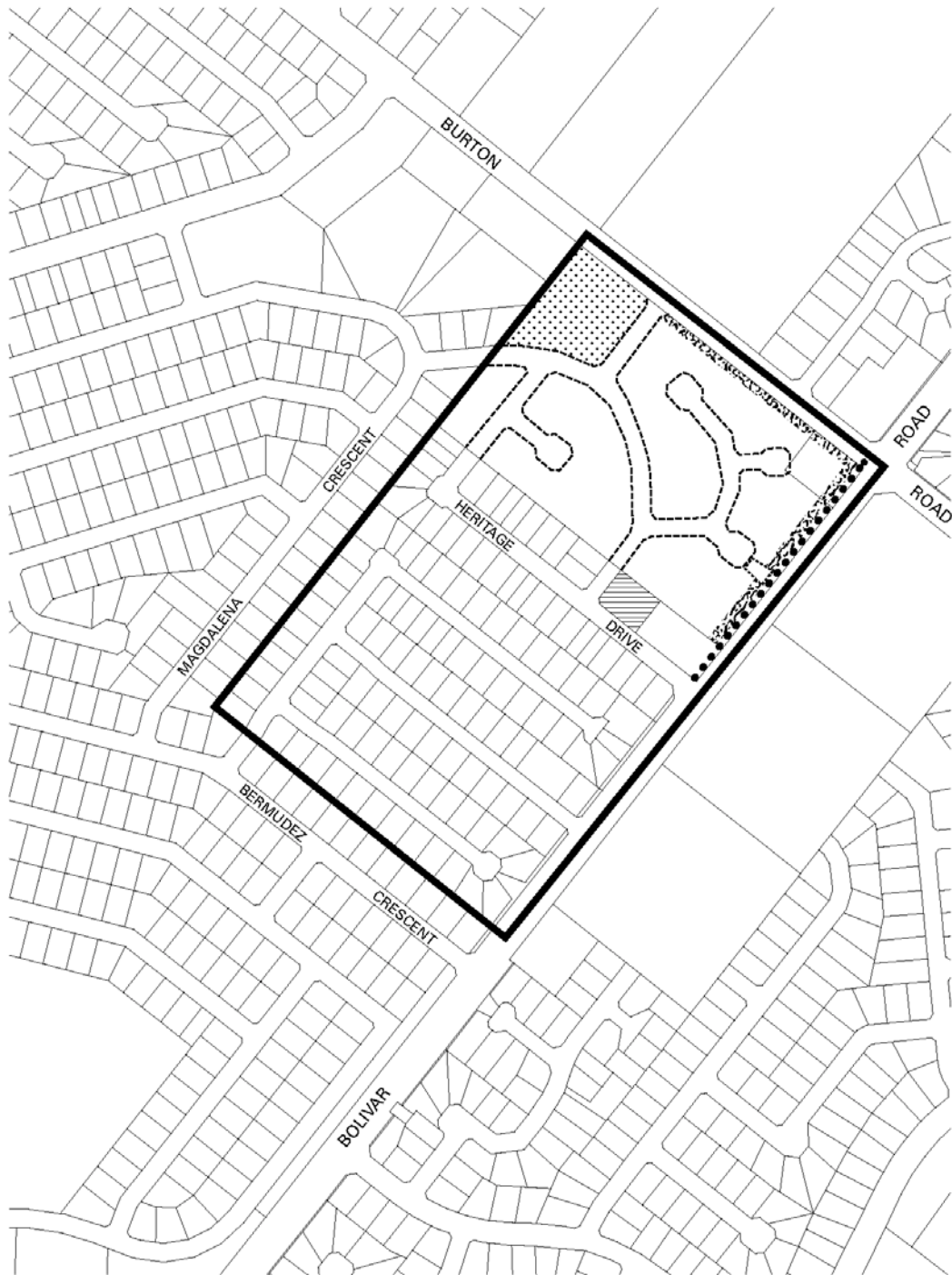
**SALISBURY (CITY)
BURTON AREA 2
CONCEPT PLAN
FIG R(B)/2**



0 metres 100 200 300
1:4000

- Proposed Road
- - - - - Zone Boundary
- ▨ Proposed Landscaped Buffer
- - - - - Pedestrian Access (min 10m)
- Roundabout
- Road Widening
- Concept Plan Boundary

**SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
BURTON
CONCEPT PLAN
Fig R/5**



-  Reserve
-  Drainage Reserve (10,000m²)
-  Proposed Road
-  Proposed Landscaped Buffer
-  Pedestrian Access (min 10m)
-  Road Widening
-  Concept Plan Boundary

SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
PARALOWIE
CONCEPT PLAN
Fig R/6

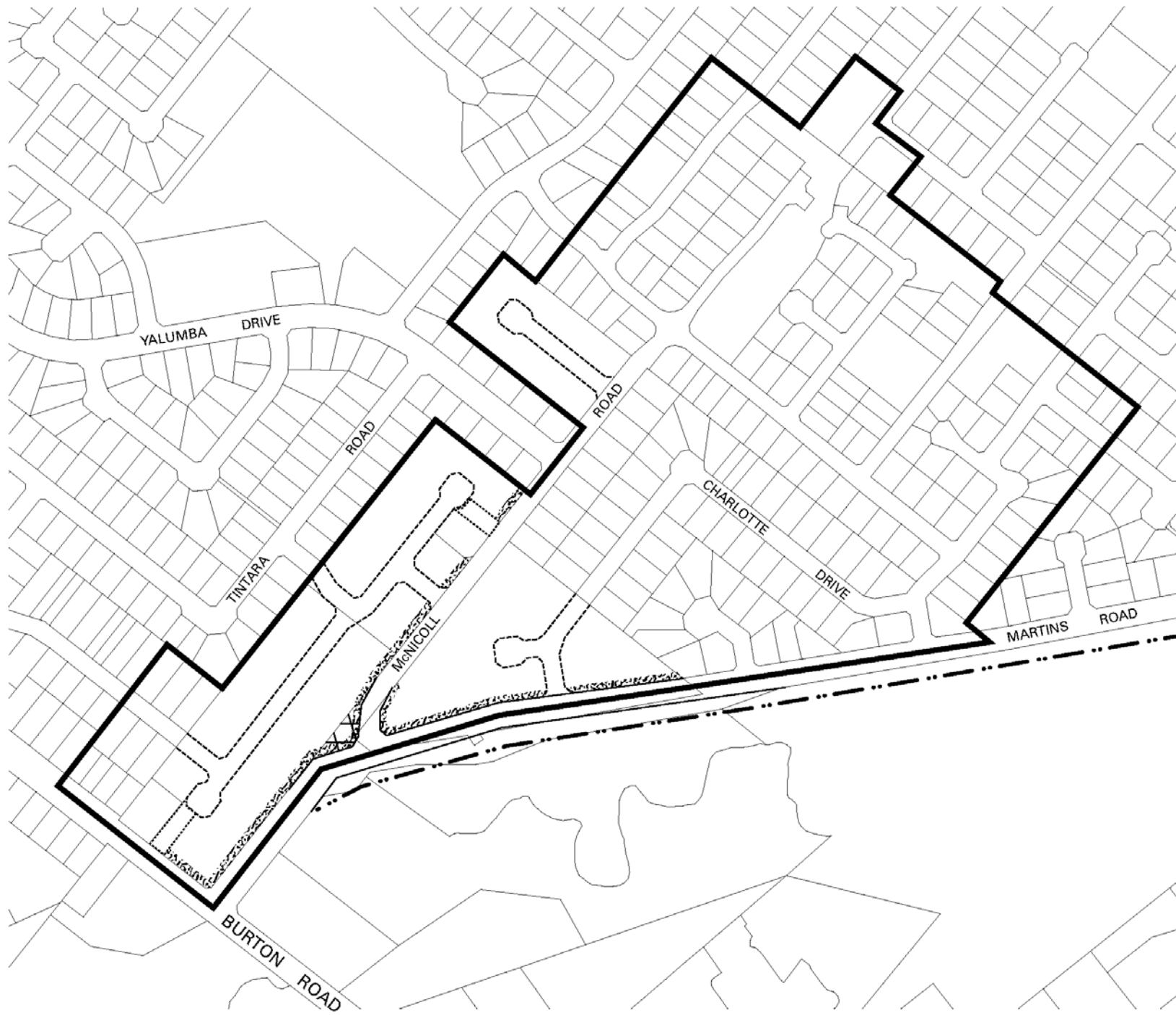


- New Road Boundary
- - - Proposed Road
- X Proposed Road Closure
- ▨ Proposed Landscaped Buffer
- · - · Pedestrian Access (min 10m)
- ▨ Reserve
- Concept Plan Boundary

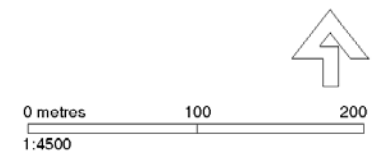
0 metres 100 200 300
1:6500



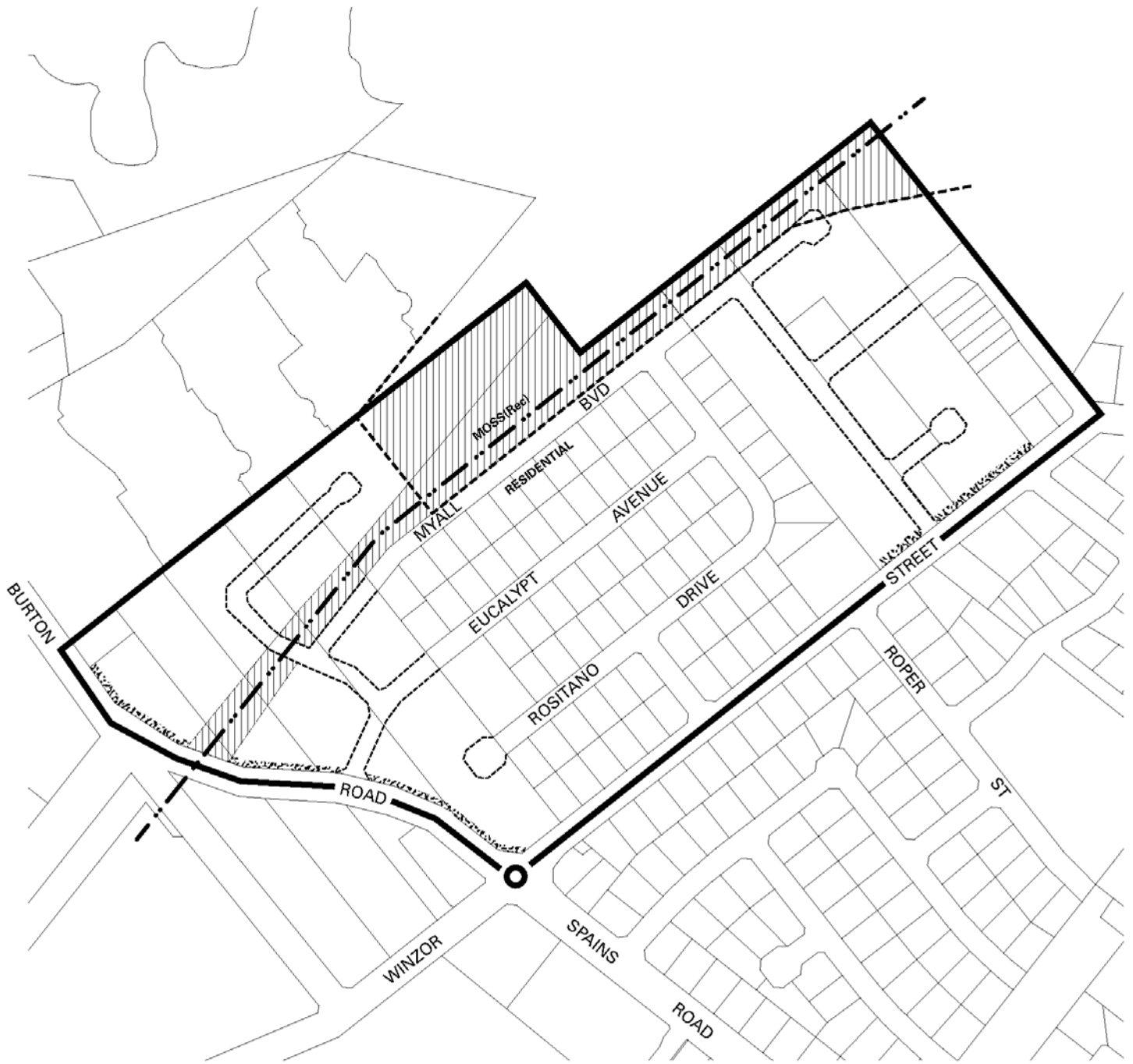
**SALISBURY (CITY)
RESIDENTIAL
DEVELOPMENT
PARALOWIE
CONCEPT PLAN
Fig R/7**



- Proposed Road
- ▨ Proposed Landscaped Buffer
- - - - - Pedestrian Access (min 10m)
- ▬ Concept Plan Boundary
- New Road Boundary
- X Proposed Road Closure
- · - · - ETSA Easement



**SALISBURY (CITY)
RESIDENTIAL
DEVELOPMENT
PARALOWIE
CONCEPT PLAN
Fig R/8**

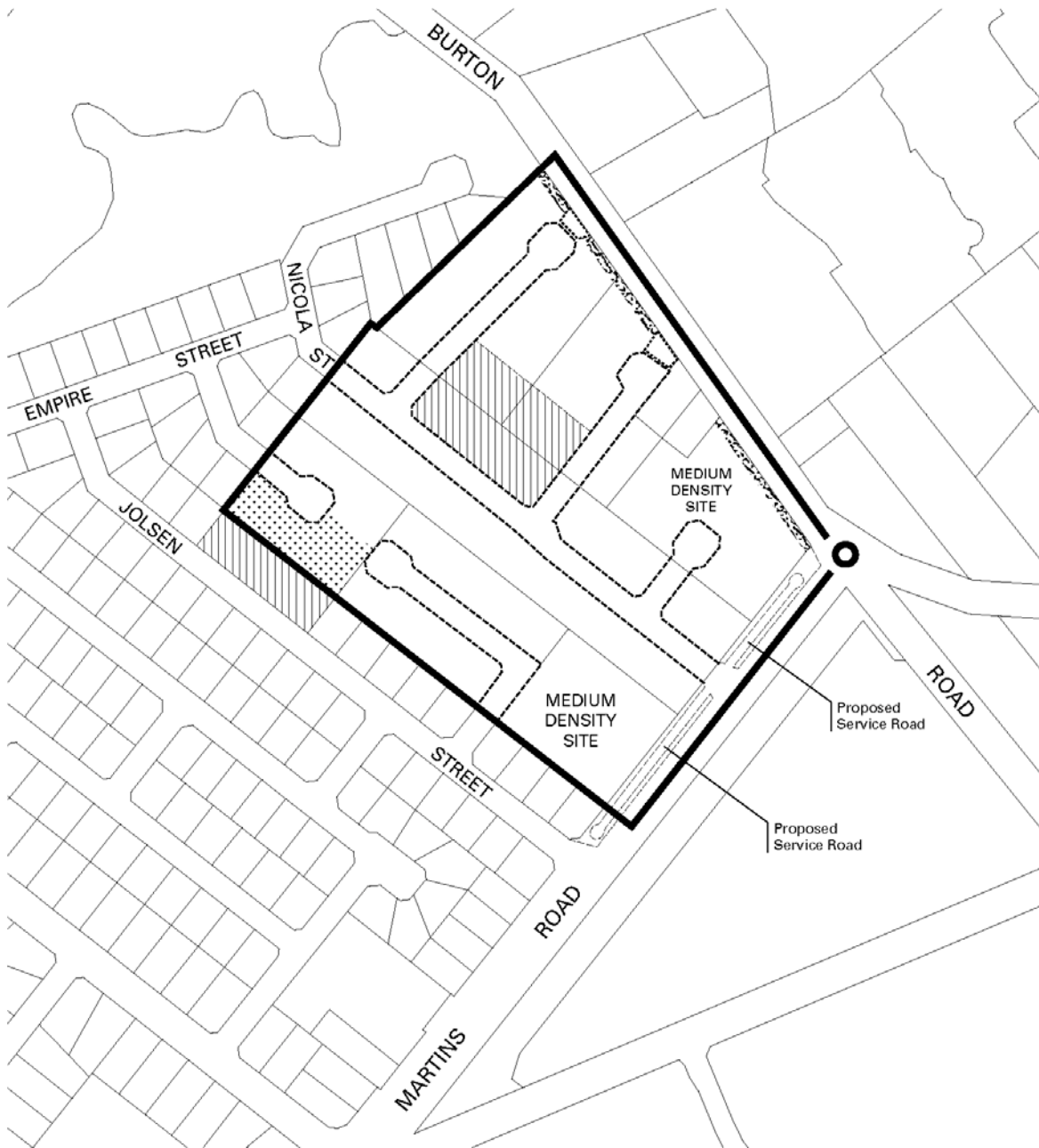


-  Reserve
-  Proposed Road
-  Zone Boundary
-  Proposed Landscaped Buffer
-  Pedestrian Access and Drainage Reserve
-  Roundabout
-  ETSA Easement
-  Concept Plan Boundary

0 metres 100 200 300
1:4000

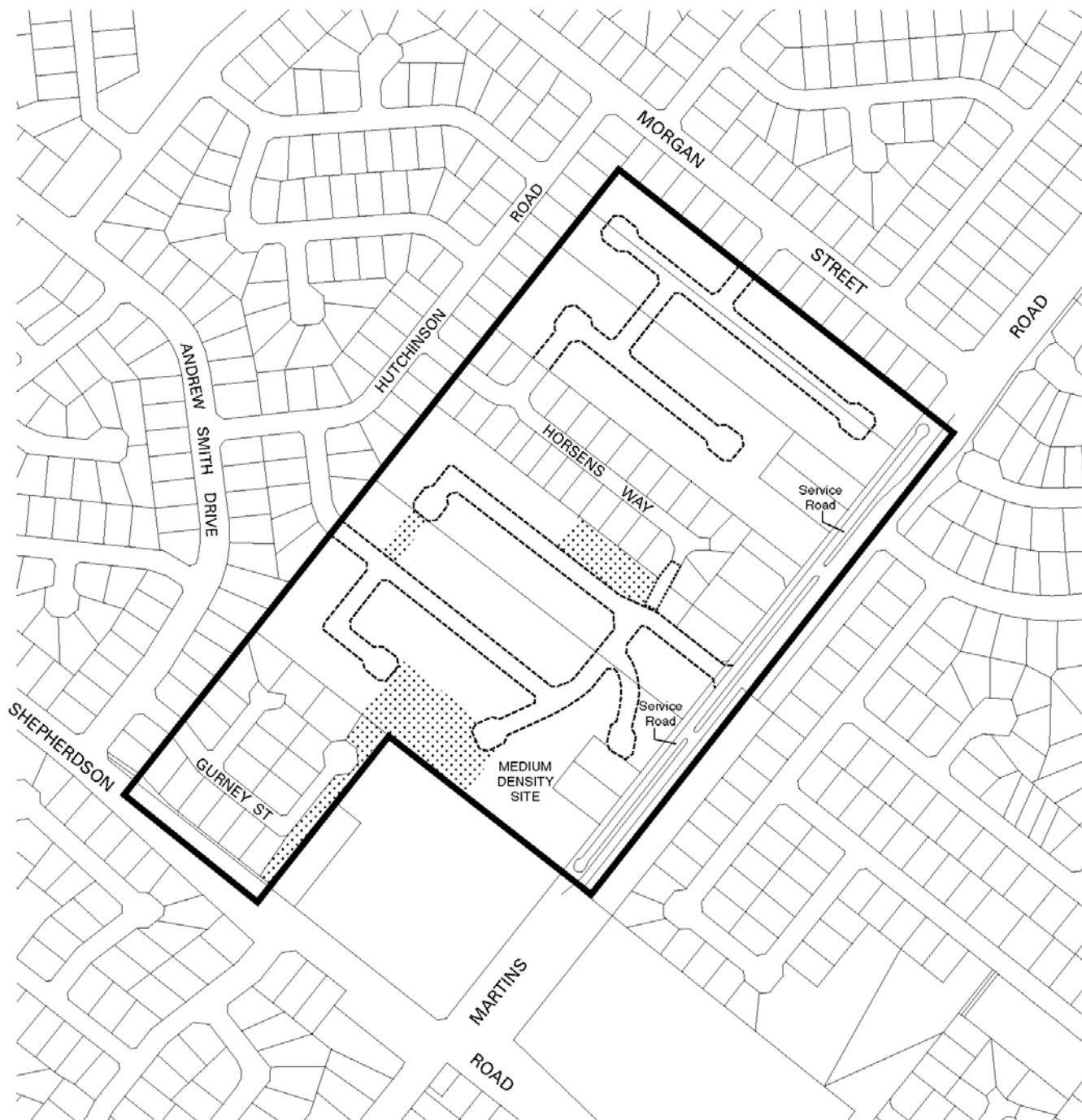


**SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
SALISBURY
CONCEPT PLAN
Fig R/9**



-  Reserve
-  Proposed Road
-  Drainage Reserve
-  Proposed Landscaped Buffer
-  Pedestrian Access (min 10m)
-  Roundabout
-  Concept Plan Boundary





SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
SALISBURY DOWNS
CONCEPT PLAN
Fig R/10

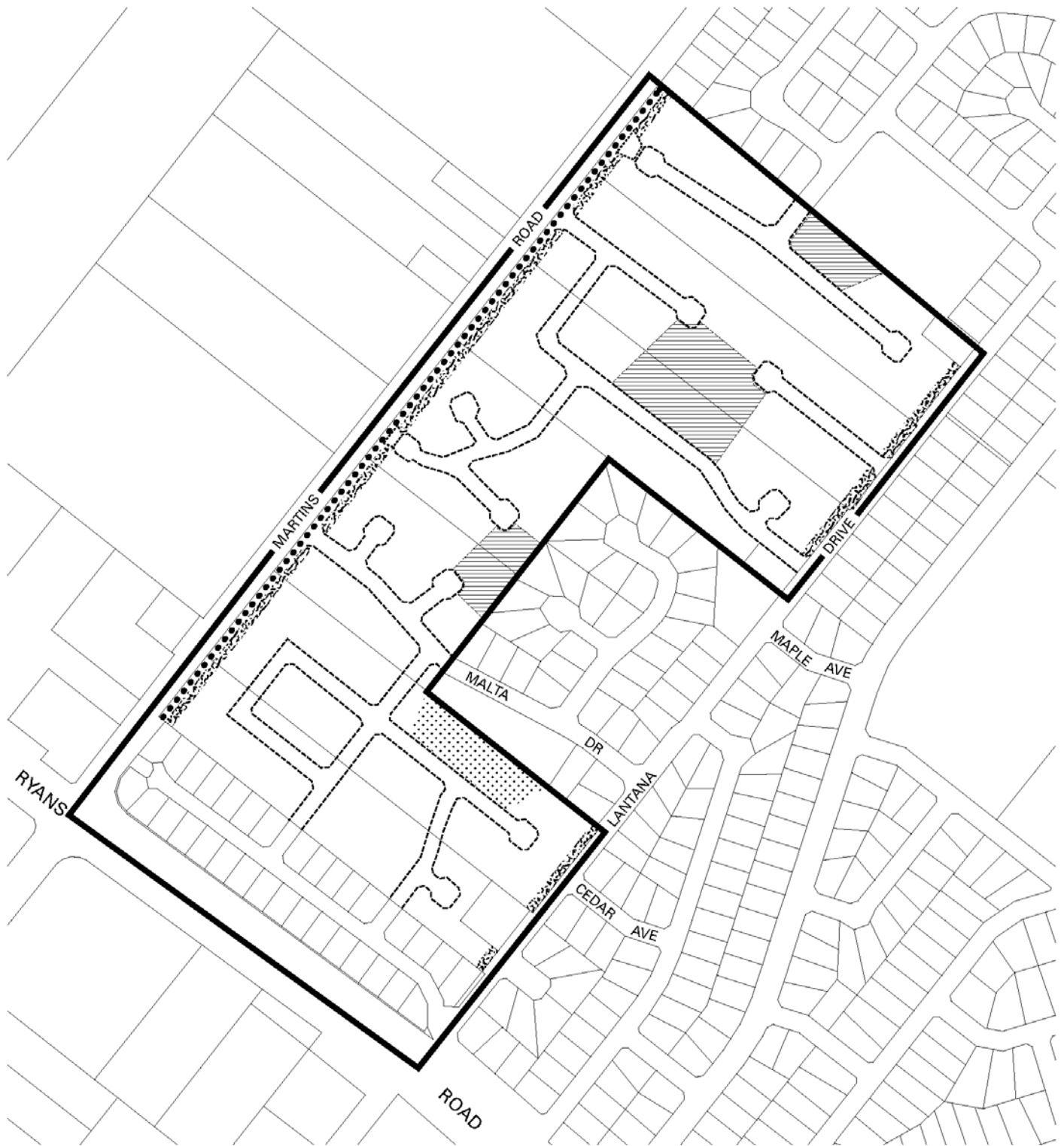


0 metres 100 200 300
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**SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
PARAFIELD GARDENS
CONCEPT PLAN
Fig R/11**

Consolidated - 11 December 2008

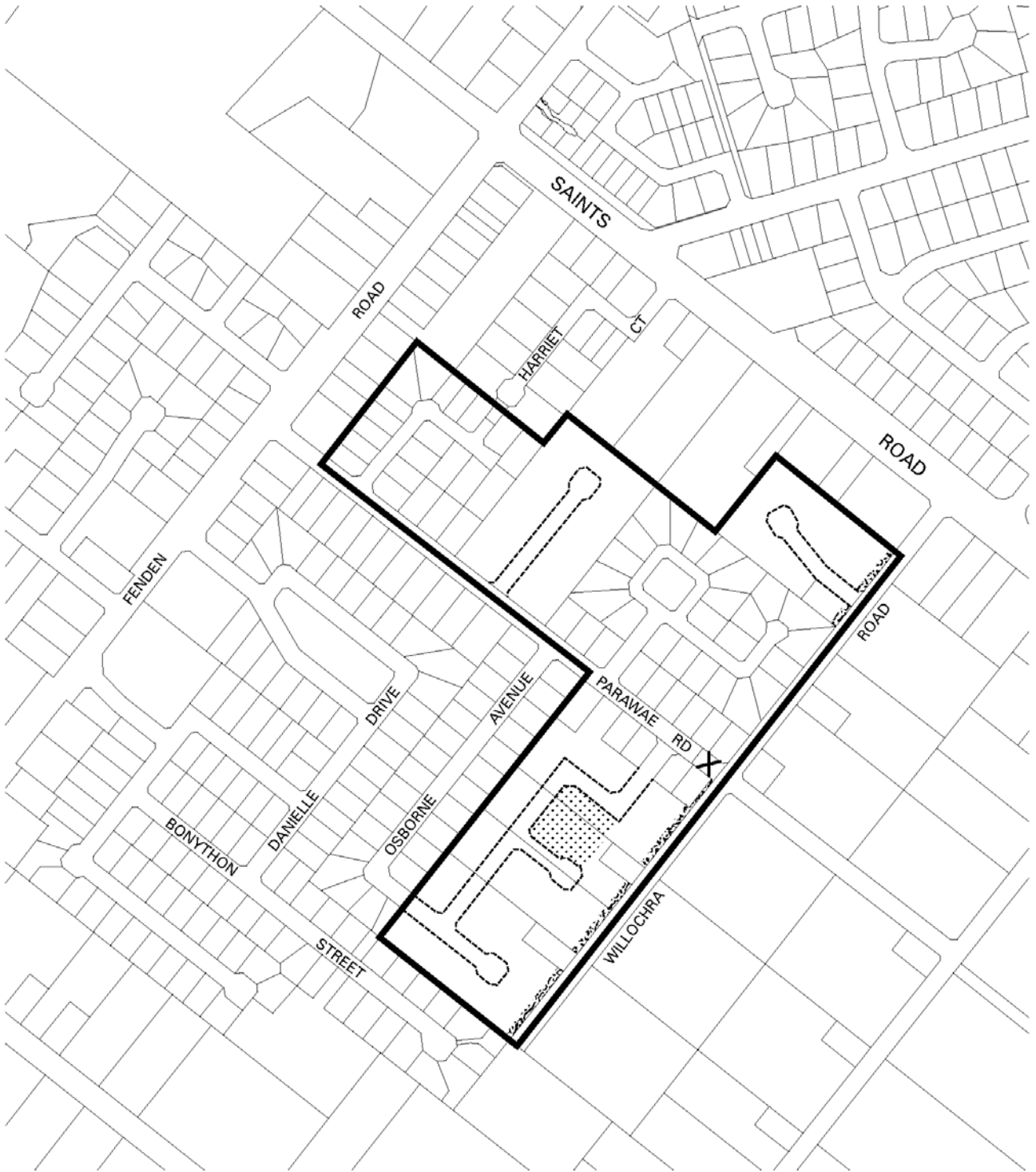
-  Proposed Road
-  Drainage Reserve
-  Pedestrian Access (min 10m)
-  Concept Plan Boundary








0 metres 100 200 300
1:4500

- Proposed Road
- ▨ Reserve
- ▤ Drainage Reserve
- ▩ Proposed Landscaped Buffer
- ⌒ Pedestrian Access (min 10m)
- Road Widening
- ▬ Concept Plan Boundary

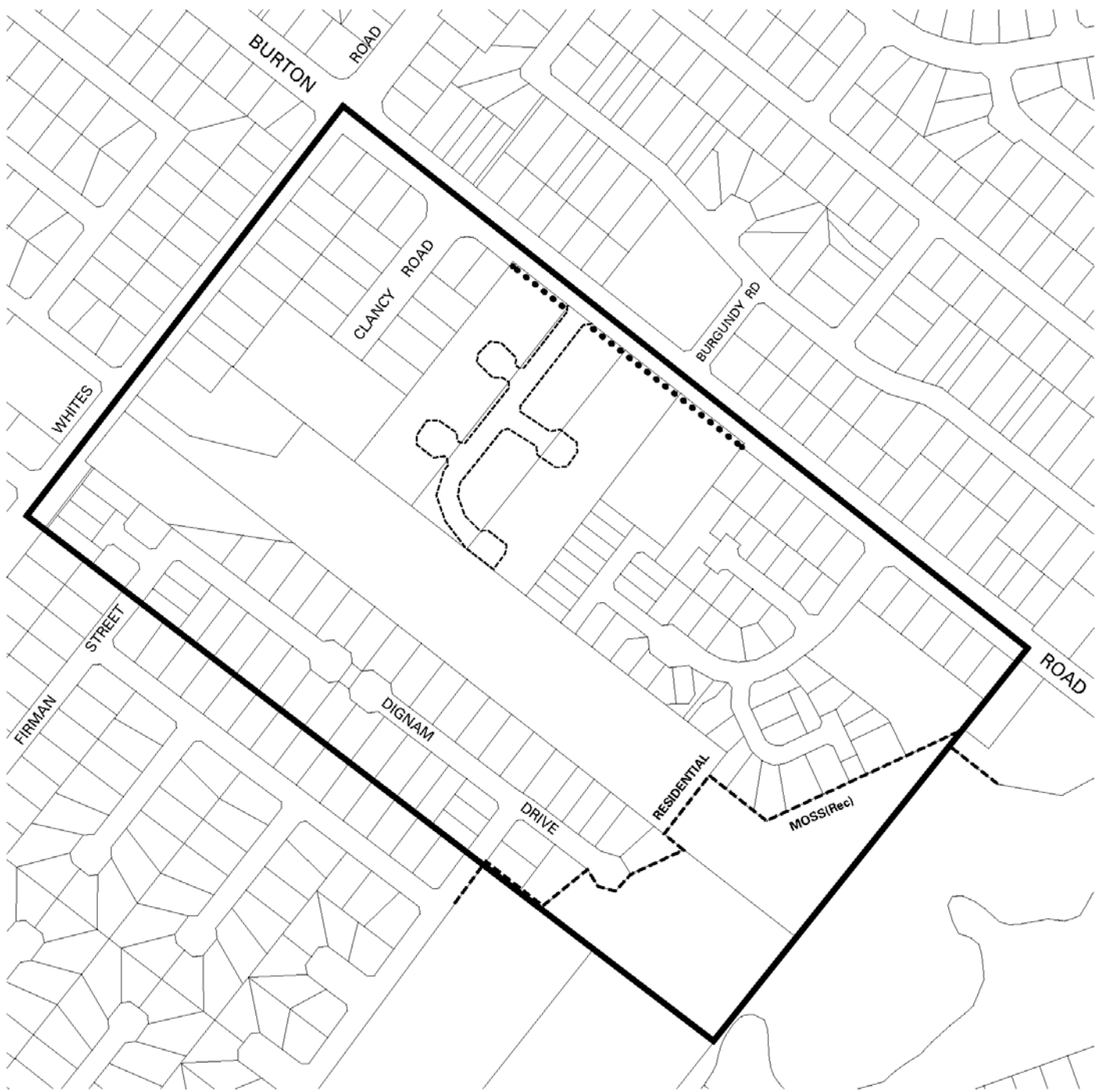
SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
PARAFIELD GARDENS
CONCEPT PLAN
Fig R/12



0 metres 100 200 300
1:5000

-  Drainage Reserve
-  Road Closure
-  Proposed Road
-  Proposed Landscaped Buffer
-  Concept Plan Boundary

**SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
SALISBURY PLAIN
CONCEPT PLAN
Fig R/13**



- Road Widening
- Proposed Road
- . - . - Zone Boundary
- Concept Plan Boundary

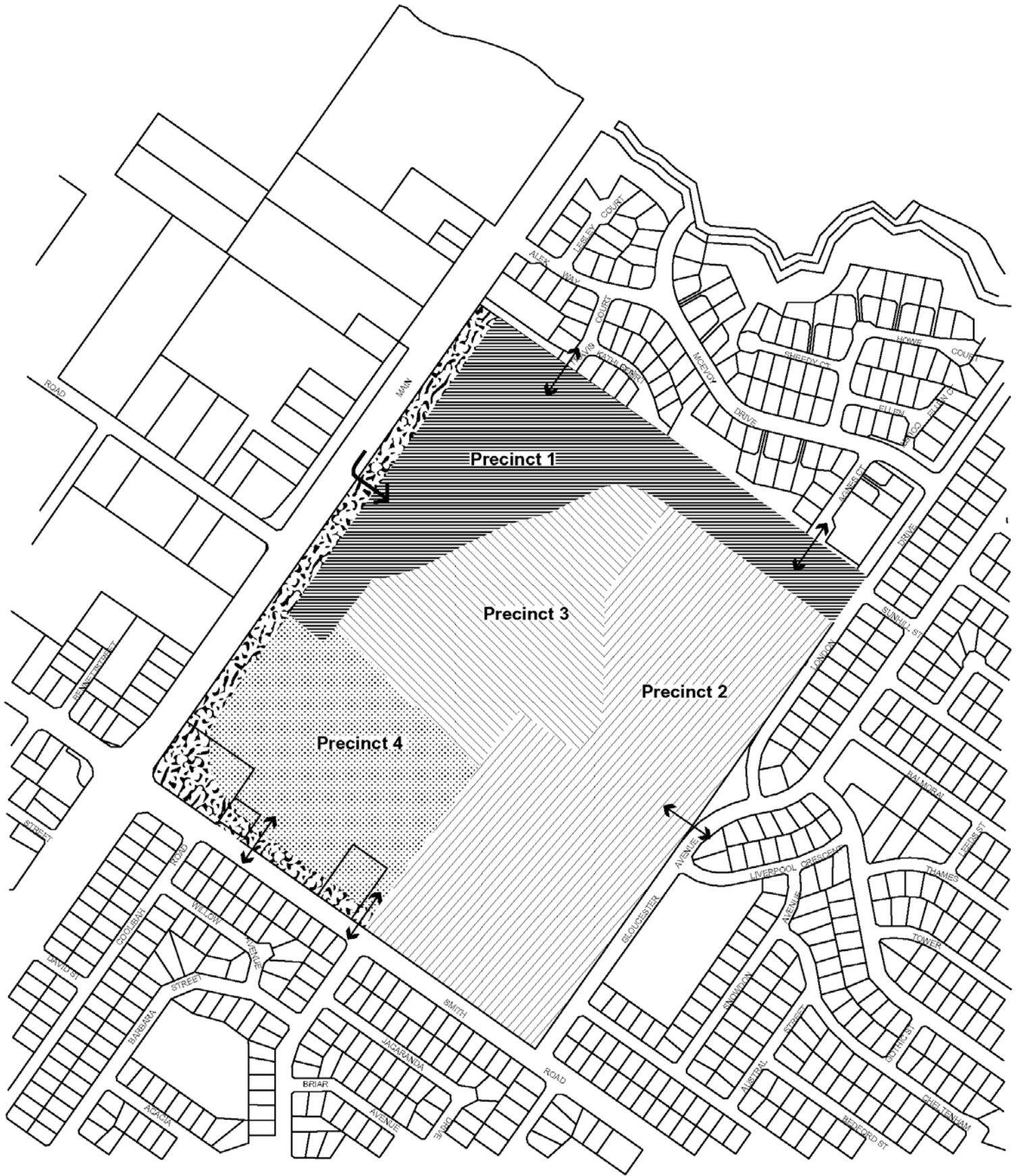
SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
PARALOWIE
CONCEPT PLAN
Fig R/14









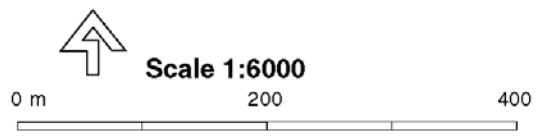
0 metres 100 200 300
1:5000

- Proposed Road
- ▨ Reserve
- ▤ Drainage Reserve
- ▧ Proposed Landscaped Buffer
- ▩ Pedestrian Access (min 10m)
- Road Widening
- Concept Plan Boundary

SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
SALISBURY DOWNS
CONCEPT PLAN
Fig R/15



-  Precinct 1 (Residential Precinct)
-  Precinct 2 (Educational Precinct)
-  Precinct 3 (Education/Commercial Precinct)
-  Precinct 4 (Community Precinct)
-  Landscape
-  Vehicle Access



**SALISBURY EAST
CONCEPT PLAN
Figure R(SEMU)/1**

RESIDENTIAL 1 ZONE

Introduction

The objective and principles of development control that follow apply in the Residential 1 Zone shown on [Maps Sal/26 and 36](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating detached dwellings at low densities on individual allotments.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Residential 1 Zone should be, primarily, detached dwellings at low densities on individual allotments.

Complying Development

- 2 The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Residential 1 Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#)

Advertisement
 Advertising Display (only those listed in [Table Sal/2](#))
 Detached Dwelling
 Recreation Area

Non-complying Development

- 3 The following development is **non-complying** in the Residential 1 Zone:

Abattoir

Advertisement or Advertising Display that:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building, has any part above the walls or fascia

Agistment and Holding of Stock
 Agriculture
 Amusement Hall
 Amusement Park
 Auction Room
 Bank
 Billiard Saloon
 Boarding House
 Bowling Alley
 Bus Depot
 Bus Station
 Caravan Park
 Cemetery
 Concert Hall
 Consulting Room
 Crematorium
 Dance Hall
 Defence Establishment

Dog Track
 Drive-in Theatre
 Educational Establishment
 Electricity Generating Station
 Exhibition Hall
 Fire Station
 Fun Fair
 Gas Holder
 General Industry
 Golf Driving Range
 Gymnasium
 Harbour Installation
 Hospital
 Hotel
 Light Industry
 Major Public Service Depot
 Marshalling Yards
 Motel
 Motor Race Track
 Motor Repair Station
 Motor Showroom
 Multiple Dwelling
 Non-residential Club
 Office
 Office and Dwelling
 Petrol Filling Station
 Permanent Sewage Treatment Plant
 Plant Nursery
 Post Office
 Prescribed Mining Operations
 Private Hotel
 Racecourse
 Radio or TV Studio
 Refuse Destructor
 Reservoir
 Residential Club
 Residential Flat Building
 Road Transport Terminal
 Row Dwelling
 Semi-detached Dwelling
 Service Industry
 Shop
 Shop and Dwelling
 Show Ground
 Skating Rink
 Special Industry
 Squash Court
 Stadium
 Store
 Theatre
 Timber Yard
 Transmitting Station
 Used Car Lot
 Warehouse
 Waterworks
 Welfare Institution

Public Notification

- 4 The development listed in Principle 2 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Residential 1 Zone.

RESIDENTIAL (PARA ESCARPMENT) ZONE

Introduction

The objectives and principles of development control that follow apply in the Residential (Para Escarpment) Zone shown on [Maps Sal/28, 29, 37, 43, 44 and 51](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone primarily accommodating detached dwellings, at low densities on individual allotments.
- Objective 2:** A desired character derived from primarily detached dwellings on large allotments, pleasant streetscapes, landscaping and open space.
- Objective 3:** F114456/95, D33366/3, F114457/96, D33366/4, D24676/310, D15203/82, D15203/81, D33366/5, D15203/80, D10603/78, D33366/6, D33853/7, D33853/10, D33853/9, D33853/8, D33145/1 and D33145/2 developed in accordance with the Structure Plan, [Map Sal/1 \(Overlay 1\) Enlargement C](#) with respect to land use, vehicular and pedestrian access, landscaping buffers and stormwater drainage.
- Objective 4:** The provision in F114456/95, D33366/3, F114457/96, D33366/4, D24676/310, D15203/82, D15203/81, D33366/5, D15203/80, D10603/78, D33366/6, D33853/7, D33853/10, D33853/9, D33853/8, D33145/1 and D33145/2, of an open space link between Wynn Vale Drive and McIntyre Road in accordance with the Structure Plan, [Map Sal/1 \(Overlay 1\) Enlargement C](#).

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Residential (Para Escarpment) Zone should be, primarily, detached dwellings on individual allotments.
- 2 Development of residential flat buildings and group dwellings should only occur through construction of a second dwelling on an allotment containing an existing detached dwelling. Such development should be designed and located to blend and harmonize with existing dwellings in the locality.
- 3 The design, scale, location and appearance of development should be consistent with a desired character derived from primarily detached dwellings on large allotments, pleasant streetscapes, landscaping and open space, and have regard to local topography and the enhancement of natural features, views and vistas.
- 4 When land is divided:
 - (a) allotments created for residential purposes should:
 - (i) have a minimum area of 1800 square metres; and
 - (ii) have a frontage to a public road of not less than 25 percent of the average depth of the allotment, or not less than 6 metres in the case of a hammer-head or similar shaped allotment;
 - (b) pedestrian access should be provided between residential streets and nearby open space; and
 - (c) adequate vehicular access should be provided to open space and drainage reserves for maintenance or fire control purposes.

- 5 Development in F114456/95, D33366/3, F114457/96, D33366/4, D24676/310, D15203/82, D15203/81, D33366/5, D15203/80, D10603/78, D33366/6, D33853/7, D33853/10, D33853/9, D33853/8, D33145/1 and D33145/2 should be in accordance with the structure plan contained in [Map Sal/1 \(Overlay 1\) Enlargement C](#) with respect to use, vehicular access, landscaping buffers and stormwater drainage.
- 6 Vehicular access to individual allotments in F114456/95, D33366/3, F114457/96, D33366/4, D24676/310, D15203/82, D15203/81, D33366/5, D15203/80, D10603/78, D33366/6, D33853/7, D33853/10, D33853/9, D33853/8, D33145/1 and D33145/2 should not be from Wynn Vale Drive, McIntyre Road or Barker Road.
- 7 Structures should not be erected in open space areas.
- 8 The design of road(s) linking Seville Avenue and McIntyre Road should be circuitous or indirect to discourage the use of Seville Avenue by vehicular traffic from development within D33853/7, D33853/10, D33853/9, D33853/8, D33145/2 and D33145/1 and encourage in direct use of McIntyre Road by traffic from this locality.

Complying Development

- 9 The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Residential (Para Escarpment) Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#); and
 - (c) the dwelling (or dwellings) being located in an area shown as Excluded Area from Bushfire Protection Planning Provisions on a **Bushfire Protection Area** [Figure Sal\(BPA\)/1 to 3](#)

Advertisement

Advertising Display (only those listed in [Table Sal/2](#))

Detached Dwelling

Domestic Outbuilding

Non-complying Development

- 10 The following development is **non-complying** in the Residential (Para Escarpment) Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) projects above the roof are of any building to which it is attached

Amusement Machine Centre

Builder's Yard

Caravan Park

Crematorium

Intensive Animal Keeping

Junk Yard

Motel

Motor Repair Station

Petrol Filling Station

Prescribed Mining Operations

Road Transport Terminal

Service Trade Premises

Shop or group of shops with a gross leasable area of greater than 250 square metres

Stock Slaughter Works

Store

Warehouse
Waste Disposal Depot
Waste Transfer Station

Public Notification

- 11 The development listed in Principle 9 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Residential (Para Escarpment) Zone.

RESIDENTIAL (WALKLEY HEIGHTS) ZONE

Introduction

The objectives and principles of development control that follow apply in the Residential (Walkley Heights) Zone shown on [Maps Sal/55 and 56](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Form of Development

- Objective 1:** An overall net residential density of approximately 15 dwellings per hectare (comprising allotments, roads and open space reserves other than Dry Creek Linear Park) achieved by providing a mix of housing types.
- Objective 2:** An orderly sequence of development which allows economic provision of public infrastructure and services and exploits existing under-utilized public services.
- Objective 3:** Medium density housing appropriately located within the zone and, in particular:
- (a) close to centres and shops;
 - (b) close to bus routes; and
 - (c) close to centrally located areas of public open space.

Amenity of Land and Buildings

- Objective 4:** Neighbourhoods with recognizable and attractive civic and landscape features.
- Objective 5:** Housing which is designed to ensure a high level of amenity for its occupants and neighbours and which contributes to the good appearance, cohesiveness and identity of the neighbourhood.

Community Facilities

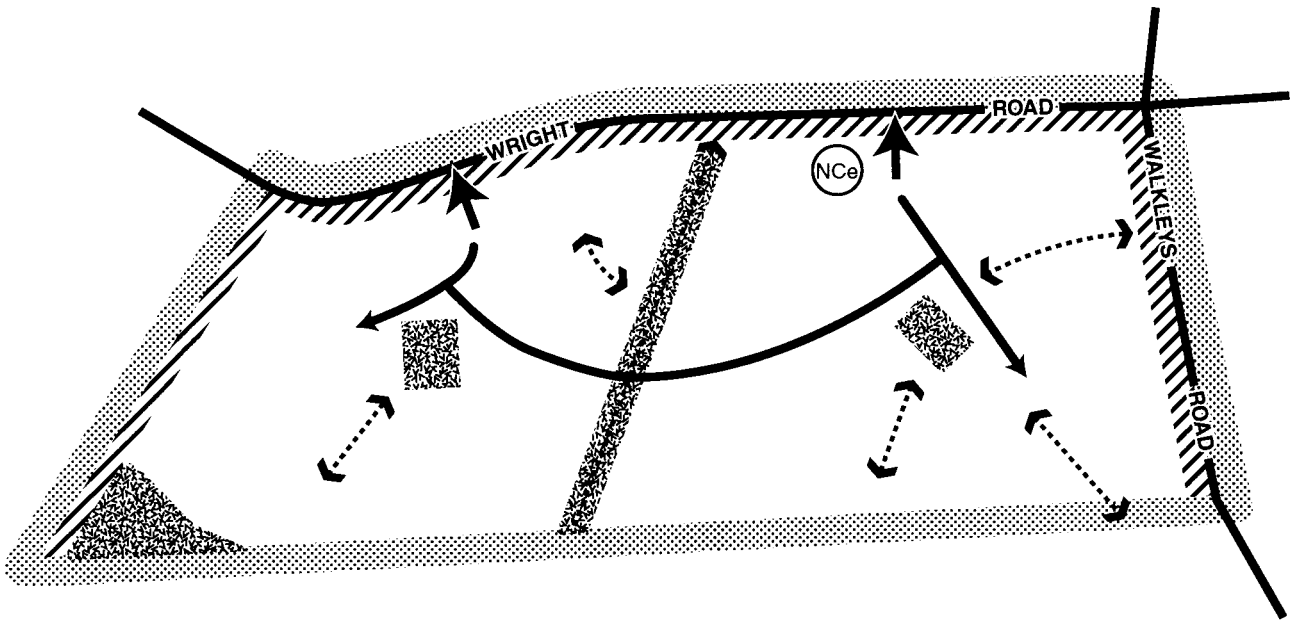
- Objective 6:** Early provision of appropriate facilities for human services.

Open Space

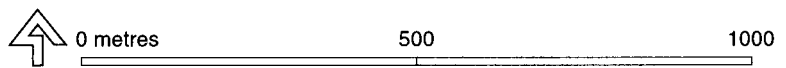
- Objective 7:** The establishment of useable district open space along Dry Creek and the conservation of its flora, heritage relics and geographical features.

Land Division

- Objective 8:** A land division pattern which achieves a network of collector roads, walkways, cycle routes, public open space and community facilities and centres in accordance with Structure Plan, [Fig R\(WH\)/1](#).
- Objective 9:** Development of the zone in accordance with the structure plan shown on [Fig R\(WH\)/1](#) which identifies:
- (a) the major areas suitable for residential development;
 - (b) a network of arterial, major collector and collector/local roads;
 - (c) an open space and pedestrian/cycle network; and
 - (d) landscaped buffers on the southern section of Wright Road.



-  Neighbourhood Centre
-  Open Space
-  Landscape Noise Buffer
-  Pedestrian/Cycle Link
-  Road Access
-  Collector Road/Local Crossing
-  Collector Major Collector Road
-  Structure Plan Boundary



**SALISBURY (CITY)
WALKLEY HEIGHTS
STRUCTURE PLAN
Fig R (WH)/1**

PRINCIPLES OF DEVELOPMENT CONTROL

The Council-Wide Principles of Development Control apply to the Residential (Walkley Heights) Zone with the exception of Principle of Development Control 15 (Residential Development).

Residential Development

- 1 Residential development should consist of:
 - (a) detached dwellings on sites of not less than 300 square metres in area;
 - (b) semi-detached dwellings on sites of not less than 250 square metres in area;
 - (c) group dwellings on sites of not less than 300 square metres in area; and
 - (d) row dwellings and residential flat buildings on sites of not less than 200 square metres in area.
- 2 Residential flat buildings and group dwellings should be readily accessible to bus routes, centres and public open space.
- 3 Detached, semi-detached and row dwellings should:
 - (a) be provided with at least 80 square metres of private open space, with a minimum dimension of 2.5 metres including a space capable of containing a rectangle of 6 metres by 4 metres which is directly accessible from the dwelling; and
 - (b) not have direct access to Wright or Walkleys Roads.
- 4 Residential flat buildings and group dwellings should be provided with at least 50 square metres of open space for each dwelling including, where dwellings occupy ground level floorspace, a private open space capable of containing a rectangle of 4 metres by 4 metres which is directly accessible from the dwelling.
- 5 The siting and design of dwellings on sites or allotments having an area of less than 450 square metres should be coordinated with siting and design of dwellings on adjoining sites or allotments and in the immediate locality in such a way as to:
 - (a) enable daylight to be provided to windows in accordance with the Building Code of Australia;
 - (b) avoid overlooking of private open space from upstairs windows and balconies of adjoining development;
 - (c) facilitate the creation of an attractive and unified streetscape; and
 - (d) provide landscaping to maintain privacy.
- 6 The set-back of dwellings should not be less than:
 - (a) 6 metres from the front property boundary; and
 - (b) 3 metres from a secondary street boundary.
- 7 Dwellings on sites that abut public open space should be orientated towards the open space.
- 8 Domestic outbuildings should:
 - (a) not occupy more than 42 square metres of the dwelling with which they are associated;
 - (b) have a maximum height to eaves of 2.75 metres;
 - (c) not overshadow or block light from the windows of a dwelling; and

RESIDENTIAL (WALKLEY HEIGHTS) ZONE

- (d) be finished in non-reflective materials or colours.

Public Open Space

- 9 Major open spaces should comprise of 2 centrally located areas of at least 4000 square metres, to be located in accordance with the Structure Plan, [Fig R\(WH\)/1](#).

Land Division

- 10 Land division should provide a range of allotments suitable for detached dwellings, semi-detached dwellings and row dwellings and, where appropriate, allotments suitable for residential flat buildings and group dwellings.
- 11 The average size of allotments intended for single dwellings in any land division should not exceed 450 square metres.
- 12 Allotments having an area less than 450 square metres should be designed so as to allow a dwelling to have a north to south orientation.
- 13 The frontage of an allotment or allotments to a public road should be sufficient to allow a driveway width of at least 3.5 metres.
- 14 A landscape reserve should be located adjacent to and for the full length of Walkleys Road.
- 15 Land division generally should:
 - (a) direct traffic from neighbourhoods onto Wright Road;
 - (b) provide a hierarchy of roads designed to accommodate the traffic which may reasonably be expected;
 - (c) control traffic movement between neighbourhoods; and
 - (D) provide public open space and pedestrian/cycle links, in accordance with Walkley Heights Structure Plan, [Fig R\(WH\)/1](#).

Drainage Design

- 16 The drainage network should have a capacity such that no dwelling is likely to be inundated during a storm of 100 years average recurrence interval.

Shops

- 17 A shop or group of shops should:
 - (a) not have a gross leasable floor area greater than 150 square metres;
 - (b) not be nearer than 400 metres to any centre zone or any other shop or group of shops; and
 - (c) not be located on an arterial or major collector road, and should be located adjacent to a collector/local crossing road and the pedestrian/cycle movement system.

Movement of People and Goods

- 18 Residential development should not be directly accessible to Wright Road.

Appearance of Land and Buildings

- 19 Buildings of 2 or more storeys should be located where they will contribute to the creation of an interesting urban environment, particularly on wider streets, on street corners, facing major open space, or where they provide a streetscape focus.

Complying Development

20 The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Residential (Walkley Heights) Zone subject to compliance, where applicable, with:

- (a) the conditions prescribed in [Table Sal/2](#);

Detached Dwelling
 Domestic Outbuilding
 Row Dwelling
 Semi-detached Dwelling

Non-complying Development

21 The following development is **non-complying** in the Residential (Walkley Heights) Zone:

Advertisement and Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
 (b) projects above the roof line of any building to which it is attached; or
 (c) if free standing, exceeds 3 metres in height

Amusement Machine Centre
 Bank
 Builder's Yard
 Concert Hall
 Consulting Room
 Dance Hall
 Gymnasium
 Horse Keeping
 Hotel
 Indoor Recreation Centre
 Industry
 Intensive Animal Keeping
 Junk Yard
 Motel
 Motor Repair Station
 Motor Showroom
 Office
 Office and Dwelling
 Petrol Filling Station
 Private Hotel
 Road Transport Terminal
 Refuse Destructor
 Shop or group of shops with a gross leasable floor area exceeding 150 square metres
 Store
 Theatre
 Timber Yard
 Used Car Yard
 Warehouse
 Waste Disposal Depot

Public Notification

22 The development listed in Principle 20 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Residential (Walkley Heights) Zone.

COASTAL TOWNSHIP ZONE

Introduction

The objectives and principles of development control that follow apply in the Coastal Township Zone shown on [Map Sal/14](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone primarily accommodating detached dwellings together with recreational and small-scale tourist uses.
- Objective 2:** A desired character derived primarily from small-scale residential, commercial and recreational buildings and facilities within an open coastal setting.
- Objective 3:** Protection of the coastal ecosystem.

PRINCIPLE OF DEVELOPMENT CONTROL

- 1 Development in the Coastal Township Zone should be primarily for living, small-scale recreational or tourist activities.
- 2 Development should:
 - (a) maintain or enhance the desired coastal township character;
 - (b) avoid adverse impacts on the coastal ecosystem; and
 - (c) ensure that there is no detrimental impact on residential amenity.

Complying Development

- 3 The following kinds of development, as well as those listed in [Table Sal/1](#), are **complying** in the Coastal Township Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#):

Advertisement (only those listed in [Table Sal/2](#))
Recreation Area

Non-complying development

- 4 The following kinds of development are **non-complying** in the Coastal Township Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, wind vanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

Builder's Yard
Industry
Intensive Animal Keeping
Junk Yard
Prescribed Mining Operations
Refuse Destructor

Road Transport Terminal
Timber Yard
Warehouse
Waste Disposal Depot
Waste Transfer Station

Public Notification

- 5 The development listed in Principle 3 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Coastal Township Zone.

CARAVAN AND TOURIST PARK ZONE

Introduction

The objectives and principles of development control that follow apply to the Caravan and Tourist Park Zone shown on [Map Sal/24](#). They are additional to, and more particular than, those expressed for the whole of council area.

OBJECTIVES

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

Buildings will be a maximum height of two storeys and blend in with the natural environment. In rural and natural landscapes, the visual impact of the park will be minimal from scenic vantage points, public lookouts and tourist routes. 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 users.

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, laundry and kitchen facilities
 - cabin
 - camping ground
 - caravan park
 - caravan permanently fixed to land
 - recreation area including tennis court, basketball court, playground
 - swimming pool/spa
 - tourist park and other forms of tourist accommodation

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 3 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.
- 4 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.

COASTAL AND TOURIST PARK ZONE

- 5 The total number of tourist accommodation sites in the park should be at least 60% of the total number of sites available.
- 6 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.
- 7 Every caravan, cabin and dwelling site should be greater than 81 square metres in area.

Car Parking and Access

- 8 Every caravan, cabin or dwelling site should have parking for at least one vehicle, either located on the site or grouped within the park.

Street and Boundary Setbacks

- 9 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 (and the internal road surfaces should be surfaced to prevent dust becoming a nuisance)
 - (b) 6 metres from a public road
 - (c) 2 metres from the boundary of the caravan park or camping ground.

Natural Hazards

- 10 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

- 11 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.

Complying Development

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

Non-complying Development

- 13 The following kinds of development are **non-complying** in the Caravan and Tourist Park Zone:

- Amusement machine centre
- Bus Depot
- Cemetery
- Commercial forestry
- Community centre, except where in association with and ancillary to tourist accommodation
- Consulting room
- Crematorium
- Dairy
- Dam
- Dwelling (except for a manager's residence in association with and ancillary to tourist accommodation)
- Educational establishment
- Farming
- Fuel depot
- Horse keeping
- Horticulture
- Hospital
- Hotel

Indoor recreation centre, except where in association with and ancillary to tourist accommodation
 Industry
 Intensive animal keeping
 Land division which results in the creation of an additional allotment(s) either wholly or partly
 within the Zone, except where a lease or license agreement is made, granted or accepted under
 the Residential Parks Act 2007
 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

 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

- 14** The following kinds of development are assigned as **Category 1 Development** in the Caravan and Tourist Park Zone:

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

DISTRICT CENTRE ZONE

Introduction

The objective and principles of development control that follow apply in the District Centre Zone shown on [Maps Sal/25 to 27, 34, 35 and 56](#). They are additional to, and more particular than, those expressed for the whole of the council area.

The District Centre Zone also contains a portion of the Salisbury Town Centre, the Ingle Farm Centre, and the Salisbury Downs Centre - the policy areas are shown on [Maps Sal/61, 62, 64 and 68](#). The objectives and principles of development control that apply to the Salisbury Town Centre, the Ingle Farm Centre and the Salisbury Downs Centre are additional to those expressed for the council area and for the District Centre Zone.

OBJECTIVE

Objective 1: A zone primarily accommodating a range of shopping, administrative, cultural, office, commercial, entertainment, educational, religious, and recreational facilities.

- (a) A district centre is the main focus of business and community life outside a regional centre.
- (b) A district centre comprises centre facilities that, together, meet the community, business and shopping needs of the surrounding district.
- (c) A district centre will accommodate a higher level of comparison shopping than is normally available in a neighbourhood or local centre.
- (d) A discount department store is the highest level of retail representation that may be located in a district centre.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Each district centre should provide a proportion of the total requirement of goods and services commensurate with its role.
- 2 A development proposal for a centre should be evaluated against the centre's defined role, and that of other centres, within the centres hierarchy.
- 3 Development undertaken in the District Centre Zone should primarily accommodate a range of shopping, cultural, office, commercial, entertainment, educational, religious, and recreational, facilities related to the size and characteristics of the population it serves.
- 4 Shopping facilities in the district centre should provide mainly convenience goods, and a sufficient range of comparison goods, to serve the major weekly shopping trip.

Salisbury Town Centre Policy Areas

Introduction

Objectives 2 to 4 and Principles of Development Control 5 to 22 that follow apply only to that portion of the Salisbury Town Centre that is within the District Centre Zone ([Maps Sal/61 and 62](#)). They are additional to, and more particular than, those expressed for the council area and for the District Centre Zone.

OBJECTIVES

Objective 2: A centre being the main focus of retail, administrative, community, educational, recreational, and cultural, activities in the City of Salisbury.

DISTRICT CENTRE ZONE

Objective 3: A centre providing a proportion of the total requirement for goods and services commensurate with its role as a district centre and the main focus of centre facilities in the City of Salisbury.

Objective 4: Future development in this centre reinforcing those qualities reminiscent of Salisbury Town Centre's formation as a small, rural township, and, in particular, future development having regard to historic buildings and features in the centre area.

PRINCIPLES OF DEVELOPMENT CONTROL

- 5** To prevent the erection of signs which have negative, or other undesirable, impacts on the local environment, the following design principles should apply to all parts of the Salisbury Town Centre:
- (a) appropriate signs having uniformity of design, colour, and scale should be provided on buildings with multiple tenancies;
 - (b) flashing, animated, and otherwise moving, signs should not be erected or displayed;
 - (c) signs should not only be well designed, attractive, and professionally executed, rather than large, garish and visually dominant, but should complement the architecture of the building to which they are attached.
- 6** New development should seek to retain the following historic buildings and sites in Salisbury Town Centre:
- (a) former Salisbury Primary School (Corner of Wiltshire and Mary Streets).
 - (b) Anglican Church and Cemetery (Church Street).
 - (c) Anglican Chapel (Mary Street).
 - (d) Catholic Church (Corner of Commercial Road and Carey Street).
 - (e) Police Station and outbuildings (Ann Street).
 - (f) Salisbury Hotel (Corner of John Street and Commercial Road).
 - (g) former Stables (44 Commercial Road).
 - (h) former Doctor's Residence (46 Commercial Road).
 - (i) Salisbury Institute.
- 7** Development in Salisbury Town Centre should provide safe and convenient access for vehicles and pedestrians.
- 8** Development in Salisbury Town Centre should provide sufficient off-street parking to accommodate customer, employee, and service, vehicles.
- 9** Car parking areas should be designed and located so as to ensure safe and convenient vehicular and pedestrian movement, minimise conflict between customer, and service, vehicles and provide adequate manoeuvring space for vehicles.
- 10** Where appropriate, development should:
- (a) provide car parking and access, and appropriate facilities for the physically handicapped;
 - (b) minimise energy consumption for lighting, heating, cooling and ventilation;

- (c) provide public spaces such as malls, plazas and courtyards;
- (d) provide public facilities including toilets, seating, telephones and community information boards; and
- (e) provide access for public transport, and sheltered waiting areas for passengers.

Policy Area 1

- 11** Policy Area 1 should continue to serve as the primary focus for retail facilities in the City of Salisbury.
- 12** Development in Policy Area 1 should be functionally integrated with development in adjacent policy areas. Building architecture and style should be sympathetic to adjacent development.
- 13** Development, and re-development, of land and buildings fronting John Street between North and Church Streets, and fronting Judd and Sexton Streets car parks should:
 - (a) where appropriate, allow for pedestrian access to adjacent parking areas;
 - (b) be principally for shopping, although offices may be suitable at first-floor level;
 - (c) reinforce and enhance the "folk character" of the street and establish a unique identity for advertising and promotion;
 - (d) complement the existing character of the street and create an attractive and lively setting in which people may shop and conduct business;
 - (e) optimise customer convenience, pedestrian safety, and vehicular access and parking;
 - (f) provide visual harmony between building forms, materials, colours, and texture; and
 - (g) emphasise, and unify, a single theme by the use of sympathetic built elements and surface treatments, and adherence to the following principles:
 - (i) fascias above awning level should be painted in compatible colours using colour from the golds to the yellow-browns.
 - (ii) tiled building surfaces should use tiles of glazed ceramic-type 70 millimetres square to 45 millimetres square in colour toning ranging from bronze and brown to olive-green. (Terrazzo tiles and mosaic tiles should not be used).
 - (iii) painted brick and rendered brick building surfaces should be painted in harmonising brown to yellow-brown colours.
 - (iv) existing unpainted terracotta brickwork should be retained to expose natural brick colours.
 - (v) exterior timberwork should be painted in olive toning to match pergolas and other timber street furniture.
- 14** Existing awnings, where appropriate, should be replaced with bull-nose curved corrugated awnings, mounted at uniform height and painted in olive-green toning.
- 15** In the section of John Street between North Street and Church Street:
 - (a) signs should not be painted or displayed on fascias above awning level;
 - (b) under-canopy-level signs should:
 - (i) be directed at pedestrian audiences;
 - (ii) avoid duplication and masking of existing signs; and

- (iii) be securely affixed, and of a non-swinging type, at least 2.5 metres above the footway at its lowest point; and
- (c) signs may be illuminated provided the design, size, and colours of the sign complements the building to which it is attached.

Policy Area 2

16 Development in Policy Area 2 should:

- (a) be predominantly for technical and further education, cultural, and community, facilities, and may include art and craft workshops, exhibition halls and establishments for the performing arts;
- (b) allow for pedestrian access between Commercial Road and Park Terrace.

Policy Area 3

17 Policy Area 3 should primarily accommodate commercial and office establishments, and function as the focus for business and professional services to residents of Salisbury and the wider community, while medium density residential development would also be appropriate.

18 Banking services should be located within close proximity to John and Wiltshire Streets, Salisbury within Policy Area 3.

19 Development and re-development of land and buildings in Policy Area 3 south of Wiltshire Street should:

- (a) be of a scale, bulk, and external appearance, and be appropriately sited, to complement the buildings of significant historical value in the locality;
- (b) conserve and restore historic buildings so that their historical identity is maintained;
- (c) be of a high architectural standard which promotes a visually attractive commercial/office building design, thereby avoiding the use of a residential building design;
- (d) not be higher than a single storey (ie ground floor only);
- (e) incorporate all sealed and line marked car-parking spaces to the rear of the building in association with discreet car parking direction signs;
- (f) ensure freestanding signs have a height of no greater than 4 metres measured from the natural ground level;
- (g) ensure access to Park Terrace and Commercial Road is minimised and where possible access should be provided via adjacent roads;
- (h) ensure access onto all arterial roads be in a forward direction;
- (i) not have vehicular access/egress to Wiltshire Street;
- (j) not include under-croft car parking;
- (k) include uses which contribute to the conservation and restoration of historic buildings, such uses may include professional offices, consulting rooms, restaurants, or museum;
- (l) provide visual harmony between building forms, materials, colours and textures;
- (m) create an attractive environment through the planting of trees, shrubs and ground covers and retention of significant existing vegetation;

- (n) integrate landscaping, car parking and vehicle and pedestrian access with adjoining development where appropriate;
- (o) protect and enhance the character, amenity and privacy of adjoining residential areas through the location, orientation, design and construction of buildings, structures, fences, and arrangement of access and car parking, and provision of irrigated landscaping;
- (p) be designed and located to minimise adverse impacts on other development within the locality through dust, air pollution, or causing any offensive odours, vermin or waste management problems; and
- (q) not result in a noise level that exceeds the allowable noise level under the Environmental Protection (Industrial Noise) Policy less 5 dB(A), when measured in accordance with that policy over a 15 minute period.

20 Residential development in Policy Area 3 should follow the following design principles:

- (a) land parcels should be consolidated with a view to maximising road frontages;
- (b) dwellings should be developed in clusters rather than linear building forms;
- (c) excessively long driveways should not be allowed; and
- (d) parking areas should be screened from roadways by appropriate landscaping.

Policy Area 9

21 Policy Area 9 should accommodate civic offices and facilities such as a meeting hall, gallery, rest centre, and library.

Policy Area 10

22 Policy Area 10 should accommodate a range of commercial and business uses, including developments associated with the servicing and sale of motor vehicles.

Ingle Farm Centre Policy Areas

Introduction

Objective 5 and Principles of Development Control 23 to 29 that follow apply only to the Ingle Farm Centre shown on Policy Area [Map Sal/64](#). They are additional to, and more particular than, those expressed for the council area and the District Centre Zone.

OBJECTIVE

Objective 5: A centre 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

- 23** A minimum of 7 car parking spaces for each 100 square metres of gross floor area used for shopping, should be provided and screened by landscaping incorporating native trees and shrubs.
- 24** Large car parking areas associated with shopping facilities should be sealed and landscaped to provide appropriate shade for vehicles.

DISTRICT CENTRE ZONE

Policy Area 11

- 25 Policy Area 11 should continue to function as the focus of retail facilities for the area served by the centre, and may also include compatible shop-front type offices, community and recreational facilities.

Policy Area 12

- 26 Policy Area 12 should primarily accommodate professional offices, banking, recreation and community facilities.

Policy Area 13 and 14

- 27 Policy Areas 13 and 14 should accommodate medium density housing development.

Policy Area 15

- 28 Policy Area 15 should continue to serve primarily as an open playing field and active recreation area.

Policy Area 16

- 29 Policy Area 16 should continue to serve primarily as an educational establishment for secondary school students living in the surrounding area.

Salisbury Downs Centre Policy Areas**Introduction**

Objectives 6 to 15 and Principles of Development Control 30 to 69 that follow apply only to the Salisbury Downs Centre shown on Policy Areas [Map Sal/68](#). They are additional to, and more particular than, those expressed for the council area and for the District Centre Zone.

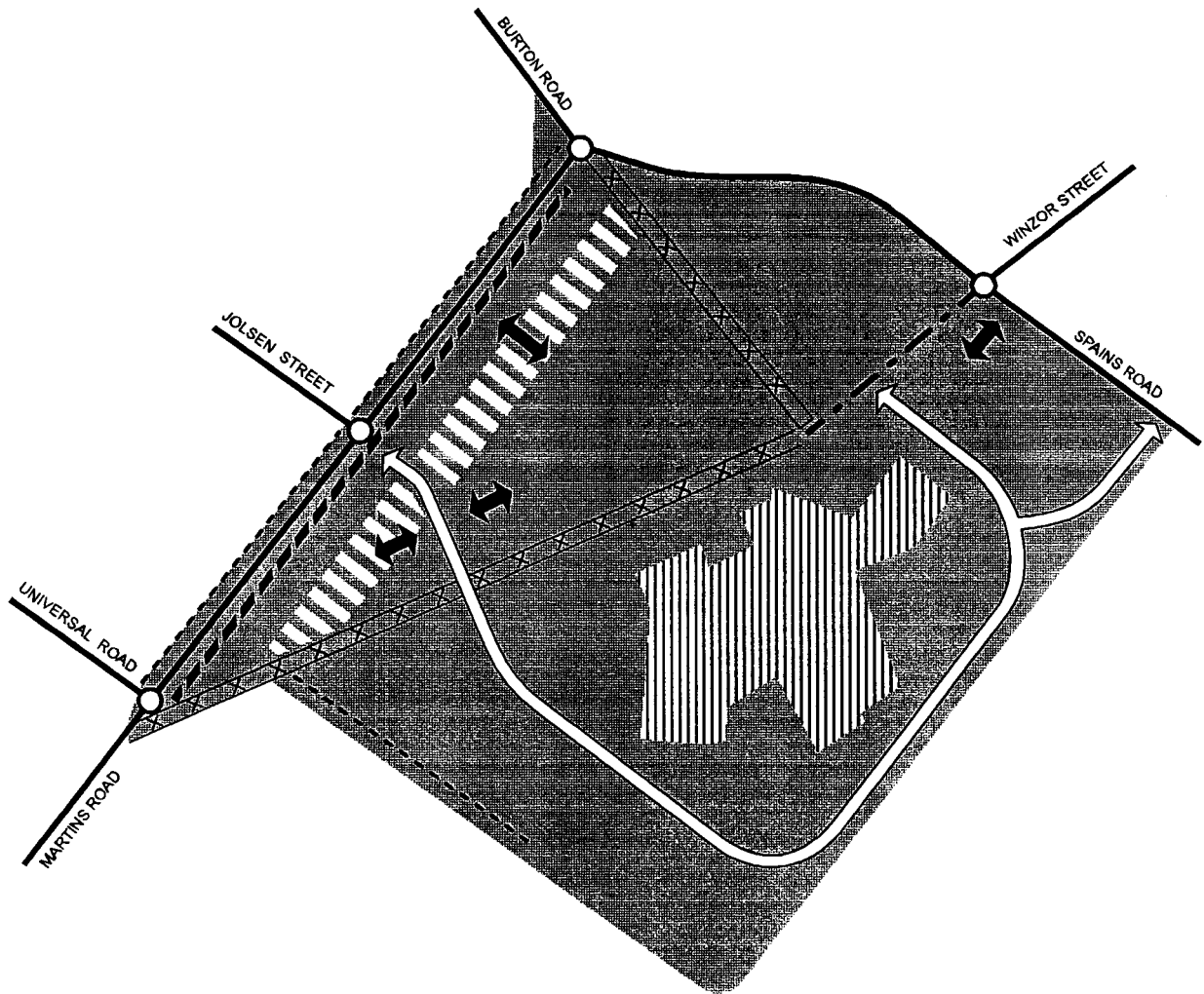
OBJECTIVES

- Objective 6:** A comprehensive district centre, functionally divided in accordance with [Fig DCe\(SalD\)/1](#) and the objectives and principles of development control for each policy area to serve as the main focus of retail, office, community, recreation, health and welfare services, and public transport in the western and north-western suburbs of Salisbury Council area.
- Objective 7:** An integrated, modern centre design with human scale developed in stages to provide for the western and north-western suburbs of Salisbury council area.
- Objective 8:** Adequate and safe car parking and vehicular and pedestrian movement throughout the site.
- Objective 9:** A unified landscape design throughout the centre incorporating extensive areas of native trees, shrub and ground cover planting.
- Objective 10:** A district centre developed in accordance with [Fig DCe\(SalD\)/1](#).

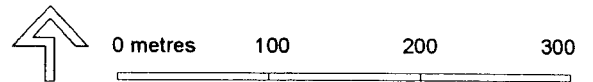
PRINCIPLES OF DEVELOPMENT CONTROL**General**

- 30 The aggregate gross leasable area of retail floor space (excluding bulky goods retail) should not exceed:
- (a) 20 000 square metres until after 1 January 2000;

DISTRICT CENTRE ZONE



-  District Centre Zone
-  Proposed Road Closure
-  Major Collector Road
-  District Centre Access - Public Road
-  Proposed Road Widening
-  Access Road
-  Proposed Carpark access
-  Proposed Service Road
-  Proposed Traffic Control Roundabout
-  Existing Shopping Complex
-  ETSA Easement



SALISBURY (CITY) SALISBURY DOWNS CENTRE CONCEPT PLAN Fig DCe(SaID)/1

- (b) 22 500 square metres until after 1 January 2003; and
 - (c) 25 000 square metres until after 1 January 2005.
- 31** Salisbury Downs Centre should provide a comprehensive range of facilities and services for the western and north western suburbs of Salisbury Council area.
- 32** Bulky goods retail development refers to the sale and display of bulky goods in the form of:
- (a) retail showrooms (eg furniture, floor coverings, white goods, computers, electrical goods, lighting, outdoor furniture);
 - (b) premises used primarily for the display, sale and rental of automotive parts, camping and recreation supplies, curtains and fabric, homeware, hardware or stationery and office supplies and which do not sell foodstuffs, clothing (but not including clothing sold where such clothing is directly associated with and incidental to, but not the primary purpose of, the shop), or personal effects and which have a gross leasable area of greater than 500 square metres for each individual tenancy; and
 - (c) service trade premises that only comprise indoor displays or are primarily used for the sale, rental or display of building materials, landscaping materials, sheds, domestic garages or outbuildings.
- 33** Delivery areas and other potentially unattractive, noise or nuisance-generating activities or development should:
- (a) not be located where there is a likelihood that the activity will cause any adverse impact on adjoining residential properties; and
 - (b) be separated from car parking areas and screened from public view where appropriate.
- 34** 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:
- (a) adjacent to residential property boundaries in strips at least three metres wide;
 - (b) adjacent to public roads;
 - (c) throughout car parking areas; and
 - (d) adjacent to buildings.
- 35** Development within the centre, including access/egress points, access roads, public roads, road closures, bus stopping places and additions to the existing "Hollywood Plaza" shopping complex, should be developed in an orderly and systematic manner and in accordance with [Fig DCe\(SalD\)/1](#).

Built Form

- 36** All buildings in the centre should be:
- (a) convenient and pleasant for pedestrians, by incorporating verandahs and sheltered walkways; and
 - (b) primarily single storey and avoid overshadowing or detracting from adjoining residential properties due to height or bulk.
- 37** A single architectural theme should be established between the existing shopping complex, additions to the existing complex and other buildings in the district centre by:

- (a) constructing additions or other buildings in a style complementary to the existing shopping complex; or
- (b) renovating the existing shopping complex to complement the additions and other buildings within the centre.

Access, Parking and Transport

- 38** Covered pedestrian walkways should link the central retail core in Policy Area 27 with the bus stops and, where possible, buildings separate from the central retail core.
- 39** Major roadways within the district centre should:
- (a) be established in accordance with [Fig DCe\(SalD\)/1](#);
 - (b) separate public transport and service vehicle accessways from car access;
 - (c) be separated from car parking areas by landscaped strips at least three metres wide, and should not provide direct access to car parking spaces; and
 - (d) provide safe and convenient crossing places for pedestrians at frequent intervals, with such crossing places being clearly distinguished from the roadway surface.
- 40** Vehicle access/egress should not be provided from residential streets to commercial development within the centre.
- 41** Major access points should be established in accordance with the [Fig DCe\(SalD\)/1](#).
- 42** Car parking for all uses should be provided at the rates prescribed in [Table Sal/2](#), although car parking should be shared between uses where there will not be coincidence in periods of moderate-to-high car parking demand.
- 43** Convenient parking and access should be provided for emergency service vehicles, and special provision should be made where necessary for ambulance access to medical facilities established within the centre.
- 44** Development within the centre should provide a focus for public transport facilities for the western and north western suburbs of the Salisbury Council area.

Policy Area 25

OBJECTIVE

Objective 1: A policy area comprising low-intensity bulky goods retail development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 45** Policy Area 25 should primarily accommodate bulky goods retail development.
- 46** Development should not include provision for the sale of goods other than those that comply with Principle of Development Control 45.
- 47** Landscaping and planting, using native trees, shrubs and ground cover, should complement the overall landscaping of the district centre and a continuous strip of landscaping, generally 5 metres wide, should be established adjacent to Martins Road.
- 48** Access/egress to development in the policy area should be primarily from the internal access road proposed on [Fig DCe\(SalD\)/1](#), and access, apart from one minor access/egress point, should not be provided directly to Martins Road.

DISTRICT CENTRE ZONE

Policy Area 26

OBJECTIVE

Objective 1: A policy area comprising community, health and welfare services, recreation, tertiary education and other compatible community facilities and medium-density residential development if there is sufficient land available.

PRINCIPLES OF DEVELOPMENT CONTROL

- 49** Policy Area 26 should provide a range of community, health and welfare services, recreation, tertiary education and other community facilities, including a library, Church, medical and children's services, and associated administrative and office facilities.
- 50** Access/egress to development in the policy area should be located on the internal access road proposed on [Fig DCe\(SalD\)/1](#), with the exception of potential future residential development in the Policy Area which should establish vehicular links with adjoining residential streets.
- 51** The two-storey building established on the site (old drive-in building) should be renovated to architecturally complement the central retail core.
- 52** Buildings within the policy area, particularly those located south west of the proposed access road, should be developed in a consistent architectural style and oriented to encourage a close relationship between buildings and use of a common informal, planted and landscaped courtyard.
- 53** Landscaping and planting should complement the overall landscaping objectives for the district centre.
- 54** Innovative forms of residential development are appropriate in a portion of the policy area, but such development should not be established:
- (a) until there is reasonable evidence that further services and facilities meeting the primary objectives of the zone and the Salisbury Downs Centre are unlikely to be located in the portion of the policy area described by Principle of Development Control 55(b); and
 - (b) if there is sustainable evidence that residents would be likely to be adversely affected by noise from activities existing within the district centre.
- 55** Any future residential development should:
- (a) be established at medium-density, of a maximum average dwelling density of no more than 30 dwellings per hectare;
 - (b) be sited in the southern portion of the policy area in an area of no more than 1.5 hectares, adjacent to Fox Street, Goldwyn Avenue and Ealing Street;
 - (c) gain vehicular access and egress from Goldwyn Street or Ealing Street and not establish vehicular access or egress to non-residential uses within the district centre;
 - (d) not gain vehicular access or egress from roadways in the district centre zone;
 - (e) be screened and separated from other district centre activities by a buffer area established with landscaping and tree planting; and
 - (f) be innovative and make use of energy-saving designs and employ new technology where appropriate.

Policy Area 27

OBJECTIVE

Objective 1: A policy area containing the retail core and comprising the primary retail development in the district centre and bulky goods retail development.

DISTRICT CENTRE ZONE

PRINCIPLES OF DEVELOPMENT CONTROL

- 56 Policy Area 27 should accommodate the primary retail development and other non-retail development suited to locate with the retail core of the district centre including bulky goods retail development.
- 57 Additional development in the policy area should be integrated with, and form a logical extension of, the existing shopping complex, and be established in accordance with [Fig DCe\(SalD\)/1](#).
- 58 Landscaping and planting, using native trees, shrubs and ground cover, should complement the overall landscaping of the district centre and a continuous strip of landscaping, generally 5 metres wide, should be established adjacent to Martins Road.
- 59 Major internal and external community gathering points (public areas) should be established as an internal part of the shopping complex.
- 60 Access/egress to development in the policy area should be from the internal access road and other access/egress points in accordance with [Fig DCe\(SalD\)/1](#).
- 61 Retail floor space and associated car parking should be developed at a single level.
- 62 Bulky goods retail development within the policy area should not displace car parking essential for the core retail function of the centre.

Policy Area 28

OBJECTIVE

- Objective 1:** A policy area comprising office, banking, entertainment, privately owned consulting rooms, health care development, bulky goods retail development, petrol filling station and a tavern.

PRINCIPLES OF DEVELOPMENT CONTROL

- 63 Policy Area 28 should primarily accommodate office, banking, entertainment, privately owned consulting rooms health care development, bulky goods retail development, petrol filling station and a tavern.
- 64 Access/egress to and from development in Policy Area 28 should be minimised along Spains Road and the road between Burton Road and Spains Road, and:
 - (a) be primarily from roads and accessways within the district centre;
 - (b) have high regard for vehicular safety; and
 - (c) not be available from Meath Avenue.
- 65 Buildings should be set-back at least ten metres from Spains Road and the roadway linking Spains Road with Burton Road, with areas between the roadway and buildings being extensively landscaped and planted with native trees and shrubs.
- 66 Development should be of a scale and nature which avoids undue impact on existing and future residential development in close proximity to the policy area.
- 67 Landscaping and planting, using native trees and shrubs and ground cover, should complement the overall landscaping for the district centre, and where car parking is proposed adjacent to Spains Road or the roadway linking Spains Road with Burton Road, a landscaping area generally 5 metres wide should be established.
- 68 In the portion of the policy area west of Winzor Street, development should not occur until allotments are amalgamated, to ensure coordinated development.

DISTRICT CENTRE ZONE

- 69 In the portion of the policy area east of Winzor Street development may include car parking areas serving Policy Areas 27 and 28.

Complying Development

- 70 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the District Centre Zone subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#)

Advertisement
Advertising Display (only those listed in [Table Sal/2](#))

Non-complying Development

- 71 The following development is **non-complying** in the District Centre Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s) other than in Policy Area 1 Salisbury Town Centre, Policy Area 11 Ingle Farm Centre and Policy Area 27 Salisbury Downs Centre; or
- (b) when attached to a building, has any part above the walls or fascia.

Agistment and Holding of Stock
Agriculture
Builder's Yard
Industry
Junk Yard
Marshalling Yard
Public Service Depot
Refuse Destructor
Shop or group of shops which would result in a gross leasable area of retail floor space (excluding bulky goods retail) within the Salisbury Downs District Centre Zone exceeding 20 000 square metres before 1 January 2000.
Shop or group of shops which would result in a gross leasable area of retail floor space (excluding bulky goods retail) within the Salisbury Downs District Centre Zone exceeding 22 500 square metres before 1 January 2003.
Shop or group of shops which would result in a gross leasable area of retail floor space (excluding bulky goods retail) within the Salisbury Downs District Centre Zone exceeding 25 000 square metres before 1 January 2005.
Service Industry
Stock Slaughter Works
Store
Timber Yard
Warehouse
Waste Disposal Depot
Waste Transfer Station
Waterworks

Public Notification

- 72 The development listed in Principle 70 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the District Centre Zone.

NEIGHBOURHOOD CENTRE ZONE

Introduction

The objectives and principles of development control that follow apply in the Neighbourhood Centre Zone shown on [Maps Sal/18, 19, 24 to 26, 33 to 36, 41, 43, 49 to 51, 55 and 56](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Objective 1: Accommodation of a range of centre facilities to meet the shopping, community, business, and recreational needs of the surrounding neighbourhood.

- (a) A neighbourhood centre is the main focus of business and community life outside a district centre.
- (b) A neighbourhood centre will generally accommodate more frequent and regularly recurring needs than a district centre.
- (c) A neighbourhood centre may vary considerably in size, serving a population of up to 10 000.
- (d) A supermarket is the highest level of retail representation that may be located in a neighbourhood centre.

Objective 2: New centres designed to be attractive and recognizable community focal points.

Objective 3: Centres in the western and north-western areas of the City of Salisbury in which:

- (a) retail/commercial, community, educational and recreation/open space uses are located in accordance with concept plans;
- (b) vehicle and pedestrian access are safe and convenient with pedestrian links and vehicle access points in accordance with concept plans; and
- (c) landscaping and building design are unified.

Objective 4: New centres in the southern area of the City of Salisbury in which:

- (a) retail/commercial, community and recreation/open space and primary school uses are located in accordance with the Walkley Heights and Montague Road Neighbourhood Centre Concept Plans, [Fig NCe/1](#) and [Fig NCe/2](#) respectively;
- (b) vehicle and pedestrian access are safe and convenient with pedestrian links and vehicle access points in accordance with the Walkley Heights and Montague Road Neighbourhood Centre Concept Plans, [Fig NCe/1](#) and [Fig NCe/2](#); and
- (c) landscaping and building design are unified.

PRINCIPLES OF DEVELOPMENT CONTROL

General

1 Development undertaken in each neighbourhood centre should:

- (a) primarily accommodate centre facilities which meet the shopping, community, business and recreational needs of the surrounding neighbourhood;
- (b) be safe, pleasant and convenient;
- (c) be functionally and aesthetically integrated;

- (d) not impair the ability of any other designated centre or centre zone to function in accordance with its designated role in the centres hierarchy; and
- (e) be primarily single-storey.

Appearance and Amenity

2 Development should not impair the amenity of residential areas.

3 Buildings should:

- (a) be convenient and pleasant to pedestrians by incorporating verandahs and sheltered walkways;
- (b) be at a human scale; and
- (c) avoid overshadowing or detracting from adjoining residential development due to height or bulk.

4 Landscaping should be provided in all development to:

- (a) screen storage, service and other unattractive areas from public view;
- (b) screen and shade car parking areas;
- (c) separate large paved surfaces into smaller, more visually appealing areas;
- (d) generally enhance visual amenity; and
- (e) minimise adverse micro-climatic effects.

5 Landscaping should include:

- (a) 3 metre wide landscaping strips adjacent to residential property boundaries and roads; and
- (b) shade trees and other landscaping in car parking areas, and adjacent to buildings and pedestrian areas.

Access, Parking and Transport

6 Development of centres should incorporate the following design features:

- (a) coordinated provision of pedestrian access, vehicular access and parking;
- (b) shared car parking arrangements where appropriate;
- (c) a safe and convenient pedestrian system linking all parts of the centre and linking the centre with surrounding residential areas and streets;
- (d) no vehicle parking spaces directly off the first 6 metres of driveway within the site boundary;
- (e) service delivery areas entirely separated from car parking areas, and located to avoid adverse impact on nearby residential properties;
- (f) safe and convenient areas for the delivery and collection of children by car, adjacent to community/educational facilities; and
- (g) safe and convenient access for disabled people.

- 7 Where shared car parking arrangements cannot be achieved, off-street car parking should be provided at the rates prescribed for complying developments in [Table Sal/2](#).

Salisbury West Neighbourhood Centres

- 8 The neighbourhood centres at Waterloo Corner Road, Burton, [Fig NCe/3](#); Bolivar Road, Paralowie, [Fig NCe/4](#); Whites Road, Paralowie, [Fig NCe/5](#); Shepherdson Road, Parafield Gardens, [Fig NCe/6](#); and Kings Road, Parafield Gardens, [Fig NCe/7](#), should:
- (a) be developed in accordance with concept plans;
 - (b) contain areas for retail/commercial, community, educational, and recreation/open space use in accordance with concept plans;
 - (c) accord with the concept plans in respect to vehicle and pedestrian access;
 - (d) have a unified landscaping and building design; and
 - (e) be designed to be attractive and recognizable community focal points.
- 9 Development in the centres referred to in Principle of Development Control 8 should provide public courtyards and other pedestrian areas, and include seating and other amenities where appropriate.
- 10 Retail/commercial development in the centres referred to in Principle of Development Control 8 should:
- (a) be located in the retail/commercial policy areas defined on concept plans;
 - (b) primarily accommodate shops and businesses providing convenience or other frequently required goods and services to the surrounding neighbourhood;
 - (c) include, where appropriate, a limited range of secondary uses such as a bank, petrol filling station, hardware store, furniture, or floor covering showroom, garden centre, restaurant, hotel or tavern;
 - (d) be of a scale and density commensurate with the role of a neighbourhood centre, and not impair the function of any other designated centre of centre zones; and
 - (e) in the case of retail development (including buildings, access, public spaces, car parking, service areas and landscaping), not occupy more than 60 percent of the retail/commercial policy area defined on the concept plans.
- 11 The community policy areas defined on the concept plans referred to in Principle of Development Control 8:
- (a) should primarily accommodate community facilities;
 - (b) should not contain retail or commercial development; and
 - (c) may include innovative forms of residential development or housing for the aged or disadvantaged where there is reasonable evidence to demonstrate that the land is not required for community uses.
- 12 Future residential development should:
- (a) be established at medium density, of a maximum average density of no more than 30 dwellings per hectare;
 - (b) be screened and separated from other centre activities by a buffer area established with landscaping and tree planting; and

- (c) not gain vehicular access or egress to the non-residential areas of the centre.

Walkley Heights Neighbourhood Centre

13 Development of the Walkley Heights Neighbourhood Centre should:

- (a) be in accordance with the Walkley Heights Neighbourhood Centre Concept Plan, [Fig NCe/1](#);
- (b) incorporate a small public open space area;
- (c) not incorporate direct vehicular access to Wright Road; and
- (d) incorporate a boardwalk between the building and car park which connects to public open space and includes verandahs, outdoor seating areas, cycle parking and landscaping.

14 The total gross leasable area of retail floor space in the centre should not exceed 1250 square metres.

15 Medium density housing may be appropriate provided it does not inhibit the provision of community facilities.

16 The community area identified on Walkley Heights Neighbourhood Centre Concept Plan, [Fig NCe/1](#), should not contain retail or commercial development.

Montague Road Neighbourhood Centre

17 Development of the Montague Road Neighbourhood Centre should:

- (a) be in accordance with the Montague Road Neighbourhood Centre Concept Plan [Fig NCe/2](#);
- (b) contain areas for retail/commercial, community and educational uses in accordance with the Montague Road Neighbourhood Centre Concept Plan;
- (c) be designed to be attractive and recognizable community focal points;
- (d) be designed so that buildings in the retail and community facility areas form a gateway to the residential distributor road, by being sited close to the boundaries of the intersection of that road and Montague Road;
- (e) within the retail area have a plaza with shop tenancies having access and exposure to both the plaza and Henderson Avenue; and
- (f) incorporate safe and convenient pedestrian access routes between the parking, community, retail and primary school areas and surrounding residential areas.

18 The total gross leasable area of retail floor space in the centre should not exceed 2000 square metres.

19 The retail area identified on the Montague Road Neighbourhood Centre Concept Plan should primarily accommodate shops and businesses providing convenience or other frequently required goods and services to the surrounding neighbourhood.

20 The community facilities area identified on the Montague Road Neighbourhood Centre Concept Plan may include innovative forms of housing or housing for the aged or disadvantaged where there is reasonable evidence to demonstrate that the land is not required for community uses, provided it does not inhibit the provision of community facilities.

21 The community facilities and primary school areas identified on the Montague Road Neighbourhood Centre Concept Plan should not contain retail or commercial development.

NEIGHBOURHOOD CENTRE ZONE

- 22** Housing may be appropriate in the primary school area identified on the Montague Road Neighbourhood Centre Concept Plan if there is reasonable evidence to demonstrate that the land is not required as a school site.
- 23** The facade treatment of buildings within the retail and community areas should not present large blank walls to Montague Road or Henderson Avenue.

Complying Development

- 24** The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Neighbourhood Centre Zone subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#):

Advertisement
Advertising Display (only those listed in [Table Sal/2](#))

Non-complying Development

- 25** The following development is **non-complying** in the Neighbourhood Centre Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building, has any part above the walls, or fascia

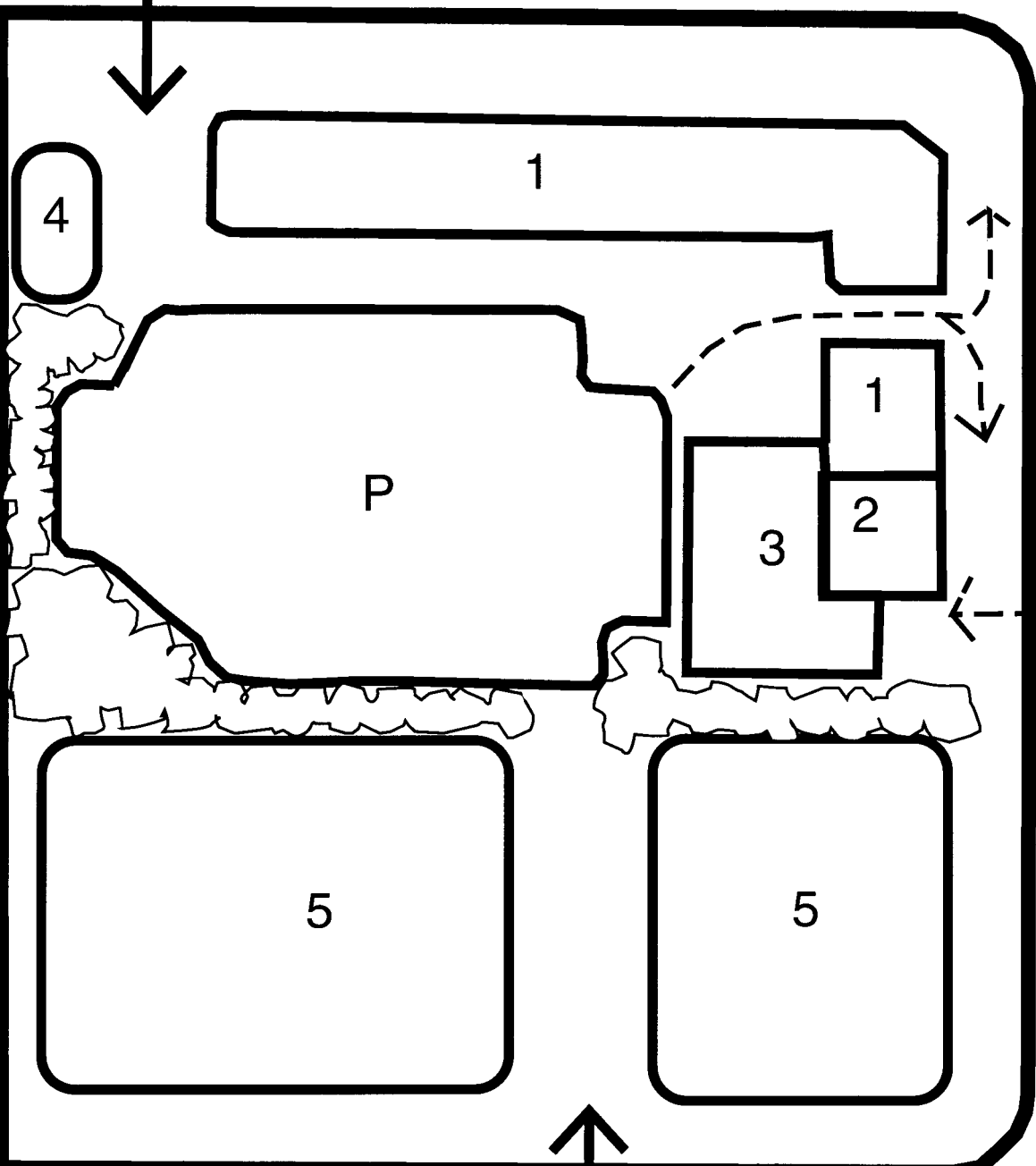
Agistment and Holding of Stock
Agriculture
Builder's Yard
Industry
Junk Yard
Motor Repair Station
Public Service Depot
Refuse Destructor
Road Transport Terminal
Store
Warehouse
Waste Disposal Depot
Waste Disposal Station






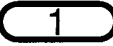
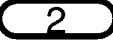


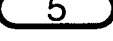
Public Notification

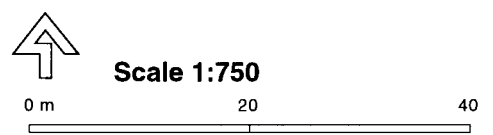
- 26** The development listed in Principle 24 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Neighbourhood Centre Zone.

WRIGHT ROAD

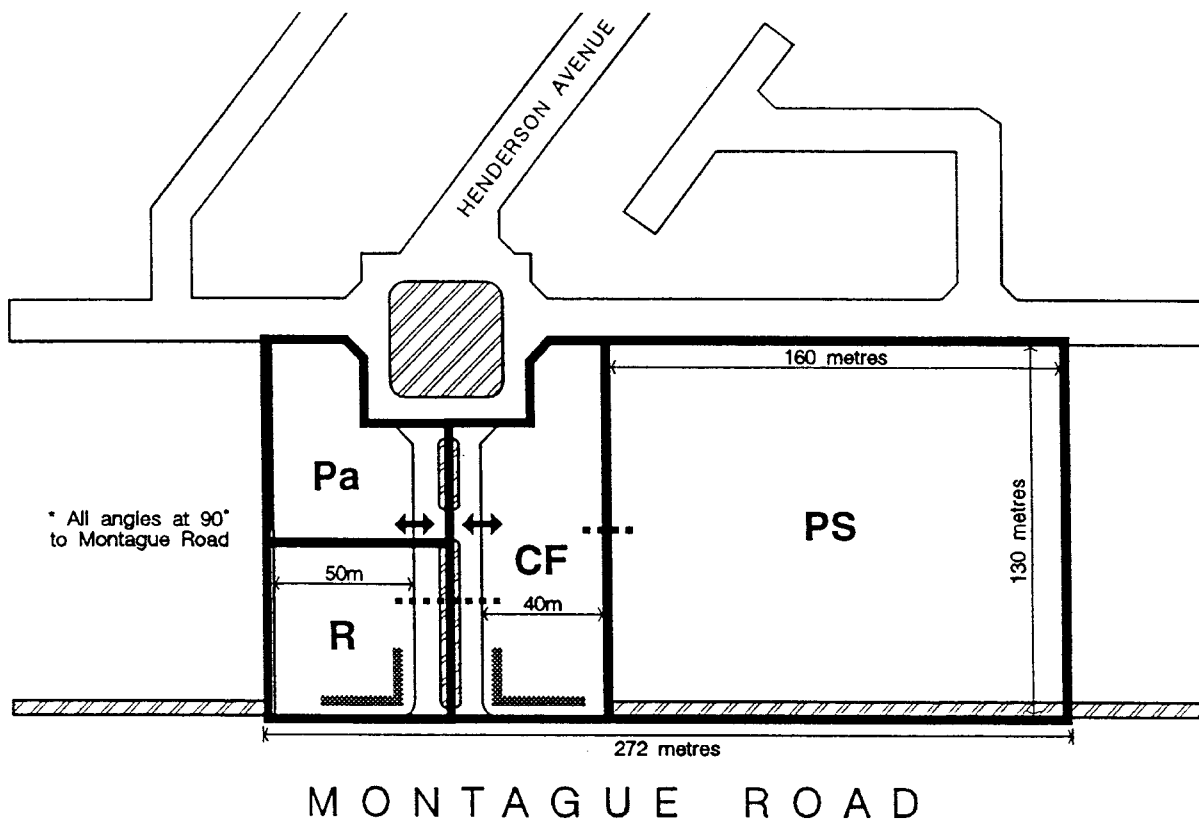
R. M. WILLIAMS DRIVE








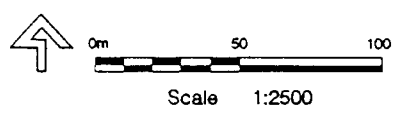
-  Concept Plan Boundary
-  Landscaping
-  Vehicular Access
-  Pedestrian Access
-  Parking Area
- PREDOMINANT USE AREA**
-  1 Retail
-  2 Community
-  3 Recreation
-  4 Service Area
-  5 Future Centre Uses



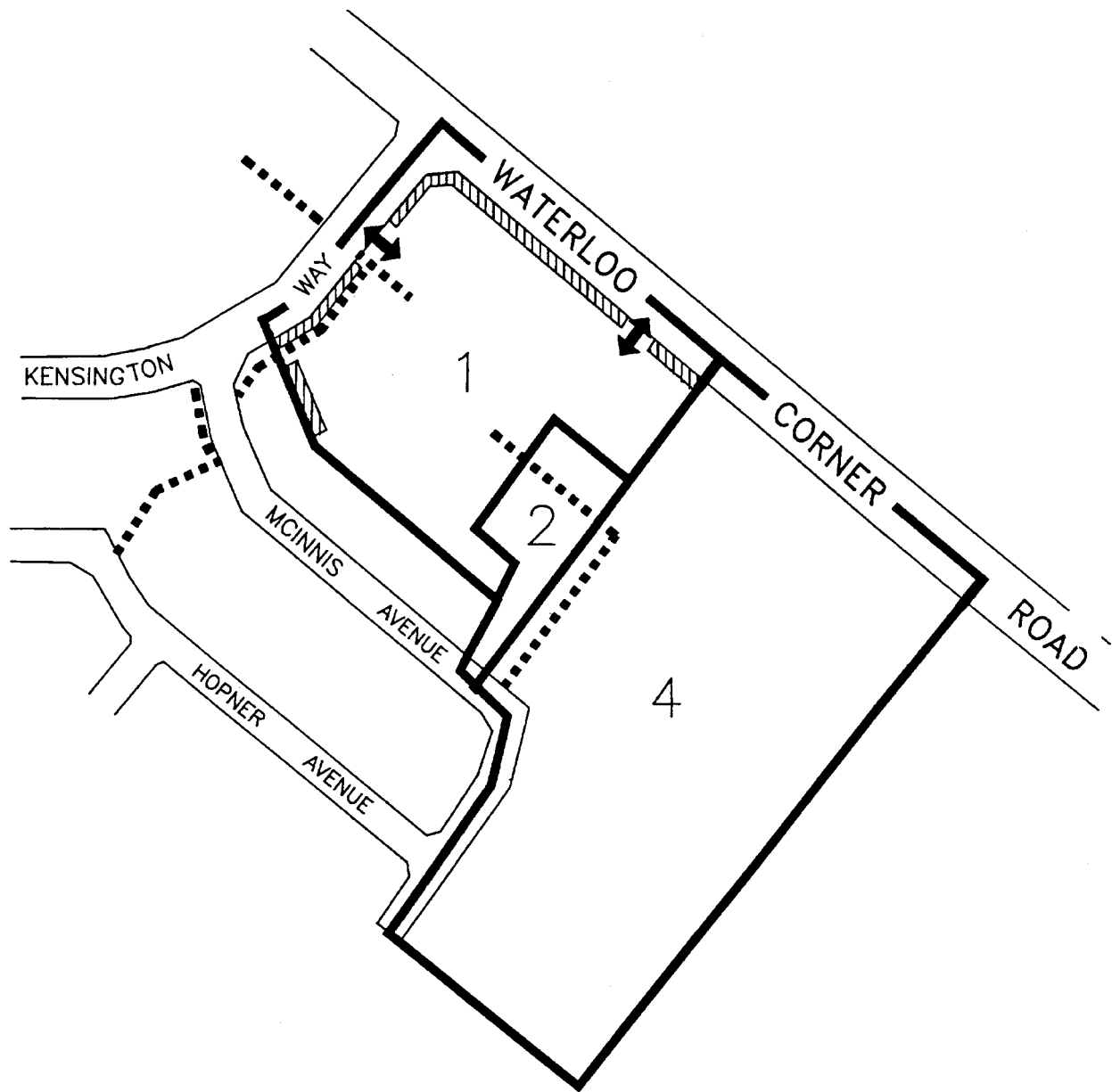
SALISBURY (CITY) WALKELY HEIGHTS CONCEPT PLAN Fig NCe/1



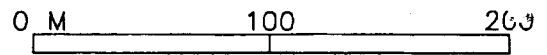
-  Landscaping
-  Proposed Pedestrian Access
-  Proposed Main/Minor Vehicle Access
-  Edge of Built Form
-  Policy Area Boundary
- CF** Community Facilities
- R** Retail
- Pa** Parking
- PS** Proposed Primary School



**SALISBURY (CITY)
MONTAGUE ROAD
NEIGHBOURHOOD CENTRE
CONCEPT PLAN
Fig NCe/2**

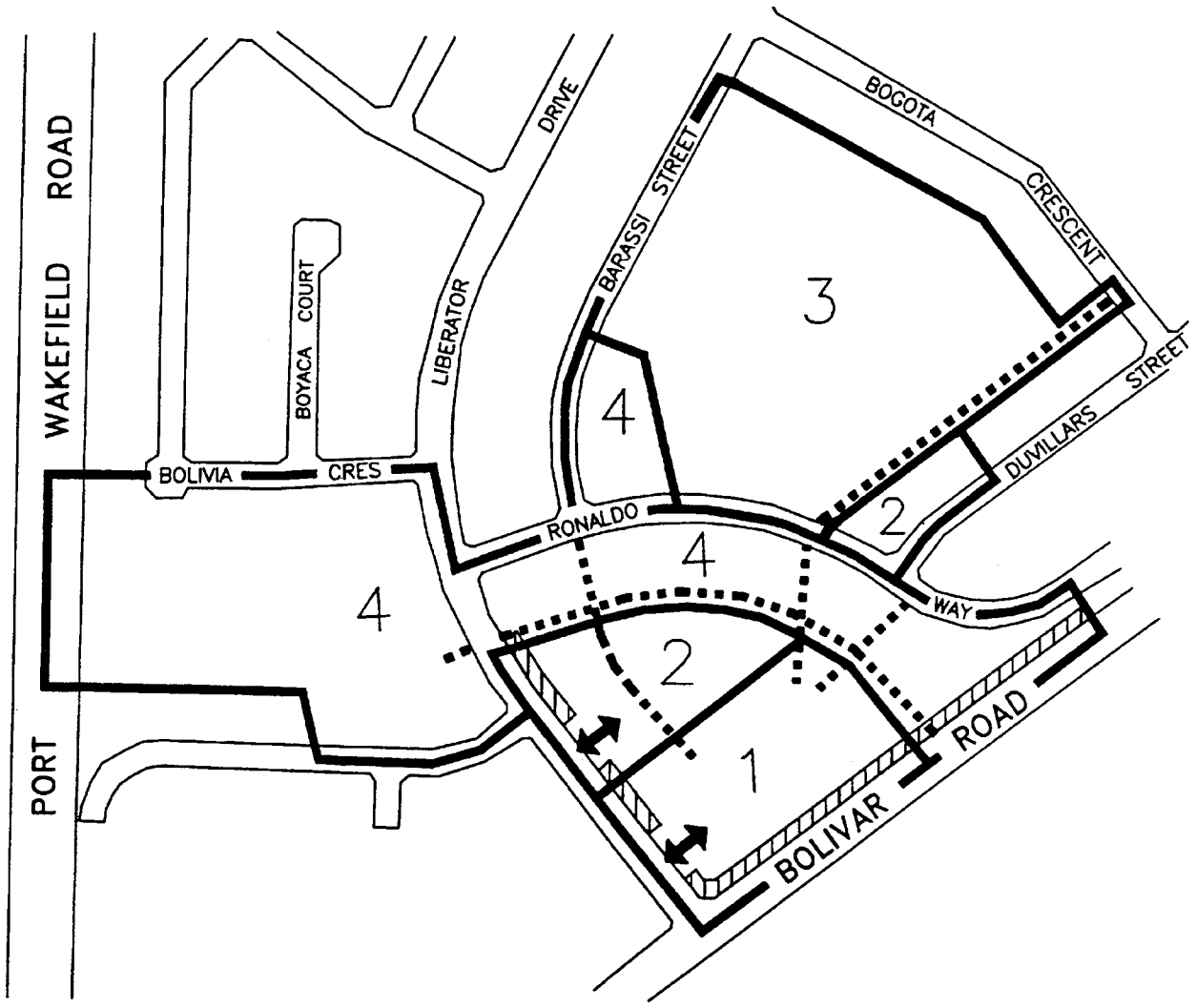






-  Landscaping
-  Proposed Vehicle Access
-  Proposed Pedestrian Access
-  Policy Area Boundary
- 1 Retail/Commercial Policy Area
- 2 Community Policy Area
- 4 Recreation/Open Space Policy Area



Scale 1:3000

**SALISBURY (CITY)
BURTON
NEIGHBOURHOOD CENTRE
CONCEPT PLAN
Fig NCe/3**



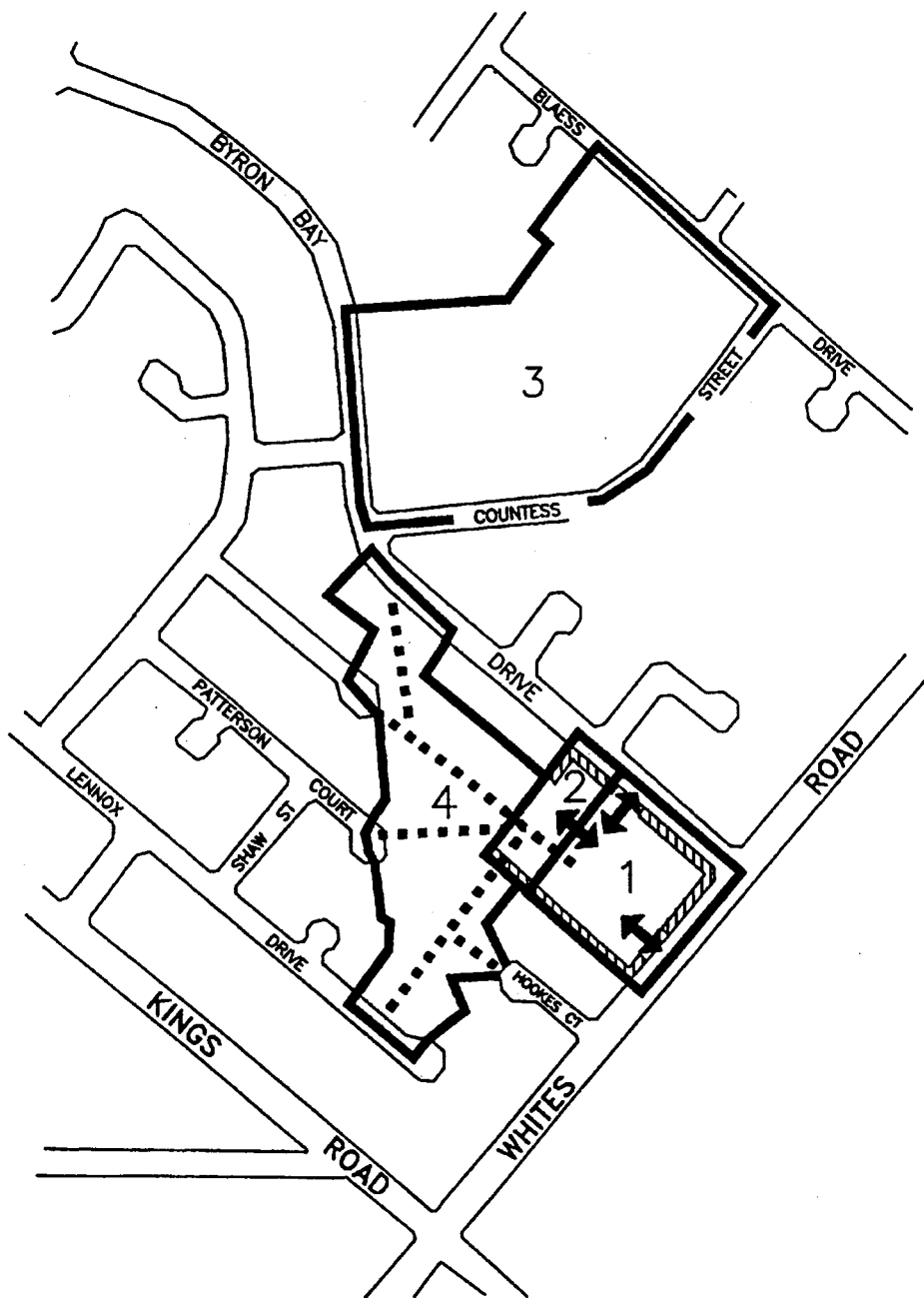
-  Landscaping
-  Proposed Vehicle Access
-  Proposed Pedestrian Access
-  Policy Area Boundary

- 1 Retail/Commercial Policy Area
- 2 Community Policy Area
- 3 Educational Policy Area
- 4 Recreation/Open Space Policy Area



0 M 100 200
SCALE 1:4000

**SALISBURY (CITY)
BOLIVAR ROAD,
PARALOWIE
NEIGHBOURHOOD CENTRE
CONCEPT PLAN
Fig NCe/4**

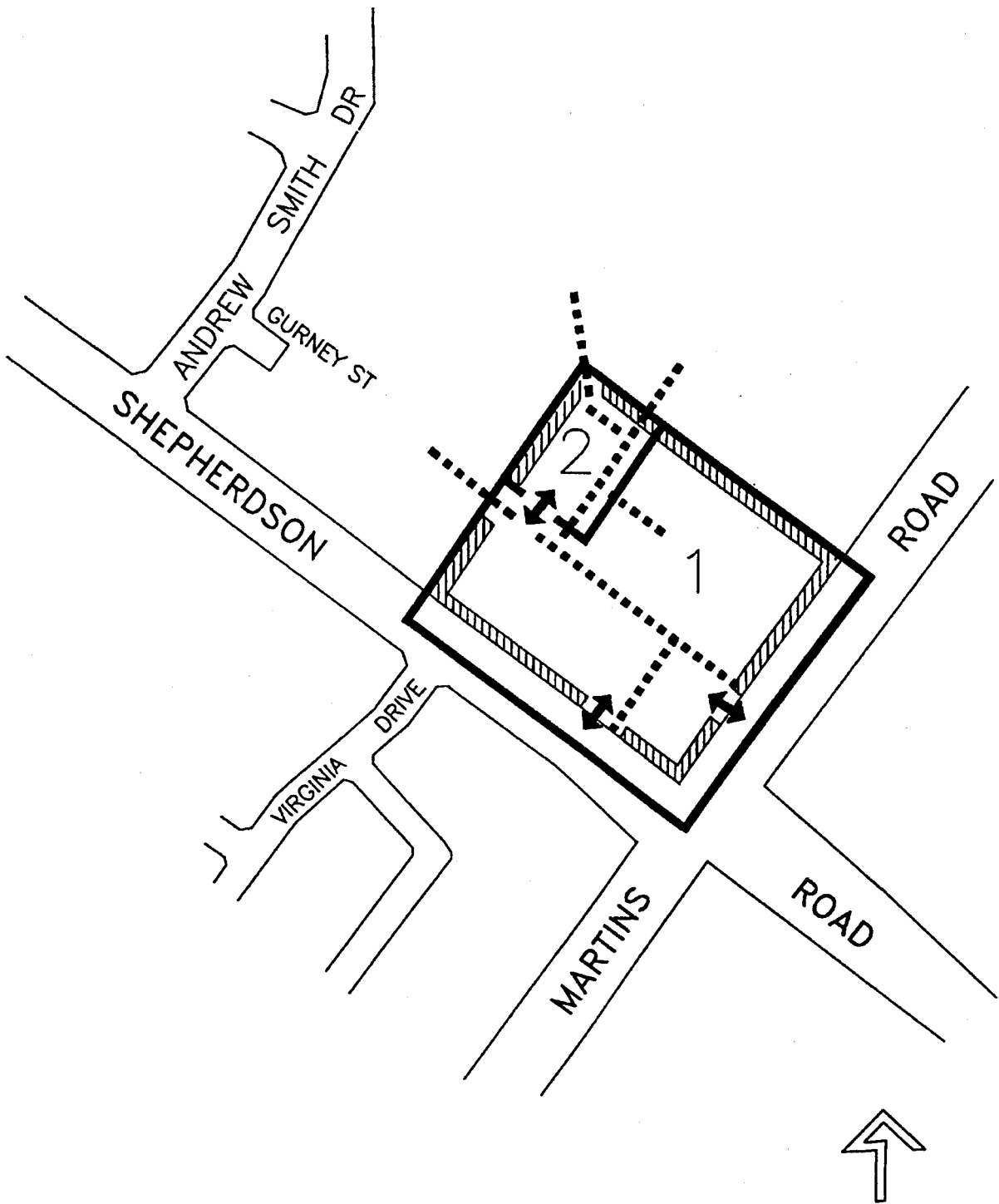






-  Landscaping
-  Proposed Vehicle Access
-  Proposed Pedestrian Access
-  Policy Area Boundary
- 1 Retail/Commercial Policy Area
- 2 Community Policy Area
- 3 Educational Policy Area
- 4 Recreation/Open Space Policy Area



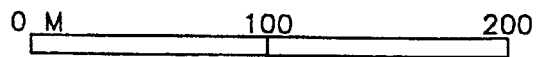
Scale 1:5000
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**SALISBURY (CITY)
 WHITES ROAD
 PARALOWIE
 NEIGHBOURHOOD CENTRE
 CONCEPT PLAN
 Fig NCe/5**

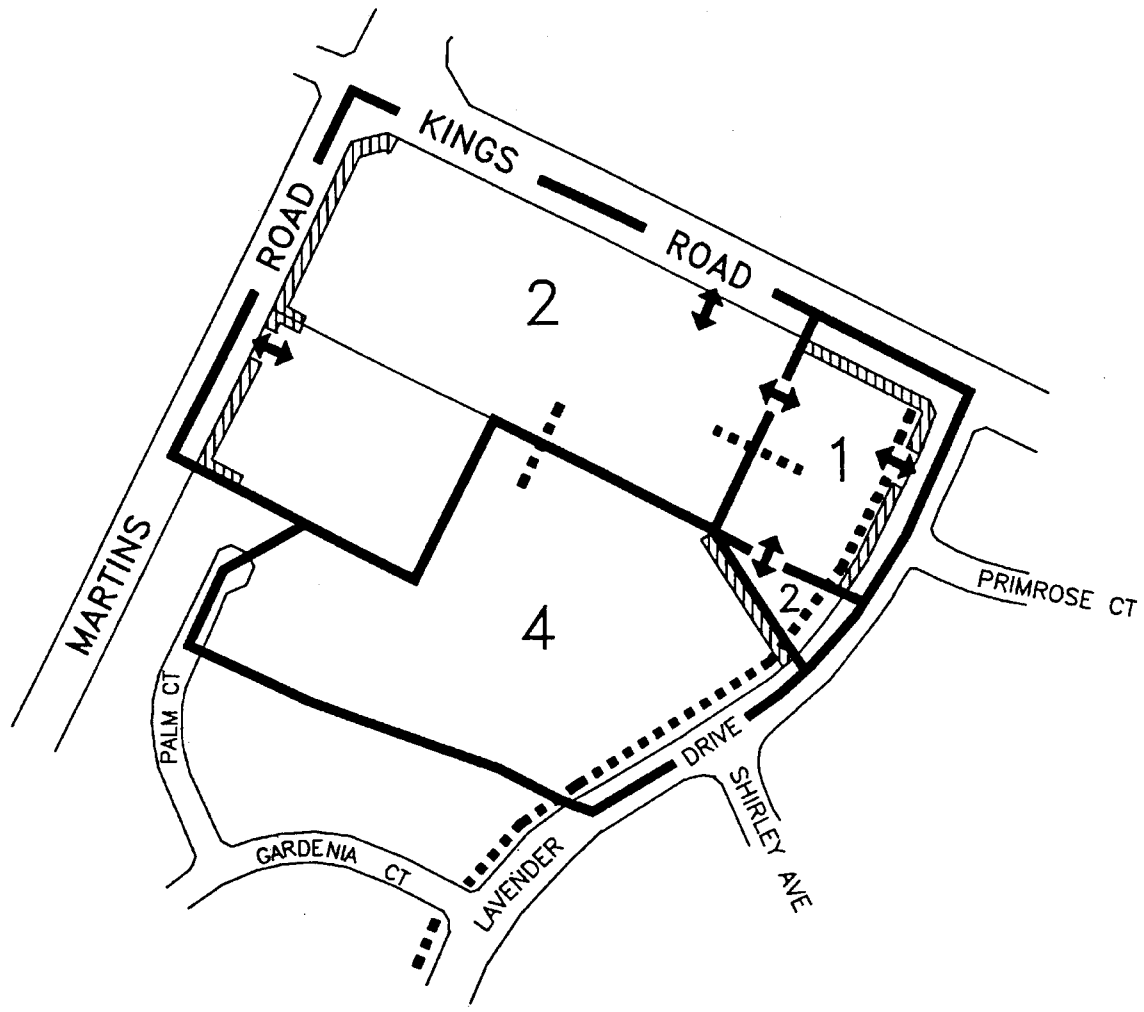






-  Landscaping
-  Proposed Vehicle Access
-  Proposed Pedestrian Access
-  Policy Area Boundary
- 1 Retail/Commercial Policy Area
- 2 Community Policy Area

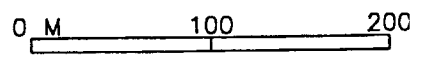
Scale 1:3000



**SALISBURY (CITY)
SHEPERDSON ROAD,
PARAFIELD GARDENS
NEIGHBOURHOOD CENTRE
CONCEPT PLAN
Fig NCe/6**



-  Landscaping
-  Proposed Vehicle Access
-  Proposed Pedestrian Access
-  Policy Area Boundary
- 1 Retail/Commercial Policy Area
- 2 Community Policy Area
- 3 Educational Policy Area
- 4 Recreation/Open Space Policy Area



Scale 1:4000

SALISBURY (CITY)
KINGS ROAD,
PARAFIELD GARDENS
NEIGHBOURHOOD CENTRE
CONCEPT PLAN
Fig NCe/7

LOCAL CENTRE ZONE

Introduction

The objective and principles of development control that follow apply in the Local Centre Zone shown on [Maps Sal/19, 25, 26, 28, 33 to 36, 41, 42, 50, 54 and 57](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone primarily accommodating facilities that meet the day-to-day needs of the local community.

Objective 2: A Local Centre Zone may include the following centre facilities:

- (a) Consulting Room
- (b) Hairdresser
- (c) Shop - where the gross leasable area of all shops does not exceed 450 square metres
- (d) Shop and Dwelling

The singular for centre facilities listed above may be read as plural in accordance with the objective that the size of any centre, and the range of facilities in it, should be related to the size and characteristics of the population it serves.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The gross leasable floor area of a shop, or group of shops, in the Local Centre Zone should not exceed 450 square metres.
- 2 Free-standing advertisements and advertising displays should not exceed 4 metres in overall height.

Complying Development

- 3 The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Local Centre Zone, subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#); and
 - (c) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement
 Advertising Display (only those listed in [Table Sal/2](#))
 Shop
 Shop and Dwelling
 Consulting Room

Non-complying Development

- 4 The following development is **non-complying** in the Local Centre Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or

(b) when attached to a building, has any part above the walls, or fascia

Amusement Machine Centre
Amusement Park
Detached Dwelling
Hospital
Hotel
Motor Repair Station
Multiple Dwelling
Petrol Filling Station
Plant Nursery
Private Hotel
Public Service Depot
Pumping Station over 75kW
Radio or TV Station
Refuse Destructor
Stock Slaughter Works
Store
Timber Yard
Transmitting Station above 30 metres in height
Warehouse
Waste Disposal Depot
Waste Transfer Station
Welfare Institution

Public Notification

- 5 The development listed in Principle 3 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Local Centre Zone.

COMMERCIAL ZONE

Introduction

The objectives and principles of development control that follow apply in the Commercial Zone shown on [Maps Sal/26 to 28, 35, 36, 43, 49, 50, 54, 55 and 57](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone primarily accommodating service trade premises, petrol filling stations, local offices and other business (non-retail) activities.
- Objective 2:** Development of a high architectural standard, designed and landscaped to enhance the amenity of the locality.
- Objective 3:** Avoidance of nuisance or loss of amenity in nearby residential areas.
- Objective 4:** Safe and convenient movement of people and goods.

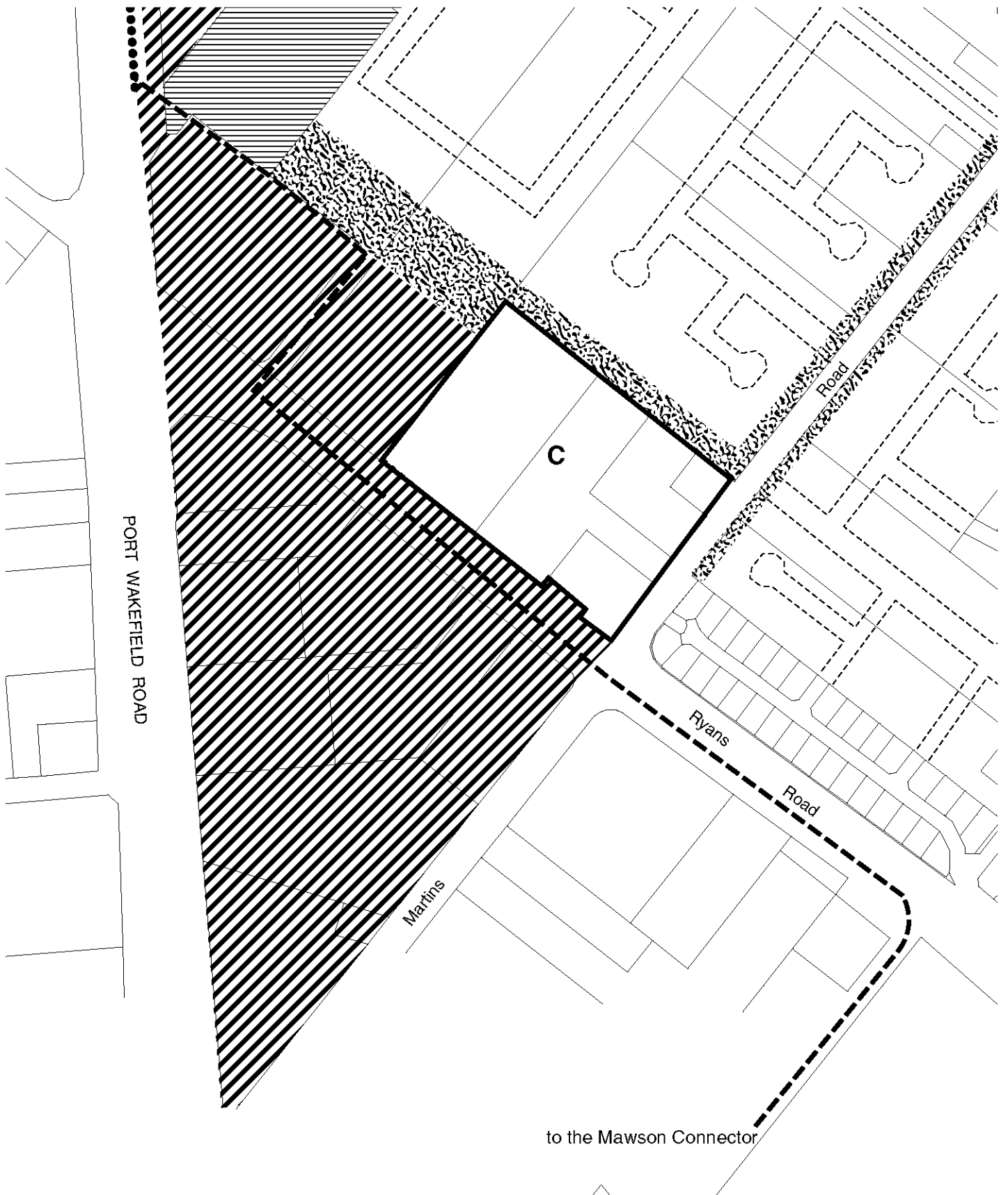
Parafield Gardens Commercial Area

- Objective 5:** The "Parafield Gardens Commercial Area" defined on [Map Sal/40](#) and [Fig C/1](#) should:
 - (a) accommodate a range of activities which are of a size and scale which have low external impacts and emissions;
 - (b) not adversely impact on the adjoining Residential Zone to the north and east; and
 - (c) not include activities listed in Schedule 22 of the Development Act 1993.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1** Development in the zone should be primarily service trade premises, petrol filling stations, local offices and other business (non-retail) activities.
- 2** Local offices should:
 - (a) not hinder the development or function of any centre zone or centres generally; and
 - (b) not occupy a gross leasable floor area in excess of 250 square metres.
- 3** Development should:
 - (a) ensure that there is no significant nuisance or loss of amenity in nearby residential areas;
 - (b) maintain and where necessary improve the safe and efficient movement of traffic on adjoining roads;
 - (c) provide adequate on-site employee and visitor car parking in accordance with [Table Sal/2](#);
 - (d) ensure that all loading and unloading takes place on the site; and
 - (e) provide appropriate landscaping which:
 - (i) softens the appearance of buildings and paved areas and generally enhances the amenity of the locality; and
 - (ii) ensures adequate sight lines and vehicle ingress and egress points.

COMMERCIAL ZONE



-  Industrial
-  Landscape Buffer
-  Drainage
-  Service Road
-  Potential Access Road
-  Proposed Roads
- C** Commercial Zone
-  Commercial Zone Boundary

to the Mawson Connector



0metres 125 250

**SALISBURY (CITY)
PARAFIELD GARDENS
COMMERCIAL ZONE
CONCEPT PLAN
Fig C/1**

- 4 Buildings should:
- (a) be of a high architectural standard; and
 - (b) be set-back a distance which ensures that there will be no detrimental impact on the streetscape and allows for appropriate landscaping between the building and the road.
- 5 The appearance of land and buildings should enhance the amenity of the locality and not impair views from main roads.
- 6 Free-standing advertisements and advertising displays should not exceed 4 metres in height.
- 7 Development involving a change of use to a sensitive land use must not be undertaken on sites where there is evidence of, or reasonable suspicion of, site contamination, unless a site assessment and audit confirms that:
- (a) the land is suitable for its intended use and does not represent, or potentially represent unacceptable risks to human health and the environment; and
 - (b) the development will be undertaken in a manner that will not pose a threat to the health and safety of the environment or occupiers of the land or land in the locality.

Complying Development

- 8 The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Commercial Zone, subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#):

Advertisement

Advertisement Display (only those listed in [Table Sal/2](#))

Non-complying Development

- 9 The following development is **non-complying** in the Commercial Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building has any part above the walls, or fascia

Agriculture

Animal Race Track

Builder's Yard

Consulting Rooms with a floor area greater than 250 square metres

Crematorium

Dwelling

Educational Establishment

Horse Keeping

Industry

Intensive Animal Keeping

Junk Yard

Library

Major Public Service Depot

Marshalling Yards

Motor Race Track

Wrecking Yard

Office with a gross leasable area greater than 250 square metres

Permanent Sewage Treatment Works

Pre-school
Prescribed Mining Operations
Refuse Destructor
Residential Flat Building
Road Transport Terminal
Shop or group of shops with a gross leasable area greater than 250 square metres
Salvage Yard
Stadium
Stock Slaughter Works
Waste Disposal Depot
Waste Transfer Station
Welfare Institution

Public Notification

- 10** Those kinds of development listed in Principle 7, and in [Table Sal/3](#), are assigned as **Category 1 Development** in the Commercial Zone.

POORAKA MARKET ZONE

Introduction

The objectives, proposals and principles of development control that follow apply in the Pooraka Market Zone shown on [Map Sal/54](#). They are additional to, and more particular than, those expressed for the whole of the council area.

Arrangement

The objectives and principles of development control for the Pooraka Market Zone are expressed firstly for the whole of the area and then in more detail for the 3 policy areas (Policy Area 30 and Policy Area 31) within the zone as shown on [Map Sal/58](#).

OBJECTIVES

- Objective 1:** An area for 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 Structure Plan [Map Sal/1 \(Overlay 1\) Enlargement A](#).
- Objective 2:** The rationalisation and management of vehicular movement and access to promote safe and convenient traffic flows both within the area and to adjacent roads.
- Objective 3:** The creation of well-designed and landscaped development along the frontages of Main North Road, Diagonal Road and Goldsbrough Road.
- Objective 4:** Adequate and coordinated drainage and servicing of land before development takes place.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be in accordance with the Structure Plan, [Map Sal/1 \(Overlay 1\) Enlargement A](#).
- 2 This zone should primarily accommodate the wholesaling and warehousing of agricultural and horticultural products.
- 3 Industrial, commercial, and administrative activities should be accommodated in certain parts of the zone provided that they do not impact undesirably on market uses.
- 4 Retail facilities in this area should service and complement the principal activities within the zone and not hinder the development and function of centres within the council area or any other centre.
- 5 Development in this zone should comprise activities that do not generate excessive noise, smoke, smell, dust or other nuisances.
- 6 Where practicable, car parking areas and access points should be shared between developments so as to reduce the total extent of parking areas required and the number of access points to public roads, and contribute to an orderly traffic movement pattern.
- 7 Buildings should exhibit a horizontal emphasis, in terms of the overall massing of building forms and facades, to minimise the impression of bulk and visual impact, and should be set-back a minimum of 25 metres from Main North Road, Diagonal Road and Goldsbrough Road. This set-back is to be measured from the relevant road boundary as at 20 October 1988 and includes the 10 metres wide landscaping referred to in Principle of Development Control 9.
- 8 Buildings within 100 metres of Main North Road, Diagonal Road, and Goldsbrough Road should have a maximum height of 10 metres.

POORAKA MARKET ZONE

- 9 Development should be designed and sited to incorporate a 10 metre wide landscaped buffer strip along Main North Road, Diagonal Road and Goldsborough Road. This buffer should not necessarily be an impenetrable screen but should hide car parking areas whilst providing filtered views of the development and should include mounding.
- 10 New buildings should be designed, in terms of siting, height and bulk, external appearance of materials and colours, to enhance the visual amenity of the locality, and to complement other buildings within the market in terms of scale, design and colour.
- 11 Landscaping should be provided to:
 - (a) screen storage, service and other similar, areas from public view;
 - (b) utilise existing vegetation on the site where practicable;
 - (c) screen and shade car parking areas;
 - (d) separate large paved surfaces into smaller more visually appealing areas where practicable; and
 - (e) reduce the visual impact of large buildings.
- 12 Development should provide for the retention of all healthy trees and the staged replacement of all trees with limited life spans consistent with the economical and safe development of the site.
- 13 Advertising signs and hoardings should:
 - (a) be restrained in size, design and colour so as not to detract from the appearance of the area when viewed from public roads;
 - (b) not create a hazardous condition for motorists using a road;
 - (c) be on a suitable structure and should be coordinated in design, colour and graphics; and
 - (d) when viewed from public roads, be restricted to identification signs indicating the facilities in the zone or area and be located at major access points only.
- 14 Development should provide:
 - (a) adequate service areas, loading areas, and service vehicle manoeuvring areas;
 - (b) appropriate external lighting for buildings and ancillary areas, with no light spill causing nuisance or hazard; and
 - (c) unobtrusive facilities for storage and removal of waste materials.
- 15 Buildings should be constructed of non-reflective materials.
- 16 Access points onto Main North Road, Diagonal Road and Goldsborough Road should be located in accordance with the Structure Plan, [Map Sal/1 \(Overlay 1\) Enlargement A](#) and be designed to avoid hazardous conditions and interruption to the free flow of traffic.
- 17 Development should be capable of being served by a stormwater drainage system that conforms with the principles set out in Principle of Development Control 18.
- 18 Stormwater drainage systems should:
 - (a) transfer stormwater collected in the area to the proposed detention basin indicated on Structure Plan, [Map Sal/1 \(Overlay 1\) Enlargement A](#);
 - (b) be designed to accommodate 1-in-10-year return period stormwater flows; and

(c) be established in a coordinated manner.

19 Land division should be undertaken in a coordinated manner and should ensure that:

- (a) sufficient land is reserved for the satisfactory detention and disposal of stormwater if the downstream drainage system requires it, in accordance with the Structure Plan, [Map Sal/1 \(Overlay 1\) Enlargement A](#).
- (b) the frontage of an allotment to a public road (other than Diagonal and Main North Roads) is adequate to allow access to and from an allotment and is at least 30 metres in width.
- (c) road layouts are designed to discourage direct through traffic between Main North Road and Diagonal Road or Main North Road and Goldsborough Road.
- (d) road layouts are designed in a manner which will, where possible, assist with the above-ground disposal of stormwater when flows exceed the 1-in-10-year return period flow capacity of the below-ground system.
- (e) roads should be 20 metres in width.

20 Development should not be undertaken unless adequate public infrastructure services are available.

21 Reasonably direct paved pedestrian access should be provided to the main centres of activity within the development from bus stops on Main North Road and on Port Wakefield Road.

Policy Area 30

Introduction

The objective and principles of development control that follow apply in Pooraka Market Zone Policy Area 30 shown on [Map Sal/58](#). They are additional to those expressed for the whole of the Pooraka Market Zone and the whole of the council area.

OBJECTIVE

Objective 5: A policy area primarily accommodating a range of commercial activities for the wholesaling and warehousing of agricultural and horticultural products.

PRINCIPLES OF DEVELOPMENT CONTROL

22 Development undertaken in Pooraka Market Zone Policy Area 30 should include:

- (a) warehouse buildings;
- (b) merchants'/agents' buildings;
- (c) a growers' building;
- (d) storage areas;
- (e) horticultural supplies areas and buildings; and
- (f) parking and servicing areas for trucks and cars.

23 Retail and service activities in Pooraka Market Zone Policy Area 30 should directly service the major function of the zone, and, where of a retail nature only, should not have a gross leasable area of more than 100 square metres for each establishment.

- 24 There should be occasional use of the buildings in Pooraka Market Zone Policy Area 30 for activities such as a 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.
- 25 The sale of unpackaged meat should occur in purpose-built facilities retained specifically and solely for this activity.

Complying Development

- 26 The following development, as well as those as those listed in [Table Sal/1](#), is complying in Pooraka Market Zone Policy Area 30 subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#);
 - (b) no building, except an advertising display being erected, added to or altered so that any portion of such building is erected, added to or altered nearer than 25 metres to the boundary of Diagonal Road or Main North Road;
 - (c) no shop or paddy's market stall should occupy a gross leasable area or trading floor area of greater than 100 square metres;
 - (d) no building having a height greater than 10 metres; and
 - (e) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement

Advertising Display (only those listed in [Table Sal/2](#))

Restaurant

Shop having a gross leasable floor area less than 100 square metres

Merchant's/Agents' Buildings

Growers' Building

Paddy's Market Stall

Office

Store

Warehouse

Non-complying Development

- 27 The following development is **non-complying** in Pooraka Market Zone Policy Area 30:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building, has any part above the walls, or fascia

Agistment and Holding of Stock

Agriculture

Amusement Machine Centre

Boarding House

Builder's Yard

Caravan Park

Community Centre

Dwelling

Educational Establishment

Hospital

Hotel

Indoor Recreation Centre

Industry

Junk Yard
 Library
 Motel
 Non-residential Club
 Place of Worship
 Prescribed Mining Operations
 Pre-school
 Refuse Destructor
 Residential Flat Building
 Retail Showroom
 Shop having a gross leasable floor area of greater than 100 square metres
 Stock Salesyard
 Stock Slaughter Works
 Tavern
 Timber Yard
 Waste Disposal Depot
 Waste Transfer Station
 Welfare Institution

Public Notification

- 28 The development listed in Principle 26 and in [Table Sal/3](#) is assigned as **Category 1 Development** in Pooraka Market Zone Policy Area 30.

Policy Area 31

Introduction

The objectives and principles of development control that follow apply in Pooraka Market Zone Policy Area 31 shown on [Map Sal/58](#). They are additional to those expressed for the whole of the Pooraka Market Zone and the whole of the council area.

OBJECTIVES

- Objective 6:** 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.
- Objective 7:** 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.
- Objective 8:** The enhancement of arterial road frontages primarily through landscaping and development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 29 Development undertaken in Pooraka Market Zone Policy Area 31 should comprise a range of offices, warehouses and community uses that complement the primary functions of the Pooraka Market Zone.
- 30 Development undertaken in Pooraka Market Zone Policy Area 31 should be for shops, taverns, restaurants and offices, which complement the major function of the Pooraka Market Zone and which attract trade primarily from within the area.
- 31 Development for retail facilities in Pooraka Market Zone Policy Area 31 should be evaluated in terms of its contribution to the primary role of the area in serving the Pooraka Market Zone.
- 32 Land division should promote efficient and coordinated development and facilitate the establishment of the full range of activities intended for the area in an integrated design.

- 33** The gross leasable area of a shop in Pooraka Market Zone Policy Area 31 should not exceed 450 square metres, while that of all shops in Pooraka Market Zone Policy Area 31 should not exceed 2500 square metres.
- 34** Large-scale retail facilities that hinder the development or function of facilities within nearby Salisbury and other centre zones should not be located in this policy area.
- 35** Car parking areas should be located and designed to ensure:
- (a) safe and convenient pedestrian access to and from vehicles;
 - (b) safe and convenient traffic circulation;
 - (c) minimal conflict between customer and service vehicles;
 - (d) adequate provision for manoeuvring into and out of parking bays; and
 - (e) that vehicles do not have to back onto main access routes.
- 36** square metres.
- 37** Development for industries within the policy area should be a type and function which compliments the zone and which:
- (a) primarily attracts trade from the area; and
 - (b) does not detract from or conflict with the function or amenity of the area.

Complying Development

- 38** The following development, as well as those listed in [Table Sal/1](#), is **complying** in Pooraka Market Zone Policy Area 31 subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#);
 - (b) no building being erected, added to or altered so that any portion of such building is erected, added to or altered nearer than 25 metres to the boundary of Main North Road;
 - (c) the total gross leasable area of all shops not exceeding 2500 square metres; and
 - (d) no building having a height greater than 10 metres; and
 - (e) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement

Advertising Display (only those listed in [Table Sal/2](#))

Office

Shop having a gross leasable area less than 250 square metres

Community Centre

Consulting Room

Tavern having a gross leasable area less than 900 square metres

Motel

Non-residential

Warehouse

Non-complying Development

39 The following development is **non-complying** in Pooraka Market Zone Policy Area 31:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building, has any part above the walls, or fascia

Agistment and Holding of Stock
 Agriculture
 Amusement Machine Centre
 Amusement Hall
 Boarding House
 Caravan Park
 Dwelling
 Educational Establishment
 General Industry
 Hospital
 Hotel
 Indoor Recreation Centre
 Junk Yard
 Multiple Dwelling
 Petrol Filling Station
 Pre-school
 Prescribed Mining Operations
 Refuse Destructor
 Residential Flat Building
 Showroom
 Special Industry
 Stock Salesyard
 Stock Slaughter Works
 Waste Disposal Depot
 Waste Transfer Station
 Welfare Institution

Public Notification

40 The development listed in Principle 38 and in [Table Sal/3](#) is assigned as **Category 1 Development** in Pooraka Market Zone Policy Area 31.

INDUSTRY ZONE

Introduction

The objectives and principles of development control that follow apply to the Industry Zone shown on [Maps Sal/9, 10, 17 to 19, 24, 26 to 28, 32 to 36, 40 to 43, 47 to 50, 53 and 54](#). They are additional to, and more particular than, those expressed for the whole council area.

OBJECTIVES

Form of Development

- Objective 1:** A zone accommodating primarily industries, warehousing and storage activities.
- Objective 2:** Avoidance of impacts on residential areas, or adverse effects on other development within the zone or locality through noise, traffic, fumes, dust, vibration or any other harmful or nuisance-creating impact.
- Objective 3:** The establishment of uses that have low external impacts with respect to noise, emissions, traffic and visually, in close proximity to areas where residential development exists or is expected to be established.
- Objective 4:** Minimisation of risks associated with hazardous substances.
- Objective 5:** Development compatible with existing and forecast noise nuisance from aircraft operations based at RAAF Edinburgh or Parafield Airport.

Design and Appearance

- Objective 6:** Enhancement of the appearance of localities through appropriate landscaping, design and siting of development, especially in areas prominent to the general public (eg along arterial roads) or local residents.
- Objective 7:** Development which contributes to the creation of visually-attractive entrances to Adelaide and Salisbury.
- Objective 8:** Provision of landscaped buffers adjacent to main roads and residential areas.

Vehicle Access

- Objective 9:** Safe, convenient and limited access to adjoining primary arterial and secondary arterial roads.

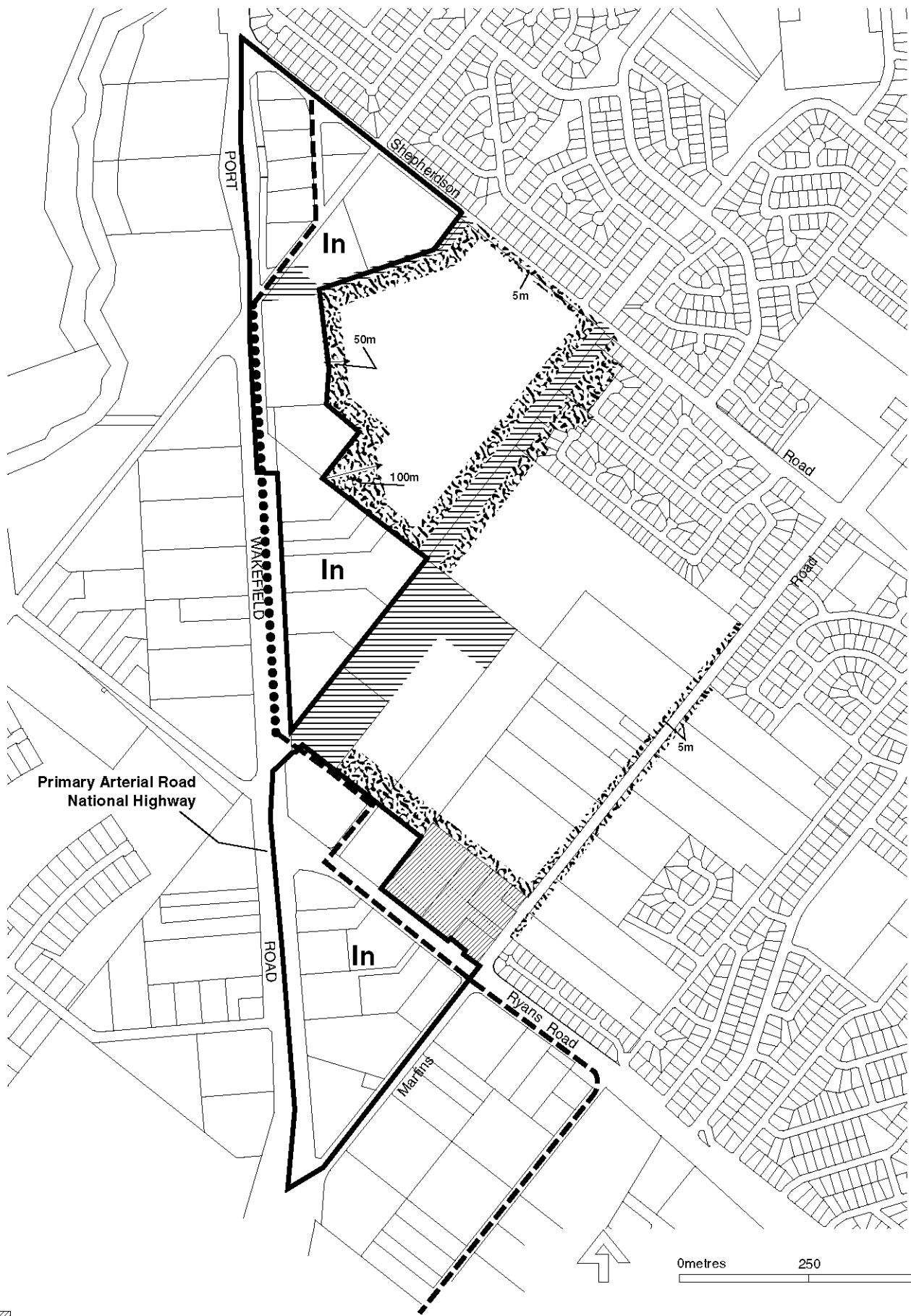
Land Division

- Objective 10:** Land division undertaken in a coordinated manner to ensure that the layout, sequence and servicing of development is orderly and economic.
- Objective 11:** Adequate and coordinated drainage and servicing of land before development takes place.

Desired Uses and Future Character

The following statement refers to the "Parafield Gardens Industrial Area" portion of the zone defined on [Maps Sal/32, 33 and 40 and Fig In/1](#).

As the zone 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.



-  Commercial
-  Landscape Buffer
-  Drainage
-  Service Road
-  Potential Access Road
- In** Industry Zone
-  Industry Zone Boundary

to the Mawson Connector

**SALISBURY (CITY)
PARAFIELD GARDENS
INDUSTRY ZONE
CONCEPT PLAN
Fig In/1**

The design, scale and siting of land uses in the Parafield Gardens Industrial Area 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 in accordance with [Map Sal/1 \(Overlay 1\) Enlargement D](#) and [Fig In/1](#).

Objective 12: The “Parafield Gardens Industrial Area” defined on [Maps Sal/32, 33 and 40 and Fig In/1](#) should:

- (a) accommodate a range of industrial activities which are of a size and scale which have low external impacts and emissions;
- (b) not require direct access to Port Wakefield Road;
- (c) not generate large volumes of commercial or industrial vehicle movements; and
- (d) not adversely impact on the adjoining Residential Zone to the north and east.

Objective 13: New buildings that are visible from gateway arterial roads should be designed to contribute positively to the area, having particular regard to siting, height and bulk, external appearance of materials and colours and visual integration with other development in the locality.

Greater Levels Industrial Area

Objective 14: The “Greater Levels Industrial Area” defined on [Maps Sal/47, 48 and 54](#), developed in accordance with Structure Plan [Map Sal/1 \(Overlay 1\) Enlargement B](#).

Salisbury North Industrial Area

Objective 15: The Salisbury North Industrial Area bounded by Commercial Road to the north and railway lines to the east and west be developed in accordance with Concept Plan [Fig In/2](#).

Pooraka Industrial Area

The "Pooraka Industrial Area" is bounded by the disused rail corridor, Burma, Diagonal, Goldsbrough and Main North Roads as defined on [Map Sal/54](#).

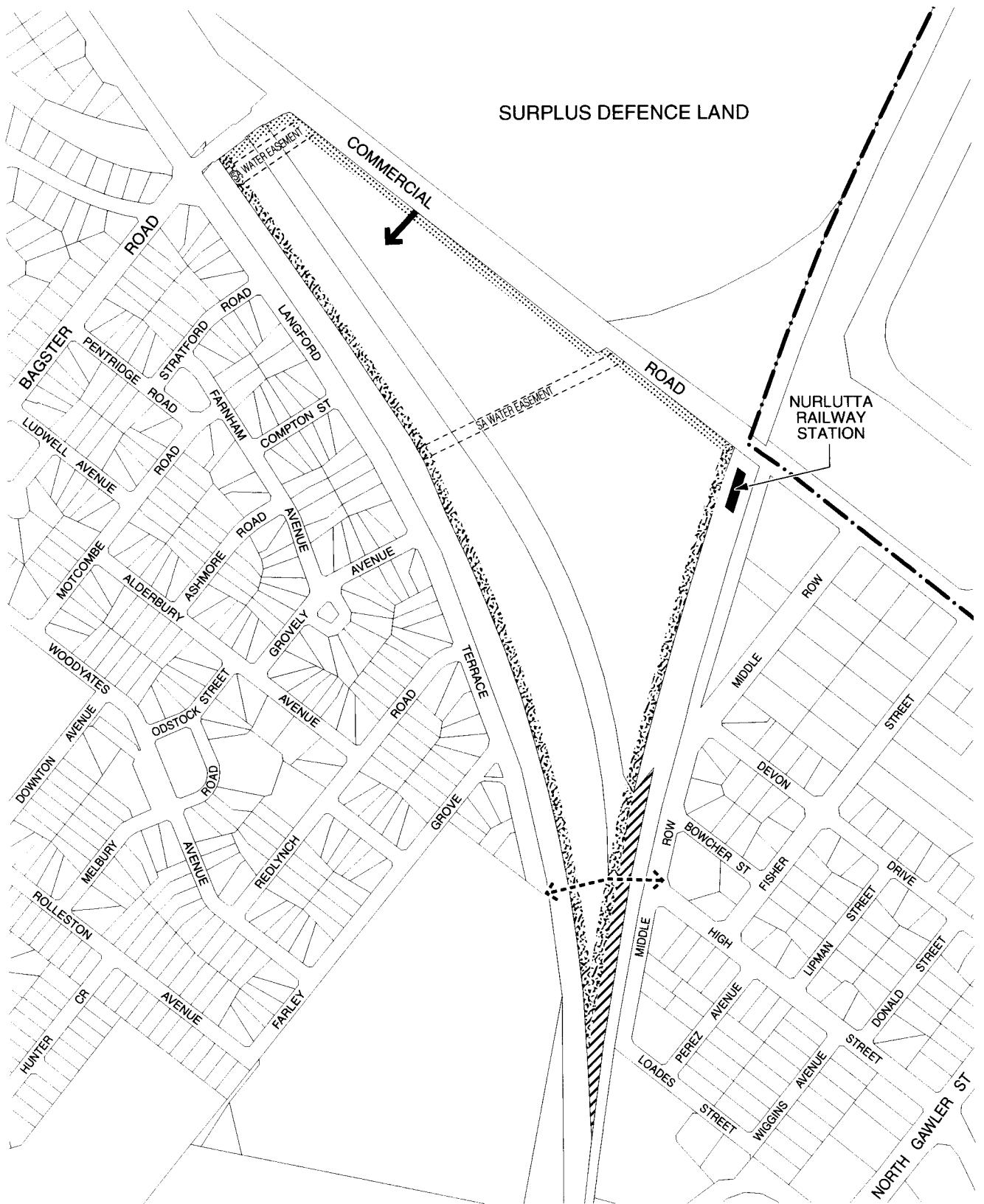
Desired Uses and Future Character

The Pooraka Industrial 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 Pooraka Market 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.

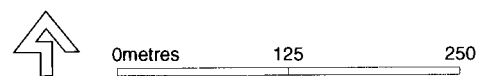
The area should primarily accommodate a range of industrial and business activities that do not negatively impact on the existing activities in the nearby Pooraka Market Zone.

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 Area, with potentially higher impact industries, such as those requiring extended operating hours, developed on the western side of the Area where the separation distance from residential zones is greater and opportunities exist to direct heavy commercial traffic on to Port Wakefield Road.

INDUSTRY ZONE



-  No Direct Property Access
-  Possible Railway Widening
-  5m Wide Landscaping Reserve
-  Development Plan Boundary
-  Vehicle Access
-  Existing Pedestrian Link



SALISBURY NORTH CONCEPT PLAN

Fig In/2

Where possible, land division for the creation of internal roads should ensure integration between the uses in the zone, direct access to public roads and that the roads promote integration with the adjoining Industry/Business (Gepps Cross Gateway) Zone south of the disused rail corridor.

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

Objective 16: Development in accordance with the Desired Uses and Future Character statement.

Objective 17: Accommodate 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; and
- (c) do not adversely impact on the Adelaide Produce Markets in the adjoining Pooraka Market Zone or the nearby Residential Zone to the north-east.

Objective 18: Provide for the development of industries where ancillary activities associated with any one industry, such as storage, administration/office and car parking are integrated in an orderly manner.

Objective 19: Utilise existing arterial road connections for vehicle access to the area and creating new roads integrating with roads in the adjoining Industry (Gepps Cross Gateway) Zone in the City of Port Adelaide Enfield.

Objective 20: Develop to ensure the management of vehicular movement and location of site access promotes safe and convenient traffic flows both within the area and to adjacent roads and where applicable, to nearby non-residential areas.

Objective 21: Contain a high standard of development that promotes the area's gateway location, incorporating in distinctive high quality building and landscape design, with high visual and environmental amenity, to improve the character and image of the locality and region, including the area to be maintained as a possible rail corridor.

Objective 22: Incorporate stormwater management both during and after construction which achieves:

- (a) high quality stormwater run-off;
- (b) discharge consistent with the capacity of existing or planned stormwater systems without increasing the risk of downstream flooding;
- (c) involves, where possible, on-site retention, detention or utilisation of stormwater; and
- (d) appropriate water harvesting and reuse.

Burton Poultry Processing Area

Objective 23: The Burton Poultry Processing Area as contained within [Map Sal/17](#) and defined in [Fig In/3](#) is to accommodate high quality poultry processing operations.

Direk Industrial Area

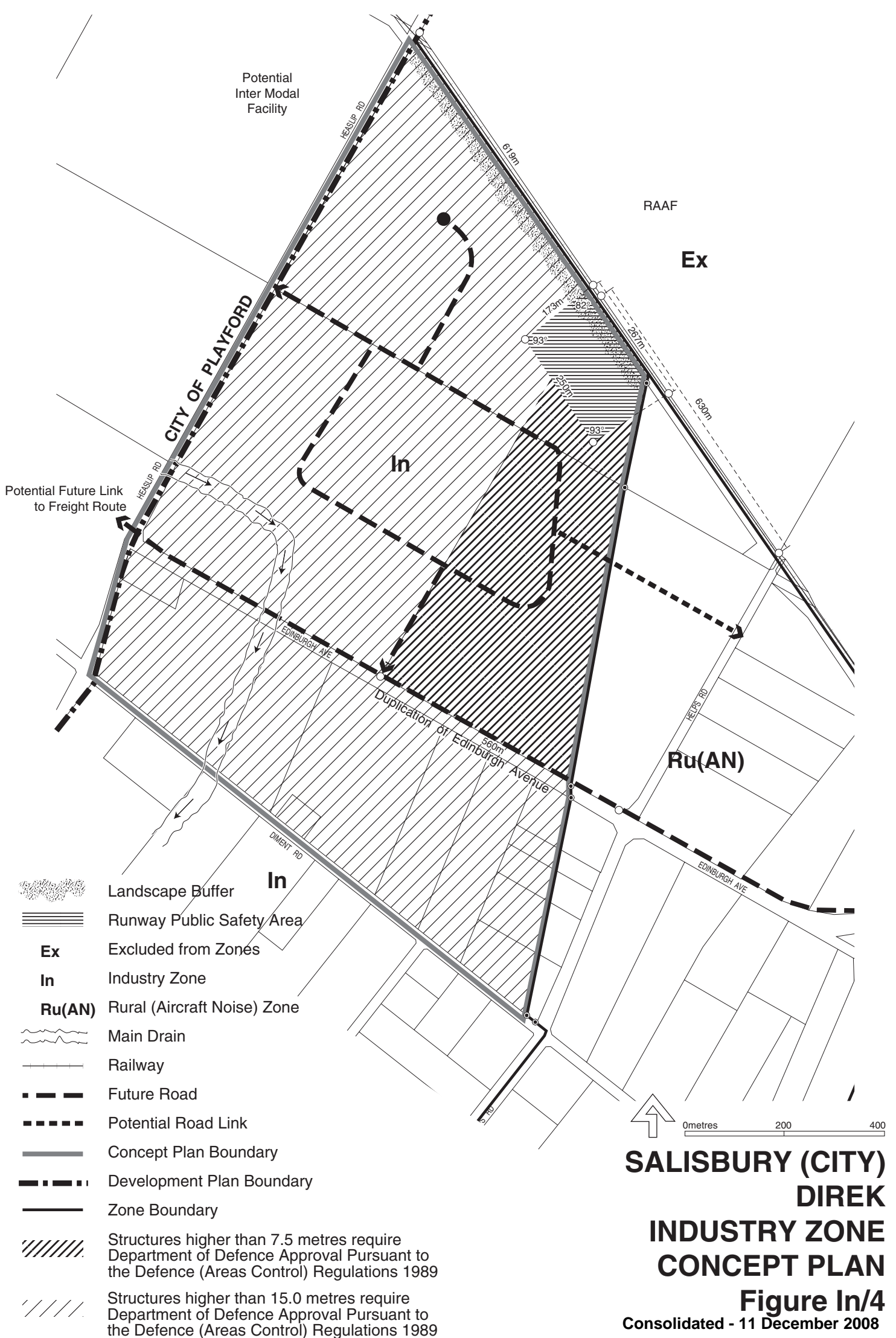
Objective 24: The Direk Industrial Area to be developed in accordance with Concept Plan [Fig In/4](#).



0 metres 100 200

— Processing Area Boundary

**SALISBURY (CITY)
BURTON
POULTRY PROCESSING AREA
FIGURE In/3**



**SALISBURY (CITY)
DIREK
INDUSTRY ZONE
CONCEPT PLAN**

Figure In/4

Consolidated - 11 December 2008

Objective 25 Development that ensures the long-term operational and safety aviation requirements of the RAAF airfield.

Desired Character Statement

The Direk Industrial Area is preferably for warehousing, transport depots and food processing and packaging land uses.

Due to its location adjacent to Heaslip Road, the Direk Industrial Area is a 'gateway' providing industrial land uses with high visibility and profile to passing traffic. As such the design, scale and siting of land uses in the Direk Industrial Area will need to be carefully controlled to ensure a high quality of urban design to Heaslip Road as well as to minimise any impacts on Heaslip Road's primary function as an arterial road.

Development in the area will also require special attention to ensure that land use conflicts with the nearby RAAF airfield are minimised.

The following key design characteristics/forms of development are important to assist in achieving the desired character:

- (a) Large scale developments and land uses to complement the regional role of Wyatt and Heaslip Roads.
- (b) Allotments facing Heaslip Road and the north side of Wyatt Road to be 2.0 ha or larger, while allotments behind these 2.0 ha allotments are preferred to have an area of at least 1.0 ha.
- (c) A mixture of scales and uses to be located on those internal areas which do not have an interface with Wyatt and Heaslip Roads.
- (d) The role of Wyatt Road as the connector between Edinburgh Parks and NExy to be preserved.
- (e) Large building and car parking setbacks to the north of Wyatt Road to accommodate any future duplication of this road.
- (f) Road access to Heaslip Road be limited to preferably one access point, while a second restricted access point may be contemplated subject to the access point not detrimentally impacting traffic safety.
- (g) Apart from service road access points, access to the northern side of Wyatt Road will be limited to one road access point.
- (h) No road access is permitted to the southern side of Wyatt Road.
- (i) Direct property access to Heaslip Road and Wyatt Road should not occur.
- (j) Potential link to Helps Road through the Rural (Aircraft Noise) Zone is to be encouraged.
- (k) Main drainage to occur through the south-western corner of the area.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development in the zone should be primarily for industry, warehousing and storage activities, and may include service industries, service trade premises and petrol filling stations in appropriate locations.
- 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 should:
- (a) not involve the assembly or concentration of large numbers of people where this is a significant risk to public health or safety;
 - (b) not be located where it will be adversely affected by noise nuisance from aircraft or is likely to affect the operations of an airport;
 - (c) not generate traffic which creates or contributes to unsafe conditions having regard to the design and function of adjacent roads;
 - (d) be designed and located to avoid adverse effects on other development within the zone or locality through noise, traffic, fumes, dust, vibration or any other harmful or nuisance-creating impact; and
 - (e) ensure that there is no significant impact on residential amenity.
- 4** Within 50 metres of the Residential Zone boundary:
- (a) development should:
 - (i) demonstrate appropriate acoustic performance; and
 - (ii) ensure that all noise sources including machinery, outside loading, unloading and other service areas are located away from the Residential Zone boundary;
 - (b) buildings should be of masonry or equivalent construction to minimise the transmission of noise with openings located away from residential properties;
 - (c) operating hours should be generally limited to between 7am and 6pm; and
 - (d) where there is a railway on the boundary:
 - (i) the rear walls of the industrial premises should be at the rear boundary of the allotments, and the building materials should be of a type that minimises the reflection of railway traffic noise towards the residential area opposite; and
 - (ii) appropriate landscaping should be included between the rear walls of the industrial premises and the railway in order to minimise the reflection of railway traffic noise. This may include mounding, land sculpting and/or thick planting.
- 5** Existing development that significantly detracts from the amenity of the locality or nearby development should not create a precedent or rationale for allowing similar development in the locality.
- 6** Activities which pose risk to the public and the environment by discharge or emission of hazardous substances or which when combined with other activities in a locality, or by proximity to aircraft operations, may create or contribute to such a risk, should be designed and located to avoid significant risk.
- 7** Buildings and sites, where hazardous materials are stored, should be designed so that any spillage of hazardous materials can be contained.
- 8** Buildings should be established with a minimum floor level sufficiently raised to avoid risk of inundation by the predicted 1-in-100-year flood event, and to minimise property damage within a building in the event of a major stormwater flow which exceeds the predicted 1-in-100-year flood event.

Design and Appearance

- 9** The appearance of land and buildings should not detract from the amenity of the locality or nearby development.

10 Development should:

- (a) enhance the appearance of localities, particularly where the existing amenity is low;
- (b) achieve a high visual amenity, including consistent treatment of heights, setbacks and building materials, in areas prominent to the general public (eg along major transport routes including major roads and railways) or residents; and
- (c) contribute to the creation of visually-attractive entrances to Adelaide and Salisbury through urban design and landscaping.

11 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; and
- (b) ensure that storage and service areas are effectively screened from public view.

12 Buildings should:

- (a) be designed and constructed of materials and colours which enhance the visual amenity of the locality;
- (b) unless otherwise specified for a particular area, not occupy more than 50 percent of the total area of the site upon which they are located;
- (c) be located to allow vehicular access by fire-fighting vehicles to the rear of the site;
- (d) be designed with a horizontal emphasis; and
- (e) present an attractive facade by incorporating offices of masonry or similar construction at the front of the building or architectural elements (eg surface treatments, form or decoration) to enhance the appearance of the locality.

Building Set-backs**13** To enhance the streetscape, buildings should be set-back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between the building and the road), or in accordance with the set-back specified for a particular area as applicable:

- (a) buildings having a maximum building height of up to 6 metres should be located at least 8 metres from the primary street alignment;
- (b) buildings having a maximum building height of between 6 and 8 metres should be located at least 10 metres from the primary street alignment;
- (c) buildings having a maximum building height exceeding 10 metres should be located at least 10 metres from the primary street alignment; and
- (d) where a property has 2 street frontages, no building should be erected within 4 metres of the road alignment of the secondary street frontage.

14 Development should:

- (a) provide for all loading and unloading to take place on the site of the development;
- (b) separate access, loading and unloading areas from parking areas to avoid conflict; and
- (c) ensure that vehicle movements are safe and convenient.

- 15** Industries, warehouses, stores and similar developments should be provided with sufficient and convenient parking for staff and visitors based on the following criteria:
- (a) for that part of the development used as office space, at least 1 car parking space for every 30 square metres;
 - (b) for that part of the development used as non-office space:
 - (i) at least 1 car parking space for every 50 square metres up to 200 square metres;
 - (ii) an additional car parking space for every 75 square metres between 200 and 2000 square metres; and
 - (iii) an additional car parking space for every 150 square metres above 2000 square metres; and
 - (c) for labour-intensive industries (where the car parking demand exceeds the provision calculated on the basis of (a) and (b) above) the total car parking should be provided at a rate of 0.75 spaces by the number of employees.
- 16** Off-street car parking areas should be surfaced with suitable impervious hard-paving and line marked to indicate car parking spaces.
- 17** Points of access on sites abutting residential areas should be located so that the number of vehicles using nearby residential roads is kept to a minimum.
- 18** Points of access across open 'swale' stormwater drains should:
- (a) be minimised by limiting the number of allotments with frontage to swales;
 - (b) serve 2 or more allotments where possible; and
 - (c) be established in a manner which does not detract from the landscaped swale or adjoining development, safe and convenient traffic movement, or efficient stormwater drainage.

Landscaping

- 19** Development should be provided with appropriate landscaping in accordance with the following criteria:
- (a) unless otherwise specified for a particular area at least 10 percent of the site should be landscaped;
 - (b) plantings should include a substantial proportion of trees in scale with the main buildings, and trees located within and adjacent parking areas to provide shade;
 - (c) landscaping should occur along boundaries with a road or public reserve and at least one side boundary of the site, for a width of at least 3 metres, and should include strips within parking areas to break-up extensive areas of paving;
 - (d) storage areas and unsightly activities and structures should be screened, and buildings, parking and driveway areas softened or enhanced by landscaping;
 - (e) plantings should ensure adequate sight lines at vehicle ingress and egress points;
 - (f) security fences should be constructed on or behind the building line or behind the front landscaping strip;
 - (g) trees, shrubs and groundcovers should be planted within 6 months of first occupation of new development; and

- (h) landscaping should be native species suited to the locality and site functions, and minimise the need for maintenance.

20 Industries should provide a suitable landscaped buffer between themselves and abutting premises within a Residential Zone. (This provision is additional to the landscaping requirements set out in Principle of Development Control 19 above).

Outdoor Advertising

21 Advertisements and advertisement displays should:

- (a) not include portable, flashing or moving displays;
- (b) where internally illuminated, be unobtrusive and not be conspicuous from residential properties;
- (c) be of an appropriate size having regard to the scale of the building or wall and the set-back from a public road; and
- (d) not cover more than 10 percent of a total surface area of a wall oriented to a public road or reserve.

22 On sites accommodating a number of tenancies, advertisements should be designed in a graphically and colour coordinated manner and allow for display by each tenant.

23 Freestanding structures should not exceed 6 metres in height and should be restricted to 1 such structure per 6 tenancies.

Land Division

24 Land division should be undertaken in a coordinated manner and should ensure that:

- (a) development is staged in a sequence which avoids unnecessary cost to public authorities;
- (b) allotments have an area of at least 2500 square metres, unless intended for a specific purpose for which a lesser site requirement can be demonstrated;
- (c) sufficient land is reserved for the satisfactory disposal or detention of stormwater; and
- (d) roadways are designed to accommodate major stormwater flows in excess of the capacity of the underground drainage system.

Drainage

25 Development should incorporate stormwater management techniques and strategies where appropriate to:

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

26 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; and
 - (c) allow for the planting of trees and shrubs at either side of the channel.
- 27** Within the “Parafield Gardens Industrial Area” defined on [Maps Sal/32, 33 and 40](#):
- (a) development should be in accordance with [Map Sal/1 \(Overlay 1\) Enlargement D](#) and Concept Plan [Fig In/1](#);
 - (b) development should incorporate impact mitigation measures including noise attenuation, emissions control, design and orientation;
 - (c) development along Port Wakefield Road should only occur where direct access to Port Wakefield Road is avoided and alternative access arrangements can be provided;
 - (d) land division should ensure that:
 - (i) drainage reserves are accommodated as identified in [Fig In/1](#);
 - (ii) new allotments do not have direct access to Port Wakefield Road or Shepherdson Road;
 - (iii) access/egress to all roads is established in a safe and convenient manner and in accordance with [Fig In/1](#);
 - (e) development and landscaping within 25m of the 275kv overhead electricity lines should ensure that all clearances and safety restrictions are met; and
 - (f) development should not include activities listed in Schedule 22 of the Development Act 1993.
- 28** In order to prevent harm to human health or the environment, development within the area indicated on [Maps Sal/32 and 33](#) and [Fig In/1](#) (or more specific sites) should not be undertaken on sites known or suspected to be contaminated unless a site assessment has been carried out in accordance with Schedules A and B of the National Environment Protection (Assessment of Site Contamination) Measure; and the report clearly states that, with regards to site contamination, the site does not pose unacceptable risks to human health and the environment, taking into account the intended use(s).
- 29** The hours of operation of an activity should not detract from the amenity of any Residential Zone. Activities which operate for extended hours, particularly those which generate noise or high volumes of traffic after 7.00pm should be provided with access and egress via the existing and proposed service road illustrated in Concept Plan [Fig In/1](#).
- 30** Noise generated from development should not exceed:
- (a) 52 dB(A) between the hours of 7.00 am to 10.00 pm measured and adjusted in accordance with the Environment Protection (Industrial Noise) Policy 1994 at the residential boundary; and
 - (b) 45 dB(A) between the hours of 10.00 pm and 7.00 am measured and adjusted in accordance with the Environment Protection (Industrial Noise) Policy 1994 at the residential boundary.

The above noise levels may be exceeded where it can be shown by an acoustic engineer that the duration and frequency of occurrence of noise from the development site is sufficiently limited, so as to not cause an adverse impact.

The onus of proof that the abatement measures preventing adverse noise impacts escaping from the development site will rest with the developer.

Greater Levels Industrial Area

- 31 Within the "Greater Levels Industrial Area" defined on [Maps Sal/47, 48 and 54](#):
- (a) development should incorporate unique entrance treatment, when land is divided, identifying each industrial area at the junction of the major access points with arterial roads or major collector roads as indicated upon the Structure Plan [Map Sal/1 \(Overlay 1\) Enlargement B](#) and the entrance treatment should incorporate coordinated area identification signage and pavement treatment to denote the entrance to the industrial area;
 - (b) development (other than land division) of sites adjacent to Diagonal Road and Ryans Road (west of Salisbury Highway) should:
 - (i) incorporate a 10 metre wide landscaped and mounded buffer area along the boundary of the site contiguous with the respective road boundary;
 - (ii) provide a building set-back distance of 25 metres from the respective road to any building erected on the site;
 - (iii) not have direct access to the respective road; and
 - (iv) be served by a road system separate from the respective roads with limited road access to Diagonal Road in accordance with the Structure Plan [Map Sal/1 \(Overlay 1\) Enlargement B](#);
 - (c) land division should ensure that:
 - (i) all open space is located in the 50 metre wide Landscape (Buffer) Zone or land designated on the Structure Plan [Map Sal/1 \(Overlay 1\) Enlargement B](#) as landscape buffer; and
 - (ii) allotments do not have direct access to arterial roads and that access/egress to all roads is developed in a safe and convenient manner and in accordance with the Structure Plan [Map Sal/1 \(Overlay 1\) Enlargement B](#); and
 - (d) construction of spur-lines linking with the Port Augusta to Adelaide railway and adjacent marshalling yards may be appropriate provided that such development does not unduly detract from the Landscape (Buffer) Zone, and is adequately screened from the view of the general public.

Salisbury North Industrial Area

- 32 Within the Salisbury North Industrial Area bounded by Commercial Road to the north and railway lines to the east and west, as contained on [Maps Sal/19 and 26](#),
- (a) development should be in accordance with the Concept Plan [Fig In/2](#) and:
 - (i) should incorporate a 5 metre landscaped reserve along the boundaries of the site abutting the railways, such reserve to be in addition to the possible railway widening area;
 - (ii) the landscaping of this reserve should consist of thick planting, be designed for effective visual screening and noise attenuation, be consistent along the length of the reserve and the design should be approved by Council;
 - (b) land division should ensure that new allotments do not have direct access to Bagster Road or Commercial Road; and
 - (c) in order to prevent harm to human health or the environment, development should not be undertaken on contaminated land or on potentially contaminated land unless:
 - (i) the land will be maintained in a condition, or

(ii) the development will be undertaken in a manner,

that will not pose a threat to the health and safety of the environment or occupiers of the land or land in the locality.

Pooraka Industrial Area

Character and Appearance

- 33** New buildings should be designed to complement this gateway location, having particular regard to siting, height and bulk, external appearance of materials and colours and visual integration with other well designed gateway buildings and heritage places in the locality.
- 34** Buildings within 100 metres of Main North Road and Diagonal Road should have a maximum height of 10 metres.
- 35** Buildings should exhibit a horizontal emphasis and articulated facades, to minimise the impression of bulk and visual impact.
- 36** The floor plate of new buildings should be at least 1000 square metres in area.
- 37** Advertising signs and hoardings should:
- (a) contribute positively to the appearance of development and reflect the gateway significance of the zone and be coordinated in design, colour and graphics complementing adjacent buildings, structures and other well designed signs;
 - (b) be generally limited to one free-standing sign per site, on a suitable well designed structure up to 6 metres high and be limited to 6 square metres per sign face, unless the site has a frontage to a public road greater than 50 metres, in which case:
 - (i) the sign height and area of each sign face may increase by up to 1 metre and 1 square metre respectively for every additional 10 metres of frontage or part thereof up to a maximum height of 10 metres and 10 square metres per sign face; or
 - (ii) one additional free standing sign not more than 6 metres in height and 6 square metres per sign face may be erected on the site.
 - (c) be restrained in size and height, so as not to detract from the appearance of the zone when viewed from public roads;
 - (d) where below verandah level, comprise:
 - (i) flush wall signs or painted wall signs covering no more than 10 percent of the total surface area of a wall orientated to a public road or reserve; or
 - (ii) pole mounted free-standing signs;
 - (e) where at verandah level, comprise flush wall signs covering no more than 10 percent of the total surface area of a wall orientated to a public road or reserve, or fascia signs;
 - (f) where above verandah level, comprise flush wall signs covering no more than 10 percent of the total surface area of a wall orientated to a public road or reserve;
 - (g) not comprise third party advertising;
 - (h) be restricted to directional signage and signs identifying the facilities in the zone or area and primarily be limited to locations at major access points; and
 - (i) not create a hazardous condition for motorists using a road.
- 38** 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.

- 39 The number of access points to Main North Road and Port Wakefield Road should be minimised, with internal access achieved through an integrated internal road system.

Site Coverage

- 40 Building site coverage should not exceed:
- (a) 60 percent where the site is equal to or greater than 5000 square metres; or
 - (b) 50 percent where the site is less than 5000 square metres.

Set-backs

- 41 Buildings should have a minimum set-back of 3 metres from a side other than a secondary street frontage or rear boundary, or in the case of large scale buildings, provide a greater set-back commensurate with the scale and height of the building.

Landscaping

- 42 Landscaping should be provided to:
- (a) screen storage, service, car parking and other similar areas from public view;
 - (b) complement existing vegetation on the site where practicable;
 - (c) screen and shade car parking areas;
 - (d) separate large paved surfaces into smaller more visually appealing areas where practicable; and
 - (e) reduce the visual impact of large buildings.
- 43 At least 15 percent of the development site should be landscaped.
- 44 Development should provide for the retention of existing vegetation.
- 45 Development should be designed and sited to incorporate a 10 metre wide landscaped buffer strip along Main North Road, Diagonal Road and Burma Road. This buffer does not necessarily have to be an impenetrable screen but should obscure car parking areas.

Fencing

- 46 Fencing should contribute positively to the appearance of development particularly where visible from gateway arterial roads and Diagonal Road.
- 47 Security fencing including colour coated wire mesh fencing adjacent to public roads should be set back:
- (a) in line with the building facade; or
 - (b) behind the building line; or
 - (c) behind a landscaped area to soften its visual impact.
- 48 Where proposed on the street frontage of a site, fencing should be open ornamental or decorative.

Amenity

- 49 The hours of operation of an activity should not detract from the amenity of any adjoining zones and nearby residential areas.

- 50** Activities which operate for extended hours, particularly those which generate noise or high volumes of traffic after 7.00 pm and before 7.00am should:
- (a) be located on sites on the western side of the zone; and
 - (b) be provided with indirect access/egress to Diagonal Road.
- 51** Noise generated from development should not exceed:
- (a) 52 dB(A) between the hours of 7.00 am to 7.00 pm measured at the residential boundary;
 - (b) 45dB(A) between the hours of 7.00 pm and 7.00 am measured at the residential boundary; and
 - (c) 5dB(A) above the measured night time background level measured at the nearest residential or similar noise sensitive zone boundary, whichever is the lower.
- 52** 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.
- 53** Development abutting the rail corridor should locate open space, visual and landscape treatments to achieve integration with development along the disused rail corridor.
- 54** Transport linkages should be designed to maintain the potential for future use of the disused rail corridor for that purpose.
- 55** Development of the former 'Bull Ring' building should ensure that the fabric of the building and any surrounding curtilage area are conserved in accordance with its heritage significance.

Land Division

- 56** 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) the frontage of an allotment to a public road is a minimum of 30 metres;
 - (c) allotments do not have direct access to an arterial road;
 - (d) roads should be a minimum width of 21 metres, comprising a minimum carriageway width of 13.5 metres, and 3.75 metres of verge 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.
- 57** Transport terminals or site/s used for activities that are serviced by large or articulated vehicles should be conducted in accordance with the following:
- (a) a turning circle at least 30 metres in diameter is provided to permit the safe and convenient manoeuvring of vehicles on site;

- (b) the site is of sufficient size to ensure that all vehicles associated with the activity are located on site at all times;
- (c) sites are located where access roads have a minimum kerb width of 13.5 metres;
- (d) other than where the activity comprises public or private passenger transport services, sites have indirect access from Diagonal Road.

Stormwater Management

- 58** Stormwater discharge should be minimised through the adoption of reuse and recycling techniques such as:
- (a) the collection of roof water in above and/or below ground tanks or on-site detention basins designed in accordance with the average rainfall for the area and roof catchment and where necessary incorporate overflows that connect into the stormwater system (provided roof water is not contaminated with air conditioning or cooling tower wastewater or similar);
 - (b) the incorporation of on-site detention facilities and the utilisation and re-use of stormwater for:
 - (c) irrigation of landscaped areas; or
 - (d) aquifer recharge; or
 - (e) process purposes.
- 59** Development should be designed to prevent non-stormwater discharges from entering the stormwater system and incorporate best practice stormwater pollution prevention techniques, including the provision of separate areas for the washing and cleaning of vehicles, plant and/or other equipment.
- 60** All wastewater that is likely to enter the stormwater system should be:
- (a) contained and/or bunded to exclude the entry of external surface stormwater runoff; and
 - (b) drained to either a treatment device (such as sediment traps and/or a coalescing plate oil separator) with subsequent disposal to sewer or a holding tank which can be emptied as required by an authorised liquid waste contractor.
- 61** Chemical or material storage areas and loading/unloading areas should be located under cover or within a building and designed to incorporate bunding or containment facilities to:
- (a) prevent the entry of external stormwater into the loading/unloading area; and
 - (b) contain any spilt materials and washdown liquids from entering the stormwater system.
- 62** Stormwater runoff generated from car parks, driveways, hard paved areas, and rubbish bin/skip storage areas and other contaminated stormwater should be treated by diversion into an approved stormwater treatment system/device that is capable of removing litter, sediment and oil products.
- 63** Treated stormwater should be discharged:
- (a) into grassed swales, vegetation or garden strips adjacent to car parks and the property boundaries; or
 - (b) into stone filled trenches either open to surface or underground, similar to a septic tank absorption field; or
 - (c) by methods approved by a hydrological specialist.

Burton Poultry Processing Area

- 64 Development may include the processing of birds (including poultry slaughter works) for consumption.
- 65 Poultry slaughter works should not include rendering of residual products (eg feathers, blood, frames, skin and fat) on site.

Direk Industrial Area

- 66 The Direk Industrial Area is preferably for warehousing, transport depots and food processing and packaging land uses, located and designed to minimise undesirable impacts on the locality.
- 67 Land division in the Direk Industrial Area should occur accordance with [Figure In/4](#) and the policies of the Direk Industrial Area.
- 68 Roadway access points should confirm with [Figure In/4](#), however, one additional restricted (eg left in and left out only) access point may be contemplated onto Heaslip Road if such an access point does not detrimentally impact on the safe movement of vehicles.
- 69 Allotments within the Direk Industrial Area should be larger than the minimum area specified for the Industry Zone to facilitate large developments, and:
 - (a) where allotments face Heaslip or Wyatt Roads (including the associated service roads), they should preferably be a minimum of 2.0 ha in area;
 - (b) where allotments do not face Heaslip or Wyatt Roads (or the associated service roads), and are located north of Wyatt Road, they should preferably be a minimum of 1.0 ha in area; and
 - (c) south of Wyatt Road preferably be a minimum of 0.4 ha in area.
- 70 Direct property access to Heaslip Road and the north side of Wyatt Road should not occur, access should be via a new road or a new service road.
- 71 Direct property access to the south side of Wyatt Road should not occur.
- 72 Development on the north side of Wyatt Road should be designed and located to allow for the duplication of this road.
- 73 Development should not be located where it will be adversely affected by noise nuisance from aircraft or is likely to detrimentally affect the operations of the RAAF airfield or DSTO operations.
- 74 The height and location of buildings and structures should not adversely affect the long-term operational and safety aviation requirements of the RAAF airfield.
- 75 Development within areas affected by aircraft noise should be consistent with Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.
- 76 Development should not create a risk to public safety and the operations/activities of the RAAF Base Edinburgh and the Defence Science and Technology Organisation, in particular through:
 - (a) light glare;
 - (b) emissions;
 - (c) air turbulence;
 - (d) storage of flammable/hazardous materials;
 - (e) attraction of birds;

- (f) structures that affect aircraft navigational aids, air traffic control or Base communications; or
 - (g) radio frequency/electrical/electro-magnetic interference.
- 77** Development should restrict the level of lighting to ensure it 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.
- 78** Lights with no upward light component (eg aeroscreen type designs) should be utilised to minimise the potential conflict with aircraft operations.
- 79** Development (including roofs) should either be constructed in materials of non-reflective textures or colours that blend with the natural environment and avoid light glare.
- 80** Development within the "Public Safety Area" as identified in [Figure In/4](#) should not:
- (a) contain any buildings;
 - (b) result in a significant increase in people working or congregating in that area; and
 - (c) involve the use or storage of hazardous materials.

Complying Development

- 81** The following development, as well as those listed in [Table Sal/1](#), is **complying** in the Industry Zone (except in the Pooraka Industrial Area), subject to compliance where applicable with:
- (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#).

Advertisement

Advertising Display (only those listed in [Table Sal/2](#))

Non-complying Development

- 82** The following kinds of development are **non-complying**:

- (a) in the Industry Zone:

Advertisement

Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building has any part above the walls or fascia

Caravan Park

Dog Track

Dwelling (except for alterations or additions to dwellings existing at 21 July 1994)

General Industry in the Salisbury North Industrial Area and Pooraka Industrial Area

Junk Yards, Builder's Yard, Salvage Yard or Wrecking Yard (on a site adjoining an arterial, controlled-access arterial or proposed controlled-access arterial road, or within 20 metres of such a road)

Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the Environment Protection Act 1993

Motel

Motor Racing Track

Place of Worship on a:

- (a) site identified in Direk Industry Area Concept Plan - [Figure In/4](#);
- (b) site (or portion of a site) located beyond 60 metres of the boundary of the Industry Zone; and
- (c) has a total floor area less than 500 square metres.

Prescribed Mining Operations

Primary School

Racecourse

Refuse Destructor

Shop (except for a shop or group of shops having a gross leasable area less than 250 square metres at The Levels, Greenfields, or Pooraka Industrial Area and the replacement or renovation of shops existing at 21 July 1994), or shop or group of shops having a gross leasable area of less than 500 square metres in total within the Direk Industrial Area

Showground

Special Industry

Stock Slaughter Works (except poultry slaughter works within the Burton Poultry Processing Area)

- (b) in the Pooraka Industrial Area (in addition to part (a)):

Abattoir

Advertising hoardings where third party advertisements or advertisements that display messages or advertise products that are not directly related to the activity on land on which the advertisement is displayed

Agistment and holding of stock

Community Centre

Consulting Room

Drive-In Theatre

Educational Establishment except in association with industry

Hotel

Intensive Animal Keeping

Motor Showroom

Office, other than an office ancillary to a desired use including any expansion, addition, alteration or the like, where the resultant floor area does not exceed 250 square metres;

Non-residential Club

Residential Club

Stadium

Stock Sales Yard

Telecommunication tower, masts and monopoles located within 100 metres of a State Heritage Place or Local Heritage Place

Waste Disposal Depot

Public Notification

83 The following kinds of development are assigned **Category 1 Development**:

- (a) in the whole of Industry Zone as listed in Principle 60 and in [Table Sal/3](#); and
- (b) in the Pooraka Industrial Area except where:
 - (i) non-complying;
 - (ii) the development involves an activity of a kind prescribed in Schedule 21 or 22 of the Development Regulations;
 - (iii) the development site has direct access to Diagonal Road or Main North Road;
 - (iv) the site of the development is adjacent land to land in a different zone.

Advertising Display
 Builders Yard
 Land Division other than where the division will, in the opinion of the relevant authority, change the nature or function of an existing road
 Light Industry including low impact food or beverage processing activities
 Motor Repair Station
 Petrol Filling Station
 Road Transport Terminal
 Service Industry
 Store
 Stormwater Detention/Retention Basin
 Telecommunication towers, masts and monopoles (where the proposed development is located greater than 30 metres from a residential zone)
 Telecommunications Antennae
 Warehouse

- 84** The following kinds of development are assigned **Category 2** in the Pooraka Industrial Area other than where assigned **Category 1** or non-complying:
- (a) development involving the division of land where the applicant proposes to use the land for a purpose or carry out a form of development which is, in the opinion of the relevant authority, consistent with the objectives of the zone and where the division will, in the opinion of the relevant authority, change the nature or function of an existing road;
 - (b) development where the site of development is adjacent land to land in a different zone;
 - (c) development within 25 metres of the area defined by State Heritage legislation as being the curtilage of a State Heritage Place;
 - (d) additions and alterations to the fabric of a State Heritage Place where these support the maintenance and restoration of the building, structure or place;
 - (e) reuse of a State Heritage Place for uses compatible with adjoining Industrial activities.
- 85** A place of worship (including additions and extensions) is assigned Category 3 in the Pooraka Industry Area.

EXTRACTIVE INDUSTRY ZONE

Introduction

The objective and principles of development control that follow apply in the Extractive Industry Zone shown on [Maps Sal/6, 7, 14, 15, 21, 22, 30 to 32, 37 to 39 and 44](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone comprising land intended for the mining and quarrying of minerals.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Extractive Industry Zone should be the mining and quarrying of minerals and subsequent restoration by filling, if appropriate, for a suitable after-use.
- 2 In F115110/2, H106100/2104 and F15110/1, quarry after-use, rehabilitation and associated activities should be undertaken in a manner that is not environmentally damaging to land or land uses abutting or nearby the quarry. When the quarry has been rehabilitated it may be suitable for residential development.
- 3 The area shown as Extractive Industry Buffer on [Map Sal/1 \(Overlay 1\) Enlargement C](#) should remain as open space until all quarrying and rehabilitation activities cease, after which the area up to the 105 metres A.H.D. contour may be developed for housing and the remainder established as an open space link, of not less than 150 metres width, between the MOSS (Recreation) Zone to the north and south-west.

Complying Development

- 4 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Extractive Industry Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#); and
 - (c) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement
 Advertising Display (only those listed in [Table Sal/2](#))
 Agistment and Holding of Stock
 Agriculture
 Electricity Sub-station
 Minor Public Service Depot
 Plant Nursery
 Prescribed Mining Operations
 Pumping Station over 75 kW
 Recreation Area
 Service Reservoir
 Telephone Exchange
 Temporary Sewage Treatment Plant

Non-complying Development

- 5 The following development is **non-complying** in the Extractive Industry Zone:

Advertisement or Advertising Display which:

 - (a) moves, rotates or incorporates flashing light(s); or
 - (b) when attached to a building, has any part above the walls, or fascia

EXTRACTIVE INDUSTRY ZONE

Amusement Machine Centre
 Boarding House
 Bus Station
 Caravan Park
 Community Centre
 Consulting Room
 Educational Establishment
 Harbour Installation
 Hospital
 Hotel
 Indoor Recreation Centre

Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the Environment Protection Act 1993, except where:

- (a) 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 percent; and
- (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; and
- (c) the proposed landfill operation is located a minimum of three kilometres from the boundary of any airport used by commercial aircraft; and
- (d) 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 flood event; and
- (e) the interface between any engineered landfill liner and the natural soil is:
 - (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; or
 - (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; or
 - (iii) greater than two metres from ground water with a water quality exceeding 12 000 milligrams per litre of total dissolved salts

Library
 Motel
 Motor Repair Station
 Nursing Home
 Place of Worship
 Police Station
 Pre-school Dwelling
 Residential Flat Building
 Retail Showroom
 Road Transport Terminal
 Service Trade Premises
 Shop
 Special Industry
 Stock Slaughter Works
 Stadium
 Welfare Institution

Public Notification

- 6 The development listed in Principle 4 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Extractive Industry Zone.

DEFERRED INDUSTRY ZONE

Introduction

The objectives and principles of development control that follow apply in the Deferred Industry Zone shown on [Maps Sal/3, 10, 16, 17, 23 and 24](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Objective 1: Land within the zone preserved for future industrial use.

The Development Plan recognises that the area within this zone may, subject to service provision, ultimately be developed for industrial purposes. Accordingly, this objective aims to restrict development incompatible with industry, and to prevent development likely to prejudice the orderly conversion of the land to industrial use.

Objective 2: A zone comprising land primarily for agricultural purposes.

Objective 3: Safe, convenient and limited access to adjoining primary and secondary arterial roads.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development within the Deferred Industry Zone should be for agricultural purposes until required for future industrial expansion.
- 2 Development of any kind should not occur within this zone if it is likely to be incompatible with the potential future use of the land as an industrial area.
- 3 No new dwellings should be constructed within the zone so as to limit the potential for future land use conflicts.

Land Division

- 4 Land should only be divided where:
 - (a) no additional allotments are created; or
 - (b) an allotment is created by a public authority to enable the provision of public infrastructure.

Complying Development

- 5 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Deferred Industry Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#); and
 - (c) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement (only those listed in [Table Sal/2](#))
 Farming
 Horticulture

Non-complying Development

6 The following development is **non-complying** in the Deferred Industry Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, windvanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

Boarding House

Builder's Yard

Caravan Park

Dwellings (except additions and alterations to existing dwellings at 17 July 1997)

Fuel Depot

Golf Course(except an existing Golf Course located on Lot 12 of DP 22683 (CT Vol 5281 Folio 168))

Industry

Intensive Animal Keeping

Land Division where additional allotments are created, except to enable the provision of public infrastructure by a public authority

Junk Yard

Motor Race Track

Motor Repair Station

Petrol Filling Station (except an existing petrol filling station located on Lot 4 of DP 26185 (CT Vol 4350 Folio 919))

Refuse Destructor

Retail Showroom

Road Transport Terminal

Shop

Service Trade Premises

Stock Slaughter Works

Timber Yard

Used Car Lot

Warehouse

Waste Disposal Depot

Waste Transfer Station

Public Notification

7 The following development, as well as that listed in Principle 5 and in [Table Sal/3](#), are assigned as **Category 1 Development** in the Deferred Industry Zone:

Farming

Farm Building

Horticulture

Horticultural Building

ENTERPRISE ZONE

Introduction

The objectives and principles of development control that follow apply to the Enterprise Zone shown on [Maps Sal/5, 11, 12, 13, 19, 20 and 26](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone developed in accordance with the Structure Plan as shown [Map Sal/1 \(Overlay 1\) Part A](#) and Concept Plan [Fig E/1](#).

The Enterprise Zone includes surplus Department of Defence land adjacent to the DSTO and Edinburgh RAAF base. It seeks to accommodate compatible and supportive uses particularly those of a high quality industrial nature. Access to and from the area, particularly for freight traffic, is proposed by a new north to south-west major road. A local industrial road network will complement this corridor. The road network will direct heavy traffic away from the Salisbury Highway. The relationship of the Enterprise Zone with the Elizabeth Regional Centre and the Salisbury Town Centre is to be strengthened by appropriate nearby uses and local traffic access.

The potential for storage and reuse of stormwater, and the integration of existing vegetation, are features which enhance the character of the area. Given the flexible nature of the zone, a range of uses and lot sizes are to be determined for each precinct within the zone.

Objective 2: Development within the Industry Precinct as shown on [Fig E/1](#) is primarily for industry, particularly those activities related to the automotive industry, DSTO, manufacturing, distribution and defence.

Objective 3: Development within the Future Industry Precinct as shown on [Fig E/1](#) be developed preferably when the Industry Precinct is substantially completed, and primarily be for industry compatible with the adjoining defence, research, technology industries, automotive, manufacturing and distribution.

Objective 4: Development within the Future Development Precinct as shown on [Fig E/1](#) is primarily for future urban development including industry related to the DSTO, aerospace and defence activities on the southern and western boundaries, and the uses supportive and integrated with the Elizabeth Regional Centre which may include a mix of centre related activities.

Form of Development

Objective 5: To achieve a site layout and urban form that provides a pleasant, attractive, manageable, resource efficient and sustainable urban environment.

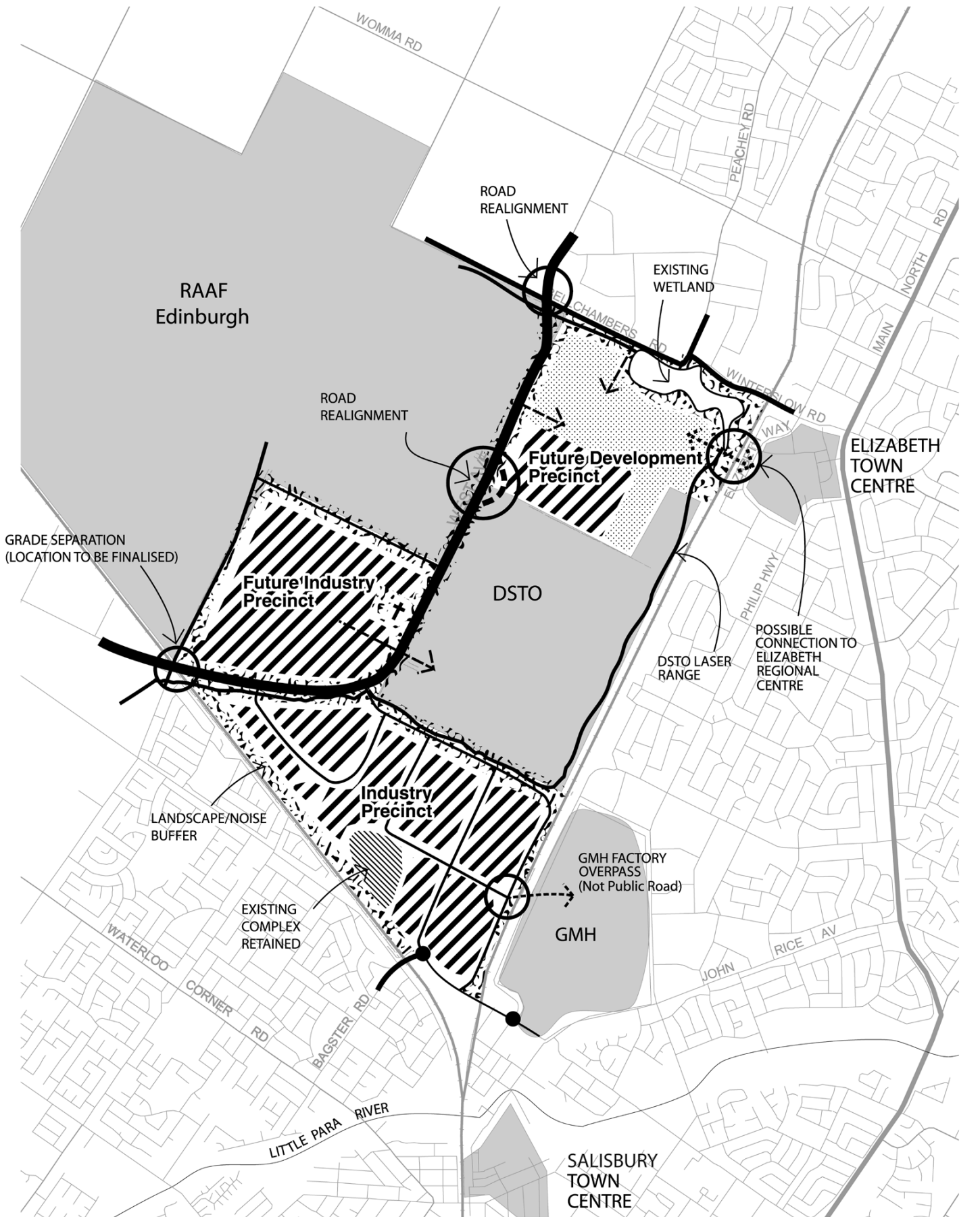
Objective 6: The continuation, expansion and intensification of research and development of high technology industries, automotive related industries, manufacturing, industrial, recreational and drainage functions.

Objective 7: Industrial development designed and located to ameliorate environmental impacts (eg site contamination and noise) and minimise downstream pollution.






Objective 8: Minimisation of risks associated with hazardous substances.

Objective 9: The graduation of land uses through the establishment of uses that have low external impacts with respect to noise, emissions, traffic, and visual-aspects in close proximity to areas where residential development exists or is expected to be established.

Objective 10: Development and associated activities should not adversely impact on residential areas, or on other development within the zone or locality by noise, traffic, fumes, dust, vibration or any other harmful or nuisance-creating impact.



-  Existing Major Uses
-  Industrial
-  Commercial
-  Future Development
-  Recreation/Open Space
-  Drainage Corridor

-  Major Road
-  Minor Roads
-  Site Access (Notional)
-  Road/Intersection Upgrade
-  Sturton Church & Graveyard

0 m 500 1 000

CITY OF SALISBURY DEFENCE PRECINCTS STRUCTURE PLAN

FIGURE E/1

Objective 11: Development compatible with:

- (a) existing and forecast noise nuisance from aircraft operations based at RAAF Edinburgh, (refer to Australian Standard AS 2021-2000 Acoustics-Aircraft Noise Intrusion – Building Siting and Construction); and
- (b) DSTO explosive ordinance activities.

Objective 12: A coordinated and integrated development that:

- (a) incorporates information technology and telecommunications facilities and infrastructure;
- (b) includes opportunities for best-practice water catchment management that incorporates drainage and open space links; and
- (c) contributes to the improvement of the physical, social and economic conditions of adjoining communities where appropriate;

Objective 13: Development which is sympathetic to heritage values of the locality.

Design and Appearance

Objective 14: Enhancement of the appearance of localities through appropriate landscaping, and design of development, especially in areas visually prominent to the general public (eg along arterial roads) or local residents

Objective 15: Development which contributes to the creation of visually-attractive entrances to Adelaide, Salisbury and Elizabeth.

Objective 16: Provision of landscaped buffers (incorporating mounds) adjacent to main roads and residential areas.

Movement and Communications

Objective 17: Safe, convenient and limited access incorporating a transport and movement system that:

- (a) provides for the safe and convenient movement of heavy vehicles;
- (b) provides for flexible and innovative transport modes; and
- (c) provides linkages with the external systems to maximise local and regional relationships;

Land Division

Objective 18: Land division undertaken in a co-ordinated manner to ensure that the layout, sequence and servicing of development is orderly and economic.

Objective 19: Adequate and co-ordinated drainage and servicing of land before development takes place.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be in accordance with the Structure Plan as shown on [Map Sal/1 \(Overlay 1\) Part A](#), and Concept Plan [Fig E/1](#).
- 2 Development within the Industry Precinct as shown on [Fig E/1](#) should be developed in stage 1, and primarily be for industry, particularly those activities related to the automotive industry, the DSTO, manufacturing, distribution and defence.

- 3 Development within the Future Industry Precinct as shown on [Fig E/1](#) should be developed in stage 2, preferably when stage 1 is substantially completed, and primarily be for industry compatible with the adjoining defence areas.
- 4 Development within the Future Development Precinct as shown on [Fig E/1](#) should primarily be for future urban development including industry related to the DSTO, defence, aerospace, technology and manufacturing on the southern and western boundaries, and the uses supportive of the Elizabeth Regional Centre which may include a mix of centre related activities.

Form of Development

- 5 Development should be comprehensively planned, reinforce existing DSTO, RAAF and industrial/research uses, and be designed and developed in an integrated manner.
- 6 Development on sites at the interface between different existing and potential future land uses should be carefully designed, and buffered where necessary, to achieve adequate levels of compatibility of uses.
- 7 Apart from centre activities which are supportive and integrated with the Elizabeth Regional Centre, centre facilities such as shops and offices should not occur unless it can be demonstrated that they primarily serve users in the zone and do not detract from the function of any centre zone.
- 8 The urban development of the zone should not include stand-alone regional or district centre retail functions, but by its staging and form relate to and support the development of the Elizabeth Regional Centre in a highly integrated and coordinated manner.
- 9 Development should:
 - (a) not be located where it will be adversely affected by noise nuisance from aircraft or is likely to affect the operations of the DSTO or RAAF airport;
 - (b) not generate traffic which creates or contributes to unsafe conditions having regard to the design and function of adjacent roads;
 - (c) be designed and located to avoid adverse effects on other development within the zone or locality through noise, traffic, fumes, dust, vibration or any other harmful or nuisance-creating impact; and
 - (d) ensure that there is no significant impact on residential amenity.
- 10 Development including associated landscaping and structures, which could assist or conceal any attempt at penetration of the fence, should not be located on or close to the DSTO security fence line, or where it would adversely affect the security of the fence.
- 11 Development should not be located where it will cause higher than normal radio frequency background noise which may adversely affect the operations of DSTO.
- 12 Buildings proposed within current or potential areas that may be affected by noise sources should be designed with appropriate building and site noise attenuation measures having regard to relevant codes and practices.
- 13 Activities within the zone should not exceed a level of 40dB(A) before 7 am or after 10 pm on any day or any time on a Sunday, or 50dB(A) at any other time, when measured and adjusted for characteristics in accordance with EP (Industrial Noise) Policy 1994 at any residential receiver.
- 14 Within 50 metres of a residential zone or locality boundary:
 - (a) non-residential development (including loading and unloading activities) should:
 - (i) demonstrate appropriate acoustic performance; and

- (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; and
 - (c) operating hours should generally be limited to between 7am and 6pm;
- 15** Development should encourage multiple use of facilities and buildings and allow for flexibility of use over time.

Movement and Communication

- 16** The development within the zone should integrate with the adjoining urban areas through the extension of and appropriate connections to existing arterial and major roads, as shown on the Concept Plan [Fig E/1](#).
- 17** A hierarchy of movement systems should be provided which:
- (a) is connected by a transport system with emphasis on freight transport and allows for changes in local area transport;
 - (b) includes links with the existing railway transport services; and
 - (c) provides a street network to meet local needs, allow for expected levels of vehicle traffic, facilitates the efficient movement of vehicles and has a clear structure to function in the network.
- 18** Urban development should be extensively connected by advanced communications and information systems.

Environment

- 19** Development should be designed to:
- (a) be innovative and environmentally sensitive;
 - (b) include energy efficient design in land division and buildings; and
 - (c) incorporate best-practice waste management and water conservation practices that are based on principles of ecologically sustainable development.
- 20** Development should be located away from flood prone areas and incorporate a minimum floor level raised or cantilevered to avoid risk of inundation, in the event of a major stormwater flow which exceeds the predicted 1-in-100-year flood event.
- 21** Onsite drainage and retention options should be sited away from areas of ground water contamination or potential contamination.
- 22** Development should provide for effective, efficient and sustainable management of drainage and stormwater flows within the zone.
- 23** Development should incorporate stormwater management techniques and strategies where appropriate to:
- (a) encourage the on-site detention and utilisation of stormwater;
 - (b) limit discharges to levels consistent with the capacity of existing or planned external stormwater systems so as not to increase the risk of flooding to downstream properties;

- (c) improve the quality of stormwater including the incorporation of traps for litter, grease and oil into the stormwater collection system; and
- (d) avoid adverse impacts on receiving waters and land.

24 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 or a grassed based and planted channel incorporating rock riffles; and
- (c) allow for the planting of trees and shrubs at either side of the channel.

25 Earthworks, building construction and the operation of plant and equipment should not detrimentally affect adjoining areas by way of noise, air pollution or industrial hazards.

26 Development of, adjacent to, or in close proximity to, a place of heritage significance (eg Sturton Church and graveyard) should respect the historical character and integrity of the area and reflect the significance of the item within the locality.

27 Activities which pose risk to the public and the environment, being discharge or emission of hazardous substances, or which when combined with other activities in a locality, or proximity to aircraft operations, may create or contribute to such a risk, should be designed and located to avoid significant risk.

28 Buildings and sites where hazardous substances are stored should be designed so that any spillage of hazardous materials can be contained.

29 Development should not be undertaken on contaminated land or on potentially contaminated land unless:

- (a) the land will be maintained in a condition; or
- (b) the development will be undertaken in a manner;

that will be suitable for its intended use, and that will not pose a threat to the health and safety of the environment, occupiers of the land or land in the locality.

Appearance of Land and Buildings

30 Buildings and structure should have regard to appropriate Airport Building Height limits.

31 The site layout should take into account on-site features, topography, landmarks, vegetation, structures, drainage, service, access, orientation considerations, and where possible incorporate existing vegetation, and retain items of identified conservation or heritage value.

32 The appearance of land and buildings should not detract from the amenity of the locality or nearby development.

33 Development should:

- (a) enhance the appearance of localities;
- (b) achieve a high visual amenity, including consistent design treatment of heights, set-backs and building materials, particularly in areas prominent to the general public; and
- (c) through urban design and landscaping, contribute to the creation of visually-attractive entrances to Adelaide and Salisbury.

34 Development involving 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; and
- (b) ensure that storage and service areas are effectively screened from public view.

35 Industrial buildings should:

- (a) be designed and constructed of materials and colours which enhance the visual amenity of the locality;
- (b) not occupy more than 50 percent of the total area of the site upon which they are located;
- (c) be located to allow vehicular access by fire-fighting vehicles to the rear of the site;
- (d) be designed with a horizontal emphasis; and
- (e) present an attractive facade which may include incorporating offices or masonry or similar construction at the front of the building or architectural elements (eg surface treatments, form or decoration) to enhance the appearance of the locality.

Building Set-backs

36 To enhance the streetscape, buildings having a maximum height of 6 metres should have an 8 metre setback, and buildings which exceed 6 metres in height should have a 10 metre set-back, subject to adequate provision of car parking spaces and landscaping between the building and the road, however, where a property has 2 street frontages, no building should be erected within 4 metres of the road alignment of the secondary street frontage.

37 Development should:

- (a) provide for all loading and unloading to take place on the site of the development;
- (b) incorporate separate access, loading and unloading areas from parking areas to avoid conflict; and
- (c) ensure that vehicle movements are safe and convenient.

38 Industries, warehouses, stores and similar developments should be provided with sufficient and convenient parking for staff and visitors based on the following criteria:

- (a) for that part of the development used as office space, at least 1 car parking space for every 30 square metres;
- (b) for that part of the development used as non-office space;
 - (i) at least 1 car parking space for every 50 square metres up to 200 square metres;
 - (ii) an additional car parking space for every 75 square metres between 200 and 2000 square metres; and
 - (iii) an additional car parking space for every 150 square metres above 2000 square metres; and
- (c) for labour-intensive industries (where the car parking demand exceeds the provision calculated on the basis of (a) and (b) above, the total car parking should be provided at a rate of 0.75 spaces by the number of employees); or

- (d) for non-labour intensive the above criteria can be varied having regard to expected maximum staff and visitor levels.

39 Off-street car parking areas should be well landscaped and surfaced with suitable impervious hard-paving and line marked to indicate car parking spaces.

Landscaping

40 Development should be provided with appropriate landscaping in accordance with the following criteria:

- (a) at least 10 percent of the site should be landscaped;
- (b) plantings should include a substantial proportion of trees in scale with the main buildings, and trees located within and adjacent parking areas to provide shade;
- (c) landscaping should occur along boundaries with a road or public reserve and at least 1 side boundary of the site, for a width of at least 3 metres, and should include strips within parking areas to break-up extensive areas of paving;
- (d) storage areas and unsightly activities and structures should be screened and buildings, parking and driveway areas softened or enhanced by landscaping;
- (e) plantings should ensure adequate sight lines at vehicle ingress and egress points;
- (f) security fences should be constructed on or behind the building line or behind the front landscaping strip; and
- (g) trees, shrubs and groundcovers should be planted within 6 months of first occupation of new development.

41 Industries should provide a suitable landscaped buffer (incorporating mounds) between themselves and abutting premises within residential locality. (This provision is additional to the landscaping requirements set out in the previous principle of development control).

Outdoor Advertising

42 Advertisements and advertisement displays should:

- (a) not include portable, flashing or moving displays;
- (b) be unobtrusive and not be conspicuous from residential properties where internally illuminated;
- (c) be of an appropriate size having regard to the scale of the building or wall and the set-back from a public road; and
- (d) not cover more than 10 percent of a total surface area of a wall oriented to a public road or reserve.

43 On sites accommodating a number of tenancies, advertisements should be designed in a graphically and colour co-ordinated manner and allow for display by each tenant.

44 Freestanding structures should not exceed 6 metres in height and should be restricted to 1 such structure per 6 tenancies.

Land Division

45 Land division should be undertaken in a co-ordinated manner and should ensure that:

- (a) development is staged in a sequence which avoids unnecessary cost to public authorities;

- (b) sufficient land is reserved for the satisfactory disposal or detention of stormwater; and
- (c) roadways are designed to accommodate major stormwater flows in excess of the capacity of the underground drainage system.

Complying Development

46 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Enterprise Zone, subject to compliance, where applicable, with:

- (a) the conditions prescribed in [Table Sal/2](#); and
- (b) the building set-back conditions prescribed in [Table Sal/4](#);

Advertisement, Advertising Display (only those listed in [Table Sal/2](#))

Non-complying Development

47 The following development is **non-complying** in the Enterprise Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building has any part above the walls, or fascia

Builder's Yard
 Caravan Park
 Crematorium
 Dog Track
 Dwelling (except for alterations or additions to dwellings existing at 8 February 2001)
 Intensive Animal Keeping
 Junk Yard
 Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the Environment Protection Act, 1993
 Motel
 Motor Racing Track
 Place of Worship
 Prescribed Mining Operations
 Primary School
 Race Course
 Refuse Destructor
 Shop or a group of shops having a gross leasable area of more than 250 square metres.
 Service Trade Premises
 New and Used Car Lot
 Salvage Yard
 Show Ground
 Special Industry
 Stock Slaughter Works
 Wrecking Yard

Public Notification

48 The following development, as well as that listed in Principle 46 and in [Table Sal/3](#), is assigned as **Category 1 Development** in the Enterprise Zone:

All kinds of development other than non-complying developments, are assigned as **Category 1 Development** in the Enterprise Zone, except where the site of the proposed development (excluding complying development) is within 60 metres of a residential zone boundary, in which case it is assigned as **Category 2 Development**.

SERVICE DEPOT ZONE

Introduction

The objectives and principles of development control that follow apply to the Service Depot Zone shown on [Map Sal/55](#). They are additional to, and more particular than, those expressed for the whole council area.

OBJECTIVES

- Objective 1:** A zone accommodating land used for storage and operations associated with the provision of public services by a government authority.
- Objective 2:** Avoidance of adverse effects on nearby residents within the locality by way of noise, traffic, fumes, dust, vibration, or other harmful or nuisance creating impacts.
- Objective 3:** Development which, through urban design and landscaping, contributes to the creation of a visually attractive locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development within the zone should be associated with storage activities and operations connected with the provision of road works by a government authority.
- 2 Buildings and sites where hazardous substances are stored should be designed so that any spillage of hazardous materials can be contained on the site.
- 3 Development should not be undertaken if the establishment, operation and management of such development is likely to adversely affect nearby residents or other uses within the locality by way of noise, traffic, fumes, dust, vibration, or other harmful or nuisance creating impacts.
- 4 Development should not be undertaken if the establishment, operation and management of such development is likely to result in the pollution, erosion or reduction in the capacity of Dry Creek.
- 5 Development should be provided with appropriate landscaping in accordance with the following criteria:
 - (a) landscaping should occur along boundaries with a road or 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) trees, shrubs and ground covers should be planted within 6 months of first occupation of new development; and
 - (d) plant species should be native or other species suited to the site and functions and should minimise the need for maintenance.

Complying Development

- 6 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Service Depot Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#); and
 - (a) the building set-back conditions prescribed in [Table Sal/4](#);

Advertisement (only those listed in [Table Sal/2](#))

SERVICE DEPOT ZONE

Non-complying Development

7 The following development is **non-complying** in the Service Depot Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, wind vanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or the fascia

Bus Depot

Caravan Park

Consulting Room

Dwelling, except for caretakers residence Industry (other than an industry for the provision of roadworks by a government authority)

Junk Yard

Refuse Destructor

Road Transport Terminal

Shop

Used Car Lot

Waste Disposal Depot

Waste Transfer Station

Public Notification

8 The following development, as well as that listed in Principle 6 and in [Table Sal/3](#), is assigned as **Category 1 Development** in the Service Depot Zone:

Public Service Depot

RURAL ZONE

Introduction

The objectives and principles of development control that follow apply in the Rural Zone shown on [Maps Sal/8, 9, 17, 23, 24 and 32](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone comprising land primarily for agricultural purposes by preventing the further division of land.
- Objective 2:** Enhancement of the appearance of localities through appropriate landscaping, design and siting of development.
- Objective 3:** Safe, convenient and limited access to adjoining primary arterial and secondary arterial roads.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development should not conflict with the maintenance and improvement of agricultural activities.
- 2 Dwellings should be limited to 1 per allotment to conserve the open space and rural character of the locality.
- 3 Development should:
 - (a) enhance the appearance of localities, particularly where the existing amenity is low;
 - (b) achieve a higher visual amenity along transport corridors; and
 - (c) through urban design and landscaping, contribute to the creation of visually attractive entrances to Adelaide and Salisbury.
- 4 Sufficient landscaping should be established along the boundary of land adjoining public roads, in particular Port Wakefield and Waterloo Corner Roads, to reduce the visibility of any buildings.
- 5 Development should be designed and located to avoid effects on other uses within the zone or locality through noise, traffic, fumes, dust, odour, vibration or any other harmful or nuisance creating impact.
- 6 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.
- 7 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; and
 - (c) have minimal visual impact from Port Wakefield Road through the use of extensive landscaping and tree planting.
- 8 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.
- 9 Development within the suburb of Bolivar should not be undertaken if it will significantly threaten the operations of the Bolivar Waste Water Treatment Works.

RURAL ZONE

Land Division

10 Land should only be divided where:

- (a) no additional allotments are created; or
- (b) an allotment is created by a public authority to enable the provision of public infrastructure.

Complying Development

11 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Rural Zone subject to compliance, where applicable, with:

- (a) the conditions prescribed in [Table Sal/2](#);
- (b) the building set-back conditions prescribed in [Table Sal/4](#); and
- (c) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement (only those listed in [Table Sal/2](#))
Farming

Non-complying Development

12 The following development is **non-complying** in the Rural Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, wind vanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

Bed and Breakfast for more than 6 guests
Boarding House
Builder's Yard
Caravan Park
Consulting Rooms
Dog Track
Industry (other than packaging and processing sheds directly associated with horticultural activities and not having access directly onto Port Wakefield Road)
Intensive Animal Keeping involving the keeping of poultry, pigs or cattle
Land Division where additional allotments are created, except to enable the provision of public infrastructure by a public authority
Junk Yard
Motor Race Track
Motor Repair Station
More than 1 dwelling per allotment
Refuse Destructor
Retail Showroom
Road Transport Terminal
Shop (other than a shop with a retail floor area not exceeding 150 square metres and associated with a petrol filling station and/or a restaurant associated with a petrol filling station)
Service Trade Premises
Timber Yard
Used Car Lot
Warehouse
Waste Disposal Depot
Waste Transfer Station

Public Notification

- 13 The following development, as well as that listed in Principle 12 and in [Table Sal/3](#), is assigned as **Category 1** in the Rural Zone:

Commercial Forestry Horticultural Building
Farming Stable
Horticulture

RURAL LIVING ZONE

Introduction

The objectives and principles of development control that follow apply in the Rural Living Zone shown on [Maps Sal/10, 11, 18, 19, 28, 29, 32, 39 and 40](#). They are additional to, and more particular than, those expressed for the whole of the council area.

The Rural Living Zone is further divided into 3 policy areas, shown on [Maps Sal/65 to 67](#), each expressing policies relevant to that particular area.

OBJECTIVES

- Objective 1:** A rural living character derived from large allotments, mixed small-scale rural activities and detached dwellings.
- Objective 2:** A zone primarily accommodating detached dwellings in association with a range of compatible rural activities.
- Objective 3:** Development which is compatible with adjoining residential areas, and which conserves and enhances the rural character of the zone.
- Objective 4:** Development having a high standard of appearance by means of design, external materials, colours, siting and landscaping, which is unobtrusive and does not detract from the desired open space and rural living character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Where an additional dwelling is proposed on an allotment with an existing detached dwelling, the additional dwelling should only be allowed if:
 - (a) designed as an integral extension of the existing detached dwelling;
 - (b) constructed of new materials which are of a colour and texture to match the existing detached dwelling;
 - (c) the building contains no more than 2 dwellings; and
 - (d) the building retains a character, scale and external appearance resembling a detached dwelling.
- 2 Rural activities should be of a scale and intensity compatible with the residential development in, and adjacent to, the zone.
- 3 Intensive animal keeping activities should not be established in the Rural Living Zone.
- 4 Horse keeping (not associated with stables) should only occur on allotments of 4 hectares or more and adequate ground cover should be maintained at all times to avoid soil degradation.
- 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 Commercial, industrial, or retail activities should not occur in the Rural Living Zone.
- 7 Development should be designed and located to avoid adverse effects on other uses within the zone or locality through noise, traffic, fumes, dust, odour, vibration or any other harmful or nuisance creating impact.
- 8 Development should ensure that fire-fighting vehicles can gain access to the rear of an allotment and are able to enter and leave the allotment without reversing.

RURAL LIVING ZONE

Land Division

- 9 Additional allotments should not be created for second dwellings developed in accordance with Principle of Development Control 1.

Policy Area 22 (Salisbury Heights)

Introduction

Land encompassed by this policy area is characterised by detached dwellings on large allotments. The landform is characterised by ridges and valleys, with views to the west. Land uses are predominantly residential with some residents involved in the keeping of animals.

- 1 Division of land within Policy Area 22 (Salisbury Heights) should not be undertaken if it creates additional allotments.
- 2 Farm buildings should be sited at least 20 metres from any allotment boundary.
- 3 Retaining walls should be designed in such a way that they comprise a stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.
- 4 Driveways and access tracks should be surfaced with dark materials and follow the contours of the land so as to reduce their visual impact.
- 5 Excavation and/or filling should:
 - (a) be kept to a minimum 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; and
 - (c) result in stable slopes which are covered with topsoil and landscaping so as to preserve and enhance the natural character of the locality.

Policy Area 23 (Bolivar)

Introduction

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.

- 1 Division of land within Policy Area 23 (Bolivar) should only be undertaken if it results in allotments having:
 - (a) an area of not less than 4000 square metres; and
 - (b) a frontage to a public road of not less than 25 percent of the average depth of the allotment.
- 2 Policy Area 23 should:
 - (a) accommodate the demand for residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities; and
 - (b) provide for orderly expansion of residential development and horse keeping.

- 3 Development should not have any adverse environmental impact on adjacent mangrove and coastal areas.
- 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.

Policy Area 24 (Direk)

Introduction

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.

- 1 Division of land within Policy Area 24 (Direk) should only be undertaken if the division results in allotments having:
 - (a) an area of not less than 1 hectare; and
 - (b) a frontage to a public road of not less than 25 percent of the average depth of the allotment.
- 2 Development should recognise constraints imposed by the existing and forecast noise nuisance from the Edinburgh Base.
- 3 Development that would be adversely affected by aircraft noise nuisance should not be undertaken in this area (eg hospitals, schools, churches).

Complying Development

- 4 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Rural Living Zone, subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#);
 - (b) no building, except an advertising display, being erected, added to or altered on any land so that any portion of such building is erected, added to or altered nearer than 30 metres from the top of the banks of the Little Para River west of Port Wakefield Road; and
 - (c) the building set-back conditions prescribed in [Table Sal/4](#); and
 - (d) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement (only those listed in [Table Sal/2](#))
 Carport and verandah directly connected to an existing dwelling
 Farming

Non-complying Development

- 5 The following development is **non-complying** in the Rural Living Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, windvanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

Bed and Breakfast for more than 6 guests
 Boarding House
 Builder's Yard
 Caravan Park
 Consulting Room metres total floor area
 Dog Track
 Industry
 Intensive Animal Keeping
 Junk Yard
 Land Division within Policy Area 22 an increase in the number of allotments is proposed)
 Land Division within Policy Area 23 which creates allotments less than 4000 square metres
 Land Division within Policy Area 24 which creates allotments less than 1 hectare
 More than 1 dwelling per allotment except for a second dwelling attached to an existing detached dwelling
 Motor Repair Station
 Office exceeding 50 square metres total floor area exceeding 50 square
 Refuse Destructor
 Retail Showroom
 Road Transport Terminal
 Service Trade Premises
 Service Industry
 Shop (where gross leasable areas exceeds 250 (where square metres)
 Stock Slaughter Works
 Timber Yard
 Warehouse
 Waste Disposal Depot

Public Notification

- 6** The following development, as well as that listed in Principle 22 and in [Table Sal/3](#), is assigned as **Category 1 Development** in the Rural Living Zone:

Detached Dwelling Horticulture
 Farming Horticultural Building
 Farm Building Stable

RURAL (AIRCRAFT NOISE) ZONE

Introduction

The objectives and principles of development control that follow apply in the Rural (Aircraft Noise) Zone shown on [Maps Sal/10 and 18](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone accommodating development that is:

- (a) compatible with adjoining residential development;
- (b) least likely to be affected by existing and forecast noise nuisance from the R.A.A.F. Edinburgh Airfield; and
- (c) least likely to result in the assembly of large or concentrated numbers of people within the zone.

Objective 2: The restriction of residential development to areas least affected by aircraft noise.

Objective 3: The area indicated on [Fig Ru\(AN\)/1](#) developed in accordance with [Fig Ru\(AN\)/1](#).

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development within the zone should not:

- (a) involve the assembly or concentration of large numbers of people;
- (b) be activities which would be seriously affected by noise from aircraft;
- (c) have an adverse impact on new development either within or outside the zone; and
- (d) cause a hazard to flying aircraft because of its height.

2 Development undertaken within the zone may include low-intensity rural and semi-rural activities; for example, wholesale nurseries and horse keeping.

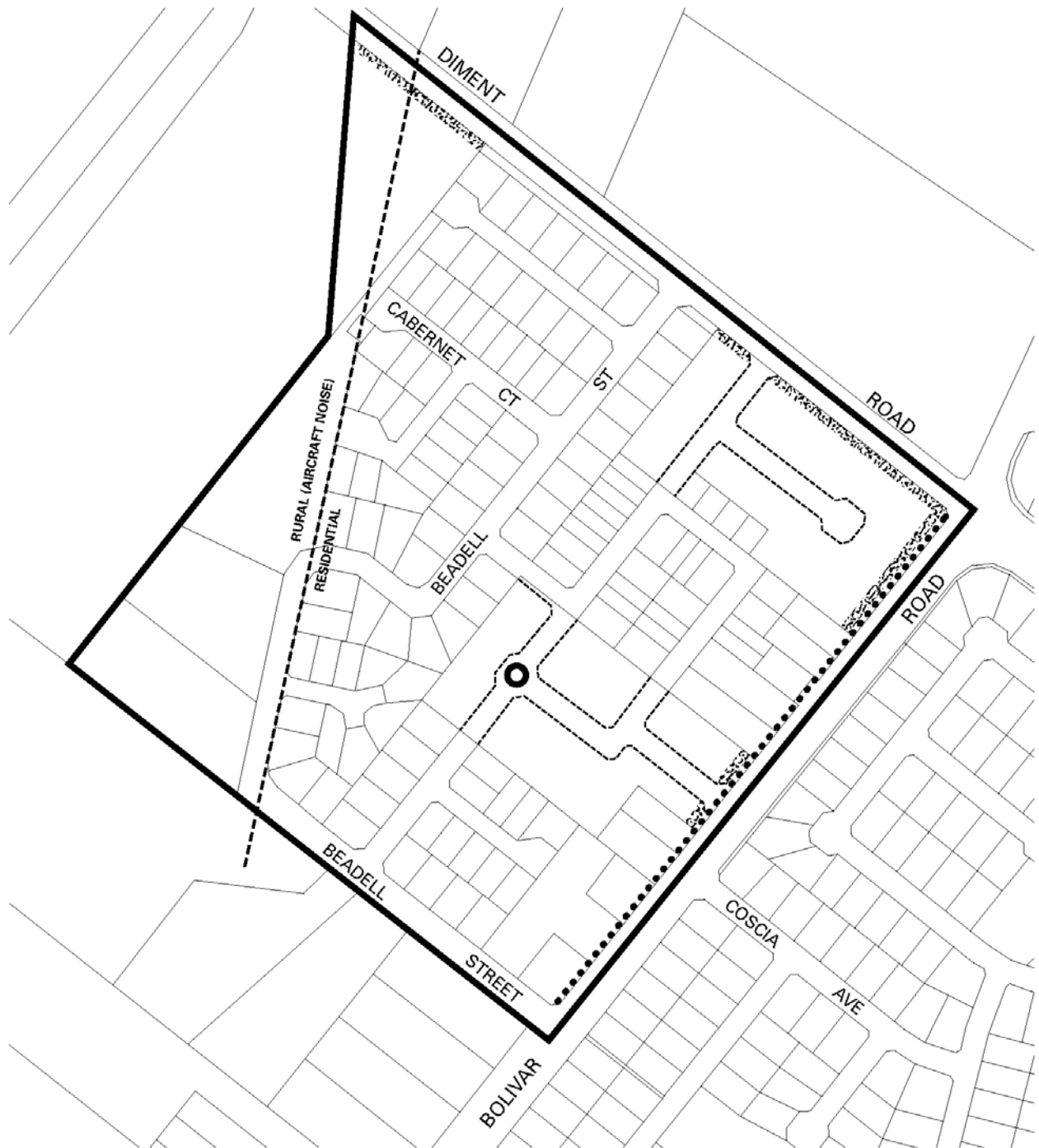
3 Land division should ensure that:

- (a) the minimum allotment size is 2 hectares; and
- (b) that the frontage is not less than 25 percent of the average depth of an allotment.

4 Horse keeping should not occur on allotments of less than 3 hectares, except in combination with stabling.

5 Keeping or stabling of horses and other animals, and associated development, should be undertaken with the minimum impact upon the environment. In particular, management of the properties should avoid:

- (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;



- Proposed Road
- Zone Boundary
- ▨ Proposed Landscaped Buffer
- - - - - Pedestrian Access (min 10m)
- Roundabout
- Road Widening
- Concept Plan Boundary

0 metres 100 200 300
1:4000

**SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
BURTON
CONCEPT PLAN
Fig Ru(AN)/1**

Consolidated - 11 December 2008

- (f) unsightly and exposed structures; and
 - (g) any unhealthy conditions which may be created by the inadequate disposal or treatment of waste.
- 6** Management practices, including the following, should be utilised where necessary to comply with the environmental standards set out in Principle of Development Control 5:
- (a) pasture irrigation, renovation or improvement;
 - (b) rotational grazing and spelling of agistment and exercise areas;
 - (c) weed control;
 - (d) supplementary feeding;
 - (e) proper sanitary measures; and
 - (f) landscaping.
- 7** Stables and other buildings should either be established in materials of non-reflective textures or colours that blend with the natural environment.
- 8** Stables should be connected to a sewer where practicable.
- 9** Stables and corrals should:
- (a) be properly drained;
 - (b) incorporate appropriate sanitary measures;
 - (c) be sited in an inconspicuous manner; and
 - (d) be screened from public view by planting of trees and shrubs.

Orderly Development

- 10** Development of roads and landscaped buffer areas within that part of the zone shown on [Fig Ru\(AN\)/1](#) should be in accordance with [Fig Ru\(AN\)/1](#).

Complying Development

- 11** The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Rural (Aircraft Noise) Zone, subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#):

Advertisement

Advertising Display (only those listed in [Table Sal/2](#))

Non-complying Development

- 12** The following development is **non-complying** in the Rural (Aircraft Noise) Zone:

Advertisement or Advertising display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building has any part above the walls, fascia

Amusement Hall
 Amusement Machine Centre
 Animal Race Track
 Auction Room
 Bank
 Boarding House
 Bus Depot
 Bus Station
 Builder's Yard
 Community Centre
 Consulting Room
 Petrol Filling Station
 Place of Worship
 Police Station
 Post Office
 Pre-school
 Prescribed Mining Operations
 Private Hotel
 Radio or TV Studio
 Refuse Destructor
 Residential Club
 Residential Flat Building

Dwelling, except:

- (a) additions or alterations to a detached dwelling existing at 20 October 1988; and
- (b) development of a detached dwelling upon an allotment existing at 20 October 1988 in those portions of F114404/43, D20833/1, D20833/2, F114402/41, F102000/18, F7982/4 and D38939/103 shown as area 18 on [Map Sal/57](#)

Educational Establishment
 Fire Station
 Fuel Depot
 Hospital
 Hotel
 Indoor Recreation Centre
 Industry
 Junk Yard
 Library
 Motel
 Motor Race Track
 Motor Repair Station
 Nursing Home
 Office
 Office and Dwelling
 Restaurant
 Retail Showroom
 Road Transport Terminal
 Service Industry
 Service Trade Premises
 Shop
 Shop and Dwelling
 Show Ground
 Stadium
 Stock Slaughter Works
 Store
 Theatre
 Timber Yard
 Warehouse
 Waste Disposal Depot
 Waste Transfer Station
 Welfare Institution

Public Notification

- 13 The development listed in Principle 11 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Rural (Aircraft Noise) Zone.

HILLS FACE ZONE

Introduction

The objectives and principles of development control that follow apply in the Hills Face Zone shown on [Map Sal/29](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone in which the natural character is preserved and enhanced or in which a natural character is re-established in order to:

- (a) provide a natural backdrop to the Adelaide Plain and a contrast to the urban area;
- (b) preserve and develop native vegetation and fauna habitats close to metropolitan Adelaide;
- (c) provide for passive recreation in an area of natural character close to the metropolitan Adelaide;
- (d) provide a part of the buffer area between metropolitan districts and prevent the urban area extending into the western slopes of the South Mount Lofty Ranges; and
- (e) ensure that the community is not required to bear the cost of providing services to land within the zone.

Objective 2: A zone accommodating low-intensity agricultural activities and public/private open space and one where structures are located 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; and
- (d) prevent the loss of life and property resulting from bushfires.

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 predominates. Thus, existing buildings should not be seen as setting a precedent when assessing the impact of a proposed development. Each development should be assessed on the extent to which it preserves and enhances the natural character or, more importantly, assists in the re-establishment of a natural character, rather than on the basis of a comparison with existing development in its locality.

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 locational 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 in order to minimise the fire risk. While vegetation management is an important

part of minimising the fire risk, the destruction of existing native vegetation and the failure to provide landscaping in such a way 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 the 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 in such a way as 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 located unobtrusively.

Some of the land in the Hills Face Zone is located in Zones 1 or 2 of the South Mount Lofty Ranges Watershed proclaimed under the Waterworks Act. Development on such land will need to comply with additional policies relating to the watershed.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not be undertaken unless:
 - (a) it is associated with a low-intensity agricultural activity or horticultural activities in appropriate locations, a public open space area or a private use of an open character, or a detached single-storey dwelling, including outbuildings and structures normally associated with such dwellings, on a single allotment; and
 - (b) together with associated native landscaping, it preserves and enhances the natural character of the zone or assists in the re-establishment of a natural character.

- 2 The excavation and/or filling of land should:
 - (a) be kept to a minimum 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; and
 - (c) 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 zone.

- 3 Development should not be undertaken if the operation and management of such development are likely to result in:
 - (a) pollution of underground or surface water resources;
 - (b) over exploitation of underground or surface water resources;
 - (c) unnecessary loss or damage to native vegetation;
 - (d) denudation of pastures;
 - (e) erosion;
 - (f) dust;
 - (g) noise nuisance;
 - (h) the introduction of or an increase in the number of pest plants or vermin;
 - (i) adverse impacts from chemical spray drift;
 - (j) the erection of large structures or construction of access tracks and parking areas in a manner which detracts from the landscape character and visual amenity of the zone;

- (k) increased hazard to the locality from bushfires; or
- (l) loss of amenity to adjoining land or surrounding localities from:
 - (i) the visual impact of buildings, structures or earthworks; or
 - (ii) the intensity of activity associated with any such use.

4 Horticultural activities should:

- (a) be located a minimum distance of 50 metres (with the exception of olive orchards which should be a minimum distance of 200 metres) from the edge of stands of significant native vegetation; and
- (b) be located no closer than 100 metres to a water body identified on a current series 1:50 000 SA Government topographical map or wetland.

5 Buildings should be located in unobtrusive locations and, in particular, should:

- (a) be located well below the ridge line;
- (b) be located within valleys or behind spurs;
- (c) be located in such a way as to not be visible against the skyline when viewed from the roads within the zone or from the metropolitan area particularly the Adelaide Plain;
- (d) be set well back from public roads, particularly when the allotment is on the high side of the road;
- (e) have the roof line below the lowest point of the abutting road when the allotment is on the low side of the road;
- (f) be sited on an excavated rather than a filled site in order to reduce the vertical profile of the building;
- (g) be located in such a way as to be screened by existing native vegetation when viewed from the roads within the zone or from the metropolitan area particularly the Adelaide Plain;
- (h) not be located in areas subject to inundation by a 100-year return period flood event nor be sited on land fill which would interfere with the flow of such flood waters;
- (i) not have a septic tank drainage field located in such a way as to pollute watercourses; and
- (j) be located in such a way as to maximise the retention of existing native vegetation and retain watercourses in their natural state.

6 Buildings should be designed in such a way and be of such a scale as to 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 profile of buildings should be low and the roof lines should complement the natural form of the land;
- (c) 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;
- (d) large eaves, verandahs and pergolas should be incorporated into designs so as to create shadowed areas which reduce the bulky appearance of buildings; and
- (e) the mass of buildings should be minimised by having separate vehicle storage areas.

- 7 The external materials of buildings should:
 - (a) have surfaces which are of a low light-reflective nature; and
 - (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.
- 8 Buildings on allotments which abut the South Mount Lofty Ranges scenic road should be set well back from the scenic road.
- 9 Buildings:
 - (a) should have 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; and
 - (b) should have a 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.
- 10 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.
- 11 Additions to buildings should:
 - (a) maintain the single-storey profile of the building;
 - (b) be located on the side of the dwelling which minimises the obtrusiveness of the completed building; and
 - (c) comply with the previously mentioned principles relating to the location and design of buildings.
- 12 The number of outbuildings should be limited, and where appropriate they should be grouped together, located in unobtrusive locations and comply with the previously mentioned principles relating to the location and design of buildings.
- 13 Retaining walls should be designed in such a way that they are a stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.
- 14 Driveways and access tracks should follow the contours of the land so as to reduce their visual impact and erosion from water run-off and be surfaced with dark materials. The excavation/filling of land should be kept to a minimum in order to preserve the natural form of the land and the native vegetation.
- 15 Fences, if required, should be located in such a way as to minimise 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.
- 16 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 so as to blend with a natural landscape and minimise any visual intrusion. Such fences should not increase the fire risk near buildings.
- 17 Communication towers and masts should be sited and designed in such a way so as to minimise their visual impact. The number of masts should be contained by shared use of facilities.
- 18 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 minimise their visual intrusion and any adverse effect on the desired natural character of the zone.
- 19 New mines and quarries should not be developed within the Hills Face Zone.

- 20** Extensions to existing mines and quarries outside areas approved as at 14 November 1985 should only be undertaken within the Hills Face Zone if:
- (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 maximise the utilization of the resource but minimise the adverse impacts of extraction;
 - (d) the proposed workings cannot be seen from any part of the Adelaide Plain, or from any arterial road, scenic road or other substantial traffic route;
 - (e) an effective buffer of land and trees exists around the site to protect adjoining land users from the effects of the operation; and
 - (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 the workings or any operations associated with them;
 - (ii) provides for progressive rehabilitation of disturbed areas and for landscaping 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; and
 - (iv) provides scope for suitable after-uses.
- 21** Landfill operations may be appropriate, outside the Mount Lofty Ranges Water Protection Area, provided the site is a disused quarry or has ground slopes no greater than 10 percent and has adequate separation distances from any above ground or underground water resource or potentially incompatible land uses and activities. Small-scale transfer stations may be appropriate in unobtrusive locations.
- 22** Development should only be undertaken if it can be located and designed in such a way as to maximise the retention of existing native vegetation and, where possible, increase the extent of native vegetation.
- 23** Native trees, shrubs and ground covers should be established to screen development, including scree slopes created as a result of the excavation and/or filling of land, in such a way that the bushfire hazard is not increased. Screening mounds may also be appropriate.

Complying Development

- 24** The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Hills Face Zone subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#):

Farming, but not where it requires or involves:

- (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; or
- (d) the clearing of native vegetation.

Non-complying Development

25 The following development is **non-complying** in the Hills Face Zone:

Abattoir
 Amusement Hall
 Amusement Park
 Auction Room
 Bank
 Billiard Saloon
 Boarding House
 Bowling Alley
 Builder's Yard
 Bus Depot
 Bus Station
 Caravan Park
 Community Centre
 Concert Hall
 Consulting Room
 Crematorium
 Dance Hall

Detached Dwelling or additions to, or conversion of, an existing detached dwelling where:

- (a) the dwelling is to be constructed on an allotment where:
 - (i) a dwelling already exists; or
 - (ii) a valid development authorisation to erect a dwelling on that allotment exists; or
 - (iii) another development application has been made for a dwelling on that allotment and has yet to be determined; or
- (b) the scale and design is such that:
 - (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 exceeds three metres, other than gable ends of the dwelling where the distance exceeds five metres; or
 - (ii) there is a floor level directly above another floor level, except where the upper floor level is located wholly at or below finished ground level; or
- (c) the depth of excavation and/or height of filling of land exceeds 1.5 metres; or
- (d) access to a new dwelling is provided by a private vehicular access track that is greater than 30 metres in length and which has a gradient of more than 16 degrees (1 in 3.5) at any point; or
- (e) it involves the clearance of native vegetation comprising trees and/or shrubs.

Dog Track
 Drive-in Theatre
 Educational Establishment
 Electricity Generating Station
 Excavation where the depth of excavation of land exceeds 2.0 metres below natural ground level, except for the portion of a building that is fully underground, underground homes, pools, underground tanks, cellars, pipelines and waste disposal and treatment systems
 Exhibition Hall
 Filling where the height of filling of land exceeds 1.0 metre above natural ground level except for underground homes, underground tanks and cellars
 Fun Fair
 Gas Holder

General Industry
 Group Dwelling
 Gymnasium
 Health Centre

Horticulture, but not including:

- (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; or
- (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
 Intensive Animal Keeping, but not including horse keeping

Landfill that constitutes solid waste disposal required to be licensed as a waste disposal depot under the Environment Protection Act 1993, except where:

- (a) the proposed landfill operation is located on a site outside the Mount Lofty Ranges Water Protection Area; and
- (b) other than the site of a disused quarry, the proposed landfill is located on a site with ground slopes of no greater than 10 percent; and
- (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; and
- (d) the proposed landfill operation is located a minimum of 3 kilometres away from the boundary of any airport used by commercial aircraft; and
- (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 flood event; and
- (f) the interface between any engineered landfill liner and the natural soil is:
 - (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; or
 - (ii) greater than 5 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; or
 - (iii) greater than 2 metres from ground water with a water quality exceeding 12 000 milligrams per litre of total dissolved salts.

Land Division
 Light Industry
 Major Public Service Depot
 Meeting Hall
 More than one dwelling or building capable of habitation on an allotment
 Motel
 Motor Race Track
 Motor Repair Station
 Motor Showroom
 Multiple Dwelling
 Non-residential Club
 Office
 Office and Dwelling
 Olive Orchard
 Outdoor Advertisements

Petrol Filling Station
Permanent Sewage Treatment Plant
Place of Worship
Post Office
Prescribed Mining Operations
Private Hotel
Primary School
Radio or TV Station
Refuse Destructor
Residential Club
Residential Flat Building
Road Transport Terminal
Row Dwelling
Semi-detached Dwelling
Service Industry
Shop
Shop and Dwelling
Show Ground
Skating Rink
Special Industry
Squash Court
Stock Slaughter Works
Stadium
Store
Theatre
Timber Yard
Transmitting Station
Used Car Lot
Warehouse
Welfare Institution

Public Notification

- 26** The development listed in Principle 26 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Hills Face Zone.

HORTICULTURE ZONE

Introduction

The objectives and principles of development control that follow apply in the Horticulture Zone shown on [Maps Sal/7 to 9 and 15 to 17](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone primarily accommodating horticultural activities in association with packaging and processing sheds.
- Objective 2:** A zone in which the horticultural character is conserved and improved.
- Objective 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.
- Objective 4:** Enhancement of the appearance of localities through appropriate landscape, design and siting of development.
- Objective 5:** Safe, convenient and limited access to adjoining primary and secondary arterial roads.

Land within the Horticulture Zone should be predominantly open in character in association with commercially sustainable horticultural production. Buildings, structures and car parking areas should be unobtrusive and well set back from public roads. Landscaping should be a prominent feature and consist of a range of native vegetation along road frontages and around buildings and structures.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development in the zone should be primarily for horticultural purposes and may include packaging and processing sheds associated with horticultural activities.
- 2 Development should ensure the sustainable use of land for horticultural production through the use of sound land management practices.
- 3 Development should be designed and located to avoid effects on other uses within the zone or locality through noise, traffic, fumes, dust, odour, vibration or any other harmful or nuisance creating impact.
- 4 Where an additional dwelling is proposed on an allotment that has accommodated a detached dwelling prior to (17 July 1997), the additional dwelling should only be allowed if:
 - (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; and
 - (d) the resultant building retains a character, scale and external appearance resembling a detached dwelling.
- 5 Development should:
 - (a) enhance the appearance of localities, particularly where the existing amenity is low;

- (b) achieve a higher visual amenity in areas prominent to the general public or residents; and
 - (c) contribute to the creation of visually attractive entrances to Adelaide, Salisbury and St Kilda through urban design and landscaping.
- 6** Activities that produce or store hazardous organic, chemical or other intractable wastes should not occur.
- 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.

Land Division

- 8** Land should only be divided where:
- (a) no additional allotments are created; or
 - (b) an allotment is created by a public authority to enable the provision of public infrastructure.
- 9** Additional allotments should not be created for second dwellings developed in accordance with Principle of Development Control 4.
- 10** Land division should be undertaken in a coordinated manner and should ensure that allotments have a frontage to a public road of not less than 25 percent of the average depth of the allotment.

Complying Development

- 11** The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Horticulture Zone subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#); and
 - (c) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Advertisement (only those listed in [Table Sal/2](#))
 Commercial Forestry
 Farming

Non-complying Development

- 12** The following development is **non-complying** in the Horticulture Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, wind vanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

Bed and Breakfast for more than 6 guests
 Boarding House
 Builder's Yard
 Caravan Park
 Dog Track

Industry (other than packaging and processing sheds directly associated with horticultural activities not having direct access onto Port Wakefield Road)
Intensive Animal Keeping involving the keeping of poultry, pigs or cattle
Junk Yard
Land division where additional allotments are created, except to enable the provision of public infrastructure by a public authority
Motor Race Track
Motor Repair Station
More than 1 dwelling per allotment except for a second dwelling attached to an existing detached dwelling constructed prior to (17 July 1997)
Refuse Destructor
Road Transport Terminal
Shop
Service Trade Premises
Timber Yard
Used Car Lot
Warehouse
Waste Disposal Depot (except operations existing at 17 July 1997)
Waste Transfer Station

Public Notification

- 13 The following development, as well as that listed in Principle 11 and in [Table Sal/3](#), is assigned as **Category 1 Development** in the Horticulture Zone:

Commercial Forestry
Farm Building
Horticulture
Horticultural Building
Stable

RECREATION ZONE

Introduction

The objectives and principles of development control that follow apply in the Recreation Zone shown on [Maps Sal/16 and 40](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone primarily accommodating organised active recreation uses, and associated spectator facilities and administrative functions, within a well landscaped setting.
- Objective 2:** Avoidance of impacts on nearby residents, or adverse effects on other development within the zone or locality, through noise, traffic, dust, vibration and any other harmful or nuisance creating impact.
- Objective 3:** Development of a high architectural standard, designed and landscaped to enhance the amenity of the locality.
- Objective 4:** Provision of well designed and coordinated landscaping, parking, access and services areas.
- Objective 5:** Safe, convenient and limited access to adjoining primary arterial and secondary arterial roads.

Globe Derby Park

- Objective 6:** Development within Sections 3072, 2262 and 2263 (bounded by Globe Derby Drive, Port Wakefield Road and Daniel Avenue) should primarily accommodate harness racing meetings, associated training, and a range of activities appropriate to the sporting complex, compatible with nearby residential activities. A retail fuel sales complex, incorporating a convenience goods shop or shops, and which may also include integrated restaurant facilities and vehicle wash facilities may be appropriate to serve the needs of nearby residents and passing motorists.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development undertaken in the Recreation Zone should be primarily for active recreation activities, and directly associated spectator facilities and administrative functions, within a well-landscaped setting.
- 2 Building, landscaping, paving and advertising displays should have a coordinated appearance and should exhibit a standard of design which will enhance the visual attractiveness of the zone.
- 3 Development should not detrimentally affect the character and amenity of the locality and nearby residents by way of:
 - (a) nuisance from noise;
 - (b) creation of dust;
 - (c) unnecessary loss or damage to native vegetation;
 - (d) erosion;
 - (e) hours of operation; and
 - (f) the scale of buildings.

RECREATION ZONE

- 4 Lighting should be angled and screened so that motorists and nearby residents are not unduly distracted.

Building Appearance

- 5 Buildings should:
 - (a) display a high architectural standard of design, layout and external appearance and their siting should not detract from the locality's character;
 - (b) be constructed from non-reflective new materials;
 - (c) exhibit a horizontal emphasis and incorporate variations in wall and roof lines; and
 - (d) have a safe, clean, tidy, screened and unobtrusive area for the storage and disposal of refuse.

Car Parking and Access

- 6 Car parking areas and access arrangements should be designed, sited and landscaped so that they are not unduly visible from adjoining roads.
- 7 Where practicable, car parking areas and access points should be shared between developments so as to reduce the total extent of parking areas required and the number of access points to public roads, and contribute to an orderly traffic movement pattern.
- 8 Pedestrian, horse and vehicular access to the site should be provided in locations that ensure safety.
- 9 Internal roadways, paths and driveways should be sealed in bitumen, concrete or similar impervious materials.

Retail Fuel Sales Complex

- 10 A retail fuel sales complex, incorporating a convenience goods shop or shops and integrated restaurant facilities should:
 - (a) only be located within Allotment 23 FP 114584;
 - (b) insofar as it incorporates any shop or shops and integrated restaurant facilities, the shop or shops and restaurant facilities should not have a combined total floor area greater than 500 square metres in area, excluding from that calculation any canopy areas over drive-through take away food areas, fuel pumps or vehicle wash facilities; and
 - (c) be designed along with associated ingress and egress facilities, to comply with sound engineering principles in accordance with the role and function of Port Wakefield Road as a National Highway.
- 11 A retail fuel sales complex should incorporate a shop or shops, primarily retailing foodstuffs, having a total floor area not less than 100 square metres and not exceeding 300 square metres.
- 12 A retail fuel sales complex should be designed to cater for passing motorists including commercial road transport.
- 13 Restaurant facilities may include a drive-through and take away component in addition to dining areas.
- 14 Ancillary development may include a truck wash and/or car wash which are set back behind the building line of the main building/s and are designed and finished with materials and colours which complement the main building/s. Such facilities shall be designed and constructed to ensure that acceptable environmental performance in terms of stormwater management is achieved.

RECREATION ZONE

- 15 Parking areas for commercial road transport and standard car parking spaces for general motorists should be separated and associated with the retail fuel sales complex.

Complying Development

- 16 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Recreation Zone subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#); and
 - (c) provided that the proposed development does not involve an activity identified as being either of Environmental Significance or Major Environmental Significance within Schedule 21 or 22 of the Development Regulations, 2008:

Farming

Non-complying Development

- 17 The following development is non-complying in the Recreation Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, windvanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

Any building or buildings developed within Allotment 23 FP 114584 which have a total floor area exceeding 500 square metres, excluding from that calculation of total floor area any canopy areas over drive-through take away food areas, fuel pumps, or vehicle wash facilities

Builder's Yard

Caravan Park

Dwelling, except for a caretakers residence

Industry

Intensive Animal Keeping

Junk Yard

Motor Repair Station

Office, unless associated with a sporting facility

Refuse Destructor

Restaurant, except additions or alterations to an existing restaurant located within the Globe Derby Park complex or a restaurant or restaurants integrated with a retail fuel sales complex

Retail Showroom

Road Transport Terminal

Service Industry

Service Trade Premises

Shops or shops other than a shop or shops (excluding restaurant) having a total floor area not exceeding 300 square metres incorporated in a retail fuel sales complex

Used Car Lot

Warehouse

Waste Disposal Depot

Waste Transfer Station

Public Notification

- 18 The following development, as well as that listed in Principle 16 and in [Table Sal/3](#), is assigned as **Category 1 Development** in the Recreation Zone:

A retail fuel sales complex, incorporating a shop or shops, and which may also include integrated restaurant facilities within Allotment 23 FP 114584.

OPEN SPACE ZONE

Introduction

The objectives and principles of development control that follow apply in the Open Space Zone shown on [Maps Sal/18, 49 and 50](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone in which the open space character is preserved to provide a visual contrast to the urban area.
- Objective 2:** A zone accommodating district open space for a range of active and passive recreational land uses.
- Objective 3:** An attractive landscape featuring native plantings and wetlands.
- Objective 4:** The maintenance of stormwater capacity and flood mitigation measures for adjoining areas, and the protection of the recharge of underground aquifers.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development should be for recreation, landscape and stormwater management purposes.
- 2 Development should not be undertaken if the establishment, operation or management of such development is likely to result in:
 - (a) pollution of watercourses or drainage systems;
 - (b) unnecessary loss or damage to native vegetation;
 - (c) erosion;
 - (d) creation of dust;
 - (e) nuisance from noise;
 - (f) the introduction of, or an increase in, the number of pest plants or vermin; and
 - (g) damage to Aboriginal sites, objects or remains as defined under the Aboriginal Heritage Act, 1988.

Buildings

- 3 Buildings, including structures and any associated car parking areas should be designed, located and of a scale which is unobtrusive and does not detract from the desired open space character of the zone, and in particular should:
 - (a) be well set-back from public roads;
 - (b) be clustered, where practicable, to ensure that the majority of any site remains open in appearance; and
 - (c) 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.

Outdoor Advertising

- 4 Advertisements should generally be restricted to user's identity, property, name and address.

OPEN SPACE ZONE

- 5 Facilities should be constructed in association with unobtrusive identification signs.
- 6 Identification signs should:
- (a) not include portable, flashing or moving displays;
 - (b) not wholly or partly consist of bunting, streamers, flags, wind vanes and the like; and
 - (c) where internally illuminated, be unobtrusive and not be conspicuous from residential properties.

“The Paddocks”, Para Hills West

- 7 Development within part Section 3015, 3017 and 3108, Hundred of Yatala, “The Paddocks” area should:
- (a) be primarily small-scale public and private recreation facilities; and
 - (b) should not detract from:
 - (i) maintenance of a visual buffer between different parts of the metropolitan area; and
 - (ii) provision of existing or future pedestrian and cycle linkages or opportunities for recreation consistent with the objectives of the zone.

Complying Development

- 8 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Open Space Zone subject to compliance, where applicable, with:
- (a) the conditions prescribed in [Table Sal/2](#);
 - (b) the building set-back conditions prescribed in [Table Sal/4](#);

Advertisement (only those listed in [Table Sal/2](#))

Non-complying Development

- 9 The following development is **non-complying** in the Open Space Zone:

Advertising or Advertising display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, wind vanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

Amusement Hall
 Amusement Park
 Boarding House
 Builder’s Yard
 Bus Depot
 Bus Station
 Caravan Park
 Consulting Room
 Dog Track
 Dwelling (other than a caretakers residence)
 Electricity Sub-station
 Industry
 Intensive Animal Keeping

Junk Yard
Meeting Hall
Race Course
Refuse Destructor
Road Transport Terminal
Service Trade Premises
Store
Timber Yard
Used Car Lot
Warehouse
Waste Disposal Depot
Waste Transfer Station
Welfare Institution

Public Notification

- 10** The development listed in Principle 8 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Open Space Zone.

MOSS (CONSERVATION) ZONE

Introduction

The objectives and principles of development control that follow apply to the MOSS (Conservation) Zone shown on [Maps Sal/14, 15, 21, 22, 30, 31, 38, 39, 45 and 46](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** The conservation, rehabilitation and improvement of the natural features of land, fauna, flora and the marine and estuarine environment as part of the Metropolitan Open Space System.
- Objective 2:** The development in appropriate locations of open space recreational, tourist, education and research activities which do not detrimentally impact on the natural features of the area or the estuarine and marine environment.
- Objective 3:** The continued provision of essential infrastructure to the power station and quarantine station on 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.
- Objective 4:** The retention of historic and archaeological items and sites.
- Objective 5:** The maintenance of safe and convenient vehicular, pedestrian and boating movement in appropriate locations.
- Objective 6:** The provision of an open space system which links with the adjoining local and regional open space networks for the movement of animals and birds.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The MOSS (Conservation) Zone is for conservation of the natural environment with recreational, tourist and education and research activities, developed in appropriate areas and managed in accordance with the management plan for the area.
- 2 Development should not detrimentally affect the marine and estuarine biota and ecosystems and should contribute to the zone's rehabilitation and improvement.
- 3 Development should make provision for the safe and efficient re-use or disposal of all wastes and stormwater received into or generated by the development.
- 4 Public access into mangrove and wetland areas should be restricted to nominated locations and be provided and managed in accordance with the management plan for the zone.
- 5 Land should not be divided except for the purpose of boundary redefinition to assist in the zone's management.

Complying Development

- 6 No development is complying either absolutely or conditionally in the MOSS (Conservation) Zone but the following forms of development are considered appropriate in the zone:
 - (a) the supply of power sources and transmission of power through the zone along existing easements;
 - (b) the provision and maintenance of an access road to the Quarantine Station;
 - (c) the provision of channel markers and other boating safety devices in the Barker Inlet and Angas Inlet;

- (d) recreation, recreation club, boat mooring, marina facilities and cooling water discharge from the Torrens Island Power Station in the Angas Inlet adjacent to Garden Island; and
- (e) the provision and maintenance of boardwalks and shelters, levees and other flood control structures at North Arm, North Arm Creek and Dry Creek.

Non-complying Development

7 The following development is **non-complying** in the MOSS (Conservation) Zone:

Dwellings
 Exhibition Hall
 General Industry
 Gymnasium
 Hospital
 Intensive Animal Keeping
 Junk Yard
 Motel
 Motor Repair Showroom
 Nursing Home
 Office
 Office and Dwelling
 Petrol Filling Station
 Permanent Sewage Treatment Plant
 Post Office
 Private Hotel
 Public Service Depot
 Radio or TV Studio
 Refuse Destructor
 Residential Club
 Road Transport Terminal
 Row Dwelling
 Service Industry
 Shops
 Skating Rink
 Special Industry
 Squash Court
 Stadium
 Stock Salesyard
 Theatre
 Timber Yard
 Transmitting Station
 Used Car Lot
 Warehouse
 Welfare Institution

Public Notification

8 The development listed in [Table Sal/3](#) is assigned as **Category 1 Development** in the MOSS (Conservation) Zone.

MOSS (RECREATION) ZONE

Introduction

The objectives and principles of development control that follow apply in the MOSS (Recreation) Zone shown on [Maps Sal/24 to 29, 32, 33, 36, 37, 39, 40, 43, 44, 51, and 54 to 56](#). They are additional to, and more particular than, those expressed for the whole of the council area.

The MOSS (Recreation) Zone also contains a portion of the Salisbury Town Centre (Policy Areas 4 and 6), which is shown on [Maps Sal/61 and Sal/62](#). The objectives and principles of development control that apply to the Salisbury Town Centre are additional to those expressed for the council area and the MOSS (Recreation) Zone.

OBJECTIVES

- Objective 1:** A zone in which a predominantly open space character is preserved and enhanced to provide a visual contrast to the urban area.
- Objective 2:** A zone accommodating primarily district and regional open space for a range of public activities including passive and active recreational land uses in an open and natural landscape setting where structures are not a dominant feature of the landscape.
- Objective 3:** Provision of cycle and walking paths within an integrated system of open spaces linking adjoining land uses.
- Objective 4:** The development in appropriate locations of recreation, tourist, education and research activities which do not detrimentally affect fauna, flora or other features of the natural environment, or nearby urban development.
- Objective 5:** An attractive landscape featuring native plantings and watercourses.

Little Para River/Walpole Road, Parafield Gardens

- Objective 6:** Development in Section 2279, Hundred of Munno Para and part Section 2278, Hundred of Yatala in accordance with the Concept Plan contained in [Fig MOSS\(R\)/1](#).

South Terrace, Pooraka

- Objective 7:** Development in part Section 97, Hundred of Yatala (land bounded by Main North Road, South Terrace, Bridge Road and Local Government Boundary):
 - (a) should provide for community, recreational, sporting, educational and religious facilities of a design, scale, height, appearance and intensity to complement or blend with the desired open space character of the zone and locality; and
 - (b) should comply with the Structure Plan contained in [Fig MOSS\(R\)/2](#).

The land in part Section 97, Hundred of Yatala, (former SAMCOR 'stock paddocks' at South Terrace, Pooraka) 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.

Para Escarpment, Para Hills

- Objective 8:** Development in part Sections 292, 295 and 2107, Hundred of Yatala, shall comply with Structure Plan, [Map Sa/1 \(Overlay 1\) Enlargement C](#) with respect to:
 - (a) land use, vehicular and pedestrian access, parking and landscaped buffers; and

- (b) open space links between the Cobbler Creek Recreation Park and Wynn Vale Drive.

Salisbury Town Centre (Policy Areas 4 and 6)

Objective 9: A centre being the main focus of retail, administrative, community, educational, recreational, and cultural, activities in the city of Salisbury.

Orderly Development

Objective 10: The areas indicated on [Fig MOSS\(Rec\)/3](#) and [Fig MOSS\(Rec\)/4](#) developed in accordance with [Fig MOSS\(Rec\)/3](#) and [Fig MOSS\(Rec\)/4](#).

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development should be for landscape, recreational, conservation and stormwater management purposes.
- 2 Development should not be undertaken if the establishment, operation or management of such development is likely to result in:
 - (a) pollution of watercourses or drainage systems;
 - (b) unnecessary loss or damage to native vegetation;
 - (c) erosion;
 - (d) creation of dust;
 - (e) nuisance from noise;
 - (f) the introduction of, or an increase in, the number of pest plants or vermin;
 - (g) reduction in capacity of the Little Para River or Dry Creek channel;
 - (h) landfill or landslide; or
 - (i) damage to Aboriginal sites, objects or remains as defined under the Aboriginal Heritage Act, 1988.
- 3 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.
- 4 Where possible stormwater from adjoining areas should be detained in detention basins or wetlands prior to discharge into significant watercourses.
- 5 Development should not prejudice the continuation of salt harvesting in the Hundred of Port Adelaide.
- 6 Development for hotel purposes, in association with the Old Spot Hotel, should occur on part Allotment 2021, CT 5170/368.

Buildings

- 7 Buildings and any associated car parking areas should be designed, located and of a scale which is unobtrusive and does not detract from the desired open space character of the zone, and in particular should:
 - (a) be well set-back from public roads;

- (b) be clustered, where practicable, to ensure that the majority of any site remains open in appearance; and
 - (c) 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.
- 8** Development should conserve significant vegetation and should not impair or degrade the historic character of the area.
- 9** Development should conserve significant natural or semi-natural habitats or sites of scientific significance.
- 10** Buildings should not be constructed where there is an unacceptable risk from flooding to life or property.

Outdoor Advertising

- 11** Advertisements should generally be restricted to user's identity, property, name and address.
- 12** Facilities should be constructed in association with unobtrusive identification signs.
- 13** Identification signs should:
- (a) not include portable, flashing or moving displays;
 - (b) not wholly or partly consist of bunting, streamers, flags, windvanes and the like; and
 - (c) where internally illuminated, be unobtrusive and not be conspicuous from residential properties.

South Terrace, Pooraka

- 14** Development within part Section 97, Hundred of Yatala should:
- (a) not be undertaken unless it is associated with a public open space area or a private use of an open character; and
 - (b) be primarily public and private recreation facilities of a low intensity.
- 15** Buildings within part Section 97, Hundred of Yatala should be single-storey and have a low profile, although buildings designed for recreational purposes may be up to 10 metres in height if designed and located to avoid detrimental impact on the desired character of the zone.
- 16** Development undertaken in part Section 97, Hundred of Yatala should:
- (a) be primarily for community, recreational, educational or religious facilities; and
 - (b) be in accord with the Structure Plan in [Fig MOSS\(R\)/2](#).
- 17** Buildings in part Section 97, Hundred of Yatala should:
- (a) not occupy more than 5 percent of any site;
 - (b) be set-back more than 50 metres from the boundary of the zone; and
 - (c) be clustered, where practicable, to ensure that the majority of any site remains open in appearance.
- 18** Vehicular access to part Section 97, Hundred of Yatala should not occur from Main North Road.

Little Para River/Walpole Road, Parafield Gardens

- 19 Development undertaken in Section 2279, Hundred of Munno Para and Section 2278, Hundred of Yatala should be in accordance with Concept Plan contained in [Fig MOSS\(R\)/1](#).

Salisbury Town Centre

- 20 Policy Area 4 should be developed and used for passive recreation purposes, and serve as a buffer between the District Centre Zone and adjacent residential areas.
- 21 Policy Area 6 should primarily accommodate residential development of mixed densities.
- 22 The conservation of existing dwellings into office, consulting rooms, and other similar uses, should not occur in Policy Areas 5 and 6, so as to encourage the intensification of retail and commercial development in the District Centre Zone and prevent the outward sprawl of centre-related facilities.
- 23 To prevent the erection of signs which have negative, or other undesirable, impacts on the local environment, the following design principles should apply to all parts of the Salisbury Town Centre:
- (a) Appropriate signs having uniformity of design, colour, and scale should be provided in buildings with multiple tenancies.
 - (b) Flashing, animated, and otherwise moving signs should not be erected or displayed.
 - (c) Signs should not only be well designed, attractive, and professionally executed, rather than large, garish and visually dominant but should complement the architecture of the building to which they are attached.
- 24 Development in Salisbury Town Centre should provide safe and convenient access for vehicles and pedestrians.
- 25 Development in Salisbury Town Centre should provide sufficient off-street parking to accommodate customer, employee, and service vehicles.
- 26 Car parking areas should be designed and located so as to ensure safe and convenient vehicular and pedestrian movement, minimise conflict between customer and service vehicles and provide adequate manoeuvring space for vehicles.
- 27 Where appropriate, development should:
- (a) provide car parking and access, and appropriate facilities for the physically handicapped;
 - (b) minimise energy consumption for lighting, heating, cooling and ventilation;
 - (c) provide public spaces such as malls, plazas and courtyards;
 - (d) provide public facilities including toilets, seating, telephones and community information boards; and
 - (e) provide access for public transport, and sheltered waiting areas for passengers.

Orderly Development

- 28 Development of reserves and drainage reserves within that part of the zone shown on [Fig MOSS\(Rec\)/3](#) and [Fig MOSS\(Rec\)/4](#) should be in accordance with [Fig MOSS\(Rec\)/3](#) and [Fig MOSS\(Rec\)/4](#).

Complying Development

29 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the MOSS (Recreation) Zone subject to compliance, where applicable, with:

- (a) the conditions prescribed in [Table Sal/2](#);
- (b) the building set-back conditions prescribed in [Table Sal/4](#);

Advertisement (only those listed in [Table Sal/2](#))

Non-complying Development

30 The following development is **non-complying** in the MOSS (Recreation) Zone:

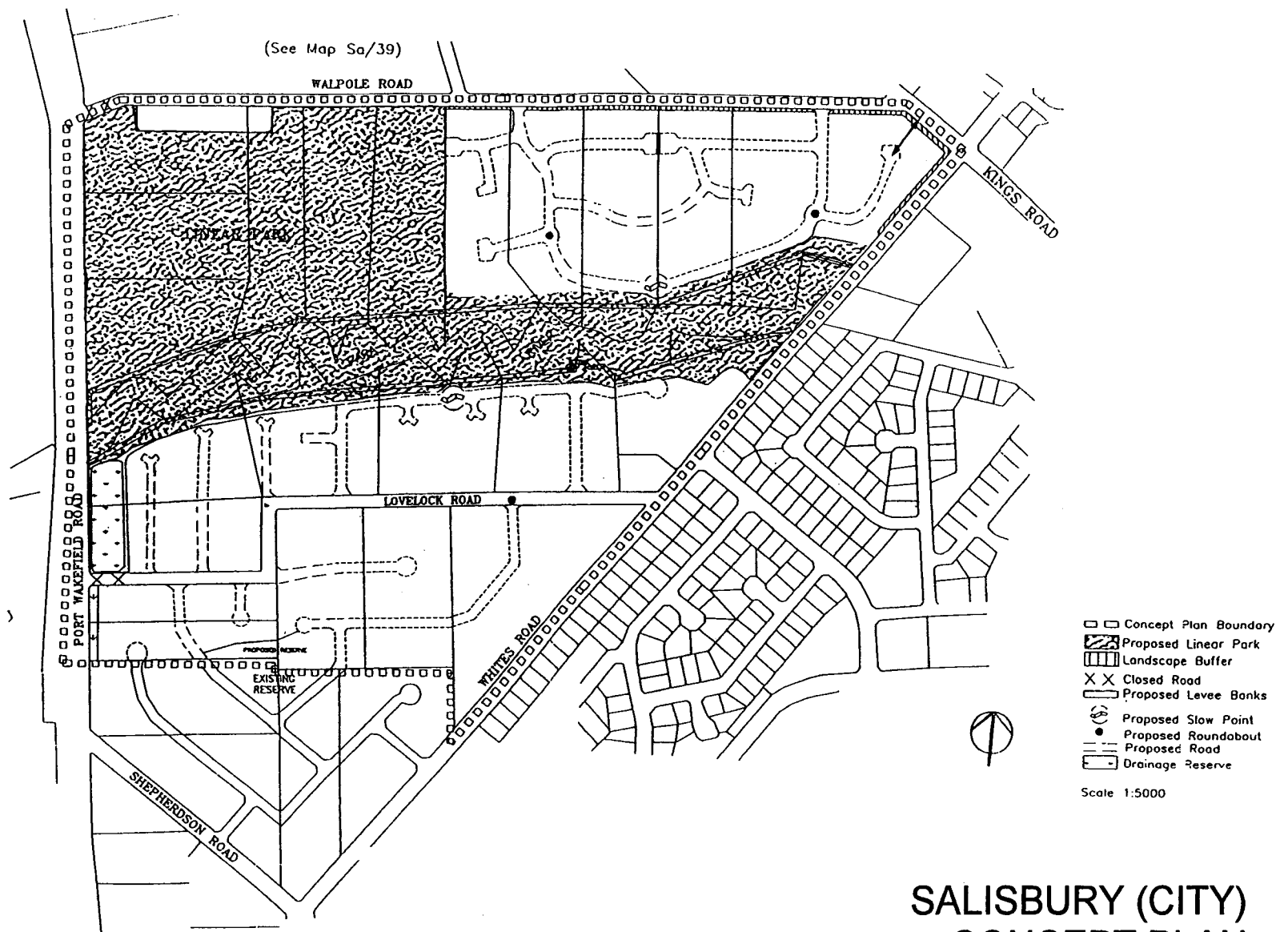
Advertising or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) wholly or partly consists of bunting, streamers, flags, wind vanes and the like; or
- (c) when attached to a building, has any part above the top of the walls or fascia

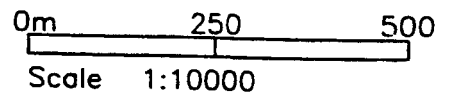
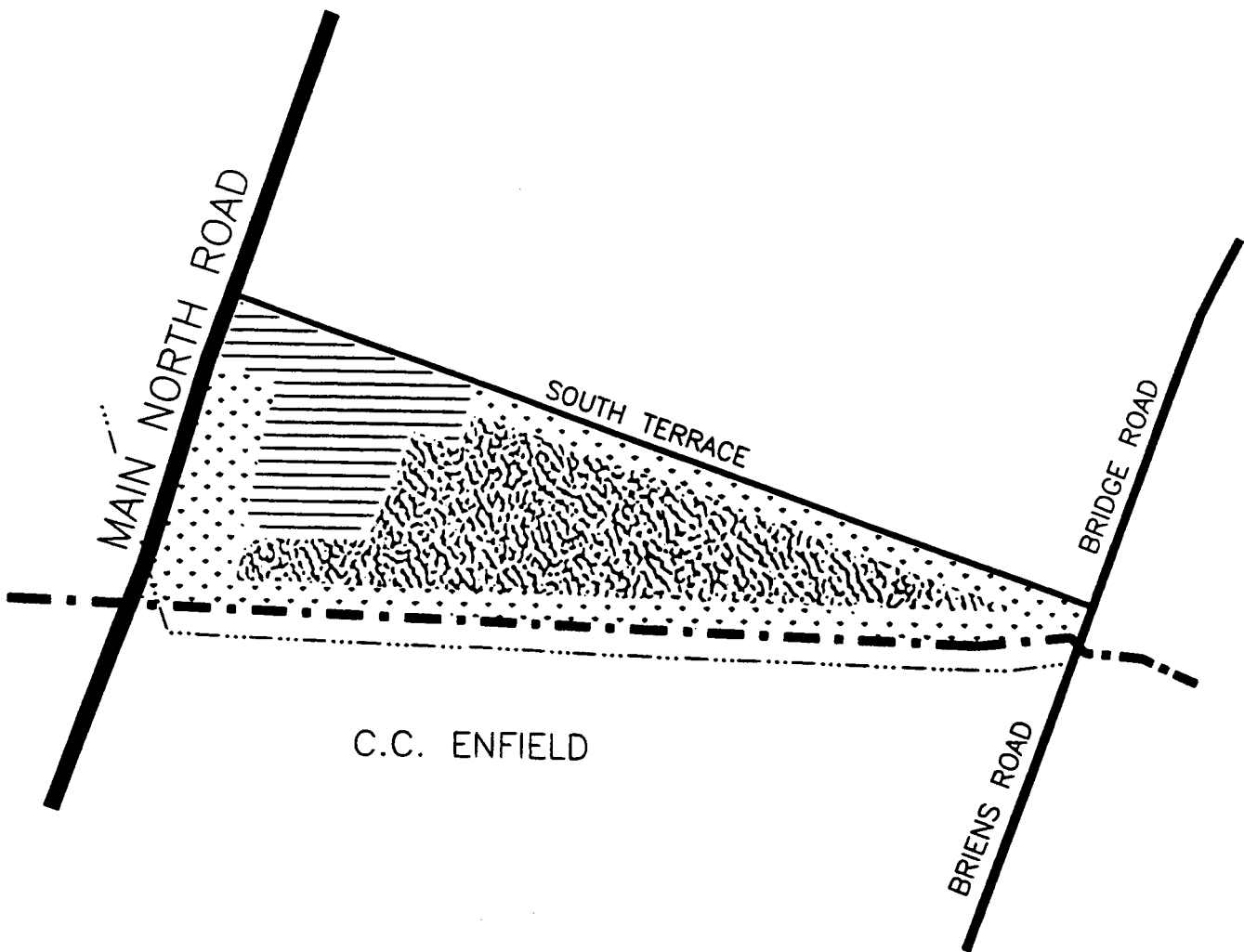
Amusement Hall
 Amusement Park
 Boarding House
 Builder's Yard
 Bus Depot
 Bus Station
 Caravan Park
 Consulting Room
 Dog Track
 Dwelling (other than a caretakers residence)
 Electricity Sub-station
 Hotel(except a hotel located on Allotment 2021, Hundred of Yatala, CT 5170/368)
 Industry
 Intensive Animal Keeping
 Junk Yard
 Meeting Hall
 Race Course
 Refuse Destructor
 Road Transport Terminal
 Service Trade Premises
 Stock Slaughter Works
 Store
 Timber Yard
 Used Car Lot
 Warehouse
 Waste Disposal Depot
 Waste Transfer Station
 Welfare Institution

Public Notification









31 The development listed in Principle 29 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the MOSS (Recreation) Zone.

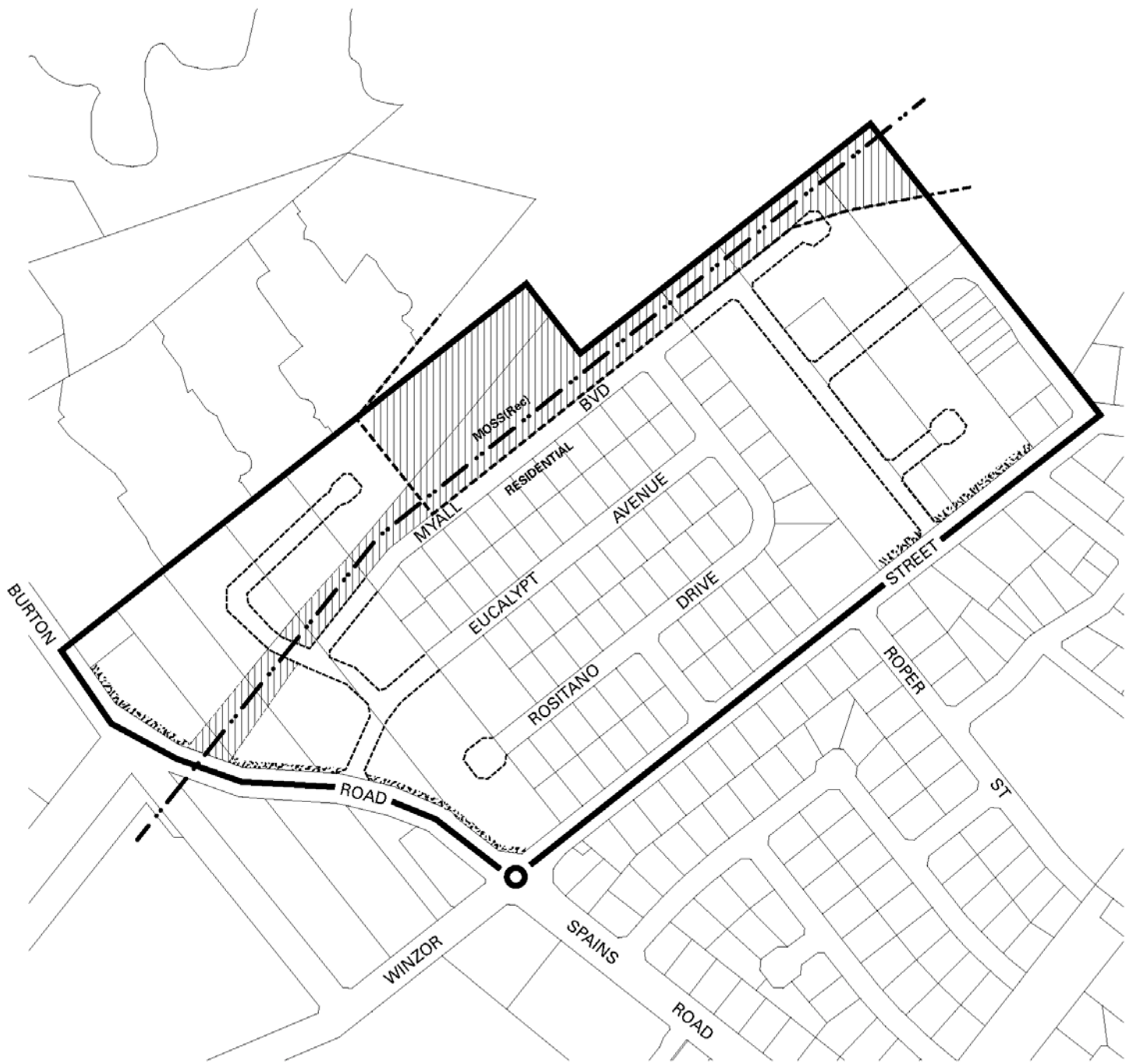










**SALISBURY (CITY)
CONCEPT PLAN
Fig MOSS(R)/1**



**SALISBURY (CITY)
SOUTH TERRACE
POORAKA LAND
STRUCTURE PLAN
Fig MOSS(R)/2**

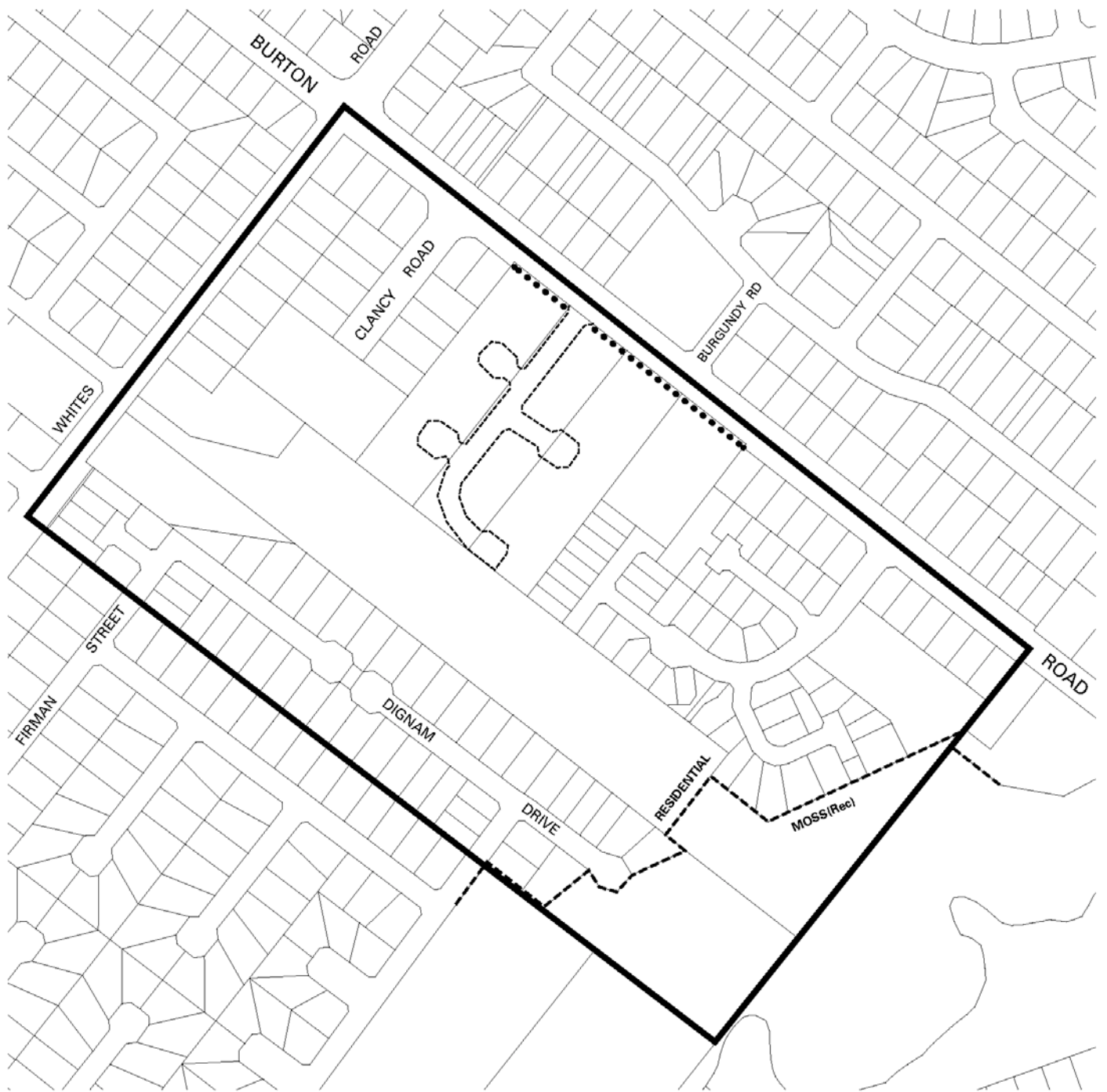
-  Controlled Access Arterial Road
-  Arterial Road
-  Collector Road
-  Local Government Boundary
-  Electricity Transmission Line
-  Open Space/Recreation
-  Community Purposes
-  Landscape Buffer



-  Reserve
-  Proposed Road
-  Zone Boundary
-  Proposed Landscaped Buffer
-  Pedestrian Access and Drainage Reserve
-  Roundabout
-  ETSA Easement
-  Concept Plan Boundary

0 metres 100 200 300
1:4000

SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
SALISBURY
CONCEPT PLAN
Fig MOSS(Rec)/3



- Road Widening
- Proposed Road
- Zone Boundary
- Concept Plan Boundary

0 metres 100 200 300
1:4000



**SALISBURY (CITY)
RESIDENTIAL DEVELOPMENT
PARALOWIE
CONCEPT PLAN
Fig MOSS(Rec)/4**

Consolidated - 11 December 2008

LANDSCAPE BUFFER ZONE

Introduction

The objectives and principles of development control that follow apply in the Landscape Buffer Zone shown on [Maps Sal/17, 18, 40, 47 to 49, 54 and 55](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone that provides for:

- (a) the separation of urban districts through open space located adjacent to major transport routes; and
- (b) separation of industrial and living areas.

Objective 2: An open space character and appearance of wide expanses of open space adjacent to major transport routes.

Objective 3: An enhanced environment in urban areas adjacent the zone.

Objective 4: A zone accommodating the primary open space for adjacent industrial areas, innovative stormwater treatment, and at Burton, low-intensity rural or recreational activities.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should:

- (a) establish and maintain the desired non-urban or landscaped open space character of the zone;
- (b) provide for the conveyance, storage and infiltration of stormwater run-off; and
- (c) be compatible with development of surrounding areas.

2 Within the portion of the zone at Burton, private land may be used for low-intensity recreational or rural activities (eg. horse agistment) provided this does not detract from the amenity of adjacent residential areas.

3 Development within the landscape buffer as identified on [Fig LB/1](#) and which is adjacent the Industry Zone should include acoustic mounding (or mounding and fencing) to a height of 3 metres, or other appropriately designed acoustic treatment, to protect residential areas from noise and visual impacts.

4 Local indigenous vegetation species should be planted, where appropriate, and should not have a detrimental impact on the surrounding environment.

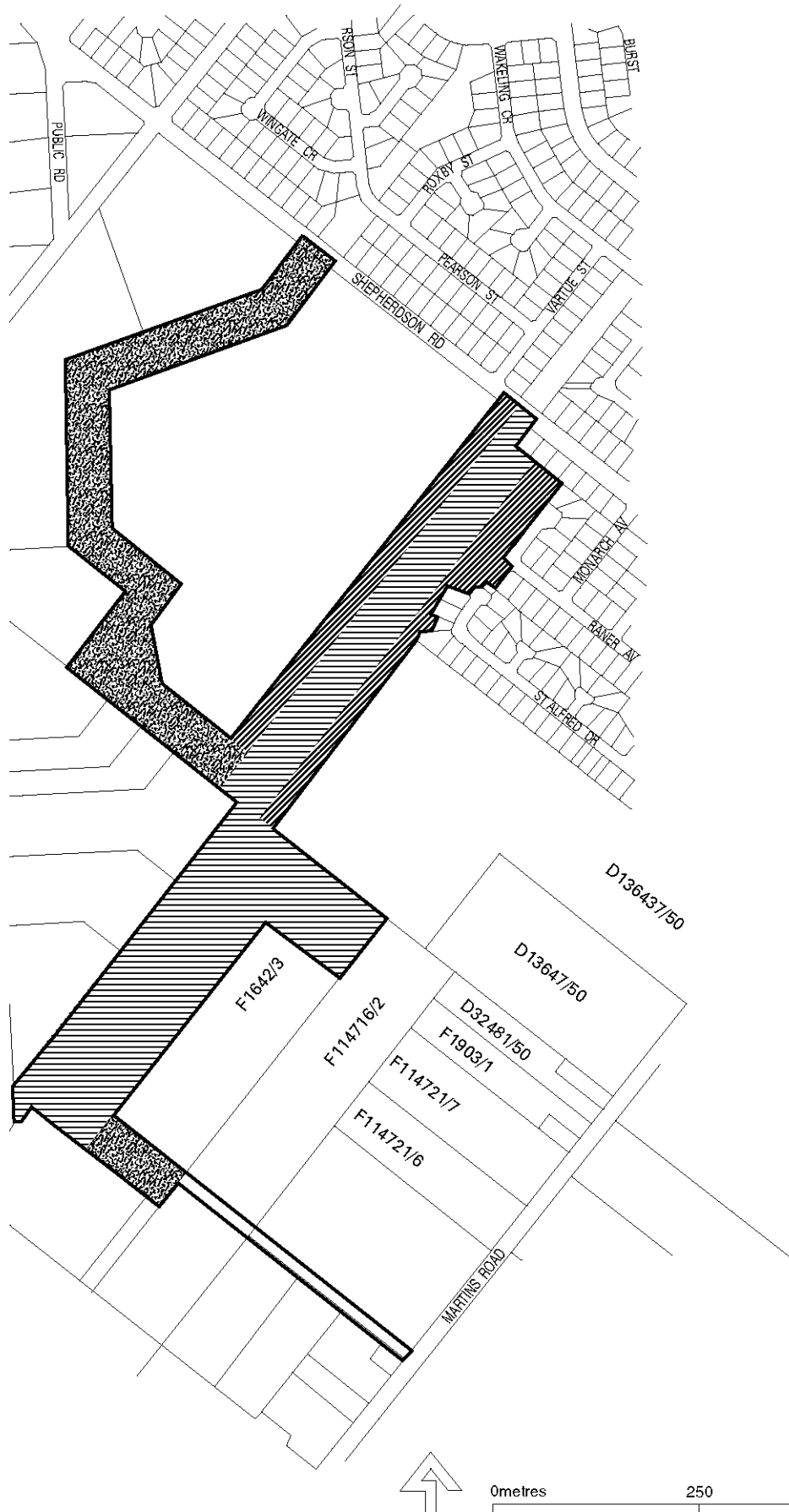
Complying Development





5 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Landscape Buffer Zone subject to compliance, where applicable, with:

- (a) the conditions prescribed in [Table Sal/2](#); and
- (b) the building set-back conditions prescribed in [Table Sal/4](#)

Advertisement

Advertising Display (only those listed in [Table Sal/2](#))



-  Drainage
-  Set back from Overhead Powerlines
-  Acoustic Buffers
-  Landscape Buffer Zone Boundary

**SALISBURY (CITY)
PARAFIELD GARDENS
LANDSCAPE BUFFER ZONE
CONCEPT PLAN
Fig LB/1**

Non-complying Development

6 The following development is **non-complying** in the Landscape Buffer Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s);
- (b) wholly or partly consists of bunting, streamers, flags, wind vanes and the like; or
- (c) when attached to a building, has any part above the top of the walls of the fascia

All development other than complying development listed above except:

Agistment and Holding of Stock

Agriculture

Domestic outbuilding not used for living purposes

Forestry

Nursery

Recreation Area

Structures associated with any of the above activities or stormwater management

Public Notification

7 The development listed in Principle 3 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Landscape Buffer Zone.

PUBLIC PURPOSES (DRAINAGE) ZONE

Introduction

The objectives and principles of development control that follow apply to the Public Purposes (Drainage) Zone shown on [Maps Sal/48, 54 and 55](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

- Objective 1:** A zone accommodating local and regional drainage systems, including stormwater retention basins.
- Objective 2:** An attractive, landscaped and vegetated appearance adjacent to the drainage systems and stormwater retention basins.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Activities and development accommodated in this zone should only be those compatible with establishing and maintaining the zone for local and regional drainage, stormwater retention, passive recreation and open space.

Complying Development

- 2 The following development, as well as that listed in [Table Sal/1](#), is **complying** in the Public Purposes (Drainage) Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#);

Advertisement
Advertising Display (only those listed in [Table Sal/2](#))

Non-complying Development

- 3 The following development is **non-complying** in the Public Purposes (Drainage) Zone:

Advertisement or Advertising Display which:

 - (a) moves, rotates or incorporates flashing light(s); or
 - (b) when attached to a building has any part above the walls, or fascia

Agistment and Holding of Stock
Agriculture
Amusement Machine Centre
Amusement Park
Animal Race Track
Auction Room
Bus Depot
Bus Station
Cemetery
Community Centre
Crematorium
Dwelling
Educational Establishment
Fire Station
Golf Course
Golf Driving Range
Hospital
Hotel

Indoor Recreation Centre
Industry
Junk Yard
Library
Major Public Service Depot
Motel
Motor Race Track
Motor Repair Station
Non-residential Club
Office
Petrol Filling Station
Place of Worship
Plant Nursery
Police Station
Pre-school
Prescribed Mining Operations
Radio or TV Studio
Refuse Destructor
Residential Club
Road Transport Terminal
Retail Showroom
Service Trade Premises
Shop
Show Ground
Stock Slaughter Works
Stadium
Store
Timber Yard
Warehouse
Waste Disposal Depot
Waste Transfer Station
Welfare Institution

Public Notification

- 4** The development listed in Principle 2 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Public Purposes (Drainage) Zone.

PUBLIC PURPOSES (RAIL TRANSPORT) ZONE

Introduction

The objective and principles of development control that follow apply to the Public Purposes (Rail Transport) Zone shown on [Maps Sal/47 and 53](#). They are additional to, and more particular than, those expressed for the whole council area.

OBJECTIVE

Objective 1: A zone accommodating major railway lines linking Adelaide with northern country and interstate centres.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within the zone 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.

Complying Development

- 2 The following development, as well as that listed in [Table Sal/1](#), is complying in the Public Purposes (Rail Transport) Zone subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#):

Advertisement

Advertising Display (only for those listed in [Table Sal/2](#))

Non-complying Development

- 3 The following development is **non-complying** in the Public Purposes (Rail Transport) Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building has any part above the walls or fascia

Amusement Machine Centre
 Amusement Park
 Animal Race Track
 Caravan Park
 Cemetery
 Community Centre
 Consulting Room
 Crematorium
 Educational Establishment
 Golf Course
 Hospital
 Hotel
 Indoor Recreation Centre
 Junk Yard
 Library
 Motel
 Motor Race Track
 Petrol Filling Station
 Place of Worship
 Police Station
 Pre-school Dwelling

Prescribed Mining Operations
Refuse Destructor
Residential Flat Building
Retail Showroom
Service Trade Premises
Shop
Show Ground
Special Industry
Stadium
Stock Slaughter Works
Waste Disposal Depot
Waste Transfer Station
Welfare Institution

Public Notification

- 4 The development listed in Principle 2 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Public Purposes (Rail Transport) Zone.

SPECIAL USES ZONE

Introduction

The objective and principles of development control that follow apply in the Special Uses Zone shown on [Maps Sal/6, 7, 14 to 17, 22 to 24, 31, 32, 34, 35, 41 to 43, 48 and 49](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVE

Objective 1: A zone accommodating special public and private activities involving recreational, community or institutional use of an open character.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development undertaken in the Special Uses Zone should be special public and private activities of an institutional or open character.

Complying Development

- 2 The following development, as well as that listed in [Table Sal/1](#), is complying in the Special Uses Zone, subject to compliance, where applicable, with:
 - (a) the conditions prescribed in [Table Sal/2](#); and
 - (b) the building set-back conditions prescribed in [Table Sal/4](#);

Advertisement
Advertising Display (only those listed in [Table Sal/2](#))
Recreation Area

Non-complying Development

- 3 The following development is **non-complying** in the Special Uses Zone:

Advertisement or Advertising Display which:

- (a) moves, rotates or incorporates flashing light(s); or
- (b) when attached to a building, has any part above the walls, or fascia

Amusement Machine Centre
Animal Race Track
Auction Room
Bank
Builder's Yard
Bus Depot
Bus Station
Community Centre
Consulting Room
Dwelling
Educational Establishment
Fire Station
Fuel Depot
Hotel
Intensive Animal Keeping
Junk Yard
Library
Meeting Hall
Motel
Motor Race Track
Motor Repair Station

Non-residential Club
Petrol Filling Station
Police Station
Post Office
Pre school
Prescribed Mining Operations
Private Hotel
Radio or TV Studio
Refuse Destructor
Residential Club
Residential Flat Building
Retail Showroom
Road Transport Terminal
Service Trade Premises
Shop
Show Ground
Stadium
Stock Slaughter Works
Store
Timber Yard
Warehouse
Waste Disposal Depot
Waste Transfer Station

Public Notification

- 4 The development listed in Principle 2 and in [Table Sal/3](#) is assigned as **Category 1 Development** in the Special Uses Zone.

MFP ZONE

Introduction

The objectives, proposals and principles of development control that follow apply to the MFP Zone shown on [Maps Sal/39, 40, 45 to 47, 52 and 53](#). They are additional to, and more particular than, those expressed for the whole of the council area.

OBJECTIVES

Objective 1: A zone developed with a comprehensive and staged urban development that accommodates 30 000 to 50 000 people and:

- (a) is an integrated living and working environment that enables a choice in housing, working and recreation environments;
- (b) is a centre for international Co-operative research and innovation in science, technology, education, the arts and industries of an export focus in education, environmental management, health, information technology, leisure and media;
- (c) contributes to the improvement of the physical, social and economic conditions of adjoining communities, Adelaide and Australia;
- (d) is established in accordance with the principles of Ecologically Sustainable Development;
- (e) provides models in the conservation and the management of resources and the natural environment;
- (f) is a series of urban settlements based on the concept of villages; and
- (g) where the best available technology and design is used to demonstrate the MFP Australia objectives and zone objectives.

Objective 2: The continuation of activities on land within the zone required for the:

- (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; and
- (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.

Objective 3: The environmental enhancement of the MFP Zone by the decontamination and improvement of the ground, rubbish removal and tree planting, and the protection and improvement of the marine and estuarine environments adjoining the zone and rehabilitation of certain parts of the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The MFP Zone should be comprehensively planned and developed in a manner that complements the MFP Australia Council wide objectives and the objectives and principles of development control of this zone.

Form of Development

- 2 Development should be in accordance with the MFP Structure Plan shown on [Map Sal/1 \(Overlay 4\)](#).

- 3 The urban development of the zone should be based on the concept of villages which are discrete, relatively small urban areas and separated by lakes, parklands, fields and forests in which there is some self sufficiency in local services and facilities and the built-form, social and economic activity contributes to a sense of place and community.
- 4 The urban development should be of mixed uses involving a range of housing, business, tourist and industrial uses, in location and form, with recreational, cultural and community activities.
- 5 The villages should generally have populations of 2000 to 5000 people at medium (25 dwellings per hectare) to higher (70 dwellings per hectare) gross residential densities.
- 6 The buildings within each village should be 1 to 5 storeys in height, except that landmark structures located on axes as shown on [Map Sal/1 \(Overlay 4\)](#) may be to higher heights of 6 or 7 storeys, with all buildings grouped or positioned to create an exciting, attractive and distinctive urban form.
- 7 Each village should provide distinctive and pleasant public spaces, in roads, parks and open space, that reinforce by their locations and form each urban village's character and be designed with regard to safety, social interaction, enhanced amenity and community activity.

Movement and Communication

- 8 The urban development of the zone should integrate with the adjoining urban areas through the extension of existing north to south arterial roads, by east to west connections to Technology Park and the Port Adelaide Centre and a network of open space with cycle and pedestrian paths, as shown on Structure Plan, [Map Sal/1 \(Overlay 4\)](#).
- 9 The villages and adjoining areas should be extensively connected by a transport system with emphasis on public transport, pedestrian and cycle movement and advanced communications and information systems.

Environment

- 10 Development should be innovative and environmentally sensitive.
- 11 Development should incorporate energy and water conservation approaches.
- 12 Development should positively contribute to the rehabilitation and improvement of the adjoining marine and estuarine environment and provide for mangrove retreat areas which may become necessary as a result of rising sea levels or natural processes and landscape buffer areas.
- 13 Areas should be provided for mangrove and wetland expansion along the northern and western edges of the zone where it adjoins the MOSS (Conservation) Zone of at least 200 metres at North Arm and the southern side of North Arm Creek and 100 metres at the northern side of North Arm Creek and to Barkers Inlet.
- 14 Earthworks, building construction and the operation of plant and equipment should not detrimentally affect adjoining areas by way of noise, air pollution or industrial hazards and should be undertaken so as to have minimal detrimental impact on the adjoining estuaries area.

Land Use and Development Requirements

- 15 The urban development of the zone should not include regional or district centre retail functions, but by its staging and form relate to and contribute to the development of the Port Adelaide Regional Centre and other designated regional and district centres in metropolitan Adelaide.
- 16 A range of retail and community services should be provided in villages that meet the day-to-day needs of the residents and visitors.
- 17 Land intended for development, other than for open space recreation or public infrastructure, should be raised to at least 2.4 metres Australia Height Datum.

- 18 Development of, adjacent to, or in close proximity to a building or item of Aboriginal or European heritage significance should respect the historical character and integrity of the area or time and reflect the significance of the item within the locality.
- 19 The alteration, extension or intensification of existing uses should not occur unless in a manner that is consistent with the future land use of the zone and the protection of the adjoining estuarine environments, residential and industrial areas.
- 20 Urban development should progress in stages and should begin in the Gillman area close to the Port Adelaide Centre.
- 21 Urban development in the Dry Creek area should not occur until a comprehensive review of economic, social and environmental matters has occurred and subsequent structure planning and amendment to this part of the development has occurred.

Non-complying Development

- 22 The following development is non-complying:

Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the Environment Protection Act 1993.

Public Notification

- 23 The development listed in [Table Sal/3](#) is assigned as **Category 1 Development** in the MFP Zone.

MFP (THE LEVELS) ZONE

Introduction

The objectives and principles of development control that follow apply to the MFP (The Levels) Zone shown on [Maps Sal/40, 41, 47 to 49, and 54](#), and Policy Area [Map Sal/63](#). They are additional to, and more particular than, those expressed for the whole council area.

OBJECTIVES

Objective 1: A zone designated for the development of Stage 1 of the MFP Australia urban development and for the University of South Australia's Mawson Lakes campus.

The development seeks to fulfil the objects of the MFP Development Act, 1992. It will comprise a comprehensive, integrated and staged urban development that:

- (a) is mixed use in nature, integrating living, working, learning and recreational activities and uses;
- (b) provides a broad range of housing types and tenures at medium net dwelling densities;
- (c) is designed and developed on the principles of environmental sustainability and conservation of the natural environment and resources;
- (d) ensures appropriate, equitable and timely provision of human service infrastructure;
- (e) is a centre for international Co-operative research, innovation and business development in science, technology, education, the arts and industries with a business development focus in education, environmental management, health, information technology, leisure and media;
- (f) incorporates information technology and telecommunications for the benefit of the residential and business communities;
- (g) contributes to the improvement of physical, social and economic conditions in surrounding communities, Adelaide and Australia;
- (h) is integrated with existing on-site education and research and development activities and adjoining communities; and
- (i) on an ongoing basis utilizes the best available technology and design to demonstrate MFP Australia's objectives.

Objective 2: The continuation, expansion and intensification of education, research and development high technology industry, commercial, light industrial, recreational, the Metropolitan Open Space System, and drainage uses, in a manner which is consistent with the future mixed use development of the zone.

Objective 3: Development designed and located to ameliorate external environmental impacts and emissions, especially noise from vehicles on arterial roads, aircraft, industrial activities and the railway yards and trains.

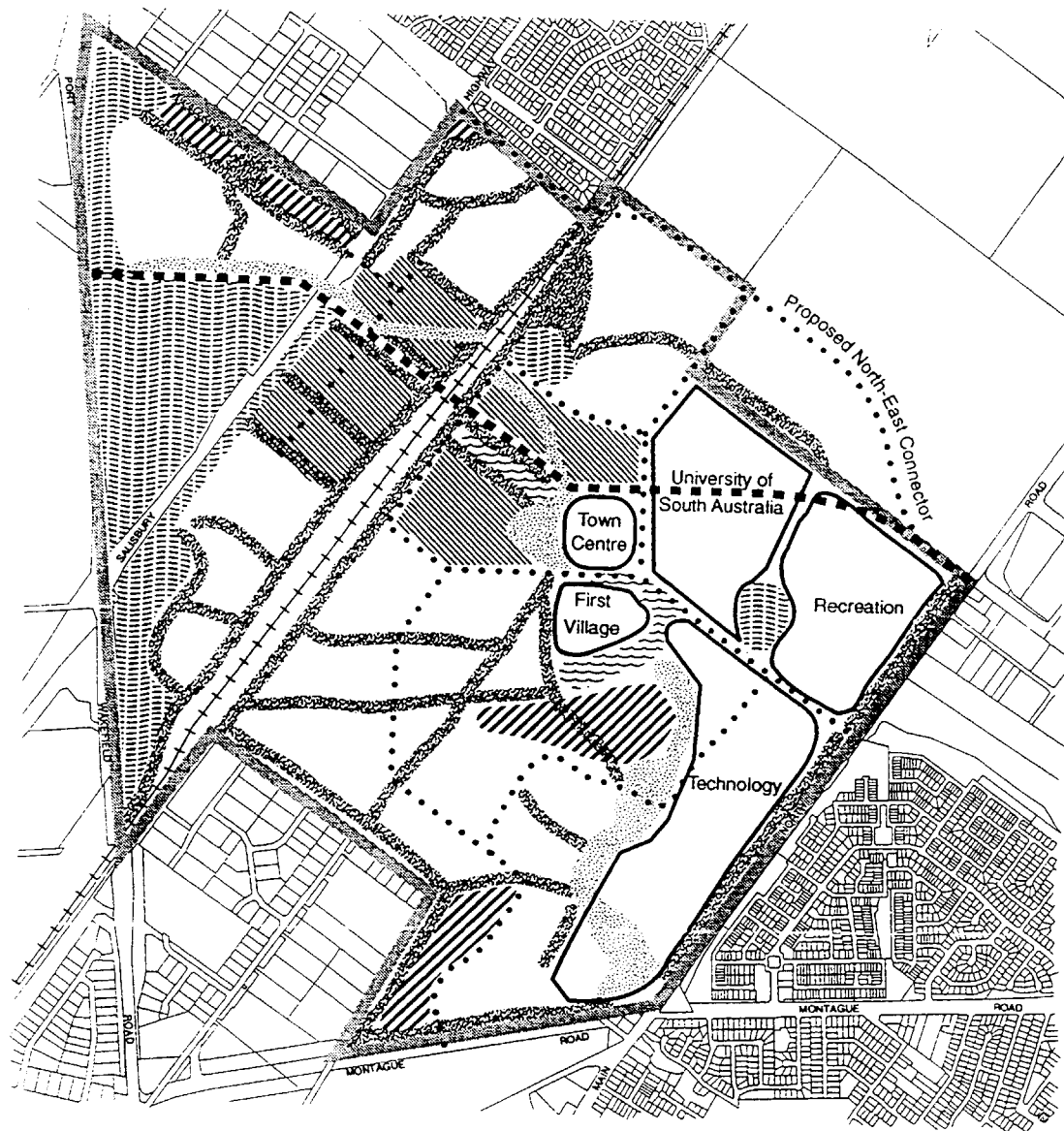
PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The MFP (The Levels) Zone should be comprehensively planned and it should be designated and developed in an integrated manner.
- 2 Development should have regard to the Concept Plan [Fig MFP\(Lev\)/1](#).

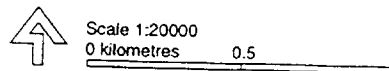
Form of Development

- 3 Urban development should include a mix of housing, business, industrial, community, educational, cultural, tourism and recreational uses within predominant mixed-use precincts.

MFP (THE LEVELS) ZONE



-  MFP (The Levels) Boundary
-  Predominantly Living
-  Predominantly Commercial
-  Industrial/Technology
-  Metropolitan Open Space System
-  Open Space/Landscape Buffers/Flood Reserve
-  Wetlands
-  Lakes
-  Multi-Modal Movement Corridor
-  Proposed Transport Routes
-  Railway



**SALISBURY (CITY)
MFP (THE LEVELS) ZONE
CONCEPT PLAN
Fig MFP(Lev)/1**

- 4 Industrial uses should include primarily high technology or research and development related uses.
- 5 Urban development should be based on the principles of environmental sustainability and include; priority for pedestrian and cycle movement pathways and best practice in orientation and design in land division and buildings to achieve energy efficiency; and encouragement of shared transport modes.
- 6 Built-form should contribute to a strong sense of place and community and provide opportunities for social and economic development.
- 7 Development should include distinctive and attractive public spaces with a high level of amenity; roads, parks and open space areas should be designed giving consideration to safety, social and community activity and include a Metropolitan Open Space System (MOSS) linkage.
- 8 Urban development should promote integration with existing uses in the Technology Park precinct and at the Mawson Lakes Campus of the University of South Australia, and include:
 - (a) coordinated vehicle, cycle and pedestrian access between areas; and
 - (b) complementary facilities and services.
- 9 Development on sites at the interface between different land uses should be carefully designed and buffered to achieve adequate levels of compatibility of uses.

Residential Development

- 10 Development should include a range of type of housing, including the provision of affordable housing options for low-income households.
- 11 Development should include a wide range of densities, of up to 50 dwellings per hectare.
- 12 Buildings proposed within areas affected by noise sources should be designed with appropriate building and site noise attenuation measures having regard to relevant codes and practices. Dwellings for permanent occupation should not be located within the 25 to 30 ANEF contour.
- 13 Home based employment and small business uses should be of a scale, type and size and have characteristics that are compatible with adjoining development.

Centres, Shops and Community Facilities

- 14 The town centre should provide services and facilities to generally meet the day-to-day needs of the residential and business population but allow for regional level education, recreation or entertainment facilities that may be appropriately located within the zone.
- 15 Development should encourage multiple use of facilities and buildings and allow for flexibility of use over time.
- 16 Local retail and community facilities should be located within easy access of residential areas to reduce motor vehicle trip generation.

Movement of People and Goods

- 17 Integration with the surrounding areas should be promoted by appropriate connections to the existing road network and pedestrian and cycle paths.
- 18 Movement systems within the zone should emphasise public transport and pedestrian and cycle paths to encourage flexibility and allow for changes in local area transport.
- 19 Movement systems should provide links with the existing railway passenger transport services.

Industrial Development

- 20 Industrial development should be located and designed to be of a type that is compatible with other mixed-use activities including residential uses.
- 21 Existing industrial and transport activities located in Policy Area 21 shown on [Map Sal/63](#) should only expand in a manner that is compatible with the objectives of the zone.

Environment

- 22 Development should include energy efficient design in all buildings.
- 23 Development should incorporate water conservation practices that are based on sustainability.
- 24 Development should be located away from flood prone areas and incorporate a minimum floor level raised or cantilevered to avoid risk of inundation, in the event of a major stormwater flow which exceeds the predicted 1-in-100-year flood event.
- 25 Development should provide for effective, efficient and sustainable management of drainage and stormwater flows within the zone.
- 26 The stormwater retention basis wholly within D30823/8, D33803/50, D33803/52, D330803/51, D33803/53 and D33803/54 and partly within D30823/2, should be retained as a wetlands area and connected with drainage proposals for the zone.
- 27 Stock burial pits should be remediated to enable full and proper re-use of those areas for residential and mixed land uses.

Appearance of Land and Buildings

- 28 Buildings and structure should be designed to provide visual focal points having regard to appropriate Airport Building Height limits.
- 29 Development should be designed and located to take advantage of views to natural features including the Mount Lofty Ranges.
- 30 Development should be of a design and appearance that integrates with and is complementary to the characteristics of the locality.
- 31 Land located along arterial roads in and abutting the zone, should be enhanced through retention, replanting and extension of landscaping.
- 32 A MOSS linkage should be developed through the zone.

Heritage

- 33 Development adjacent to the State Heritage listed homestead and adjacent stables (now converted to office/industrial use) should be of a design which complements the setting and aesthetic appeal of these buildings.

Non-complying Development

- 34 The following development is non-complying in the MFP (The Levels) Zone:

- Crematorium
- Intensive Animal Keeping
- Junk Yard
- Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the Environment Protection Act 1993
- Prescribed Mining Activity
- Refuse Destructor

Road Transport Terminal
Special Industry
Stock Slaughter Works

Public Notification

- 35** The development listed in [Table Sal/3](#) is assigned as **Category 1 Development** in the MFP (The Levels) Zone.

TABLE Sa/1

Complying Development

The following forms of development are **complying** development throughout the City of Salisbury area (other than development which affects a State heritage place, or as otherwise indicated below), and are additional to the **complying** forms of development listed in the zone provisions of this Development Plan. To the extent of any inconsistency between the zone provisions and this Table, the zone provisions will prevail:

1 Building Works

Other than in relation to a local heritage place or an Historic (Conservation) Zone:

- (a) the construction of a new building in the same, or substantially the same, position as a building which was demolished within the previous 3 years where the new building has the same, or substantially the same, layout and external appearance as the previous building;
- (b) work undertaken within a building that does not increase the total floor area of the building and does not alter the external appearance of the building to a substantial degree;
- (c) the total demolition and removal of a building;
- (d) the construction of a fence not exceeding 2 metres in height (measured from the lower of the 2 adjoining finished ground levels), other than:
 - (i) a fence in the Hills Face Zone, in a Flood Plain delineated by the Development Plan, or in any other zone or area shown as being subject to flooding or inundation in the Development Plan; or
 - (ii) a fence within 6 metres of the intersection of the 2 boundaries of the land where those boundaries both face a road, other than where a 4 x 4 metre corner cut-off has already been provided (and is to be preserved); or
 - (iii) a masonry fence that would exceed 1 metre in height (measured from the lower of the 2 adjoining finished ground levels); or
 - (iv) a fence within 10 metres landward of the coast measured from the high water mark on the sea shore at spring tide; or
 - (v) a fence which extends seaward from the high water mark on the sea shore at spring tide;
- (e) the construction of a water tank having a floor area not exceeding 10 square metres and a height not greater than 4 metres above the ground, other than in the Hills Face Zone, or Flood Plain delineated by the Development Plan, or in any other zone or area shown as being subject to flooding or inundation in the Development Plan.

2 Special Cemetery Buildings

The construction of a mausoleum in a public cemetery where:

- (a) the mausoleum is located more than 50 metres from the boundaries of the cemetery; and
- (b) no part of the mausoleum is higher than 3 metres above the natural surface of the ground.

TABLE Sa/2**Conditions Applying to Complying Development**

KIND OF DEVELOPMENT	CONDITIONS
Advertisement or Advertising Display of the following types:	
All permitted types of Advertisements or Advertising Displays (these general conditions apply to each of the categories of advertisement or advertising display listed below)	<ol style="list-style-type: none"> 1 Not be illuminated (internally or indirectly), move, flash, or rotate. 2 To be maintained in good repair and condition at all times. 3 To be designed, made, and presented in a high-quality manner. 4 To contain clear and legible writing or symbols which shall only be related to the user or use of the subject building or land they are located upon. 5 Unless otherwise indicated in the relevant zone or policy area, free-standing advertisements and advertising displays should not exceed 3 metres in overall height.
For Sale, Let or Auction	<ol style="list-style-type: none"> 1 A maximum of 3 to be displayed per subject property. 2 Only to be located upon the land or building for sale, let or auction. 3 Only be displayed while the property or building is available for sale, let or auction, and be removed within one week after the date of the execution of the contract relating to the sale and purchase of the land and/or building. 4 A maximum of 2 square metres total advertisement area in the Residential 1 Zone, Residential Zone, Residential (Para Escarpment) Zone, Residential (Walkley Heights) Zone, and the Rural Living Zone. 5 A maximum of 4 square metres total advertisement area in zones other than those listed in condition 4 above.
Free-Standing Advertisements	<ol style="list-style-type: none"> 1 Not exceed the following maximum heights: <ol style="list-style-type: none"> (a) 8 metres in overall height in Policy Area 1 Salisbury Town Centre, Policy Area 11 Ingle Farm Centre and Policy Area 27 Salisbury Downs District Centre; (b) 6 metres in overall height in the Neighbourhood Centre Zone and Industry Zone; (c) 4 metres in overall height in Local Centre Zone, Commercial Zone and within non-retail and non-residential policy areas of District Centre Zones; and (d) 3 metres in overall height in all other zones and policy areas.

KIND OF DEVELOPMENT	CONDITIONS
Land Agent 'Open for Inspection' Easel Board	<ol style="list-style-type: none"> 1 A maximum of 2 such advertisements per subject property (or group of properties in the same location). 2 A maximum total advertisement area of 0.5 square metres each (maximum of 0.25 square metres for each face of the advertisement). 3 To contain only agent's business name and directional information. 4 To be located in front of subject property and/or adjacent road junction but not positioned on vehicles, median strips, roundabouts, road pavement, nor on footpath so as to cause obstruction or danger to pedestrians. 6 Only to be displayed when subject property is open for inspection.
Display Home	<ol style="list-style-type: none"> 1 A maximum of 4 square metres total area, with no single advertisement greater than 2 square metres. 2 Only to be erected on the site of the display home. 3 No part of the advertisement exceeding 3 metres above the ground. 4 Permitted in the Residential 1 Zone, Residential Zone, Residential (Para Escarpment) Zone, Residential (Walkley Heights) Zone, and the Rural Living Zone.
Name and Address	<ol style="list-style-type: none"> 1 A maximum total advertisement area of 0.2 square metres. 2 A maximum of 1 such advertisement per tenancy, building, or site.
Property Name, Address, and Business Identity	<ol style="list-style-type: none"> 1 A maximum of 1 such advertisement per business/property. 2 A maximum total advertisement area of 1 square metre. 3 Where freestanding on a site, no part to exceed 2 metres above the ground. 4 Permitted in the Commercial Zone, Industry Zone, Deferred Industry Zone, District Centre Zone, Neighbourhood Centre Zone and Local Centre Zone, Horticulture Zone, Rural Zone, Rural Living Zone and Rural (Aircraft Noise) Zone.
Professional Name Plate	<ol style="list-style-type: none"> 1 A maximum total advertisement area of 0.2 square metres. 2 Only 2 such advertisements per tenancy, building or site. 3 Only to refer to name, nature of profession or business and hours of trading.
Building Work	<ol style="list-style-type: none"> 1 A maximum of 1 such advertisement per site. 2 Only to be erected on the site or building upon which the building work is being undertaken.

KIND OF DEVELOPMENT	CONDITIONS
	3 No part of the advertisement exceeding 2.5 metres above ground.
	4 Only to denote information related to building work being undertaken and only to be displayed for the duration of construction.
	5 A maximum of 3 square metres total advertisement area.
Security Service	1 A maximum of 2 such advertisements per tenancy, building or site.
	2 A maximum total advertisement area of 0.2 square metres.
Election	1 A maximum total advertisement area of 1 square metre.
	2 Only to be displayed from the date of the public notice of election date to 2 weeks after declaration of the relevant poll.
	3 A maximum of 1 per site and not to be erected on public streets or public property.
Public and Community Facilities, Identification and Information	1 A maximum total advertisement area of 2 square metres.
	2 Only to be located on the site or building used for public and community facilities.
Traffic Direction and Car Park Identification	1 A maximum of 1 located at each entry to a car park.
	2 Only to be located upon the site to which the advertisement or advertising display pertains.
	3 A maximum total advertisement area of 0.5 square metres.
	4 A maximum of 25 percent of total advertisement area may be advertising.
All Types of Development	1 No building, except an advertising display being erected, should be added to or altered on any land so that any portion of such building is erected, added to or altered nearer to the existing boundary of a road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976, than the distance prescribed for each road, or portion thereof, in Column 3 of Table Sal/4 .
All Types of Development Adjacent to the Coast (Except where standards for set-back and elevation of buildings are specified)	1 No part of the site of the development lying within 100 metres of: <ul style="list-style-type: none"> <li data-bbox="699 1812 1031 1845">(a) mean high water mark; <li data-bbox="699 1868 1374 1957">(b) the highest visible tidal debris or seaweed line seaward toe of any sand dunes that abut the beach; and <li data-bbox="699 1991 1347 2047">(c) the top of any sea cliff or erosion escarpment that abuts the beach or sea,

KIND OF DEVELOPMENT	CONDITIONS
	<p>whichever applies at the location and whichever provides the furthest distance from the sea.</p> <p>2 Any building site being at least 0.3 metres above the 100-year average return interval extreme water level (tide and stormwater combined) and associated wave effects plus an allowance for any land subsidence to the year 2050.</p> <p>3 The building floor level being at least 0.25 metres above the minimum site level set out in 2 above.</p> <p>4 The planning authority being satisfied that there are practical measures available to the developer and to subsequent owners to protect the development to withstand a further 0.7 metre sea level rise.</p> <p>5 All effluent is to be disposed of in a land based effluent disposal system situated at least 100 metres in from the high water mark.</p>
Amusement Hall	<p>1 A parking area being established on the site of the amusement hall at the rate of not less than 1 car parking space for every 7 square metres of total floor area of the place; subject to condition A.</p> <p>2 The planning authority being satisfied that Conditions B, C (a) and D have been complied with.</p>
Community Centre	<p>1 A parking area being established on the site of the community centre or indoor recreation centre, at the rate of not less than 1 car parking space for every 9.5 square metres of total floor area of the place; subject to Condition A.</p> <p>2 The planning authority being satisfied that Conditions B, C (a) and D have been complied with.</p>
Consulting Room	<p>1 A parking area being established on the site of the consulting room at the rate of not less than 5 car parking spaces for each consulting room; subject to Condition A.</p>
Detached Dwelling (unless sited in accordance with an approved building envelope plan) within Residential Zone or Residential 1 Zone	<p>1 No dwelling to occupy a site:</p> <p>(a) less than 450 square metres in area (excluding an access strip in the case of hammer-head or similar shaped allotment); or</p> <p>(b) with a frontage to a public road of less than 4 metres.</p> <p>2 The dwelling being set-back a distance of at least:</p> <p>(a) 6 metres from the front property boundary; and</p> <p>(b) 3 metres from a secondary street boundary, unless an alternative distance is prescribed in Table Sal/4.</p> <p>3 The dwelling being of single-storey construction.</p> <p>4 No more than 50 percent of the site to be built upon.</p>

KIND OF DEVELOPMENT	CONDITIONS
Detached Dwelling, Semi-detached Dwelling or Row Dwelling sited in accordance with an approved Building Envelope Plan within Residential Zone	5 The total length of dwelling walls abutting an allotment boundary not exceeding 10 metres.
	6 At least 2 car parking spaces to be provided, including 1 space covered or capable of being covered and located in accordance with the above set-back conditions or the set-back distances prescribed in Table Sal/4 where applicable.
	7 An area of usable private open space which: <ul style="list-style-type: none"> <li data-bbox="699 568 1238 600">(a) has a minimum dimension of 2.5 metres; <li data-bbox="699 633 1374 689">(b) does not incorporate driveways, parking spaces or a domestic outbuilding; <li data-bbox="699 723 1350 840">(c) has an area of not less than 30 square metres per dwelling plus an additional 20 square metres per bedroom or room capable of being used as a bedroom; and <li data-bbox="699 873 1382 931">(d) is capable of containing a rectangle of 6 metres by 4 metres which is directly accessible from the dwelling.
	1 No dwelling to occupy a site: <ul style="list-style-type: none"> <li data-bbox="699 1023 1382 1115">(a) less than 300 square metres in area (excluding the access strip in the case of a hammer-head or similar shaped allotment); or <li data-bbox="699 1149 1382 1171">(b) with a frontage to a public road of less than 4 metres.
	2 The dwelling being sited in accordance with a Building Envelope Plan (defining the outlines or limits to siting for proposed buildings) on the approved plan of land division.
	3 The dwelling being of single-storey construction.
	4 At least 2 car parking spaces to be provided including 1 space covered, or capable of being covered, and located in accordance with the Building Envelope Plan.
	5 An area of usable private open space which: <ul style="list-style-type: none"> <li data-bbox="699 1568 1238 1599">(a) has a minimum dimension of 2.5 metres; <li data-bbox="699 1632 1358 1688">(b) does not incorporate driveways, parking spaces or domestic outbuilding; <li data-bbox="699 1722 1350 1839">(c) has an area of not less than 30 square metres per dwelling plus an additional 20 square metres per bedroom or room capable of being used as a bedroom; and <li data-bbox="699 1872 1382 1928">(d) is capable of containing a rectangle of 6 metres by 4 metres which is directly accessible from the dwelling.

KIND OF DEVELOPMENT	CONDITIONS
Detached Dwelling within Residential (Para Escarpment) Zone	<ol style="list-style-type: none"> 1 No dwelling to occupy a site: <ol style="list-style-type: none"> (a) less than 1800 square metres in area (excluding the access strip in the case of a hammer-head or similar shaped allotment); or (b) with a frontage to a public road of less than 6 metres. 2 The dwelling being set-back a distance of at least: <ol style="list-style-type: none"> (a) 8 metres from the front property boundary; and (b) 5 metres from a secondary street boundary, unless an alternative distance is prescribed in Table Sal/4. 3 At least 2 car parking spaces to be provided, including 1 space covered, or capable of being covered, and located in accordance with the above set-back conditions or the set-back conditions set out in Table Sal/4, where applicable.
Detached Dwelling Semi-detached Dwelling within Residential (Walkley Heights) Zone	<ol style="list-style-type: none"> 1 <u>Minimum Site Area</u> No dwelling to occupy a site of less than: Detached Dwelling 450 square metres Semi-detached Dwelling 325 square metres 2 <u>Maximum Site Area</u> No dwelling to occupy a site of more than 700 square metres. 3 <u>Height</u> No dwelling to exceed 2 storeys. 4 <u>Site Coverage</u> No more than 50 percent of the site to be built upon. 5 <u>Set-back</u> The set-back of a dwelling (including eaves) being not less than: <ol style="list-style-type: none"> (a) 3 metres from a local street frontage, and 5 metres from any other road; (b) 0.6 metres from side boundaries, except: <ol style="list-style-type: none"> (i) for an internal dwelling within a row dwelling development; (ii) for an open-sided carport incorporated as part of a dwelling; and (iii) where a detached dwelling is built on 1 side-boundary, in which case a set-back of 1.2 metres should apply to the other side-boundary; and

KIND OF DEVELOPMENT	CONDITIONS
	(c) 3 metres from any rear boundary.
	6 <u>Car Parking</u> At least 2 car parking spaces to be provided.
	7 <u>Open Space</u> (a) An area of usable private open space which: <ul style="list-style-type: none"> (i) has a minimum dimension of 2.5 metres; (ii) does not incorporate driveways or parking spaces; (iii) does not incorporate a domestic outbuilding; (iv) has an area of not less than 80 square metres; and (v) has a minimum dimension capable of containing a rectangle of 6 metres by 4 metres which is directly accessible from the dwelling. (b) An area of open space suitable for a domestic outbuilding occupying 20 square metres floor area or 7.5 percent of the area of the site (whichever is the greater) and which does not incorporate driveways, parking spaces or private open space.
Domestic Outbuilding (Associated with a Detached Dwelling, Semi-detached Dwelling or Row Dwelling) within Residential Zone	1 Being set-back a minimum of 6 metres from the road frontage, or sited in accordance with a Building Envelope Plan defining the outlines or limits for siting of proposed buildings) on the approved plan of land division where applicable. 2 Having a maximum height to eaves of 2.75 metres. 3 Having a maximum floor area of 42 square metres. 4 The floor area of the building, together with other buildings that already exist on the site, occupying not more than 50 percent of the site. 5 The building being accessory to a dwelling.
Electricity Sub-station within Local Commercial Zone Coastal Township Zone	1 Any transformer switchgear or similar equipment in the electricity sub-station being: <ul style="list-style-type: none"> (a) enclosed in a building; or (b) surrounded (except at places of entry and exit) by a wall of not less than 2.4 metres in height or by a strip of land not less than 1.2 metres wide densely planted with trees or shrubs of a type which may be reasonably expected to reach a height of 1.8 metres within 4 years (and which shall be maintained in good heart and condition at all times) or a combination of a wall, trees and shrubs as aforesaid; or

KIND OF DEVELOPMENT	CONDITIONS
Hotel	<p>(c) surrounded, or its surroundings being rendered attractive, by a method proposed by the owner of the electricity sub-station and certified by the planning authority as being an acceptable method.</p> <p>1 A parking area being established on the site of the hotel at the rate of not less than 1 car parking space for:</p> <p>(a) every 2 square metres of total floor area which is available to the public in a bar; and</p> <p>(b) every 6 square metres of total floor area which is available to the public in a lounge or beer garden, or not less than 1 car parking space for every 3 guest rooms (whichever provides the larger area for car parking in the particular case); subject to condition A applying to the provision of any parking area required by this condition.</p> <p>2 The planning authority being satisfied that Conditions B, C (a) and D have been complied with.</p>
Indoor Recreation Centre	See "Community Centre"
Merchants'/Agents' Building Warehouse Building within Pooraka Market Zone (Policy Area 30)	1 A parking area being established on the site of the merchants'/ agents' building at the rate of not less than 1 car parking space for every 140 square metres of gross leasable area of the place; subject to Condition A.
Motel	<p>1 A parking area being established on the site of the motel at the rate of not less than 1 car parking space in respect of each room or other residential unit in the motel and where a restaurant which is licensed, or which may be licensed under the provisions of the Licensing Act, 1967-1982, is within or is erected upon the site which there is a motel, there shall be established an additional parking area at the rate of not less than 1 car parking space for every 11 square metres of total floor area of such restaurant; subject to Condition A applying to the provision of any parking area required by this condition.</p> <p>2 The planning authority being satisfied that Conditions B, C (a) and D have been complied with.</p>
Non-residential Club	<p>1 A parking area being established on the site of the non-residential club at the rate of not less than 1 car parking space for every 6 square metres of total floor area used or capable of being used by the members of the club; subject to condition A.</p> <p>2 The planning authority being satisfied that Conditions B, C(a) D have been complied with.</p>
Office	1 A parking area being established on the site of the office at the rate of not less than 1 car parking space for every 25 square metres of a total floor area of the office, with a minimum of 4 such car parking spaces; subject to condition A.

KIND OF DEVELOPMENT	CONDITIONS
Petrol Filling Station	<p>2 The planning authority being satisfied that Conditions B, C and D have been complied with.</p> <p>1 Fuel pumps and other service facilities being so located on the site of the petrol filling station that there is no reasonable possibility that any part of any vehicle being serviced will encroach onto a public road.</p> <p>2 Vehicular crossings providing access to a public road from the site of the petrol filling station being:</p> <p>(a) every part of a vehicular crossing is not less than 9 metres from any part of any other vehicular crossing; and</p> <p>(b) the vehicular crossings cannot be used for access from a parking area owned or occupied by a person other than the owner or occupier of the site of the petrol filling station.</p> <p>3 The planning authority being satisfied that Conditions B, C(a) and D have been complied with.</p>
Prescribed Mining Operations	<p>1 Provision being made to the satisfaction of the planning authority, and without derogating from the operation of the Mines and Works Inspection Act, 1920-1978, for the prescribed mining operations to be screened by shrubs and trees or other effective means (which is or are not unsightly) from the view of any person on adjacent land or on an adjacent road.</p> <p>2 In the event of the prescribed mining operations on any parts of the site of the operations:</p> <p>(a) having been discontinued for a period of not less than 6 months, or continuing only to a trifling extent; and</p> <p>(b) the planning authority being of the opinion that proper rehabilitation of those parts of the site is necessary, the owner or occupier, or both, carrying out:</p> <p>(i) at his or their costs and expense in all things; and</p> <p>(ii) within the time specified by the planning authority; and</p> <p>(iii) to the satisfaction of the planning authority, such rehabilitative processes as may be specified by the planning authority by notice in writing to the owner or occupier of the site.</p>
Recreation Area	<p>1 No nuisance or annoyance being created or caused to the occupiers of any land in the vicinity of that recreation area.</p>
Restaurant	<p>1 A parking area being established on the site of the restaurant at the rate of not less than 1 car parking space for every 3 seats provided or able to be provided; subject to condition A applying to the provision of any parking area required by this condition.</p>

KIND OF DEVELOPMENT	CONDITIONS
Shop	<p>2 The planning authority being satisfied that:</p> <p>(a) a suitable area is to be provided for the loading and unloading of service and commercial vehicles; and</p> <p>(b) a suitable area is to be provided for the storage and collection of refuse; and</p> <p>(c) Conditions B, C (a) and D have been complied with.</p> <p>1 A parking area being established on the site of the shop or on the sites of a series of 2 or more shops at the rate of not less than 7 car parking spaces for every 100 square metres of the total floor area; provided that where in a shop or series of shops there is a cafe or restaurant where food is consumed in or taken away from the cafe or restaurant, and where such cafe or restaurant also incorporates seats or benches, there shall be provided on the site or sites an additional parking area at the rate of not less than 1 car parking space for every 3 seats provided or able to be provided; subject to Condition A applying to the provision of any parking area required by this condition.</p> <p>2 A road or thoroughfare for the use of vehicles, which is not less than 6 metres wide and which communicates at each end with a public road or street being provided at the rear of every shop or series of 2 or more shops.</p> <p>3 The site of every shop having a depth of not less than 24 metres.</p> <p>4 The planning authority being satisfied that:</p> <p>(a) a suitable area is to be provided for the loading and unloading of service and commercial vehicles; and</p> <p>(b) a suitable area is to be provided for the storage and collection of refuse; and</p> <p>(c) Conditions B, C (a) and D have been complied with.</p>
Tavern	<p>1 A parking area being established on the site of the tavern at the rate of not less than 1 car parking space for:</p> <p>(a) every 2 square metres of total floor area which is available to the public in a bar; and</p> <p>(b) every 6 square metres of total floor area which is available to the public in a lounge or beer garden, subject to Condition A applying to the provision of any parking area required by this condition.</p> <p>2 The planning authority being satisfied that Conditions B, C (a) and D have been complied with.</p>
Warehouse Building	See "Merchants'/Agents'" Building.

CONDITION A - LESSER PARKING AREA

A lesser parking area than that specified being established on the site, provided that the planning authority is satisfied that:

- (a) part or the whole of the parking needs arising from the development will be met by a parking area, on another site, available or to be available for the duration of the development, and
- (b) the other site, and the parking area to be established on the other site, complies with Conditions B, C and D.

CONDITION B - ACCESS TO ROADS

The number, location and design of access points to a road or thoroughfare from the site being established so as best to ensure the safety of the public and the free flow of traffic in the locality.

CONDITION C - PARKING AREA DESIGN AND IDENTIFICATION

- (a) The design, layout and pavement of the parking area being established so as best to ensure the safety of the public and the free flow of traffic in the locality; and
- (b) adequate identification being provided to ensure that the location of the parking area is readily apparent to visitors.

CONDITION D - LANDSCAPING

Suitable landscaping of the site being provided for in plans and drawings, which may be the plans and drawings of the building work required to be submitted to the council for approval under the Development Act 1993, and such landscaping would be satisfactory if implemented in accordance with the plans and drawings within 12 months of the granting of development approval and maintained in the form and to the standard shown on the plans and drawings, and provided that such landscaping shall include the portions of the site which are:

- (a) adjacent to the alignment of a road, street or thoroughfare; and
- (b) within the parking areas referred to in any condition requiring the provision of such parking areas.

TABLE Sal/3

Category 1 Development Exempt from Public Notification

1 Complying Development

Any development classified as a **complying** development in the zone provisions and [Table Sal/3](#) of this Development Plan, or which would be a **complying** development if it were to meet the conditions associated with the classification where the failure to meet those conditions is, in the opinion of the relevant authority, of a minor nature only.

2 Dwellings

Except where the development is classified as **non-complying** under the Development Plan, any development that comprises:

- (a) the construction of:
 - (i) a detached dwelling, or a single storey group dwelling, or a single storey residential flat building; or
 - (ii) a 2-storey semi-detached or row dwelling; or
- (b) the alteration of, or addition to, a building so as to preserve the building as, or to convert it to, a building of a kind referred to in a paragraph (a); or
- (c) a change in the use of land to a residential use that is consequential on the construction of, or conversion of a building to, a building of a kind referred to in paragraph (a), or on the resumption of use of such a building.

3 Farm Building

Except where the development is classified as **non-complying** under the Development Plan, any development which comprises the construction of a farm building on land used for farming, or the alteration of, or addition to, a building on land used for farming that preserves the building as, or converts it to, a farm building.

4 Land division

- (a) Except where the development is classified as **non-complying** under the Development Plan, or is in the MFP (The Levels) Zone, any development that comprises the division of land that creates not more than 4 additional allotments.
- (b) The division of land (including for the construction of a road or thoroughfare) where the applicant proposes to use the land for a purpose which is, in the opinion of the relevant authority, consistent with the objective of the zone under this Development Plan, other than where the division will, in the opinion of the relevant authority, change the nature and function of an existing road.

5 Minor Development

Except where the development is classified as **non-complying** under the Development Plan, any development which comprises a kind of development which, in the opinion of the relevant authority, is of a minor nature only and is unlikely to be the subject of reasonable objection from the owners or occupiers of land in the locality of the site of the development.

6 Minor Non-complying Development

Any development classified as **non-complying** under this Development Plan that comprises:

- (a) the alteration of, or addition to, a building which, in the opinion of the relevant authority, is of a minor nature only; or

- (b) the construction of a building to be used as ancillary to or in association with an existing building and which will facilitate the better enjoyment of the purpose for which the existing building is being used, and which constitutes, in the opinion of the relevant authority, development of a minor nature only; or
- (c) the division of land where the number of allotments resulting from the division is equal to or less than the number of existing allotments.

7 Strata Division

The division of land by way of strata plan under the Community Titles Act 1996 or the Strata Titles Act 1988.

8 Development by Zone

Any development which consists of any of the following, other than where the site of the development is adjacent land to land in a zone under this Development Plan which is different to the site of the development:

- (a) the construction of, or a change in use to, a petrol filling station in a Commercial or Industry zone delineated in this Development Plan; or
- (b) the construction of, or a change in use to, a warehouse, store, timber yard or service industry in an Industry zone delineated in this Development Plan; or
- (c) the construction of, or a change in use to, a bank, office or consulting room in a Commercial zone delineated in this Development Plan; or
- (d) the construction of, or a change in use to, a light industry or a motor repair station in an Industry zone delineated in this Development Plan; or
- (e) any kind of development in a District Centre, Neighbourhood Centre or Local Centre zone delineated in this Development Plan.

9 Aquaculture

Any form of aquaculture development in a aquaculture zone delineated by this Development Plan or by a management plan for aquaculture under the Fisheries Act 1982 or the Crown Lands Act 1929.

10 Infrastructure

Any development which comprises the construction of, or alteration to, a water or wastewater (or water and wastewater) treatment plant, or associated infrastructure, as part of a project for the provision, extension or improvement of public infrastructure, and which is undertaken on land owned by the Crown, a Minister of the Crown, or an agency or instrumentality of the Crown.

11 Special Events

Any development which comprises a special event if:

- (a) the special event (meaning a community, cultural, arts, entertainment, recreational, sporting or other similar event that is to be held over a limited period of time) will not be held over more than 3 consecutive days; and
- (b) in the opinion of the relevant authority, an event of a similar or greater size, or of a similar or greater impact on surrounding areas, has not been held on the same site (or substantially the same site) within 6 months immediately preceding the day or days on which the special event is proposed to occur.

12 MFP (The Levels) Zone

Any development in the MFP (The Levels) Zone that consists of:

- (a) the division of land; or
- (b) earthworks.

TABLE Sa/4**Building Set-backs**

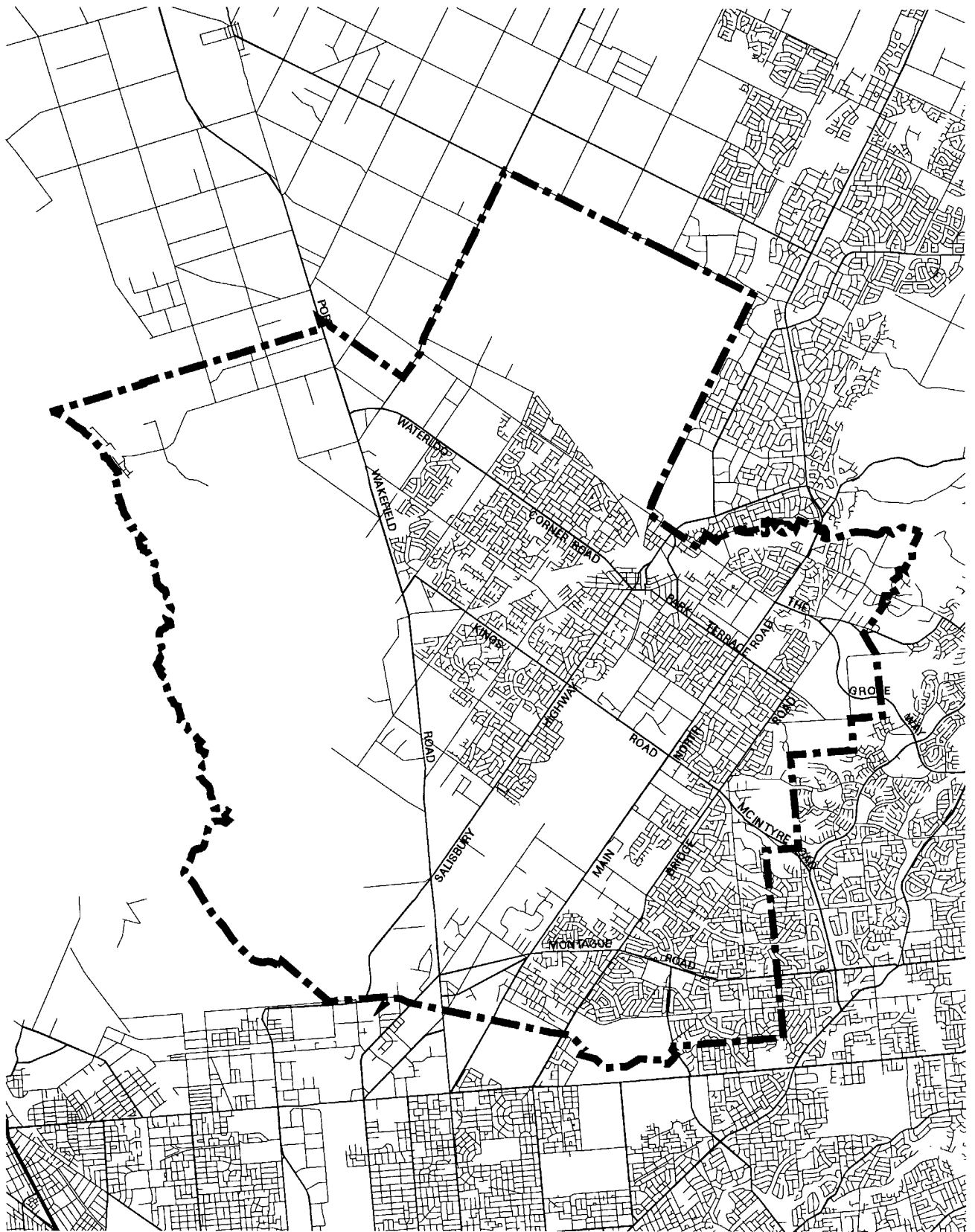
No building, except an advertising display being erected, should be added to or altered on any land so that any portion of such building is erected, added to or altered nearer to the existing boundary of a road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976, than the distance prescribed for each road, or portion thereof, in Column 3.

Column 1	Column 2	Column 3
Road	Portion of Road Affected	Prescribed Distance
Bagster Road, Salisbury North	The whole length of both sides	8 metres
Bank Street, Salisbury	The whole length of the south-western side	11 metres
Burton Road	The whole length of 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 of both sides	11 metres
Cross Keys Road, Salisbury South, Salisbury	The whole length of both sides	14 metres
Deuter Road, Burton, Paralowie	The whole length of both sides	14 metres
Fendon Road, Salisbury	The whole length of both sides	14 metres
Frederick Street, Cavan	The whole length of both sides	9.5 metres
Frost Road, Salisbury South	The whole length of both sides	14 metres
Helps Road, Direk, Burton	The whole length of both sides	14 metres
James Street, Salisbury	The northern side between Gawler Street and George Street	12.9 metres
James Street, Salisbury	The northern side commencing at the eastern alignment of George Street and extending eastwards 30.787 metres	16 metres
Kelly Terrace, Salisbury	The north-eastern side from Carey Street, for a distance of 100.58 metres in a south-easterly direction	10 metres
Kelly Terrace, Salisbury	The south-western side from Carey Street, for a distance of 100.58 metres in a south-easterly direction	11 metres

Column 1	Column 2	Column 3
Road	Portion of Road Affected	Prescribed Distance
Kesters Road, Para Hills West	Both sides from Main North Road to Bridge Road	14 metres
Martins Road	The whole length of both sides	8 metres
Maxwell Road	The whole length of both sides	8 metres
Milne Road	The whole length of both sides	8 metres
Nelson Road	The whole length of 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 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
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 77.72 metres	14 metres
Spains Road, Salisbury, Salisbury Downs	The whole length of both sides between Salisbury Highway and 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 of both sides	9.5 metres
Whites Road, Salisbury North, between Waterloo Corner Road and Diment Road	The whole length of 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

TABLE Sa/4

Column 1	Column 2	Column 3
Road	Portion of Road Affected	Prescribed Distance
Winzor Street	The whole length of both sides	8 metres
Wright Road	The whole length of both sides	8 metres
Yatala Vale Road	The whole length of both sides	8 metres
All other roads	Within the Residential Zone	In accordance with the conditions in Table Sal/2
All other roads	Outside the Residential Zone	15 metres



To identify the precise location of the Development Plan boundary refer to Map Sal/2 then select the relevant Zone Map

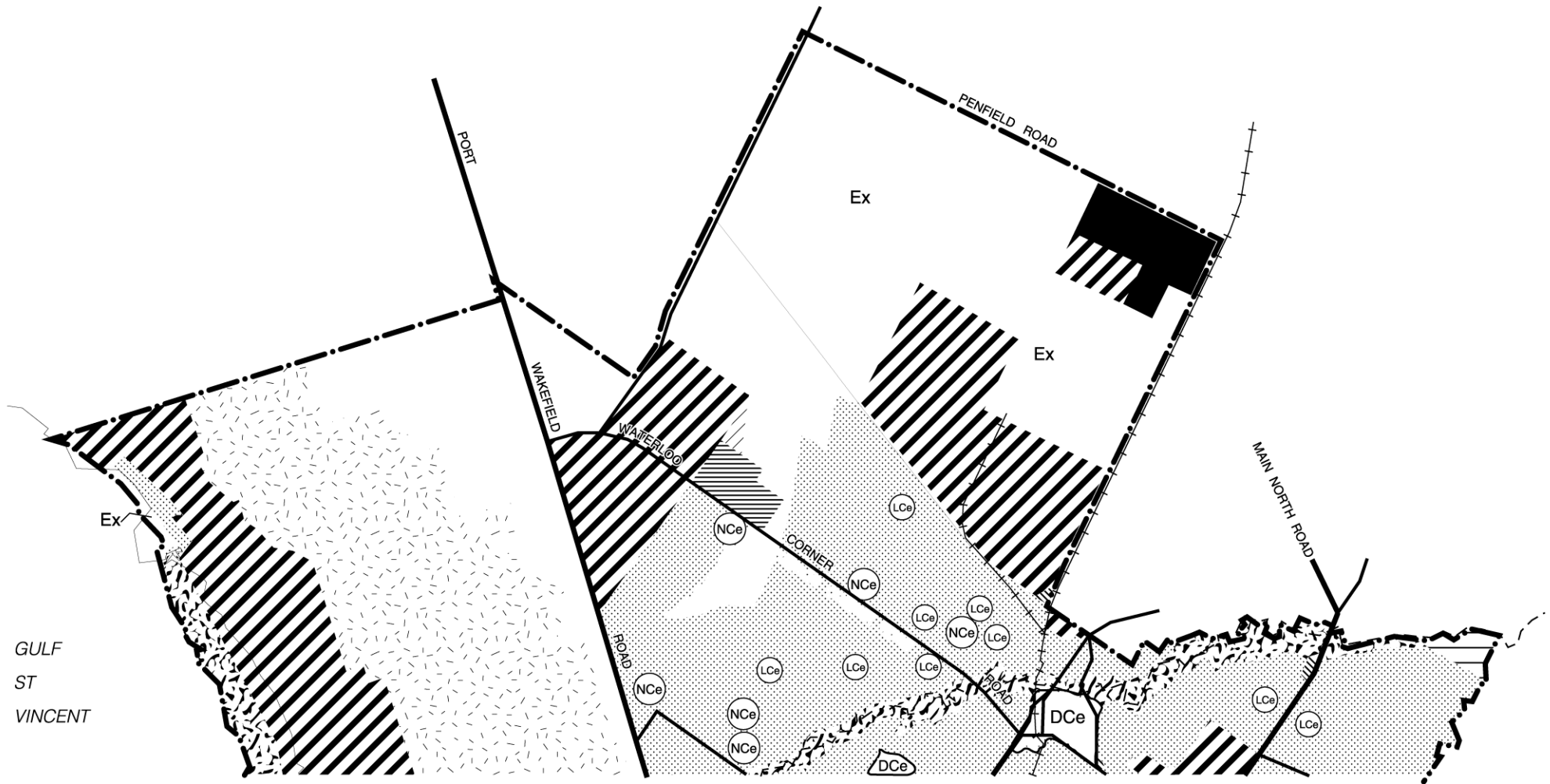


0 1.0km

SALISBURY (CITY)

MAP Sal/1

— ■ — Development Plan Boundary



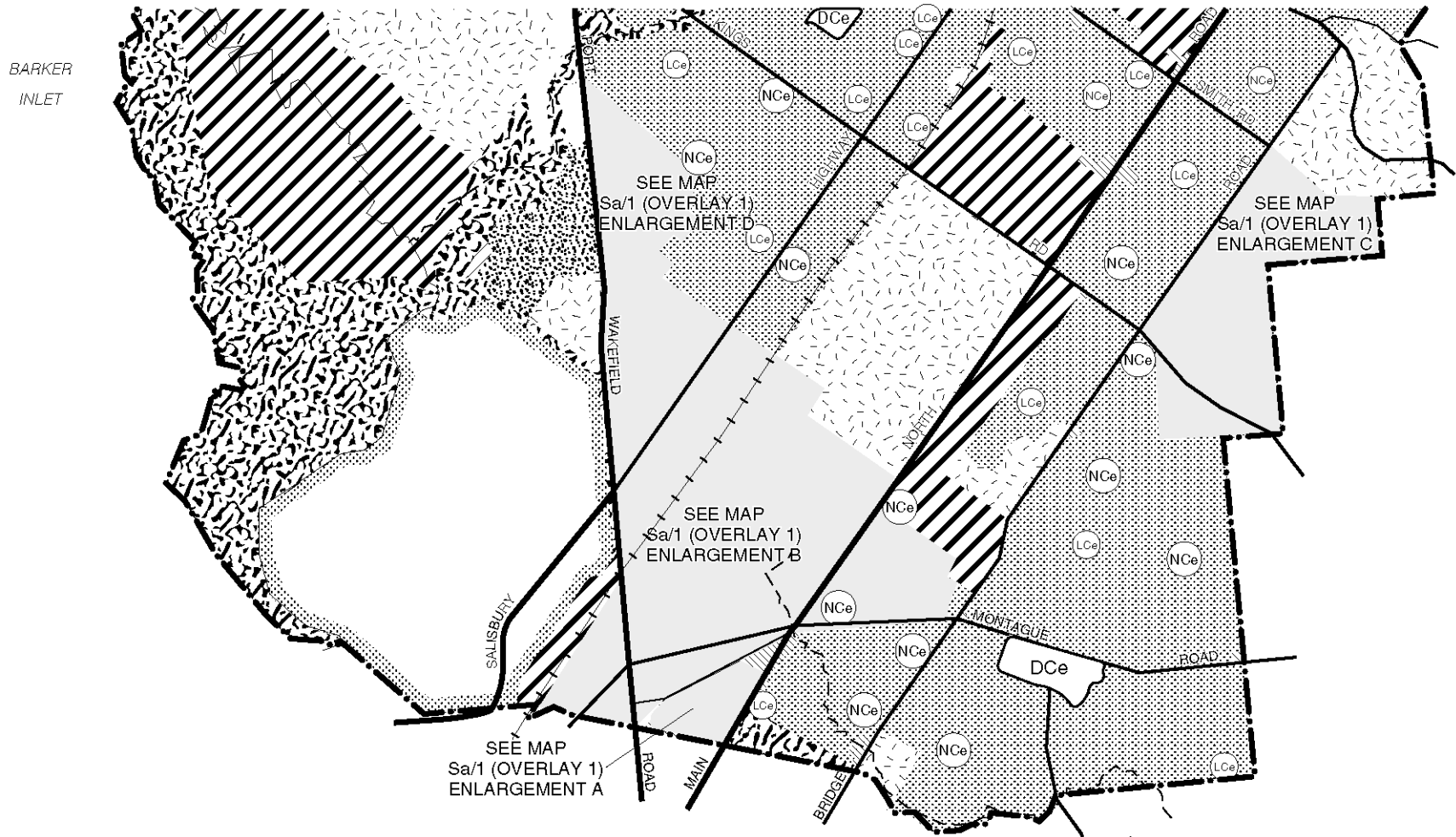
MAP Sa/1 (Overlay 1) Part B ADJOINS

- | | | | | | |
|--|----------------------|----|--------------------|--|---------------------------|
| | Living | | Future Development | | Railway |
| | District Centre | | Hills Face | | Main Arterial Road |
| | Neighbourhood Centre | | Public Purposes | | Arterial Road |
| | Local Centre | | Special Uses | | Development Plan Boundary |
| | Commercial | | Open Space | | |
| | Industry | Ex | Excluded | | |
| | Rural | | Watercourse | | |



**CITY OF SALISBURY
STRUCTURE PLAN
MAP Sa/1 (Overlay 1)
Part A**

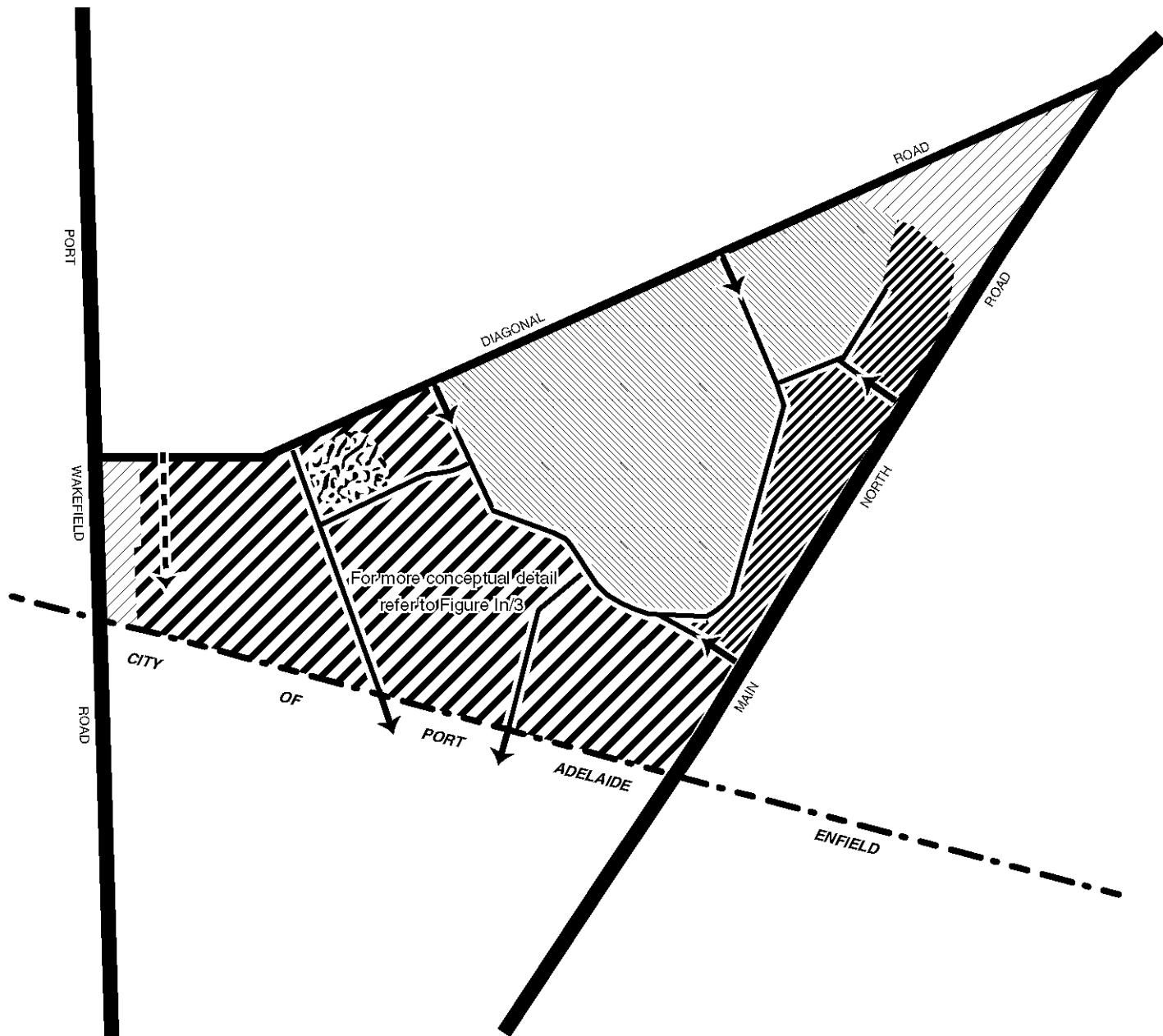
MAP Sa/1 (Overlay 1) Part A ADJOINS



- | | | | | | |
|--|----------------------|--|-----------------|--|---------------------------|
| | Living | | Rural | | Primary Arterial Road |
| | Deferred Urban | | Rural Living | | Secondary Arterial Road |
| | District Centre | | Public Purposes | | Major Local Road |
| | Neighbourhood Centre | | Special Uses | | Development Plan Boundary |
| | Local Centre | | Open Space | | Watercourse |
| | Commercial | | Railway | | |
| | Industry | | | | |



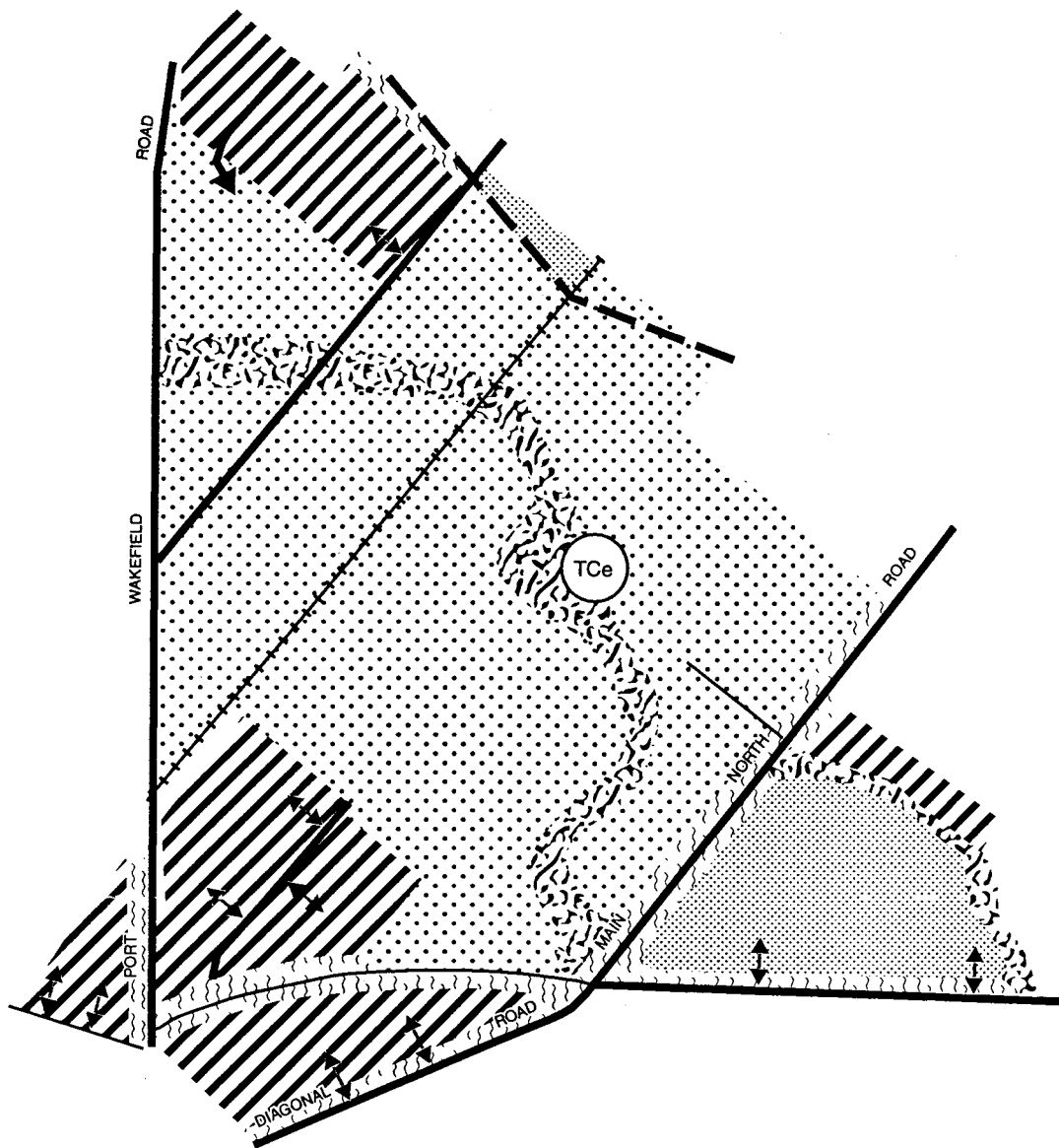
**SALISBURY (CITY)
STRUCTURE PLAN
MAP Sa/1(Overlay 1)
Part B**














- > Alternative Access Point
- ↔ Access Point
- Detention Basin
- Industry
- Commercial
- Market Trading
- Market Warehouse
- Controlled-Access Road
- Arterial Road
- Internal Local Roads
- .-.-.-.- Development Plan Boundary



**SALISBURY (CITY)
STRUCTURE PLAN
MAP Sa/1 (Overlay 1)
ENLARGEMENT A**



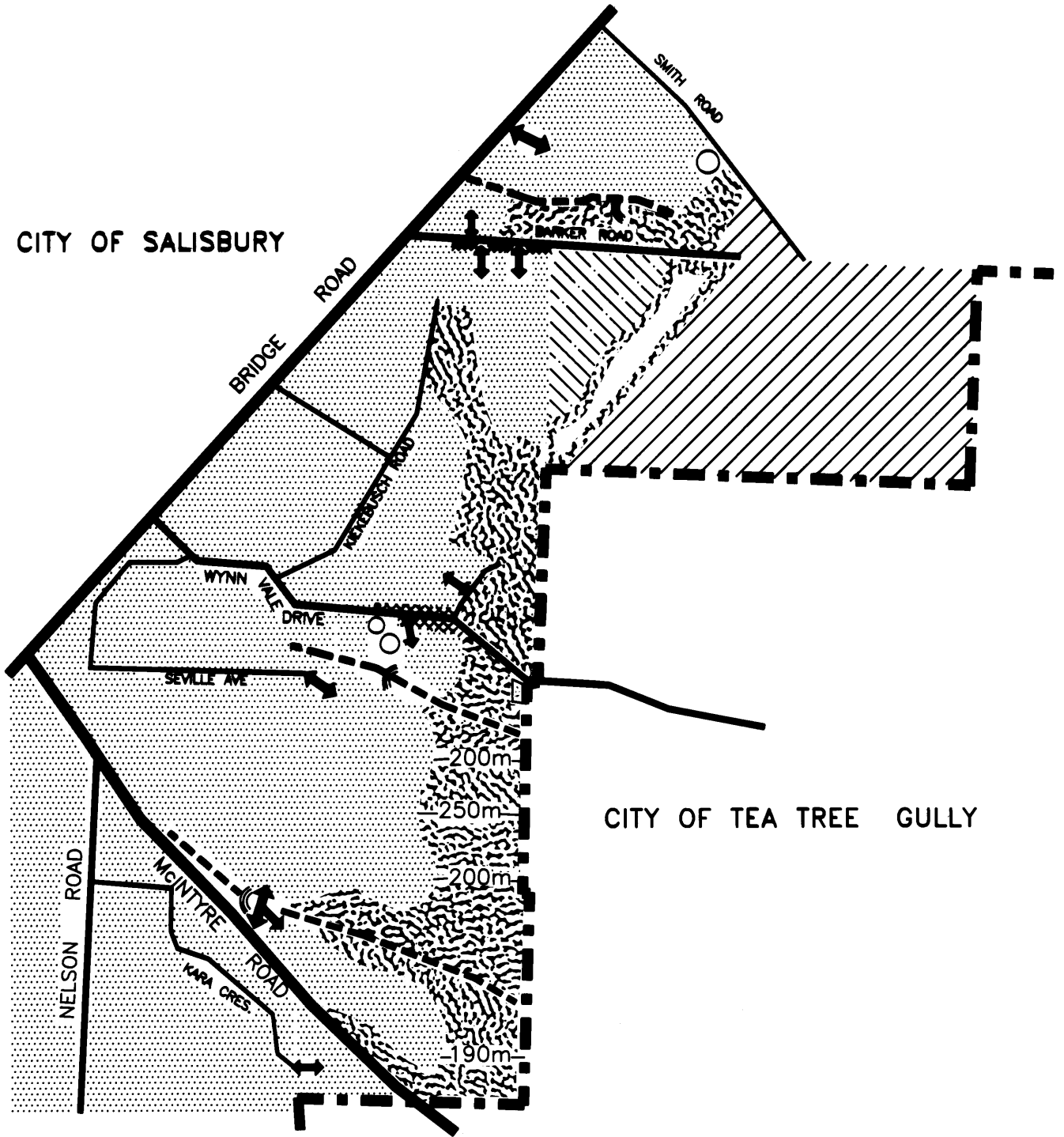
-  Living
-  Town Centre
-  Industry
-  MFP (The Levels)
-  Landscape Buffer
-  Open Space
-  Railway
-  Road Access
-  Major Collector Road
-  Primary Arterial Road
-  Proposed Arterial Road

















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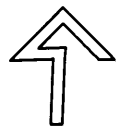
**SALISBURY (CITY)
MFP (THE LEVELS)/
SALISBURY STOCK PADDOCKS
STRUCTURE PLAN
MAP Sa/1 (Overlay 1)
ENLARGEMENT B**

CITY OF SALISBURY

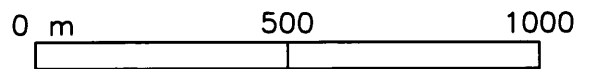


CITY OF TEA TREE GULLY

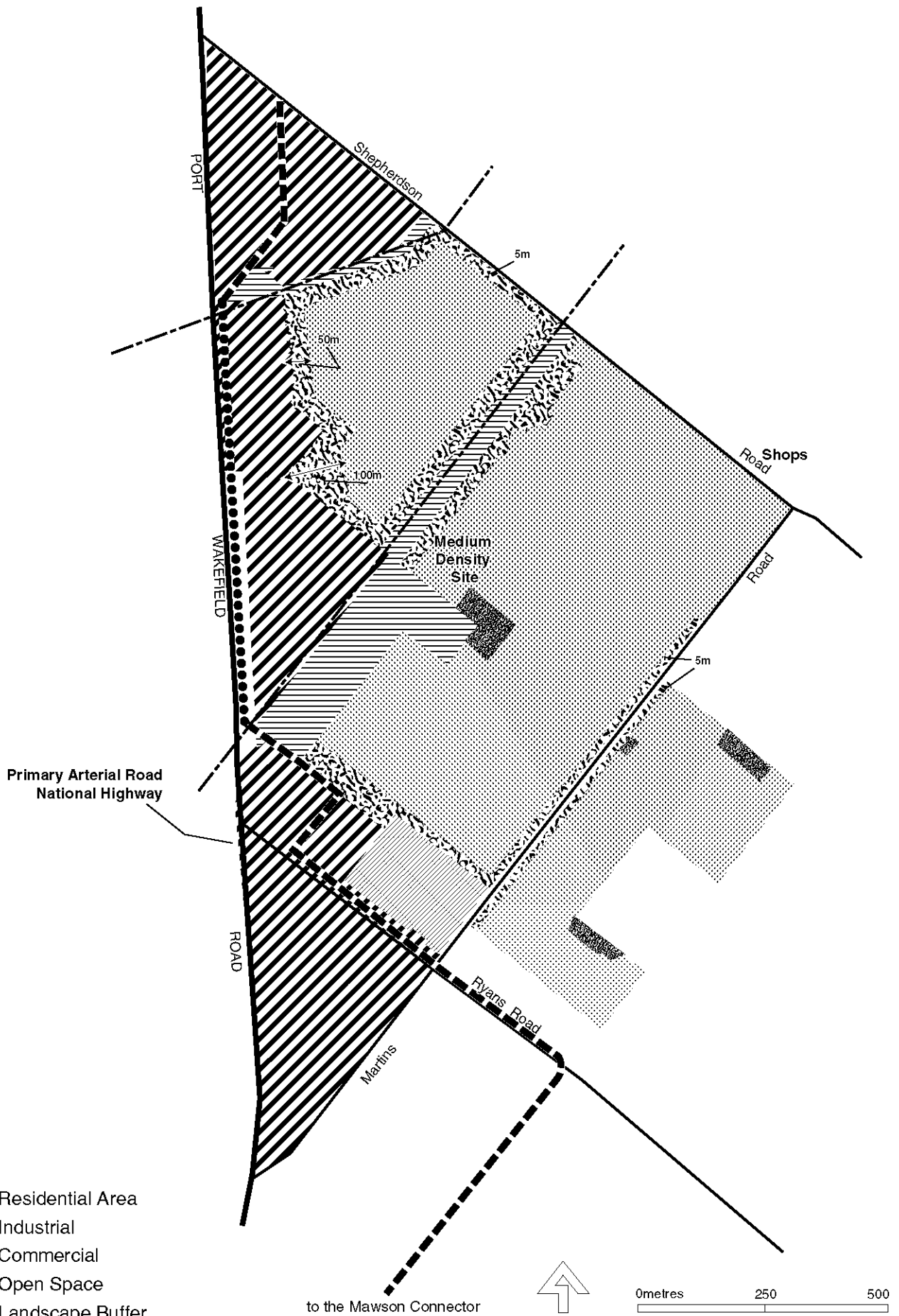
-  Council Boundary
-  Drainage Reserve
-  Arterial Road
-  Major Collector Road
-  Minor Collector Road
-  Landscaped Buffer
-  Vehicular Access Points
-  E.& W.S. Tanks
-  Flood Retention Dam
-  Extractive Industry
-  Extractive Industry Buffer
-  Reserve/Open Space
-  Future Reserve/Open Space
-  Residential



Scale 1:15000

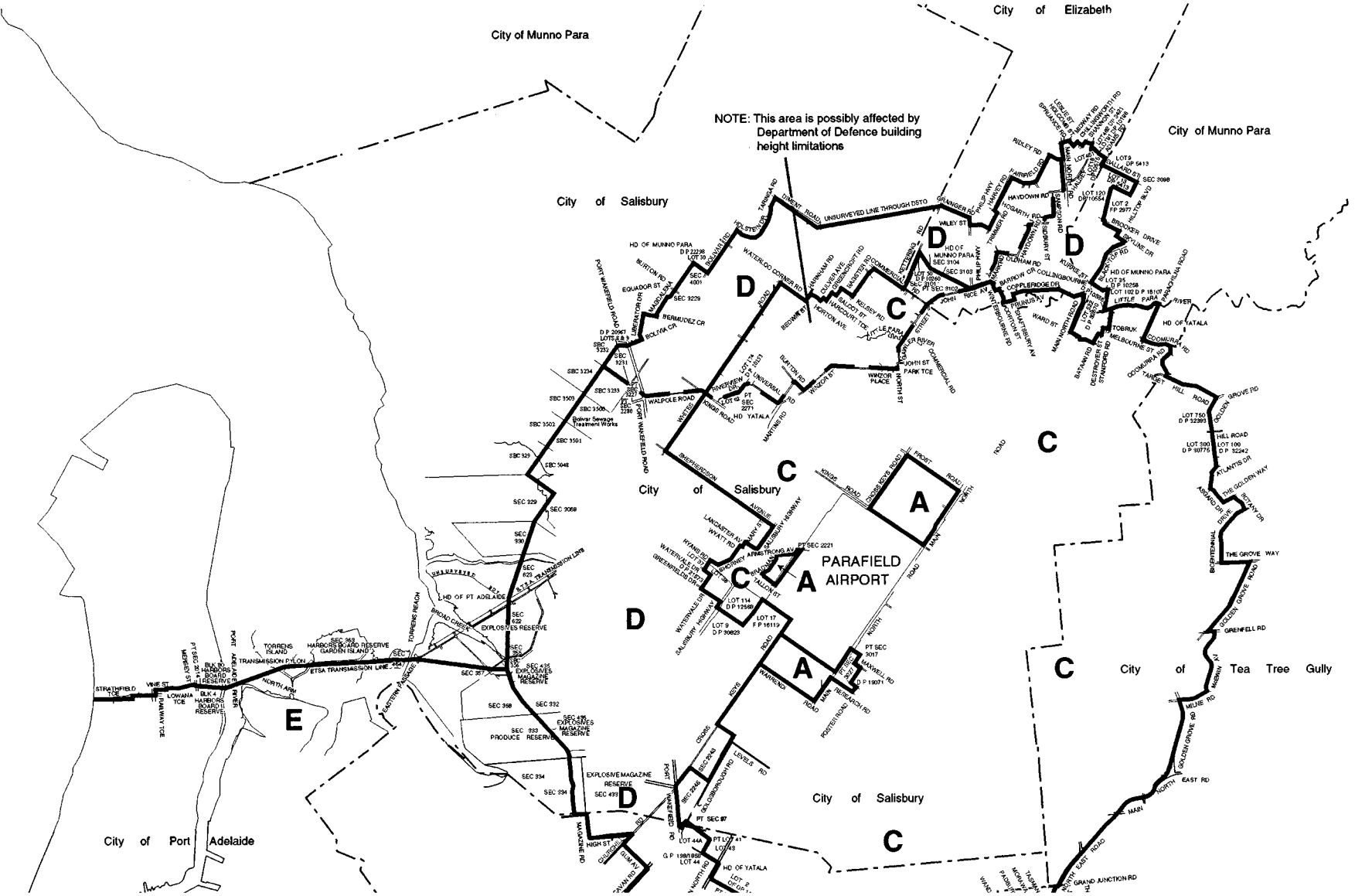


**SALISBURY (CITY)
STRUCTURE PLAN
MAP Sal/1 (Overlay 1)
ENLARGEMENT C**



SALISBURY (CITY) STRUCTURE PLAN MAP Sa/1 (OVERLAY 1) ENLARGEMENT D

Consolidated - 11 December 2008



Referral to Federal Airports Corporation required for;

- A** All Structures
- C** All Structures Exceeding 15 metres above existing ground level
- D** All Structures Exceeding 45 metres above existing ground level
- E** All Structures Exceeding 100 metres above existing ground level

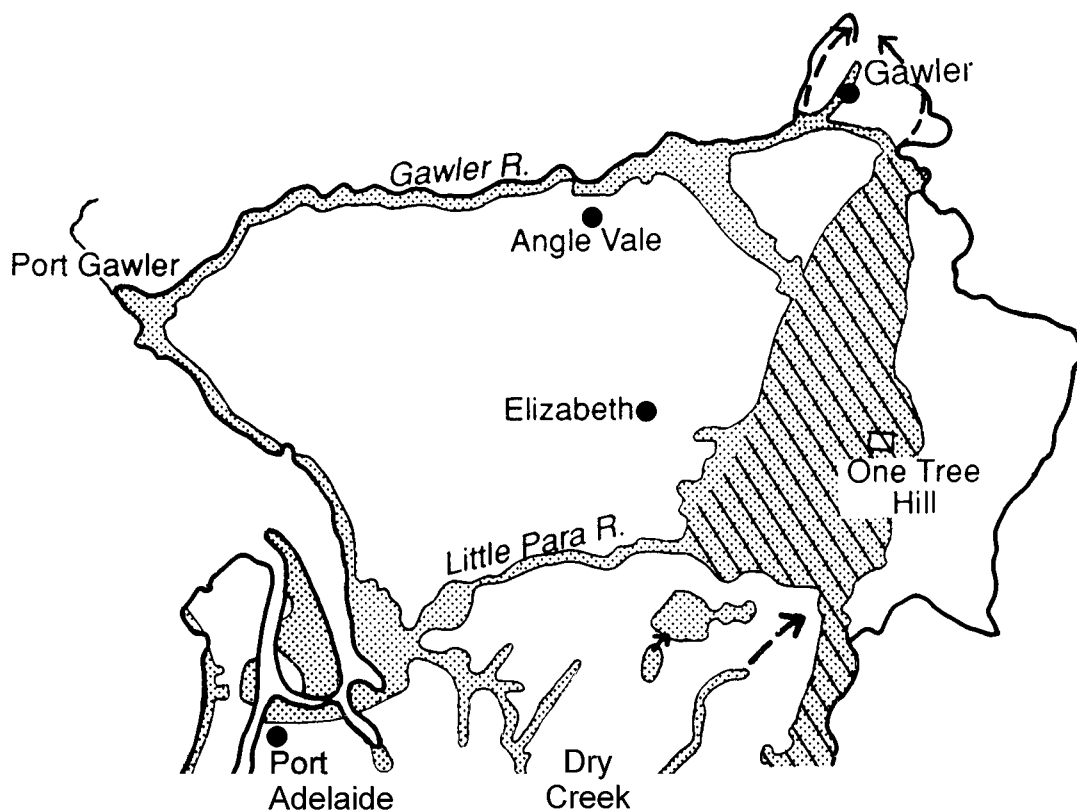
----- Local Government Area Boundary
 ——— Zone Boundary

A.M.G. Coordinates of Aerodrome Reference Point
 E274 373.835, N6 130 097. 135






0 kilometres 2 4 6

SALISBURY (CITY) AIRPORT BUILDING HEIGHTS MAP Sa/1 (Overlay 2)



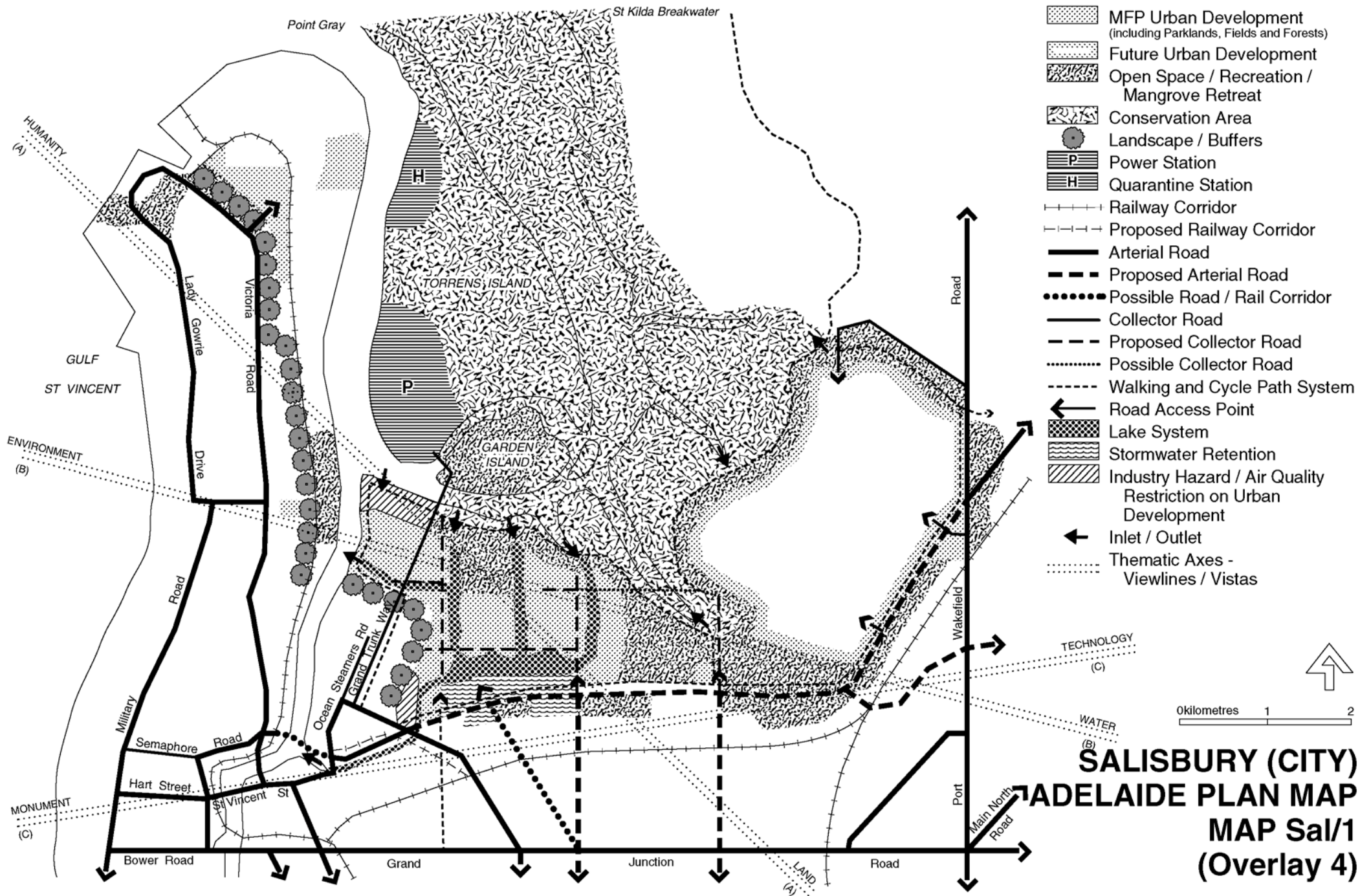
NOTE: This Map is indicative only. The State Government and Councils will undertake studies of each area resulting in detailed zoning maps to designate the boundary of MOSS and the policies relating to various areas (The inclusion of private land in MOSS does not indicate an intention to purchase that land).

-  Metropolitan Open Space System
-  Metropolitan Open Space System / Hills Face Zone
-  Metropolitan Open Space System - Proposed

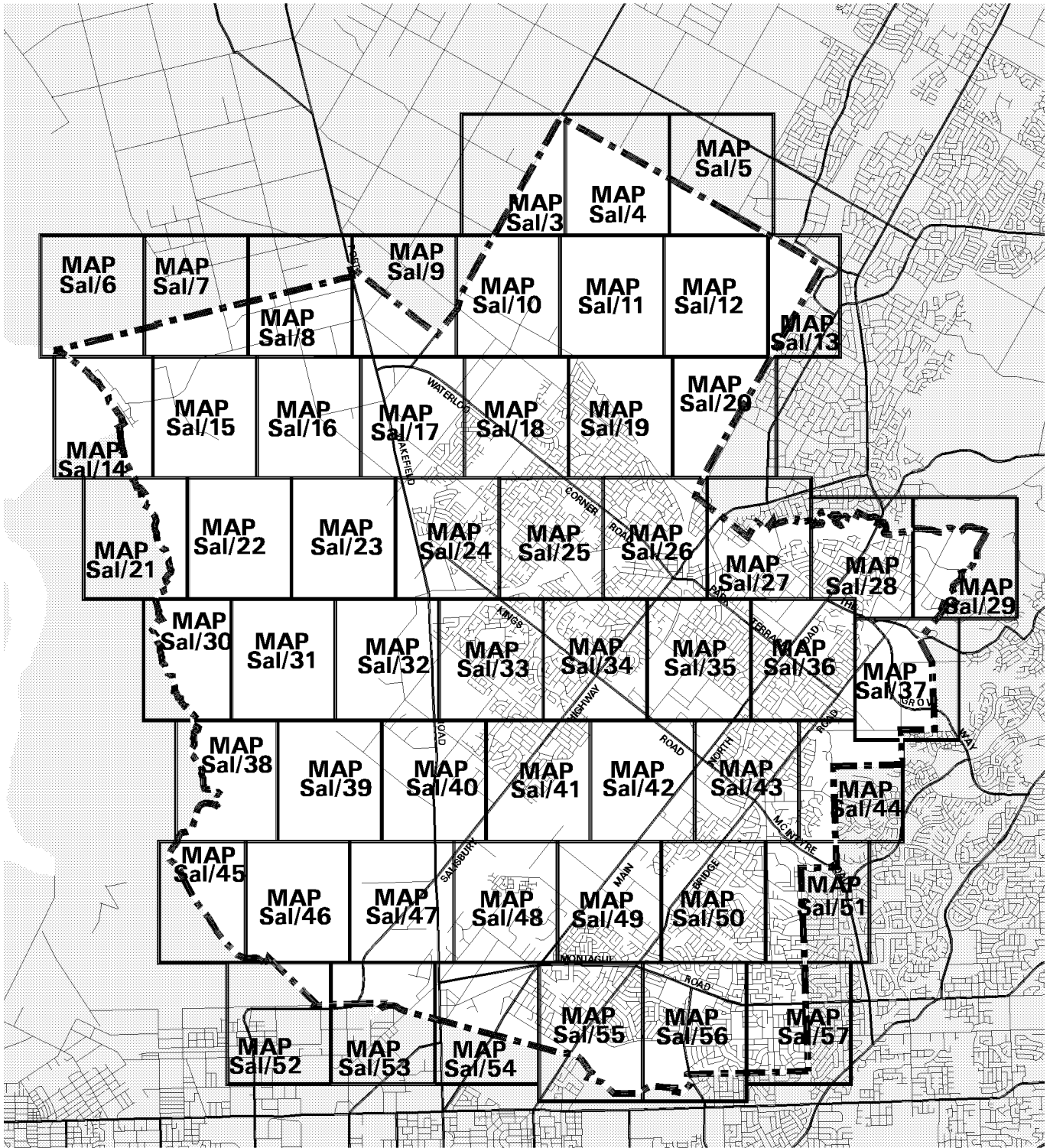


0kilometres 5 10 15 20

SALISBURY (CITY) METROPOLITAN OPEN SPACE SYSTEM MAP Sal/1 (Overlay 3)



**SALISBURY (CITY)
ADELAIDE PLAN MAP
MAP Sa/1
(Overlay 4)**



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area boundaries depicted on or intended to be fixed by Maps Sal/3 to Sal/71 inclusive shall be read as conforming in all respects (as the case may require) to the sectional or subdivisional 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 boundaries are shown or otherwise as indicated.



Scale 1:100000



SALISBURY (CITY) INDEX TO ZONES MAP Sal/2

--- Development Plan Boundary



MAP Sal/4 ADJOINS

MAP Sal/10 ADJOINS

In Industry
Ex Excluded



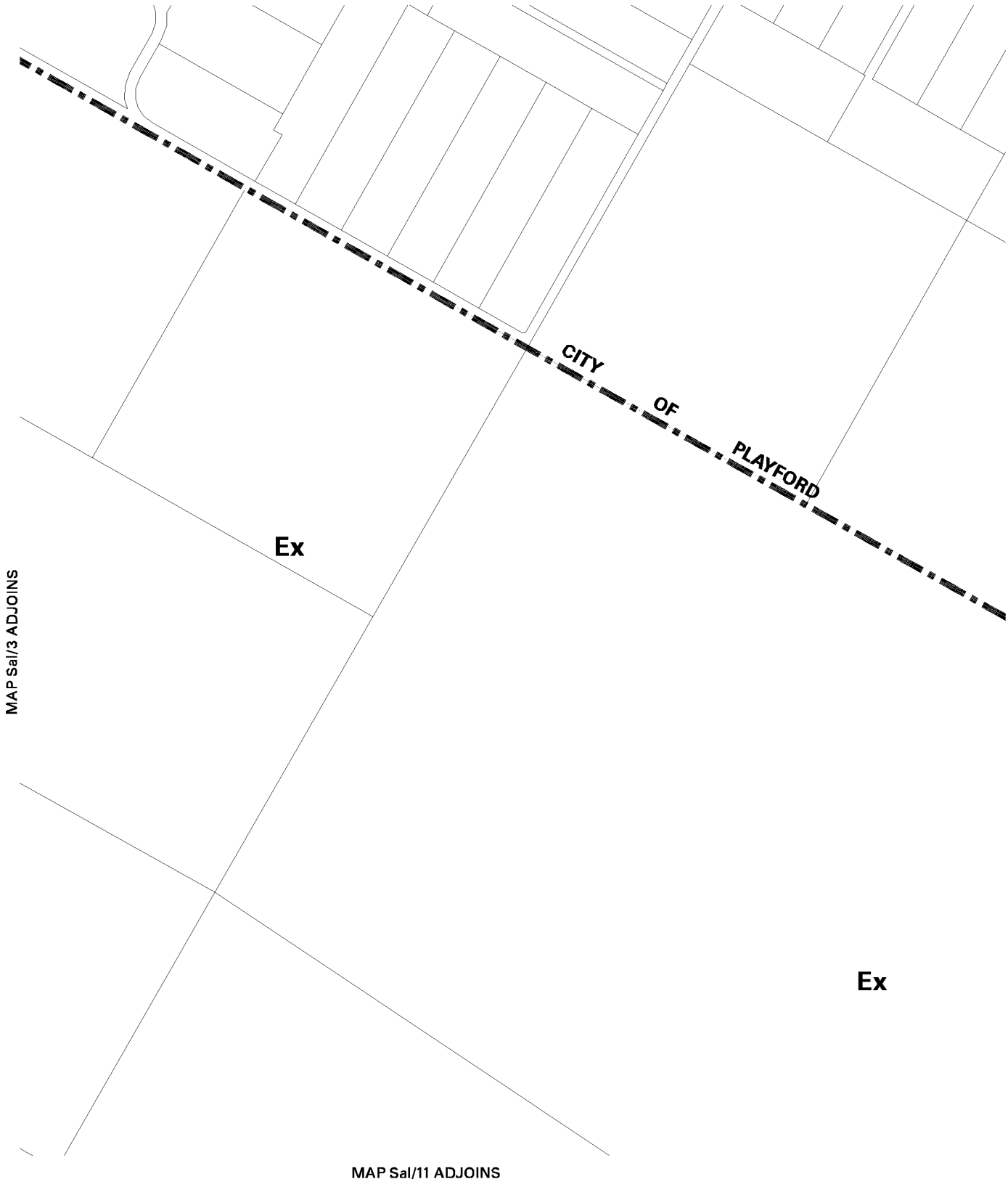
Scale 1:10000



— Zone Boundary
 - - - Development Plan Boundary

SALISBURY (CITY) ZONES MAP Sal/3

Consolidated - 11 December 2008



MAP Sal/3 ADJOINS

MAP Sal/5 ADJOINS

Ex

Ex

MAP Sal/11 ADJOINS

Ex

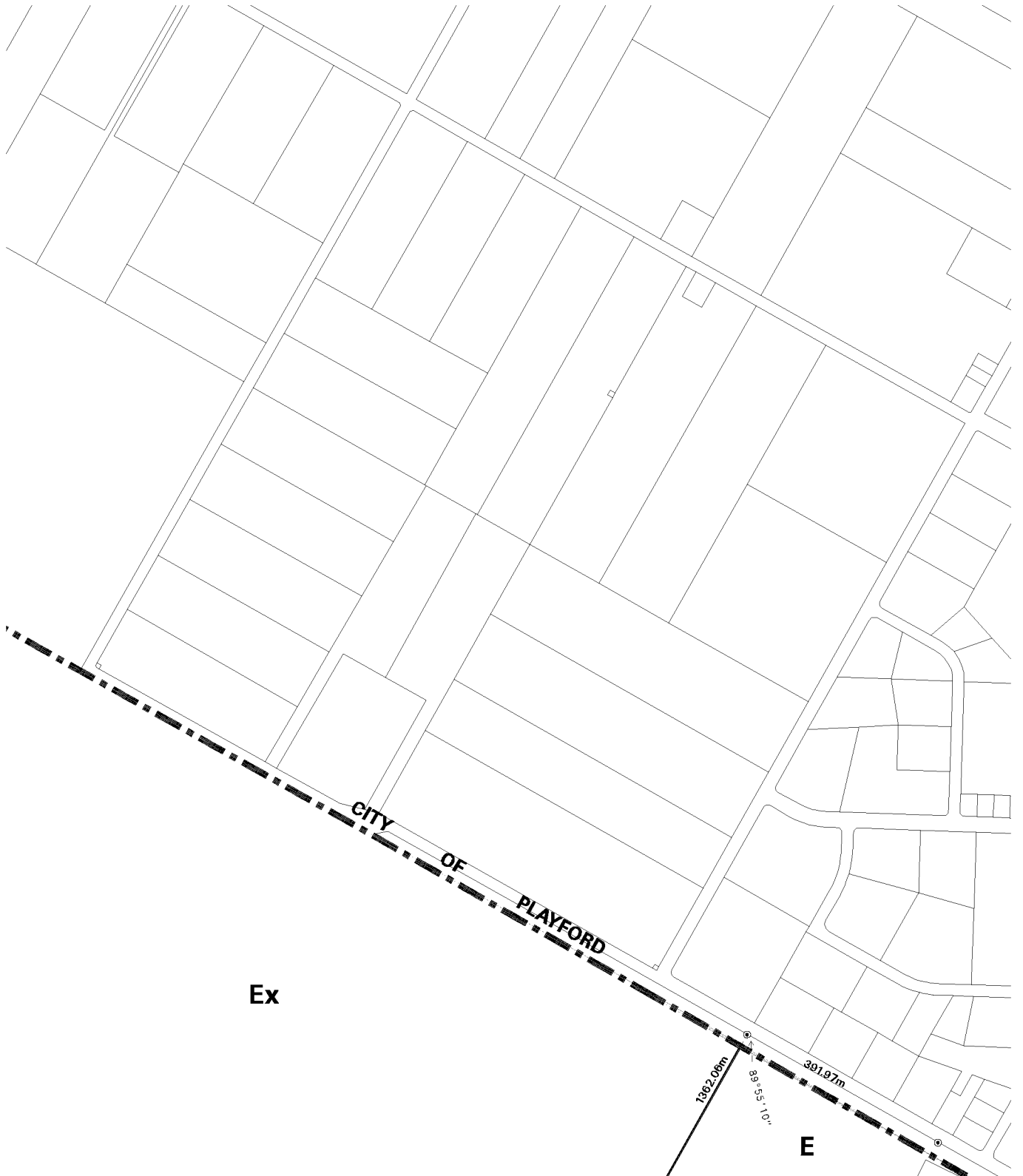
Excluded

Scale 1:10000



**SALISBURY (CITY)
ZONES
MAP Sal/4**

- Zone Boundary
- - - - - Development Plan Boundary



MAP Sal/4 ADJOINS

MAP Sal/12 ADJOINS

MAP Sal/13 ADJOINS

E
Ex

Enterprise
Excluded

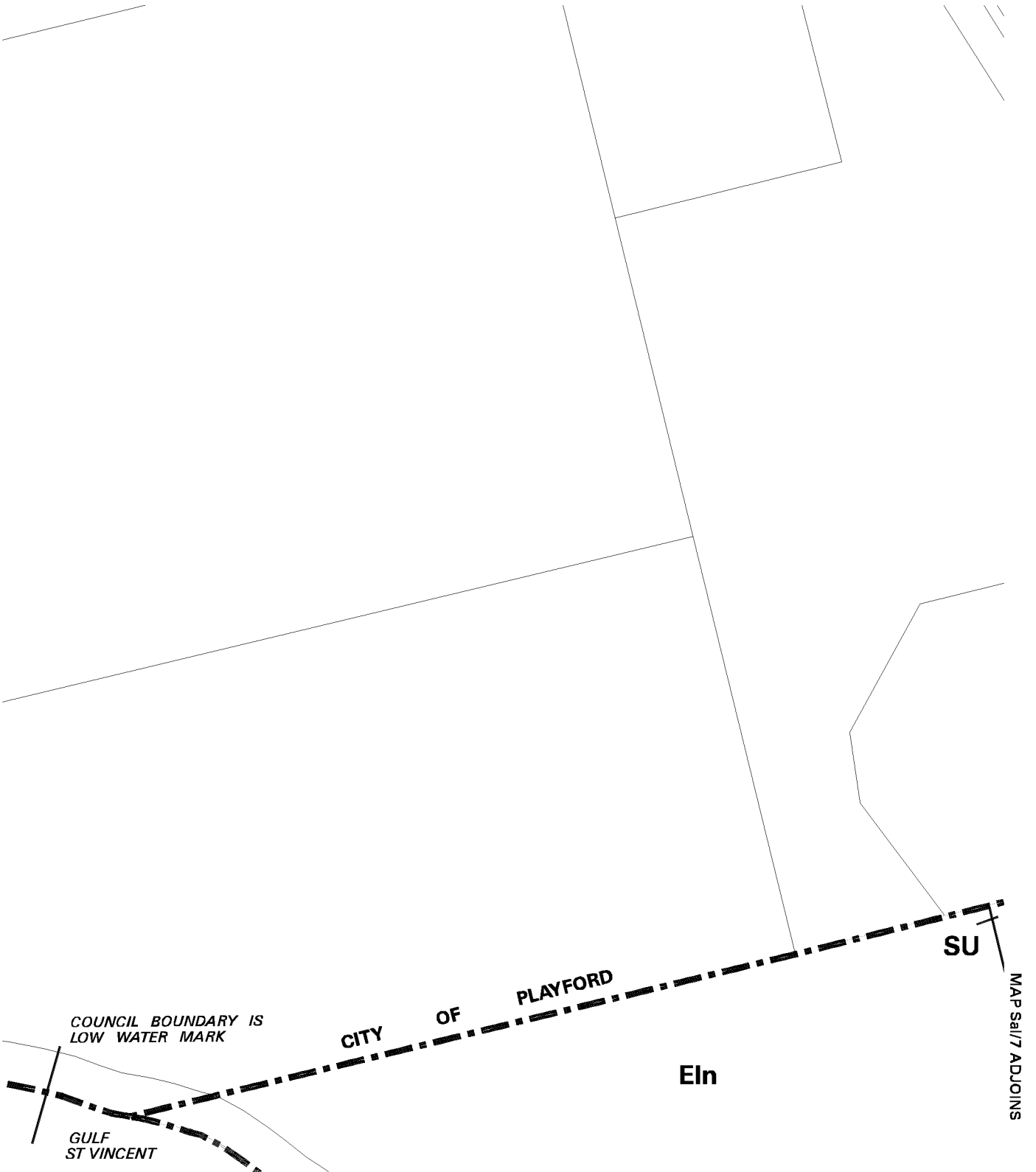


Scale 1:10000

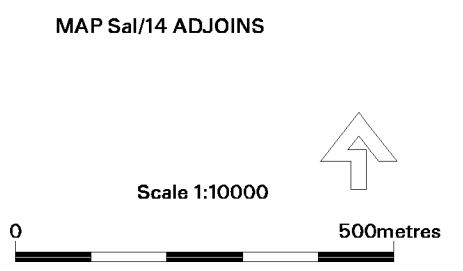


**SALISBURY (CITY)
ZONES
MAP Sal/5**

- Zone Boundary
- - - - - Development Plan Boundary

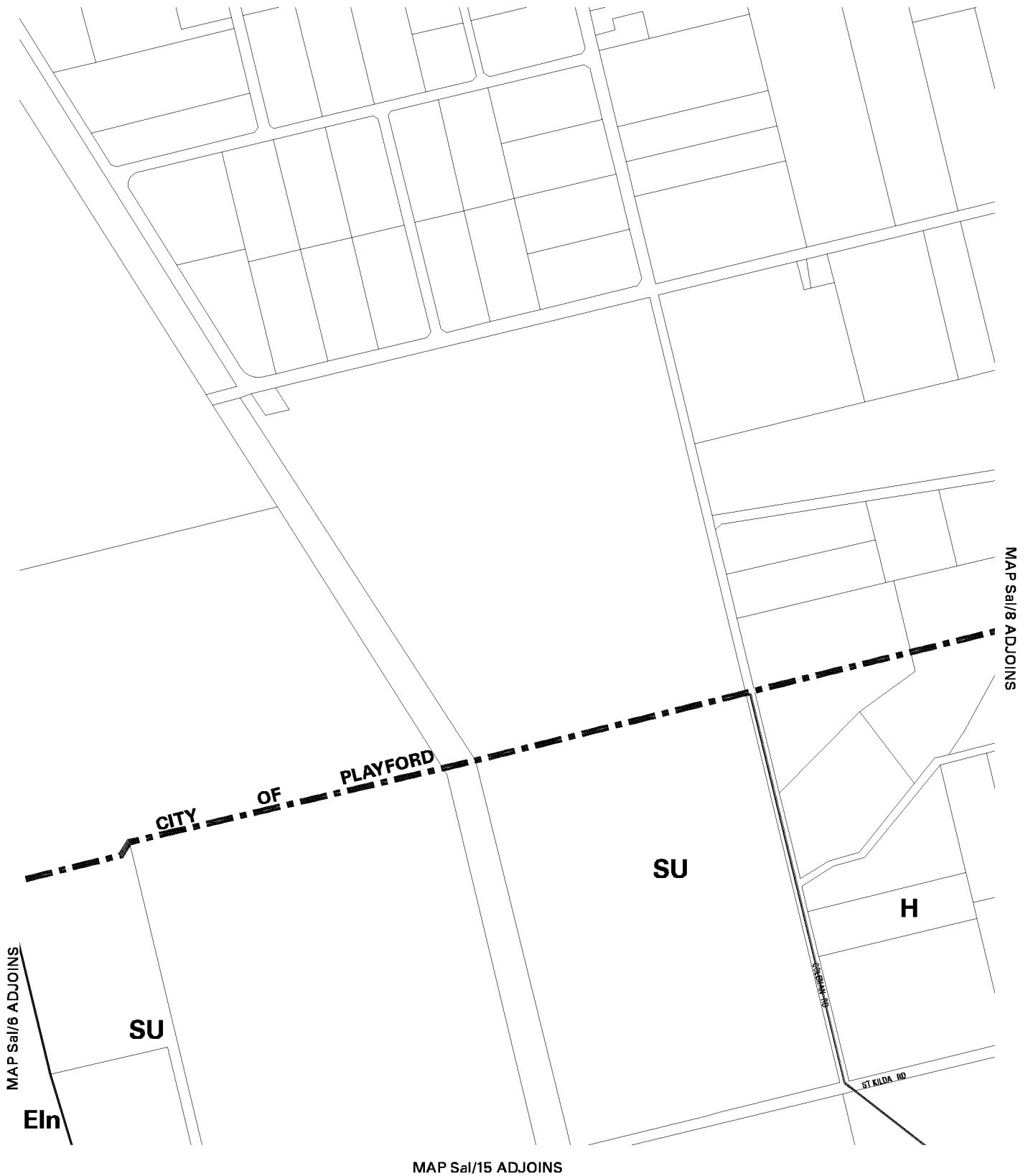


Eln Extractive Industry
SU Special Uses



———— Zone Boundary
 - - - - - Development Plan Boundary

**SALISBURY (CITY)
 ZONES
 MAP Sal/6**

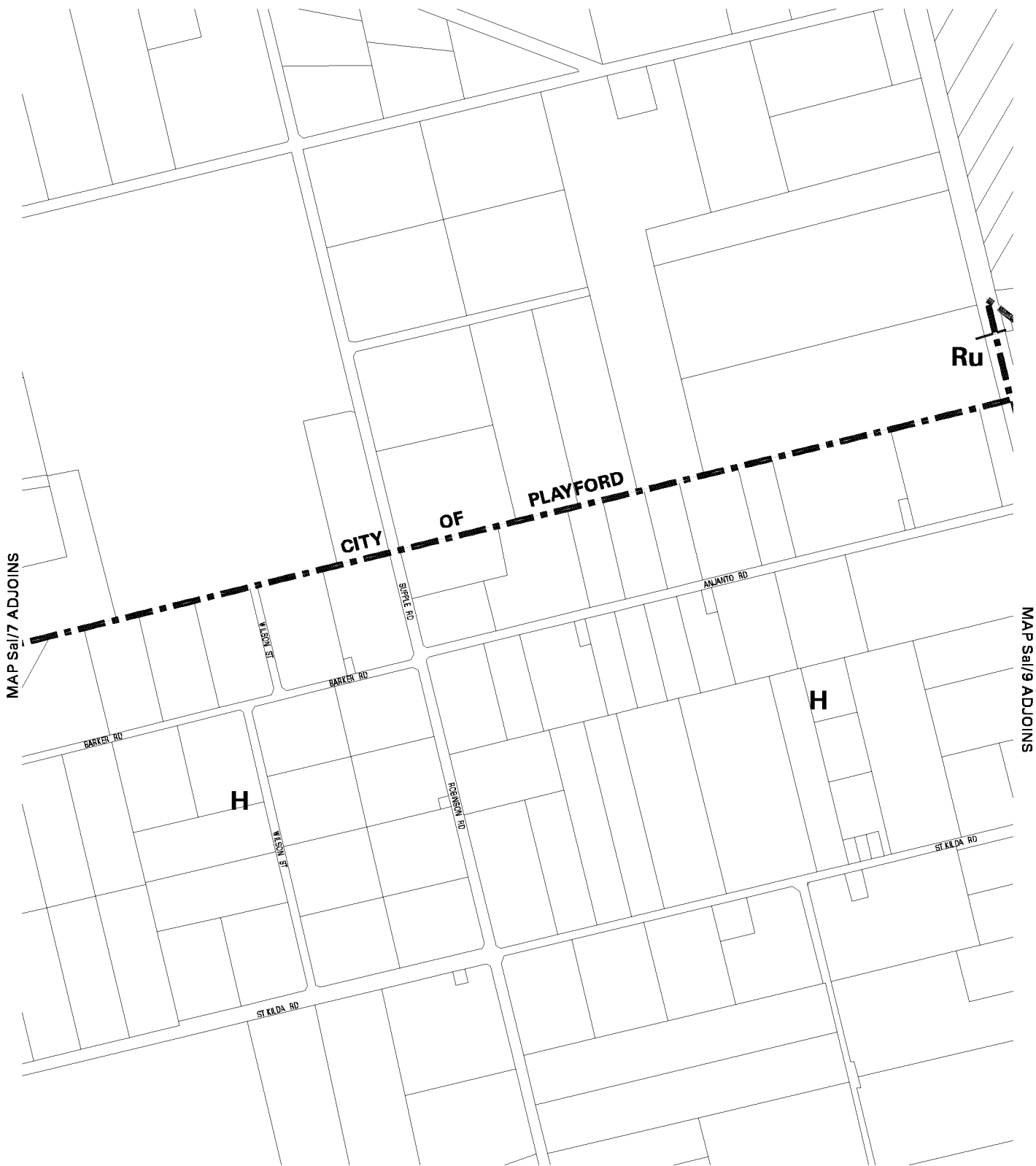


EIn Extractive Industry
H Horticulture
SU Special Uses

————— Zone Boundary
 - - - - - Development Plan Boundary

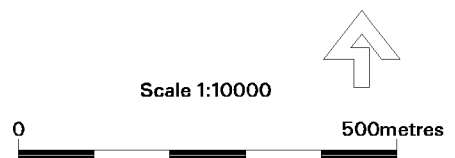


SALISBURY (CITY) ZONES MAP Sal/7

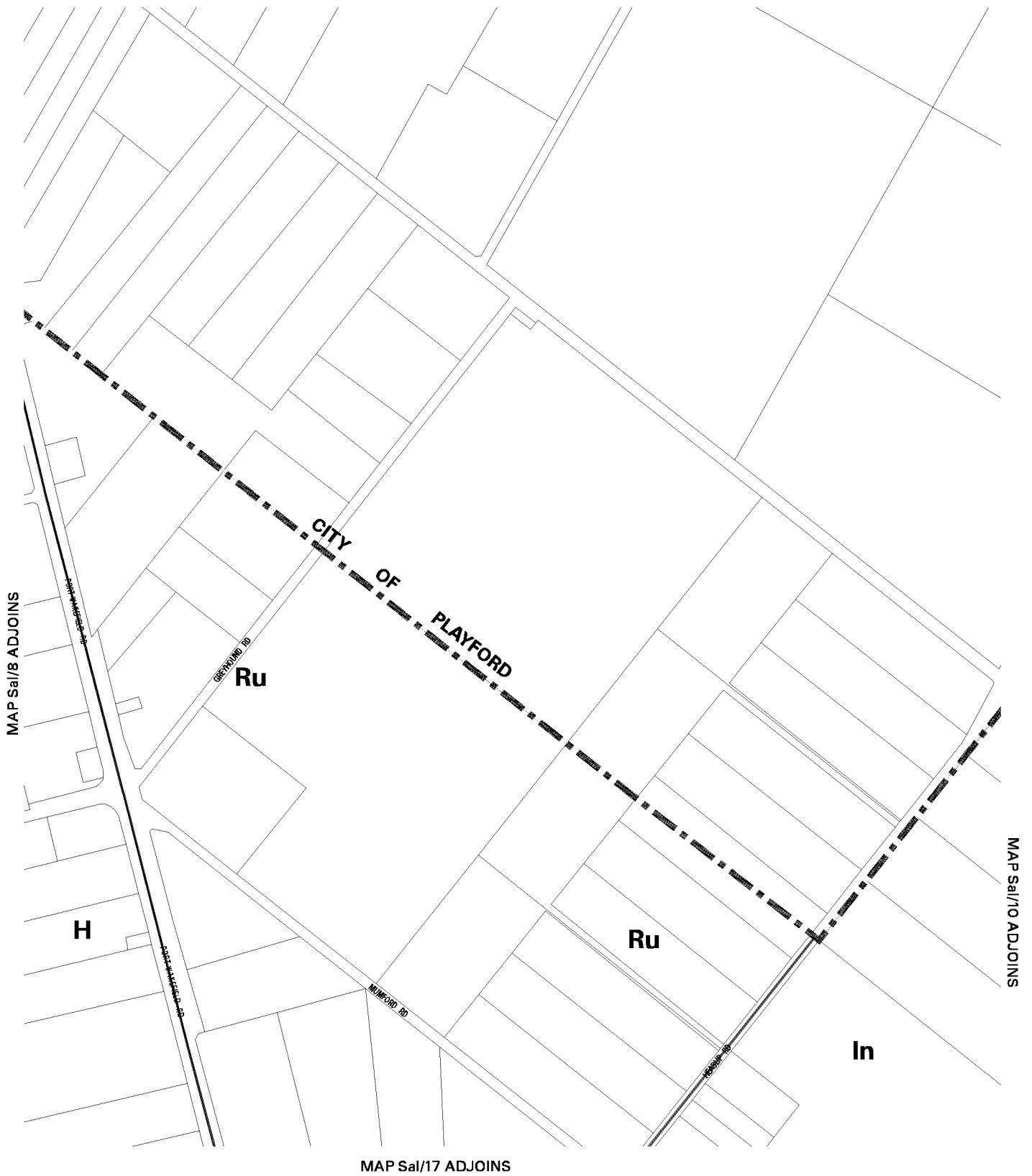


H Horticulture
Ru Rural

— Zone Boundary
 - - - - - Development Plan Boundary



**SALISBURY (CITY)
 ZONES
 MAP Sal/8**

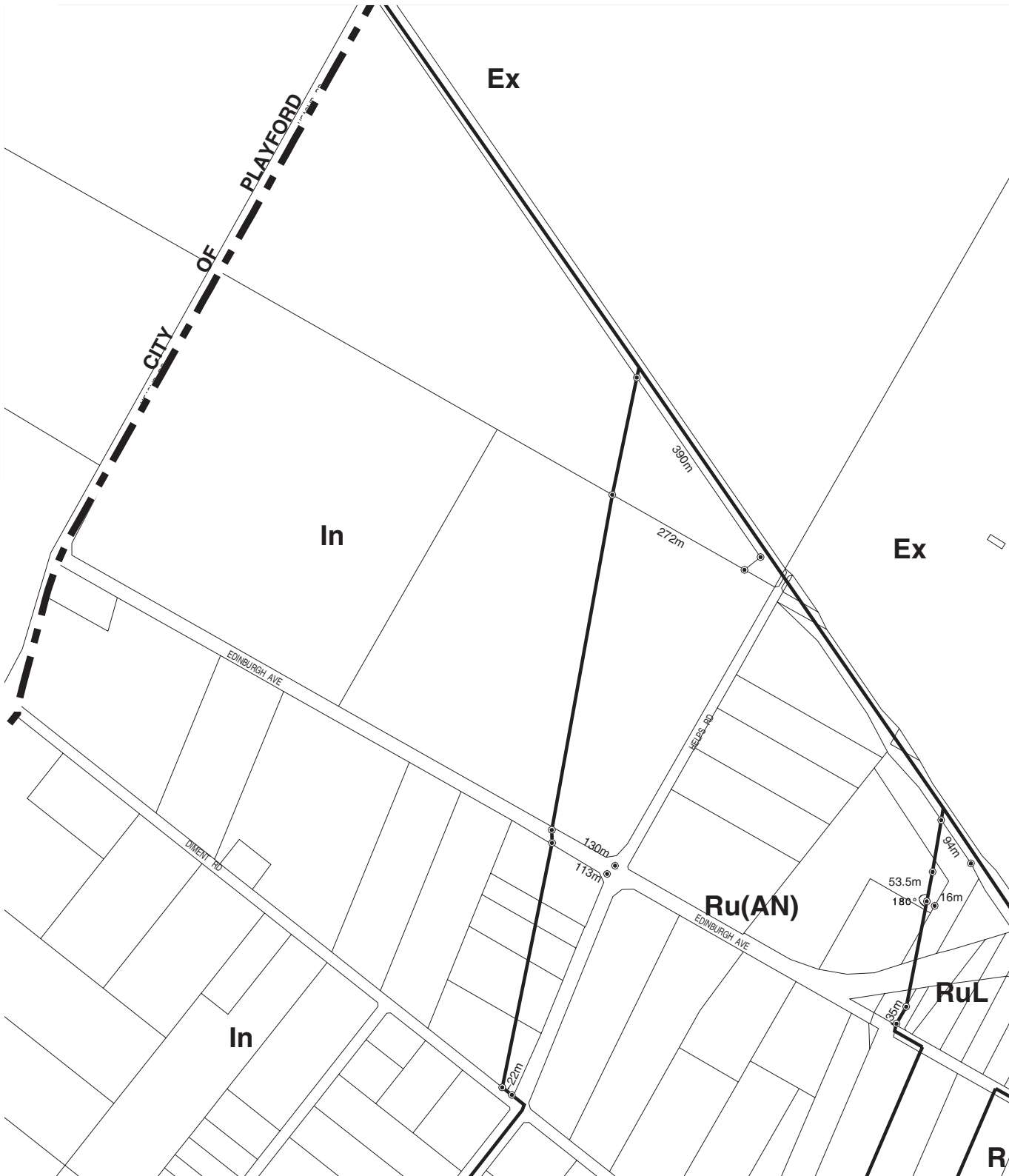


H Horticulture
In Industry
Ru Rural

——— Zone Boundary
 - - - - - Development Plan Boundary



SALISBURY (CITY)
ZONES
MAP Sal/9



NOTE : For Policy Areas See MAP Sal/67

- Ex Excluded
- In Industry
- R Residential
- Ru(AN) Rural (Aircraft Noise)
- RuL Rural Living

-  Zone Boundary
-  Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/10

Ex

Ex

MAP Sal/10 ADJOINS

MAP Sal/12 ADJOINS

1764.05m

89° 27' 20"

1344.04m

E

RuL

R

MAP Sal/18 ADJOINS

MAP Sal/19 ADJOINS

NOTE : For Policy Areas See MAP Sal/67

- E Enterprise
- Ex Excluded
- R Residential
- RuL Rural Living

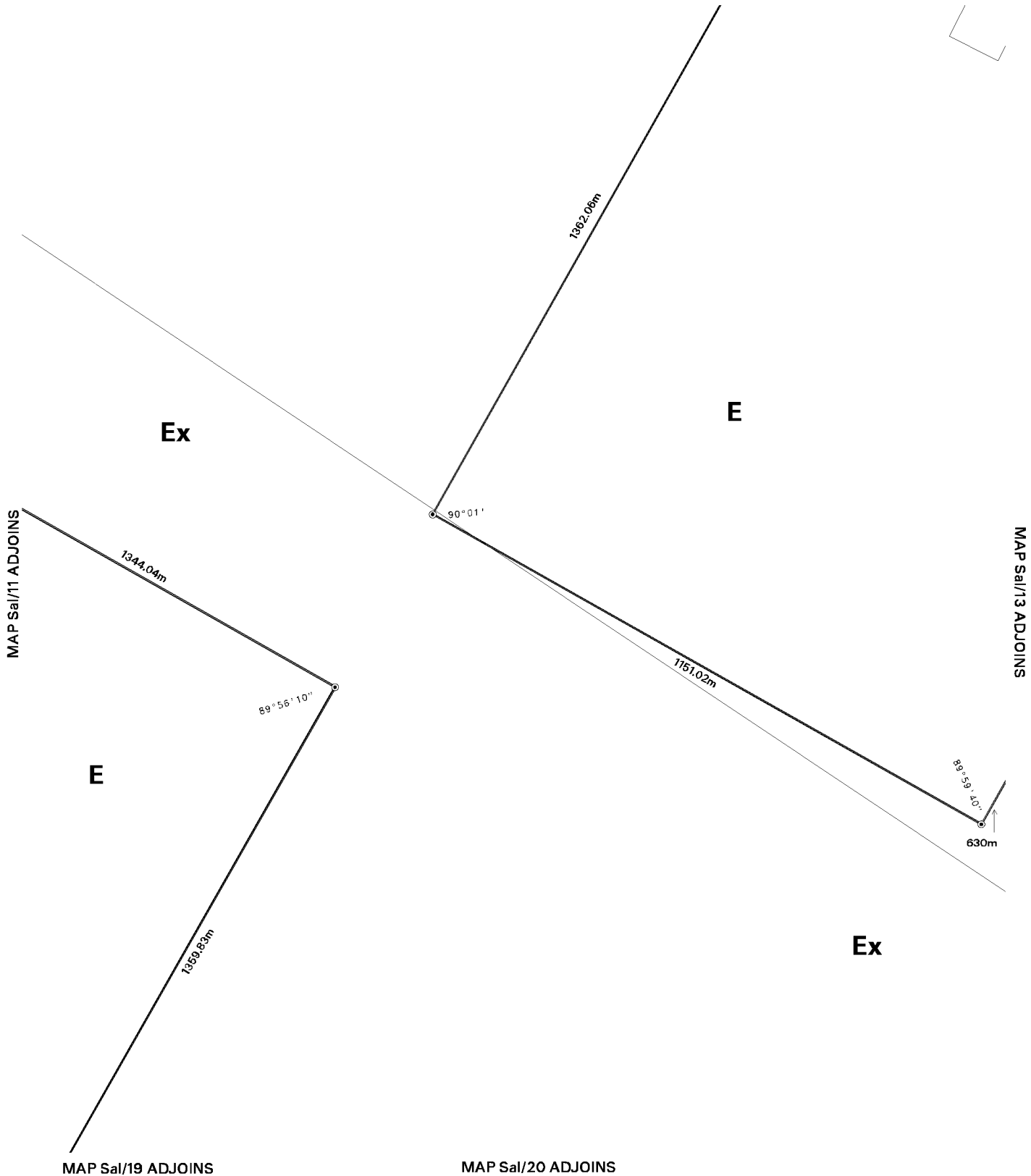


Scale 1:10000



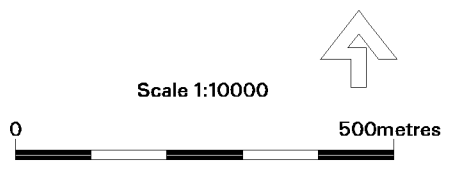
———— Zone Boundary

SALISBURY (CITY) ZONES MAP Sal/11



E Enterprise
Ex Excluded

— Zone Boundary
 - - - - - Development Plan Boundary



**SALISBURY (CITY)
 ZONES
 MAP Sal/12**

MAP Sal/5 ADJOINS

MAP Sal/12 ADJOINS

MAP Sal/20 ADJOINS

E

Ex

CITY OF PLAYFORD

630m

89°58'40"

382.24m

89°58'50"

548.9m

15.49m

134.18m

E
Ex

Enterprise
Excluded



Zone Boundary
Development Plan Boundary



Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/13

MAP Sal/6 ADJOINS

EIn

SU

COUNCIL BOUNDARY IS LOW WATER MARK

GULF ST VINCENT

CoT

Ex

EIn

MAP Sal/15 ADJOINS

10 metres south of edge of levee

LAND NOT WITHIN COUNCIL AREA - METRO

MOSS(Con)

EIn

MAP Sal/21 ADJOINS

- CoT Coastal Township (St Kilda)
- EIn Extractive Industry
- Ex Excluded
- MOSS(Con) Metropolitan Open Space System (Conservation)
- SU Special Uses

- Zone Boundary
- - - - - Development Plan Boundary

Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/14

MAP Sal/7 ADJOINS

H

SU

EIn

ST KILDA RD

EIn

ST KILDA RD

MAP Sal/14 ADJOINS

MAP Sal/16 ADJOINS

SU

EIn

MOSS(Con)

MAP Sal/21 ADJOINS

MAP Sal/22 ADJOINS

- EIn Extractive Industry
- H Horticulture
- MOSS(Con) Metropolitan Open Space System (Conservation)
- SU Special Uses

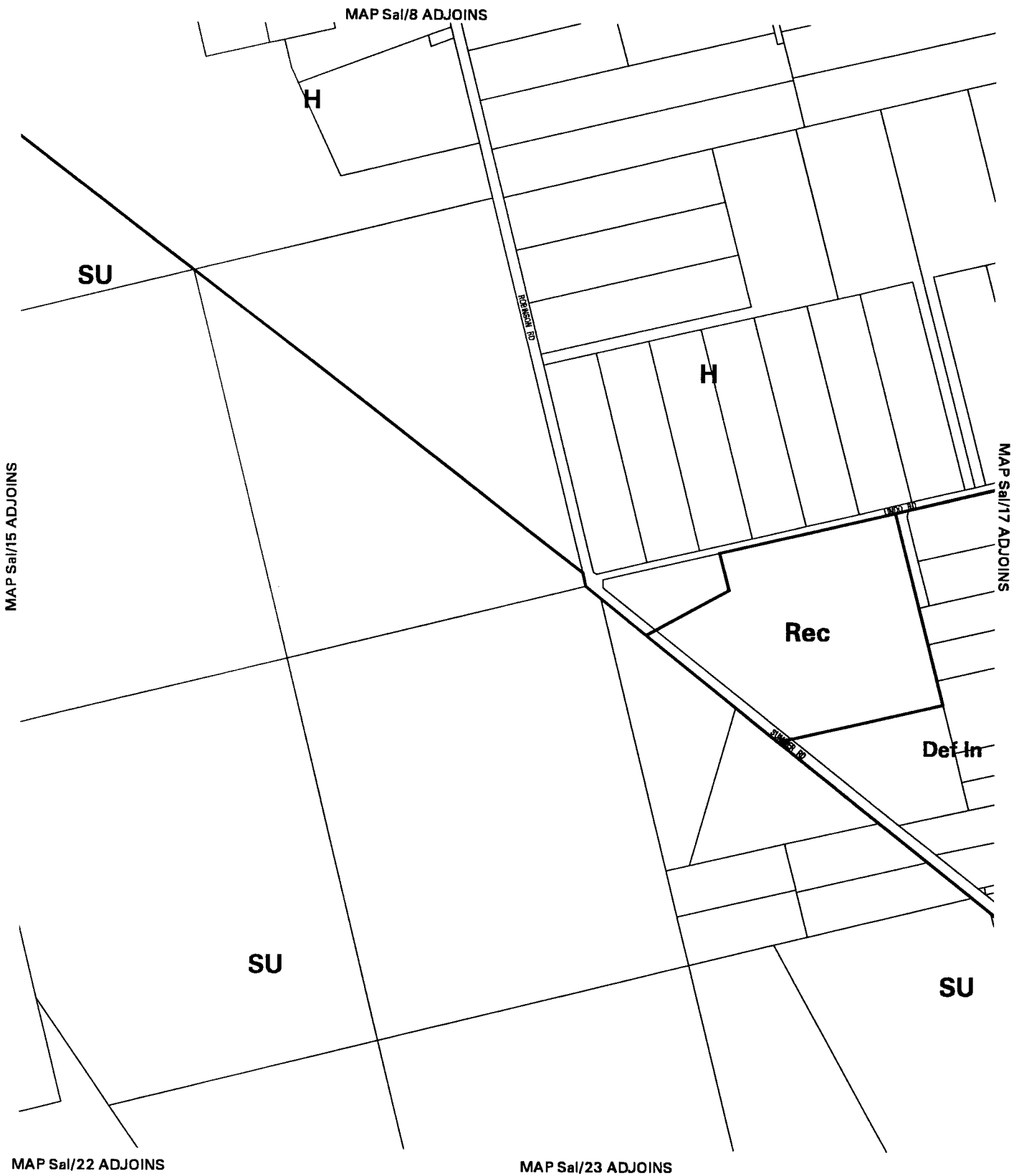
-  Zone Boundary
-  Development Plan Boundary

Scale 1:10000



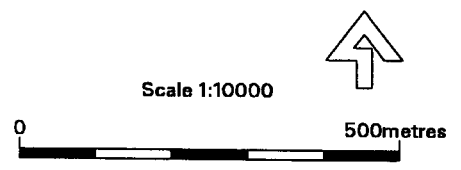
0 500metres

SALISBURY (CITY) ZONES MAP Sal/15

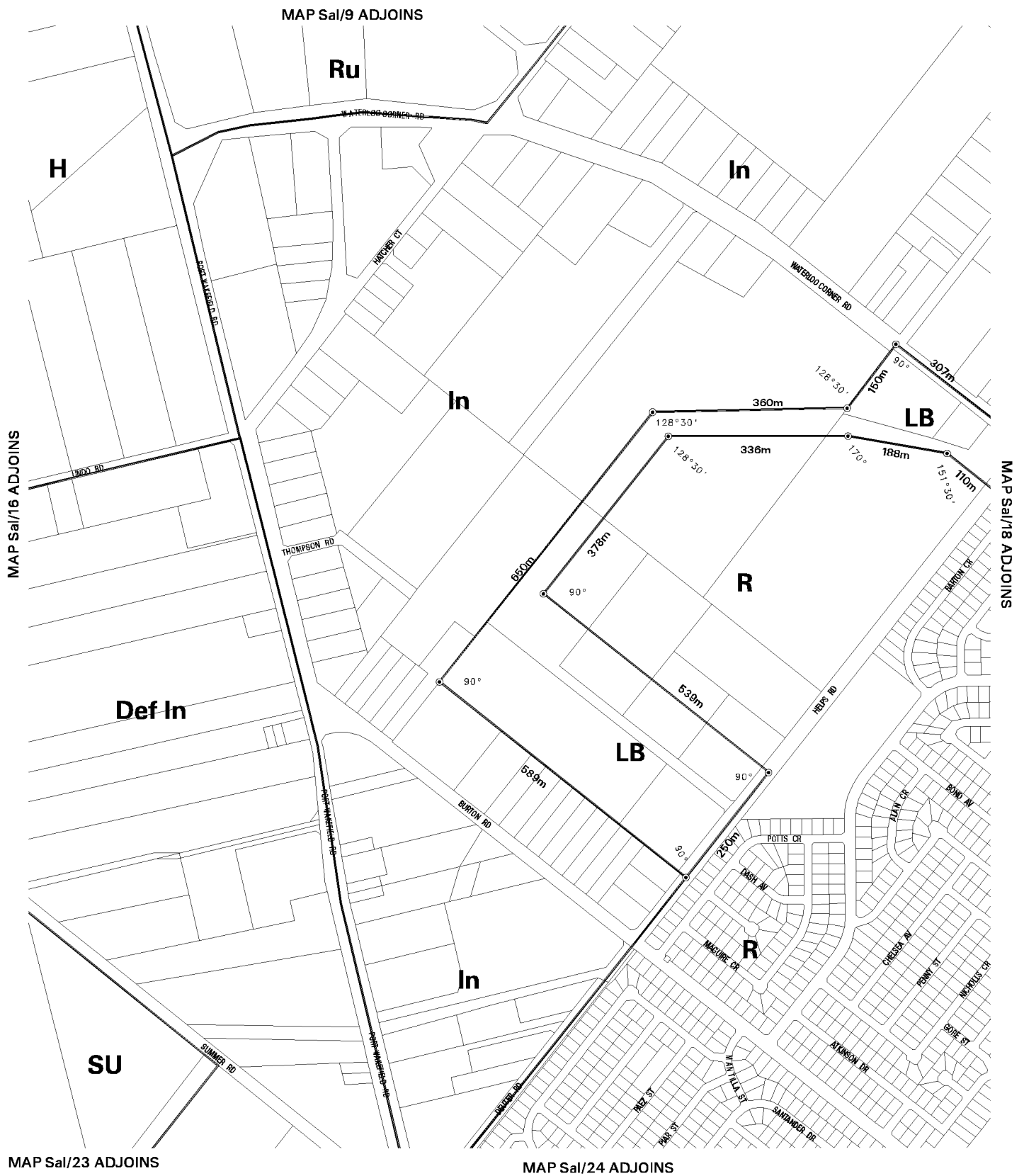


Def In Deferred Industry
H Horticulture
Rec Recreation
SU Special Uses

————— Zone Boundary
 - - - - - Development Plan Boundary



SALISBURY (CITY)
ZONES
MAP Sal/16

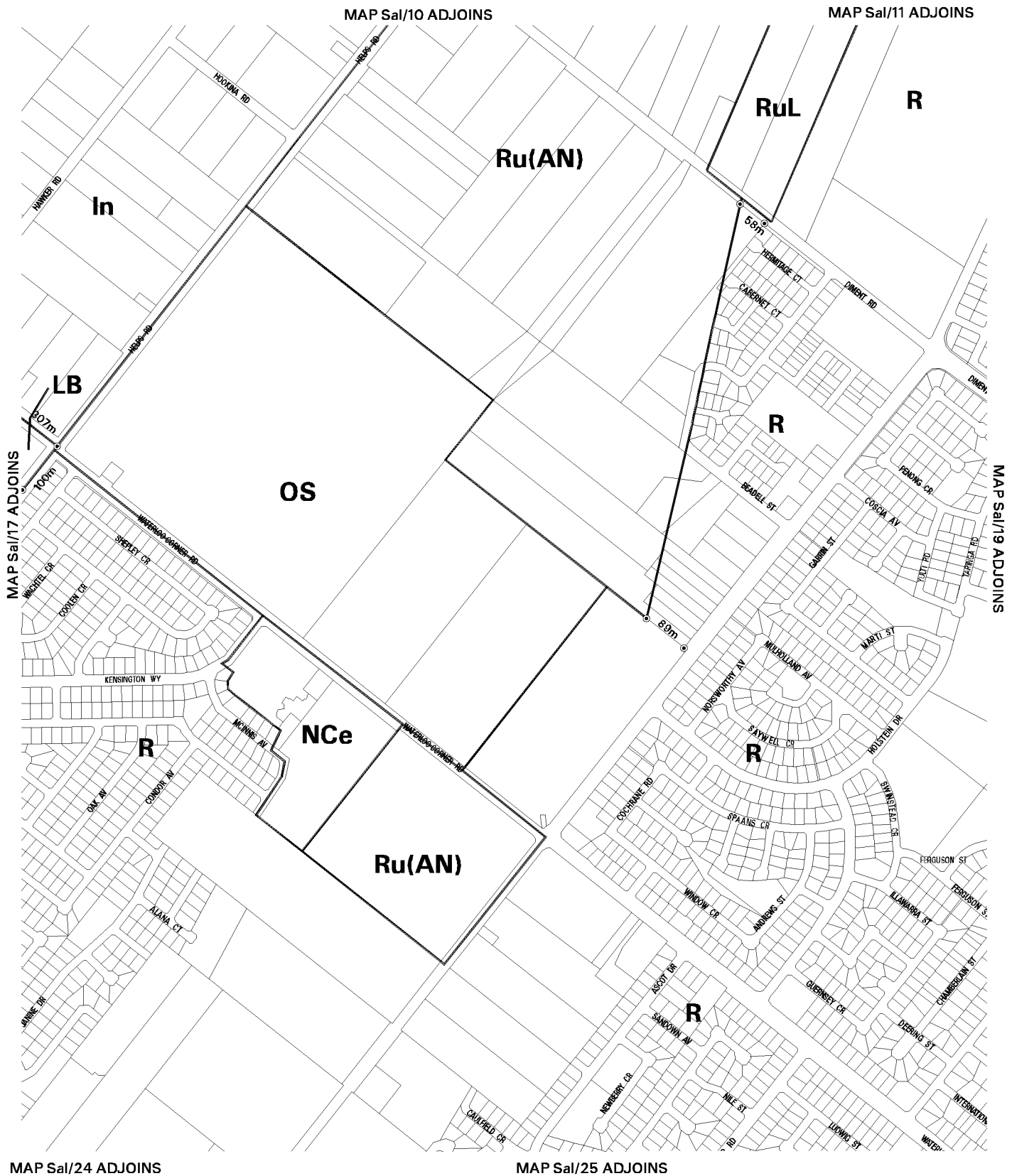


- Def In Deferred Industry
- H Horticulture
- In Industry
- LB Landscape Buffer
- R Residential
- Ru Rural
- SU Special Uses

— Zone Boundary



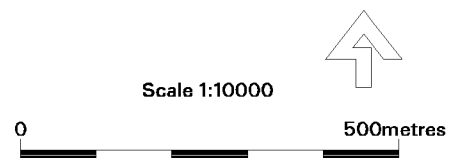
SALISBURY (CITY) ZONES MAP Sal/17



NOTE : For Policy Areas See MAPS Sal/59 & 67

- In** Industry
- LB** Landscape Buffer
- NCe** Neighbourhood Centre
- OS** Open Space
- R** Residential
- Ru(AN)** Rural (Aircraft Noise)
- RuL** Rural Living

— Zone Boundary



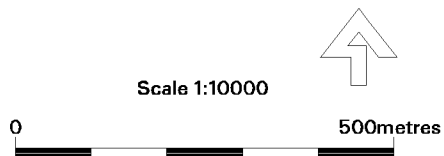
**SALISBURY (CITY)
ZONES
MAP Sal/18**



NOTE : For Policy Areas See MAP Sal/59

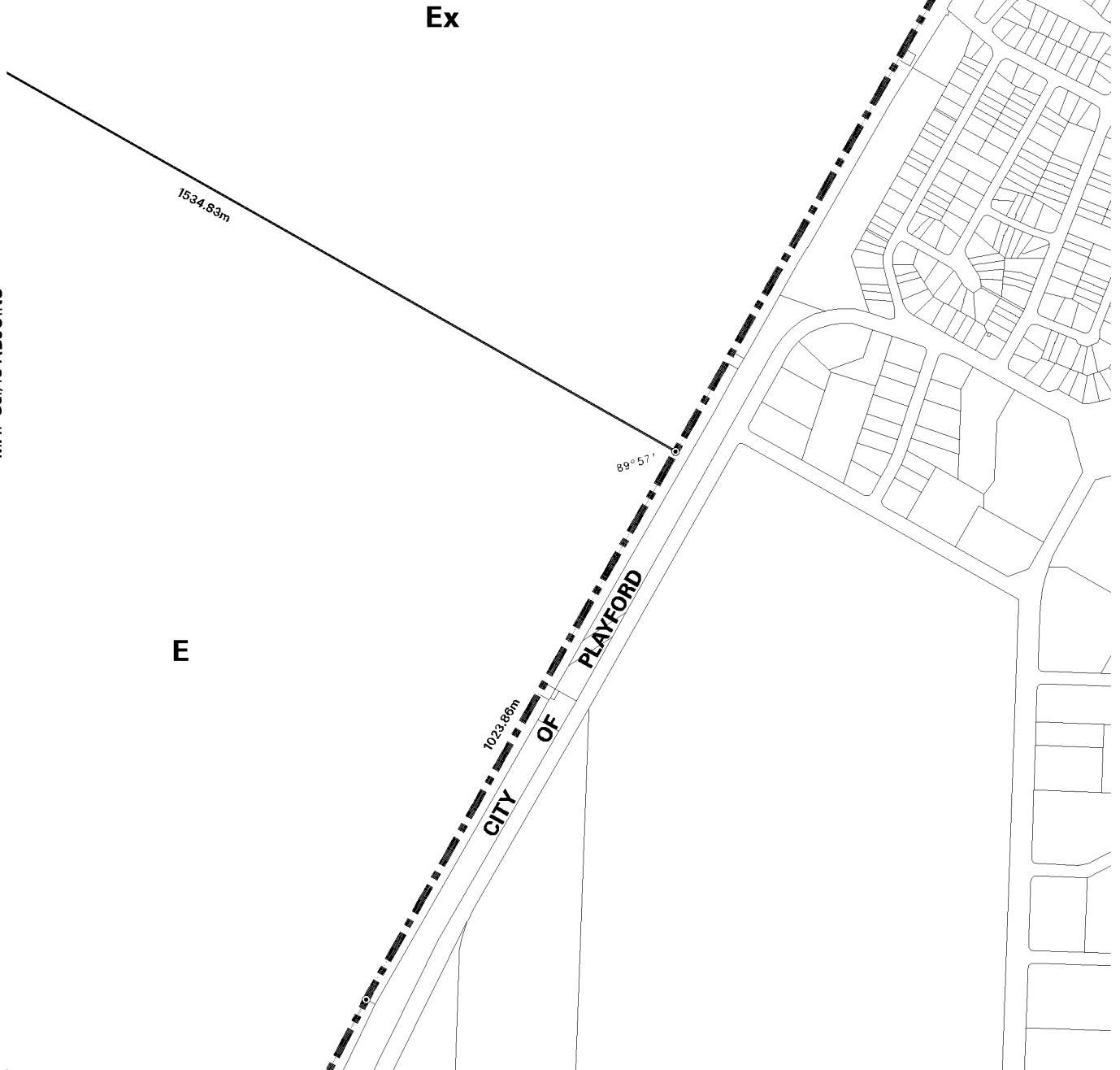
- E** Enterprise
- Ex** Excluded
- In** Industry
- LCe** Local Centre
- NCe** Neighbourhood Centre
- R** Residential
- RuL** Rural Living

— Zone Boundary



SALISBURY (CITY) ZONES MAP Sal/19

MAP Sa/19 ADJOINS



MAP Sa/26 ADJOINS

E Enterprise
Ex Excluded



Scale 1:10000

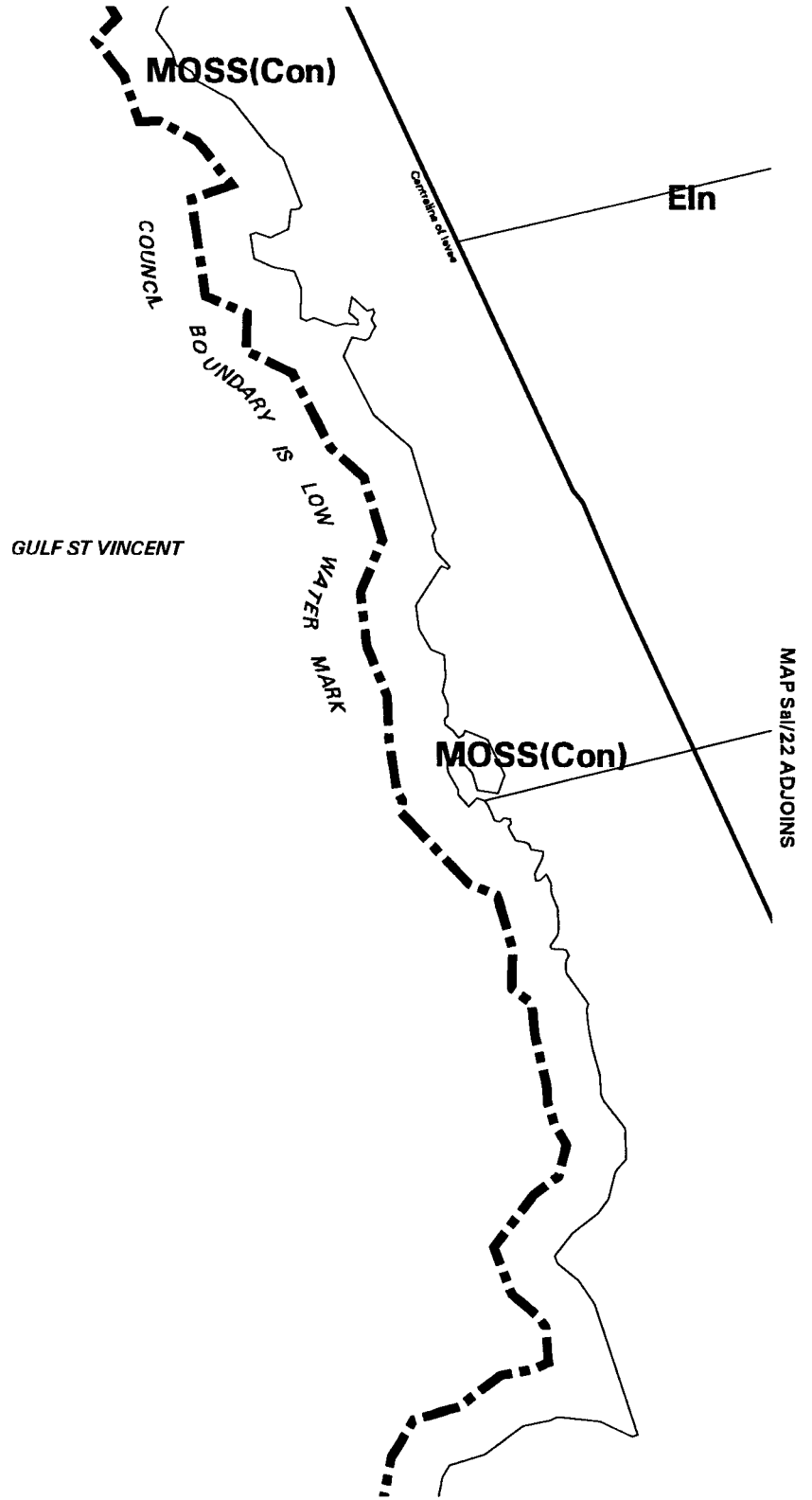


**SALISBURY (CITY)
 ZONES
 MAP Sa/20**

———— Zone Boundary
 - - - - - Development Plan Boundary

MAP Sal/14 ADJOINS

MAP Sal/15 ADJOINS



MAP Sal/30 ADJOINS

Eln Extractive Industry
MOSS(Con) Metropolitan Open Space System (Conservation)

———— Zone Boundary
 - - - - - Development Plan Boundary

Scale 1:10000



**SALISBURY (CITY)
 ZONES
 MAP Sal/21**

MAP Sal/15 ADJOINS

MAP Sal/16 ADJOINS

EIn

SU

EIn

SU

EIn

MOSS(Con)

MAP Sal/30 ADJOINS

MAP Sal/31 ADJOINS

EIn
MOSS(Con)
SU

Extractive Industry
Metropolitan Open Space System (Conservation)
Special Uses

Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/22

— Zone Boundary
- - - - - Development Plan Boundary

MAP Sal/21 ADJOINS

MAP Sal/23 ADJOINS

Continuation of Issue

MAP Sal/16 ADJOINS

MAP Sal/17 ADJOINS

SU

Def In

Ru

SU

SU

SU

MAP Sal/31 ADJOINS

MAP Sal/32 ADJOINS

MAP Sal/22 ADJOINS

MAP Sal/24 ADJOINS

Def In
Ru
SU

Deferred Industry
Rural
Special Uses

Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/23

— Zone Boundary
- - - - - Development Plan Boundary

- CTP** Caravan and Tourist Park
- Def In** Deferred Industry
- In** Industry
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- NCe** Neighbourhood Centre
- R** Residential
- Ru** Rural
- SU** Special Uses

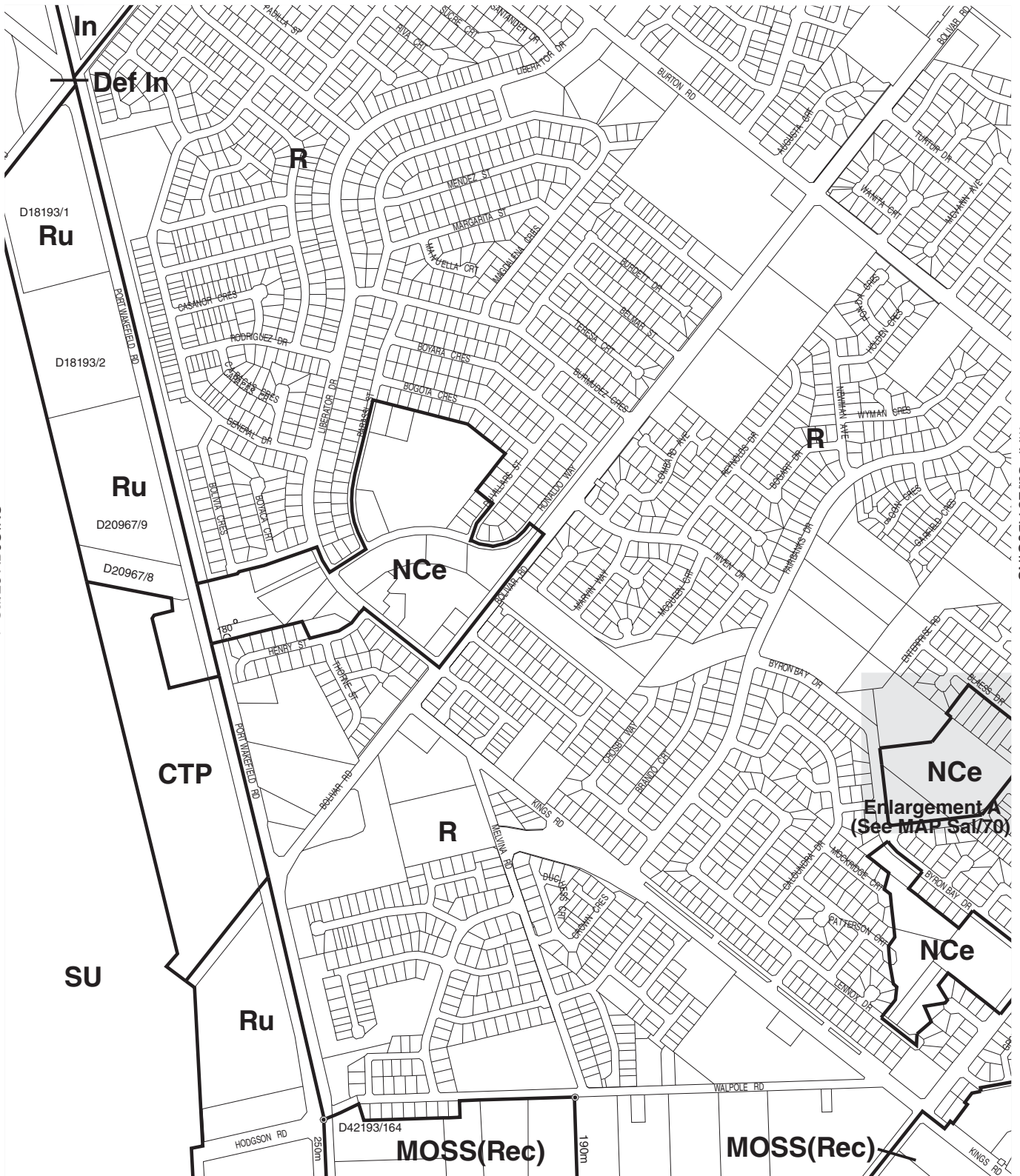


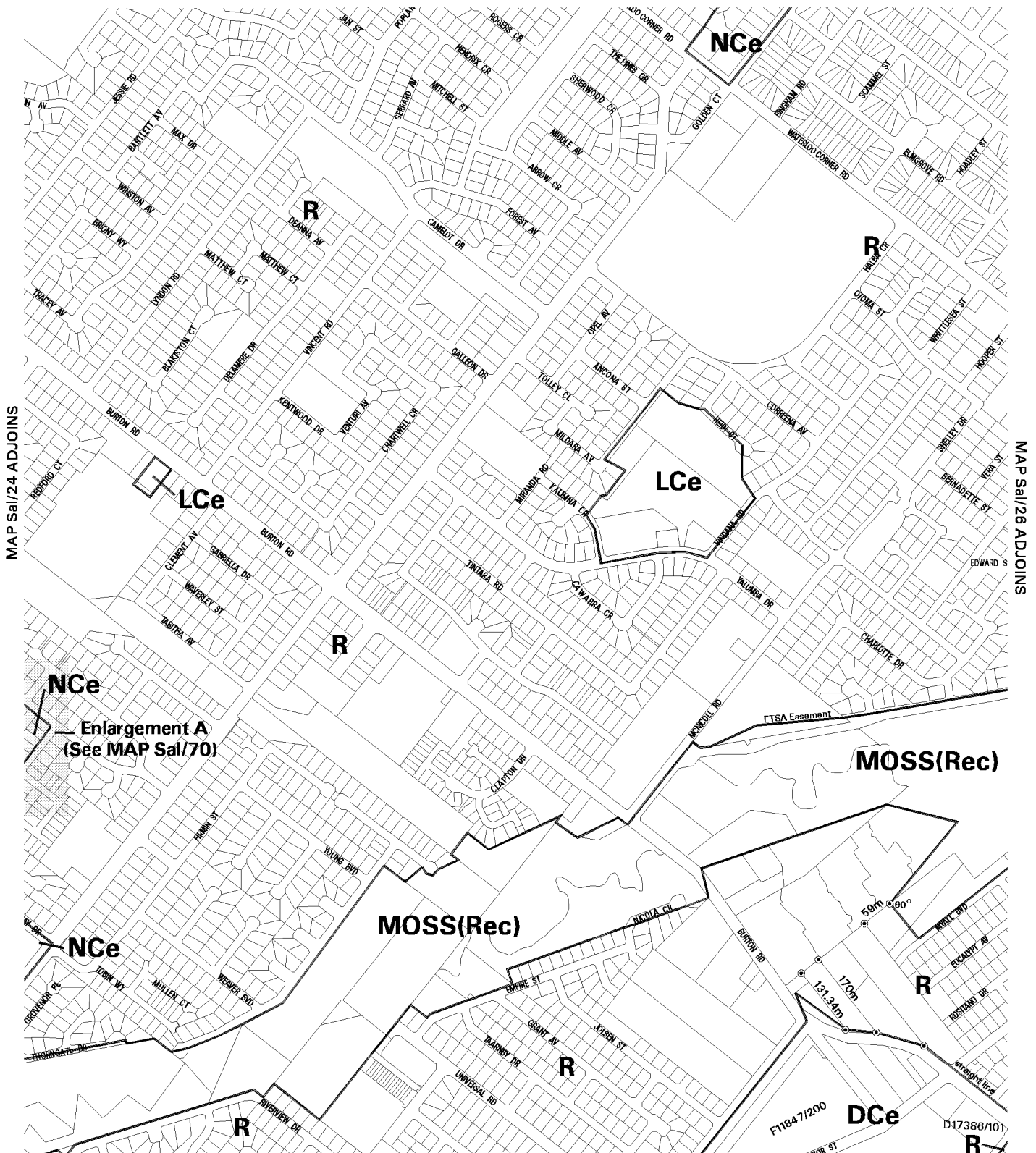
Scale 1:10000



- Zone Boundary
- Development Plan Boundary

SALISBURY (CITY) ZONES MAP Sal/24





MAP Sal/24 ADJOINS

MAP Sal/26 ADJOINS

MAP Sal/33 ADJOINS

MAP Sal/34 ADJOINS

NOTE : For Policy Areas See MAPS Sal/59 & 68

- DCe** District Centre
- LCe** Local Centre
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- NCe** Neighbourhood Centre
- R** Residential

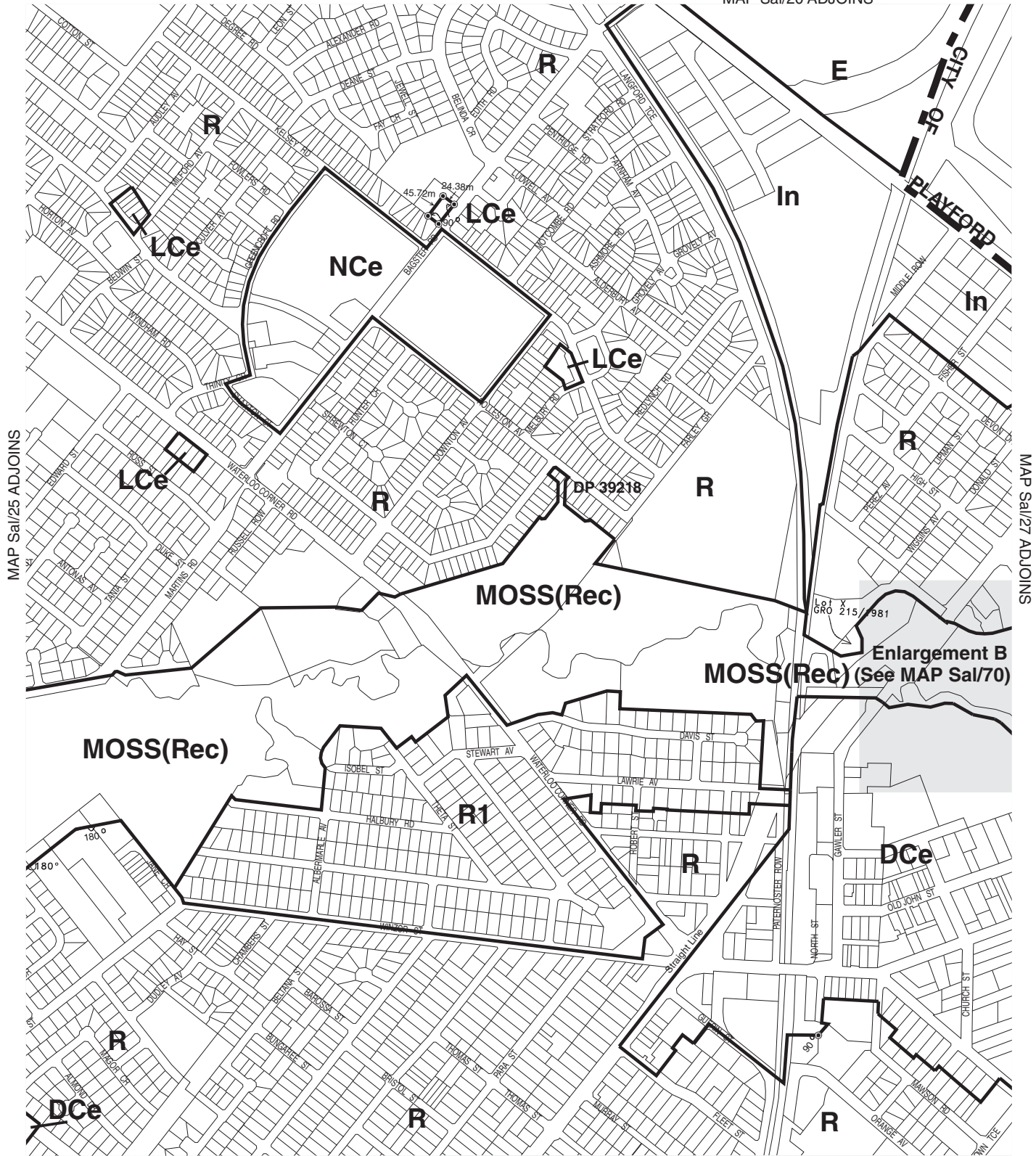


Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/25

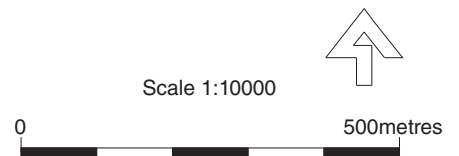
— Zone Boundary



NOTE : For Policy Areas See MAPS Sal/59, 60, 61, 62 & 68

- DCe** District Centre
- E** Enterprise
- In** Industry
- LCe** Local Centre
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- NCe** Neighbourhood Centre
- R** Residential
- R1** Residential 1

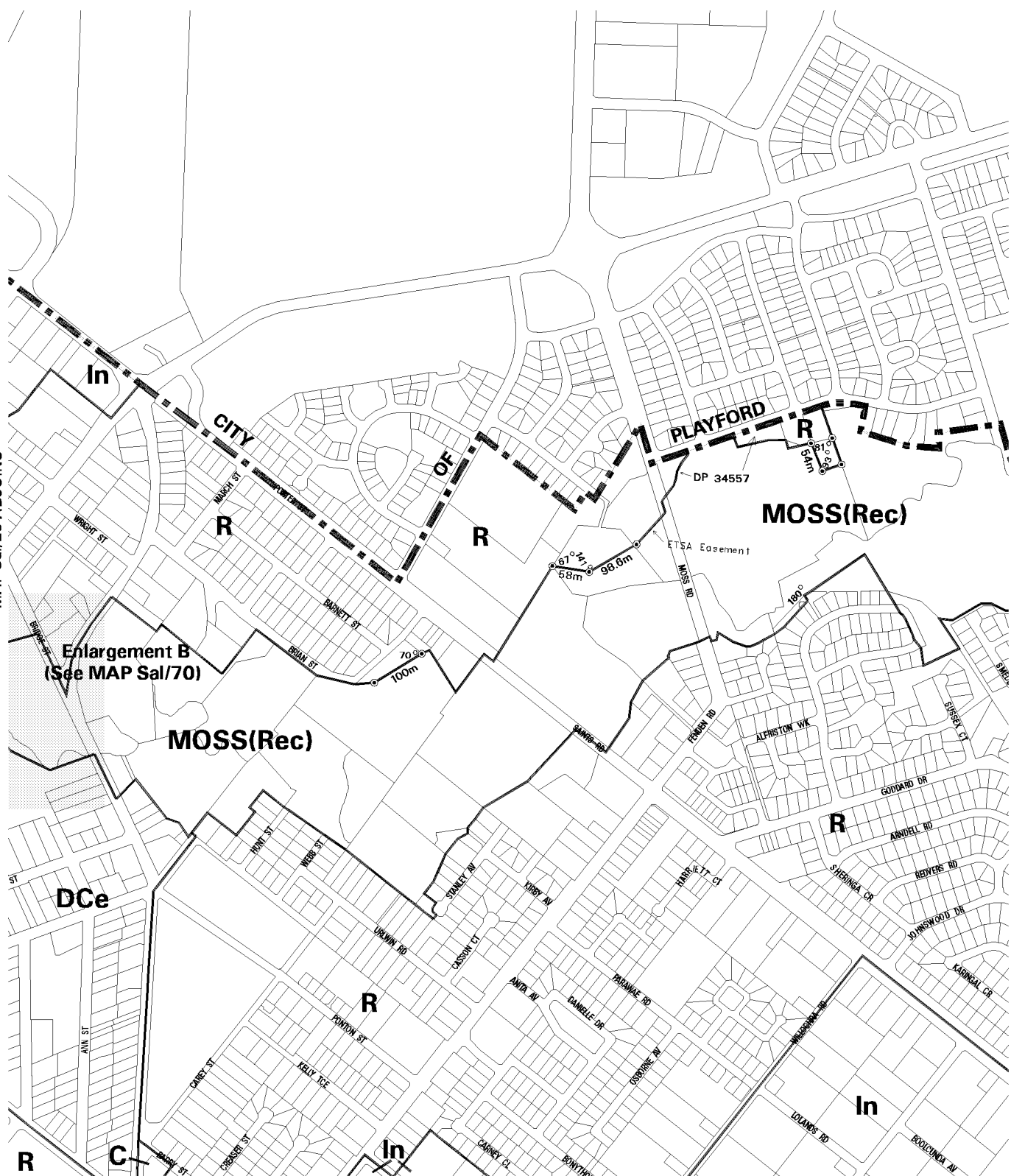
-  Zone Boundary
-  Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/26

MAP Sal/26 ADJOINS

MAP Sal/28 ADJOINS



MAP Sal/35 ADJOINS

MAP Sal/36 ADJOINS

NOTE : For Policy Areas See MAP Sal/62

C	Commercial
DCe	District Centre
In	Industry
MOSS(Rec)	Metropolitan Open Space System (Recreation)
R	Residential

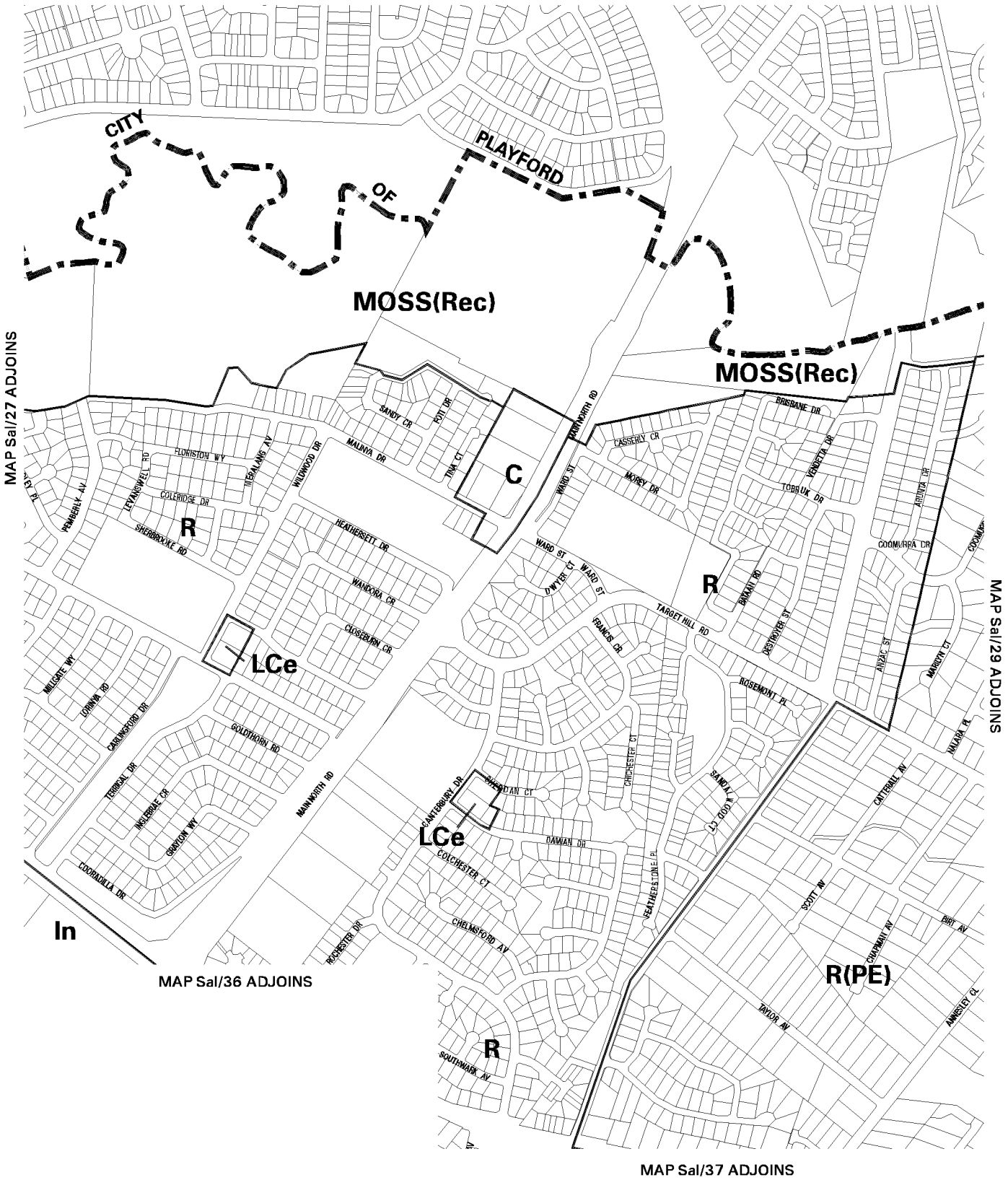


Scale 1:10000



—————	Zone Boundary
- - - - -	Development Plan Boundary

SALISBURY (CITY) ZONES MAP Sal/27

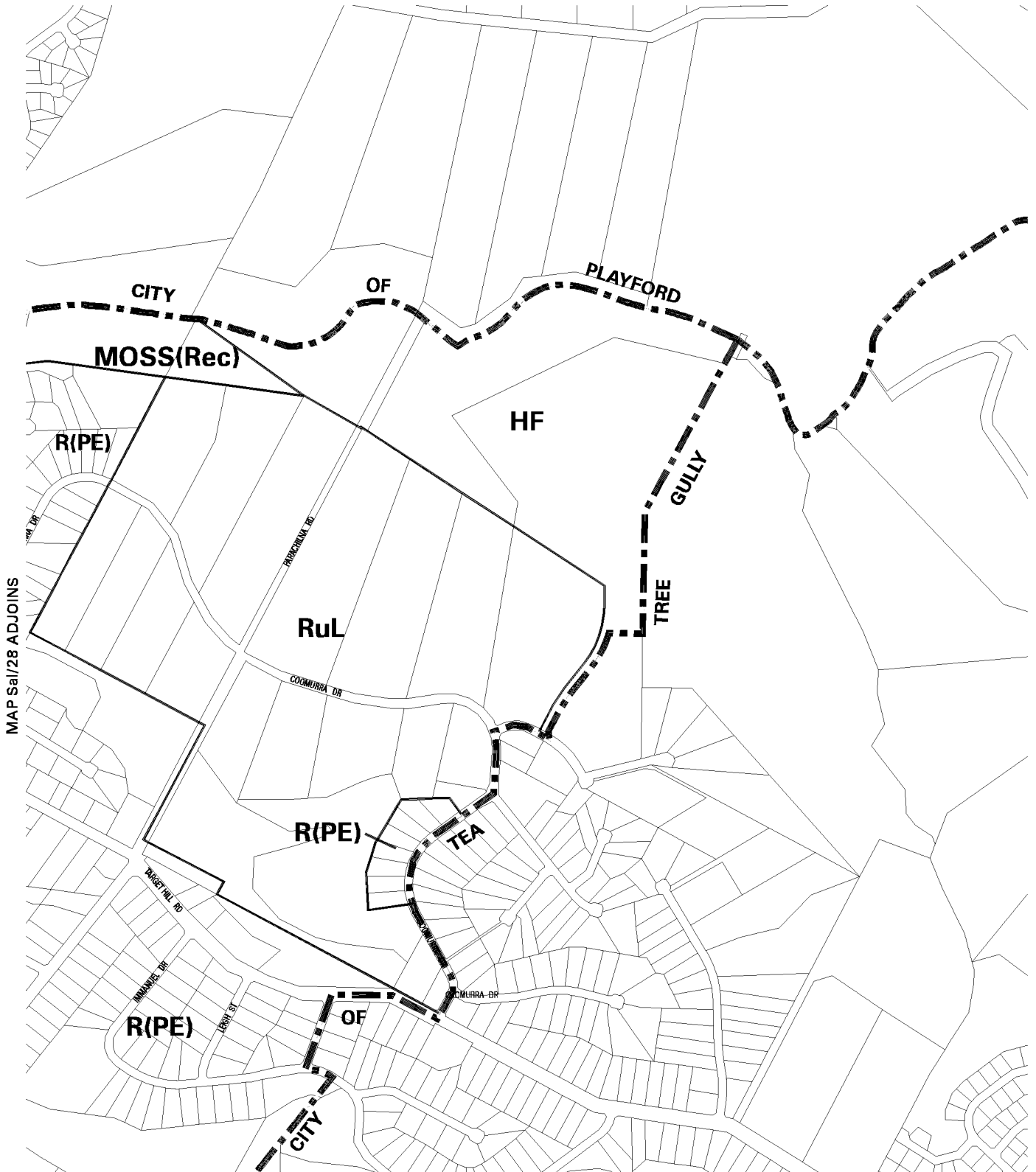


- C** Commercial
- In** Industry
- LCe** Local Centre
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- R** Residential
- R(PE)** Residential (Para Escarpment)

-  Zone Boundary
-  Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/28



MAP Sal/37 ADJOINS

NOTE : For Policy Areas See MAP Sal/65
HF Hills Face
MOSS(Rec) Metropolitan Open Space System (Recreation)
R(PE) Residential (Para Escarpment)
RuL Rural Living



Scale 1:10000

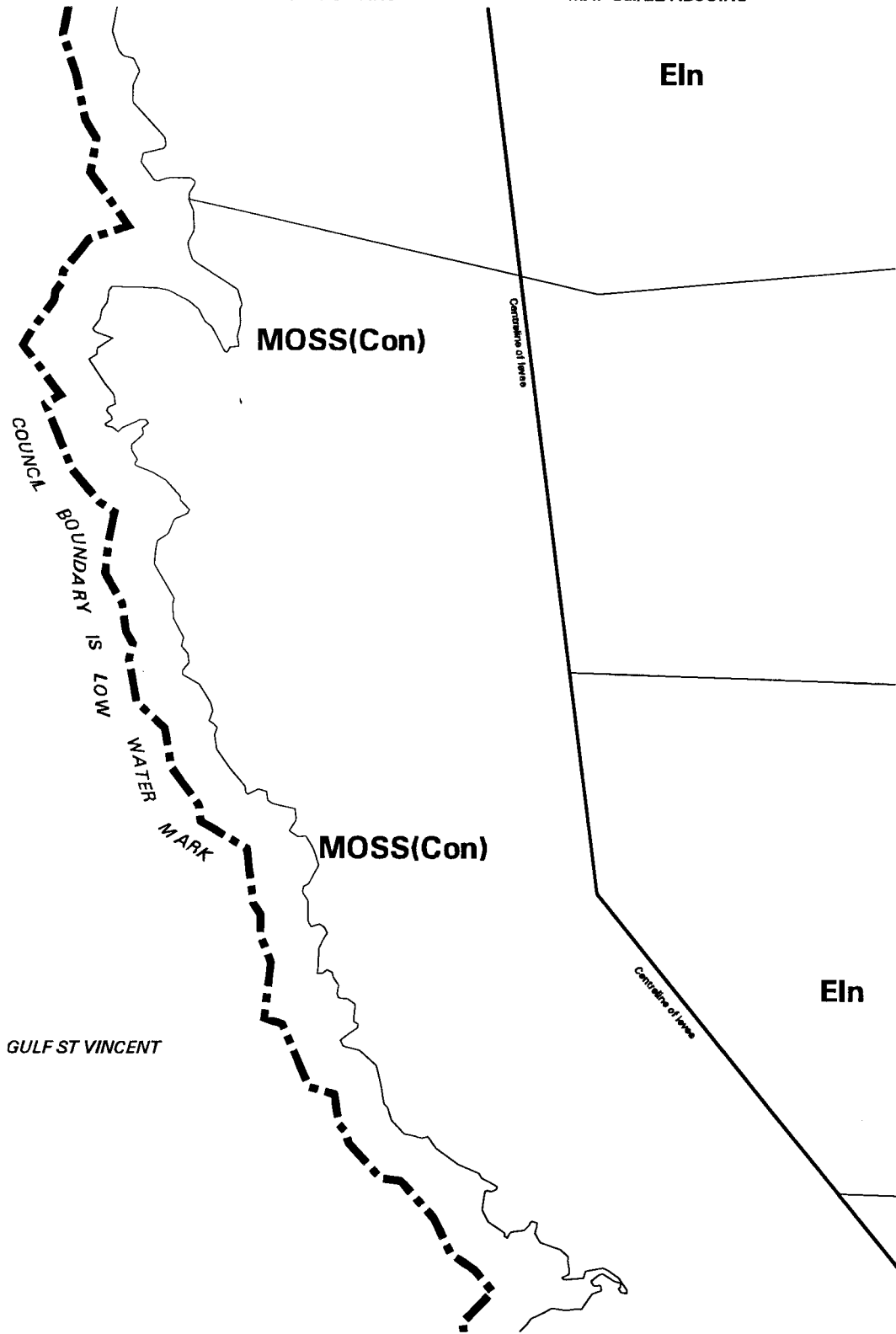


**SALISBURY (CITY)
 ZONES
 MAP Sal/29**

— Zone Boundary
 - - - - - Development Plan Boundary

MAP Sal/21 ADJOINS

MAP Sal/22 ADJOINS



Eln

MOSS(Con)

COUNCIL
BOUNDARY
IS LOW
WATER
MARK

MOSS(Con)

GULF ST VINCENT

Eln

MAP Sal/38 ADJOINS

Eln
MOSS(Con)

Extractive Industry
Metropolitan Open Space System (Conservation)



Zone Boundary
Development Plan Boundary



Scale 1:10000



**SALISBURY (CITY)
ZONES
MAP Sal/30**

MAP Sal/22 ADJOINS

MAP Sal/23 ADJOINS

SU

Eln

180°

180°

MAP Sal/30 ADJOINS

MAP Sal/32 ADJOINS

Eln

~~MOSS(Con)~~

MAP Sal/38 ADJOINS

MAP Sal/39 ADJOINS

Eln
MOSS(Con)
SU

Extractive Industry
Metropolitan Open Space System (Conservation)
Special Uses



Scale 1:10000

0 500metres

SALISBURY (CITY) ZONES MAP Sal/31

———— Zone Boundary
- - - - - Development Plan Boundary

MAP Sal/23 ADJOINS

MAP Sal/24 ADJOINS

MAP Sal/31 ADJOINS



MAP Sal/33 ADJOINS

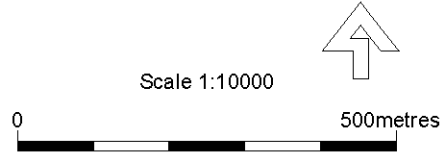
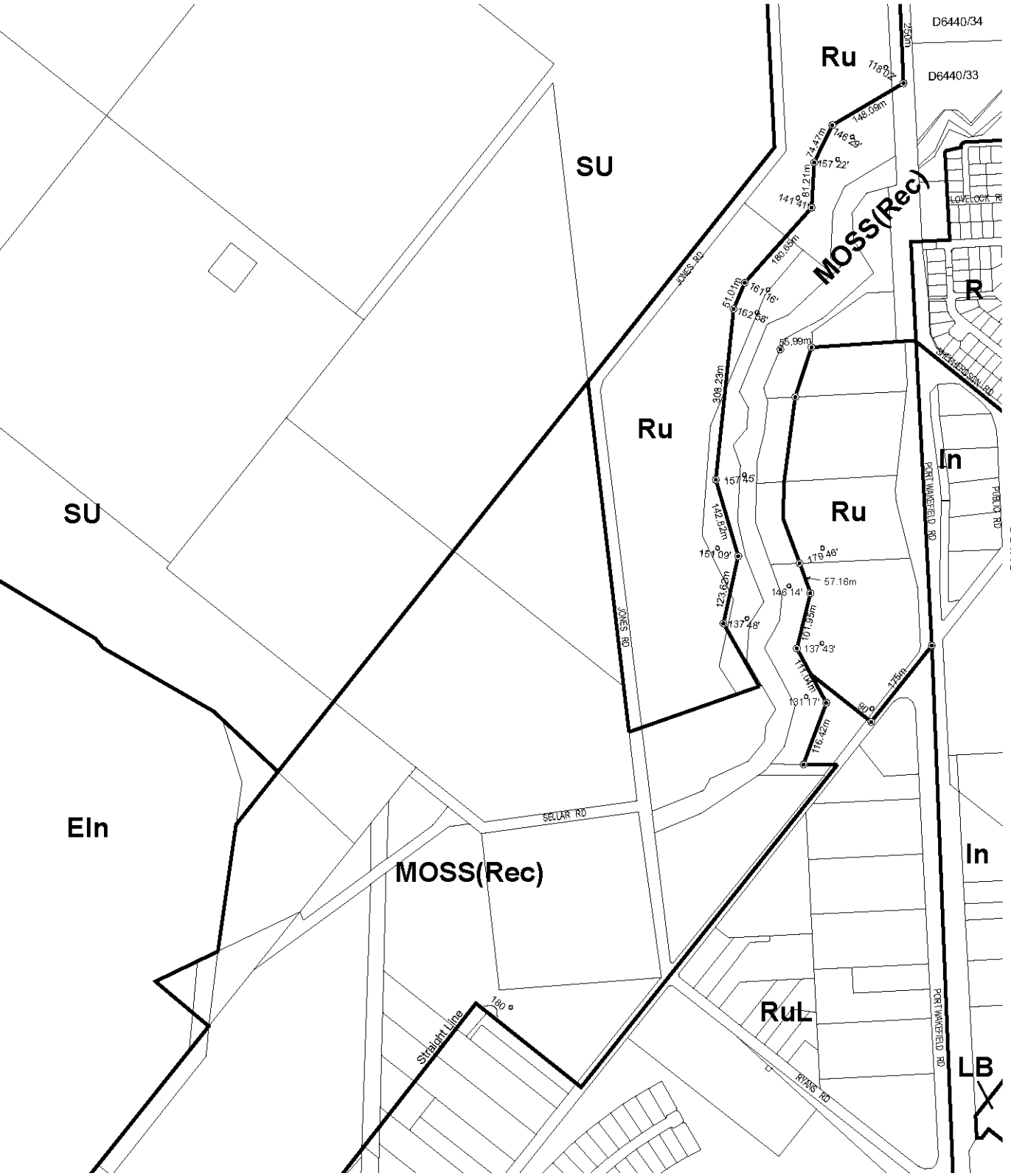
MAP Sal/39 ADJOINS

MAP Sal/40 ADJOINS

NOTE : For Policy Areas See MAP Sal/66

- EIn Extractive Industry
- In Industry
- LB Landscape Buffer
- MOSS(Rec) Metropolitan Open Space System (Recreation)
- R Residential
- Ru Rural
- RuL Rural Living
- SU Special Uses

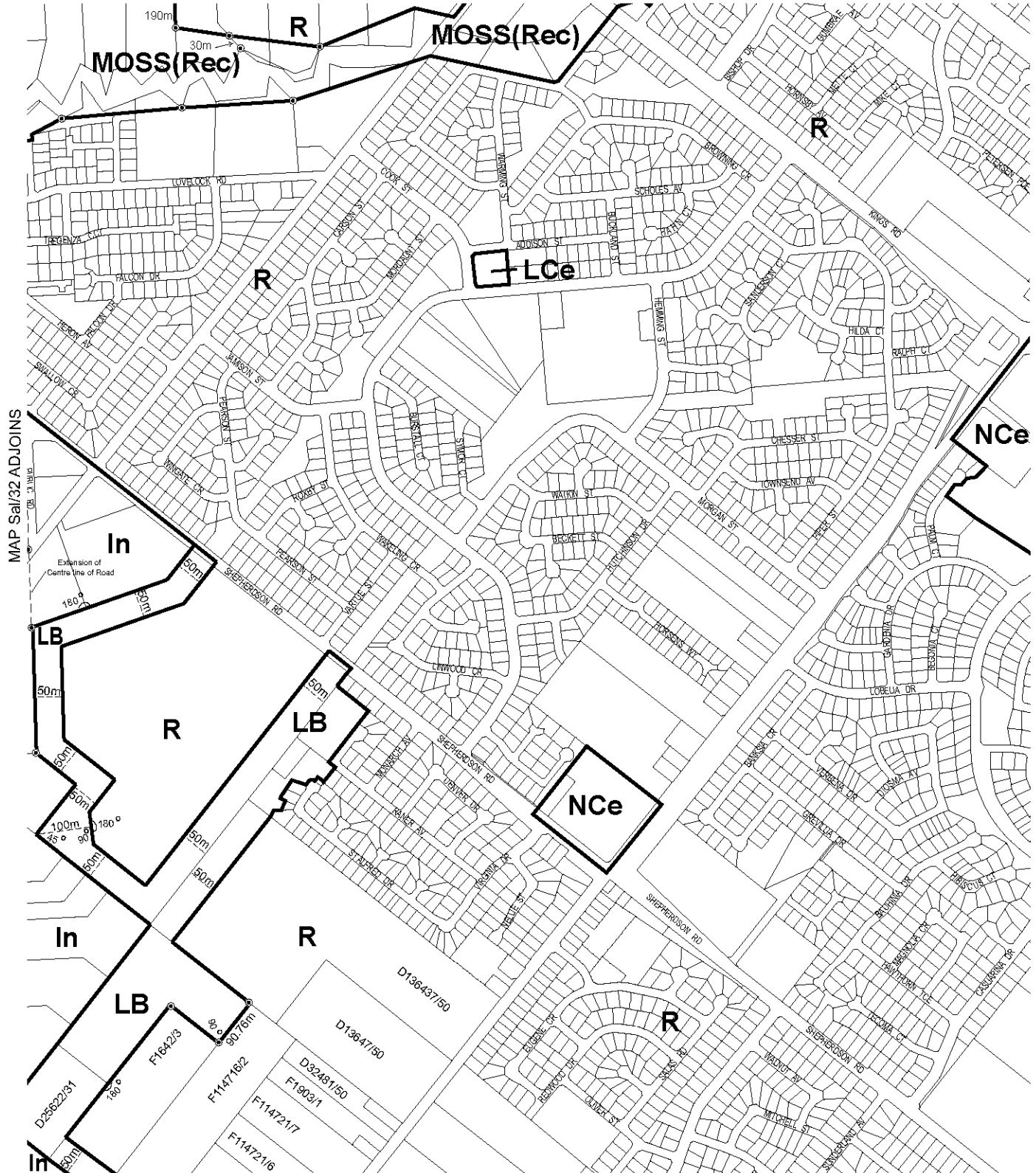
-  Zone Boundary
-  Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/32

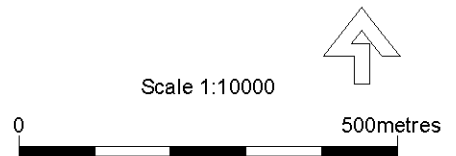
MAP Sal/24 ADJOINS

MAP Sal/25 ADJOINS



- In Industry
- LB Landscape Buffer
- LCe Local Centre
- MOSS(Rec) Metropolitan Open Space System (Recreation)
- NCe Neighbourhood Centre
- R Residential

- Zone Boundary
- - - Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/33

MAP Sal/25 ADJOINS

MAP Sal/26 ADJOINS

D42869/305

D42869/306

DCe

LCe

MAP Sal/33 ADJOINS

NCe

MAP Sal/35 ADJOINS

LCe

LCe

R

In

D42298/302

D42298/301

D42299/303

D42298/306

SU

MAP Sal/41 ADJOINS

MAP Sal/42 ADJOINS

NOTE : For Policy Areas See MAPS Sal/61 & 68

- DCe District Centre
- In Industry
- LCe Local Centre
- NCe Neighbourhood Centre
- R Residential
- SU Special Uses



Scale 1:10000



**SALISBURY (CITY)
ZONES
MAP Sal/34**

-  Zone Boundary
-  Development Plan Boundary

MAP Sal/26 ADJOINS

MAP Sal/27 ADJOINS



MAP Sal/42 ADJOINS

MAP Sal/43 ADJOINS

NOTE : For Policy Areas See MAPS Sal/61 & 62

- C** Commercial
- DCe** District Centre
- In** Industry
- LCe** Local Centre
- NCe** Neighbourhood Centre
- R** Residential
- SU** Special Uses

-  Zone Boundary
-  Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/35

MAP Sal/27 ADJOINS

MAP Sal/28 ADJOINS

MAP Sal/35 ADJOINS

MAP Sal/37 ADJOINS

MAP Sal/43 ADJOINS

MAP Sal/44 ADJOINS

- NOTE : For Policy Areas See MAP Sal/69**
- C** Commercial
 - In** Industry
 - LCe** Local Centre
 - MOSS(Rec)** Metropolitan Open Space System (Recreation)
 - NCe** Neighbourhood Centre
 - R** Residential
 - R1** Residential 1

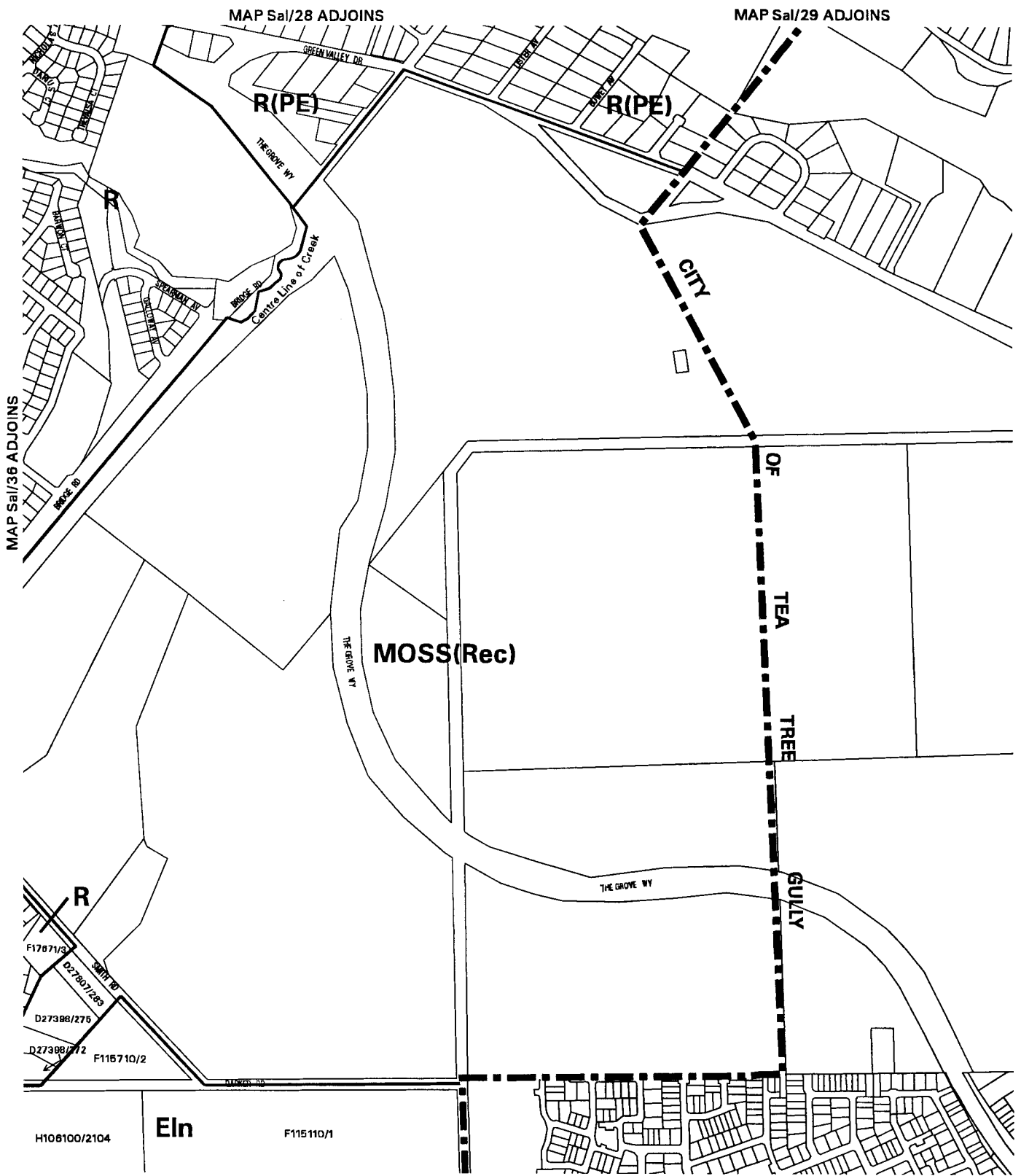


Scale 1:10000



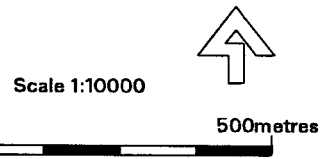
Zone Boundary

SALISBURY (CITY) ZONES MAP Sal/36



- Eln** Extractive Industry
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- R** Residential
- R(PE)** Residential (Para Escarpment)

- Zone Boundary
- Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/37

MAP Sal/30 ADJOINS

MAP Sal/31 ADJOINS

Eln

MOSS(Con)

Centreline of levee

COUNCIL BOUNDARY IS LOW WATER MARK

MAP Sal/39 ADJOINS

MOSS(Con)

GULF ST VINCENT

MAP Sal/45 ADJOINS

MAP Sal/46 ADJOINS

Eln	Extractive Industry
MOSS(Con)	Metropolitan Open Space System (Conservation)

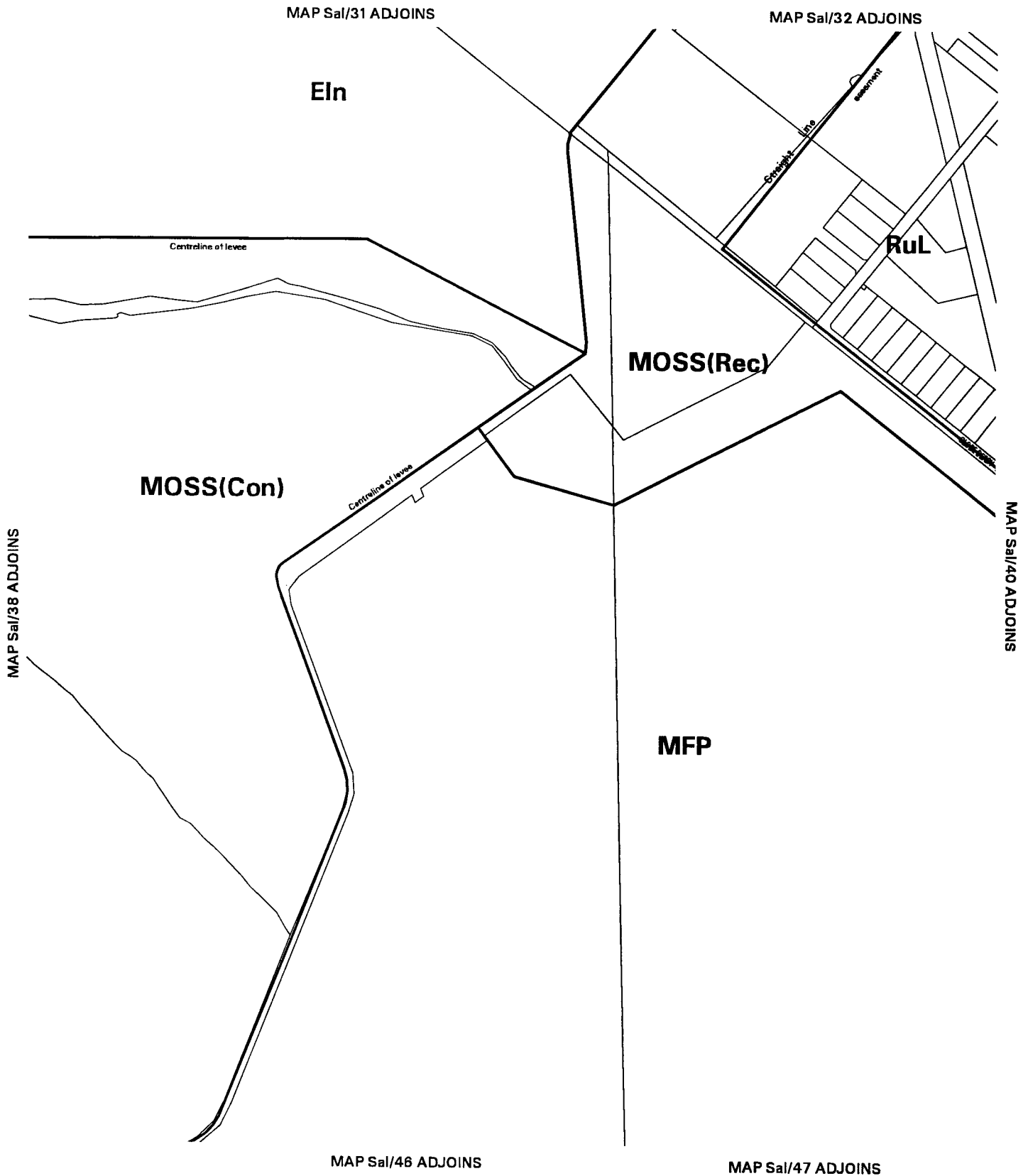


Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/38

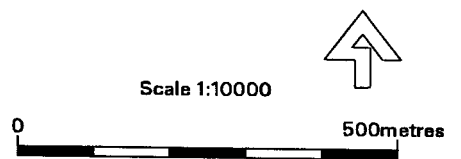
	Zone Boundary
	Development Plan Boundary



NOTE : For Policy Areas See MAP Sal/66

- | | |
|-----------|---|
| Eln | Extractive Industry |
| MFP | Multi-function Polis |
| MOSS(Con) | Metropolitan Open Space System (Conservation) |
| MOSS(Rec) | Metropolitan Open Space System (Recreation) |
| RuL | Rural Living |

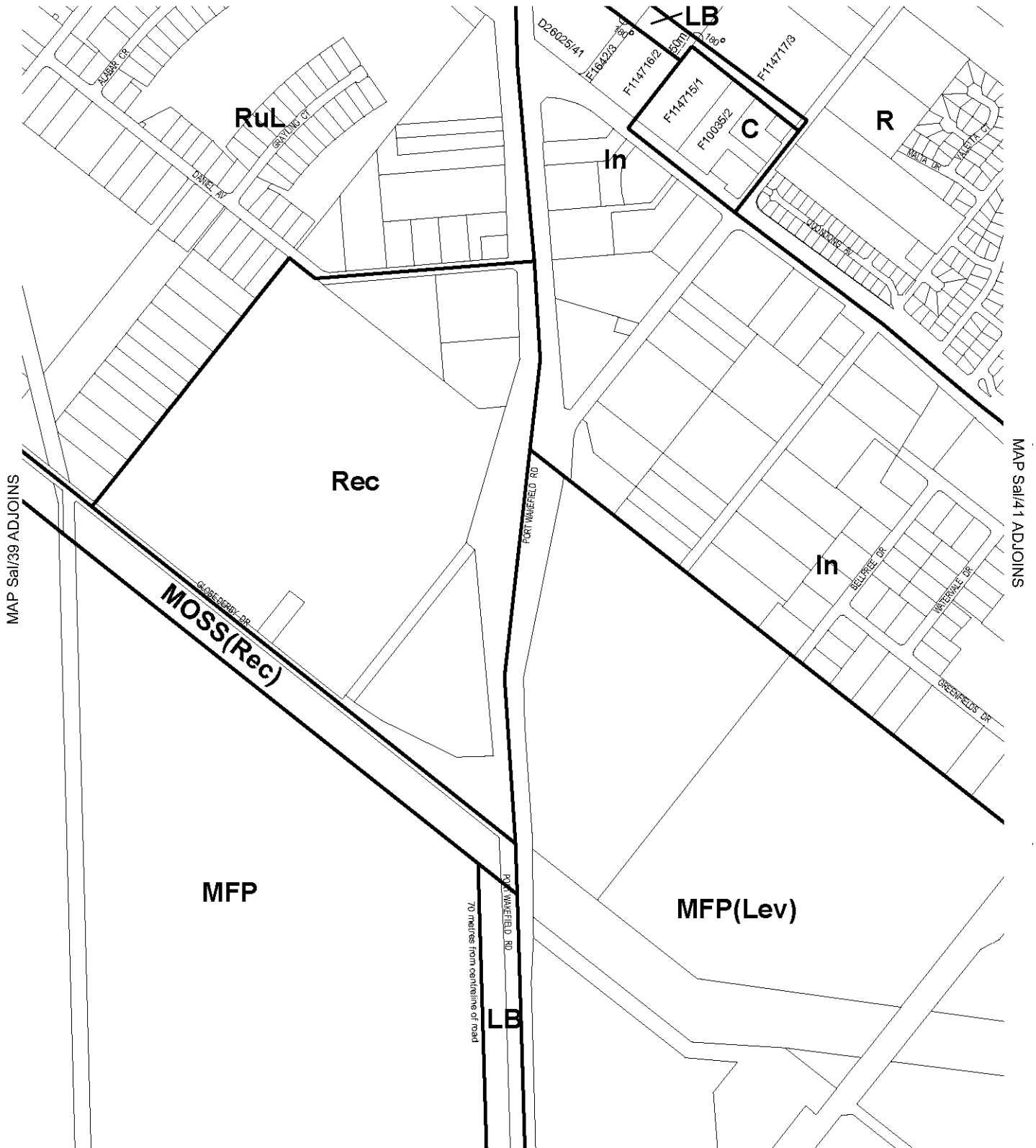
- | | |
|---|---------------------------|
|  | Zone Boundary |
|  | Development Plan Boundary |



**SALISBURY (CITY)
ZONES
MAP Sal/39**

MAP SaI/32 ADJOINS

MAP SaI/33 ADJOINS





MAP SaI/47 ADJOINS

MAP SaI/48 ADJOINS

NOTE : For Policy Areas See MAP SaI/66

- C Commercial
- In Industry
- LB Landscape Buffer
- MFP Multi-function Polis
- MFP(Lev) Multi-function Polis (Levels)
- MOSS(Rec) Metropolitan Open Space System (Recreation)
- R Residential
- Rec Recreation
- RuL Rural Living

-  Zone Boundary
-  Development Plan Boundary

Scale 1:10000



SALISBURY (CITY) ZONES MAP SaI/40

Consolidated - 11 December 2008

MAP Sal/33 ADJOINS

MAP Sal/34 ADJOINS



- In Industry
- LCe Local Centre
- MFP(Lev) Multi-function Polis (Levels)
- NCe Neighbourhood Centre
- R Residential
- SU Special Uses

-  Zone Boundary
-  Development Plan Boundary



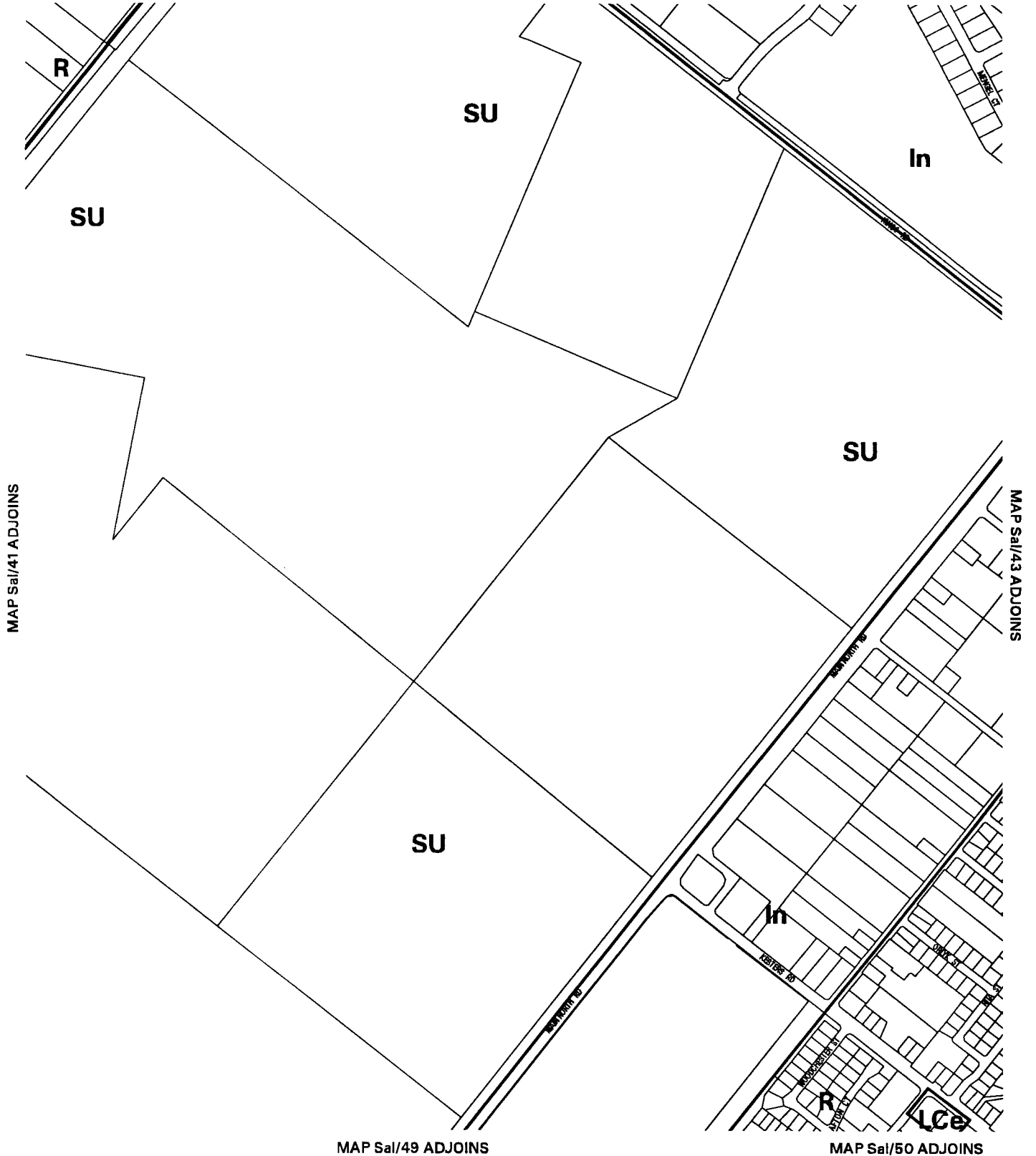
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**SALISBURY (CITY)
ZONES
MAP Sal/41**

MAP Sal/34 ADJOINS

MAP Sal/35 ADJOINS



In
LCe
R
SU

Industry
Local Centre
Residential
Special Uses

Scale 1:10000



0 500metres

**SALISBURY (CITY)
ZONES
MAP Sal/42**

— Zone Boundary
- - - - - Development Plan Boundary



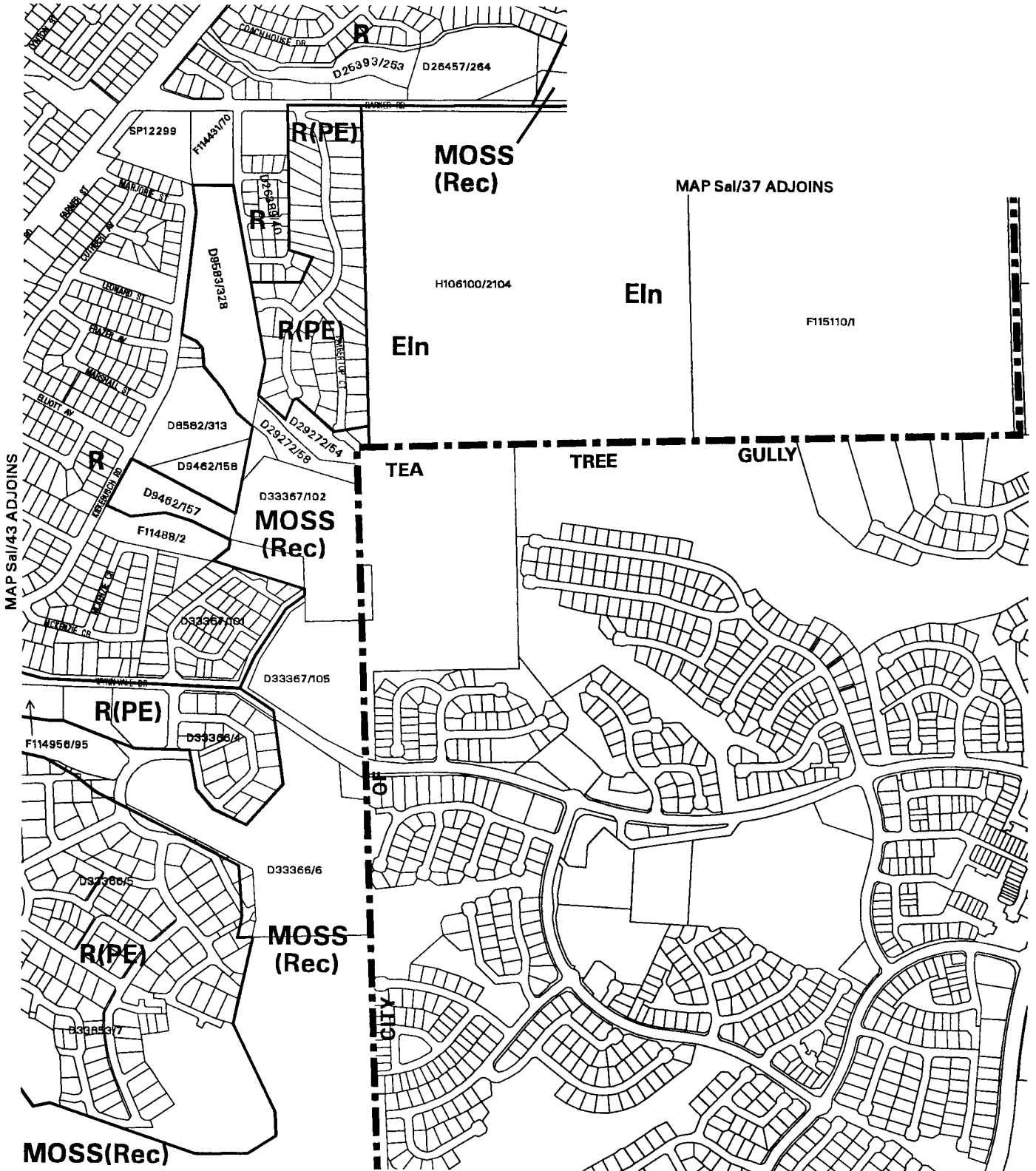
- C** Commercial
- In** Industry
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- NCe** Neighbourhood Centre
- R** Residential
- R(PE)** Residential (Para Escarpment)
- SU** Special Uses

- Zone Boundary
- Development Plan Boundary

Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/43



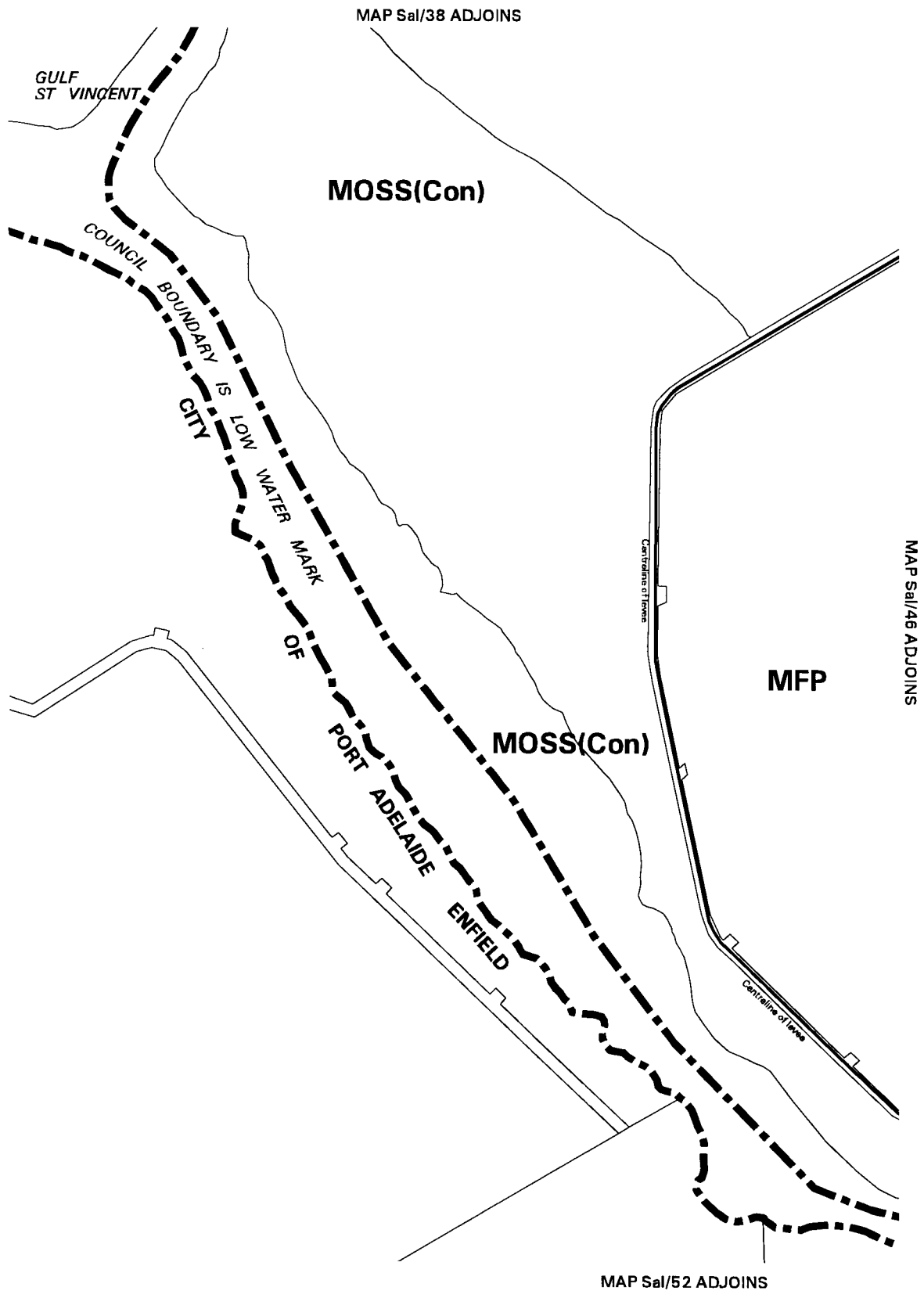
- Eln** Extractive Industry
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- R** Residential
- R(PE)** Residential (Para Escarpment)

-  Zone Boundary
-  Development Plan Boundary

Scale 1:10000

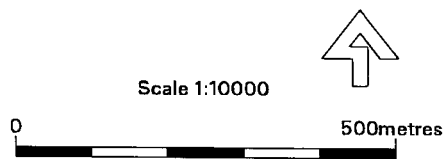


SALISBURY (CITY) ZONES MAP Sal/44



MFP Multi-function Polis
MOSS(Con) Metropolitan Open Space System (Conservation)

— Zone Boundary
 - - - - - Development Plan Boundary



**SALISBURY (CITY)
 ZONES
 MAP Sal/45**

MAP Sal/38 ADJOINS

MAP Sal/39 ADJOINS

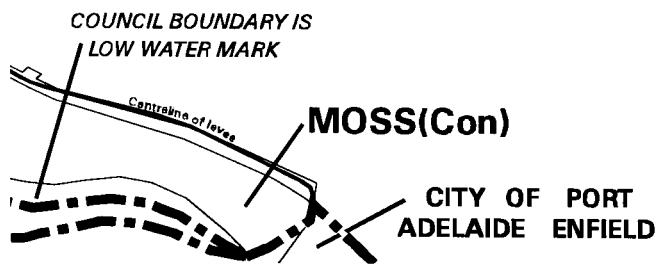
MOSS(Con)

MFP

MAP Sal/45 ADJOINS

MAP Sal/47 ADJOINS

MFP



MAP Sal/52 ADJOINS

MAP Sal/53 ADJOINS

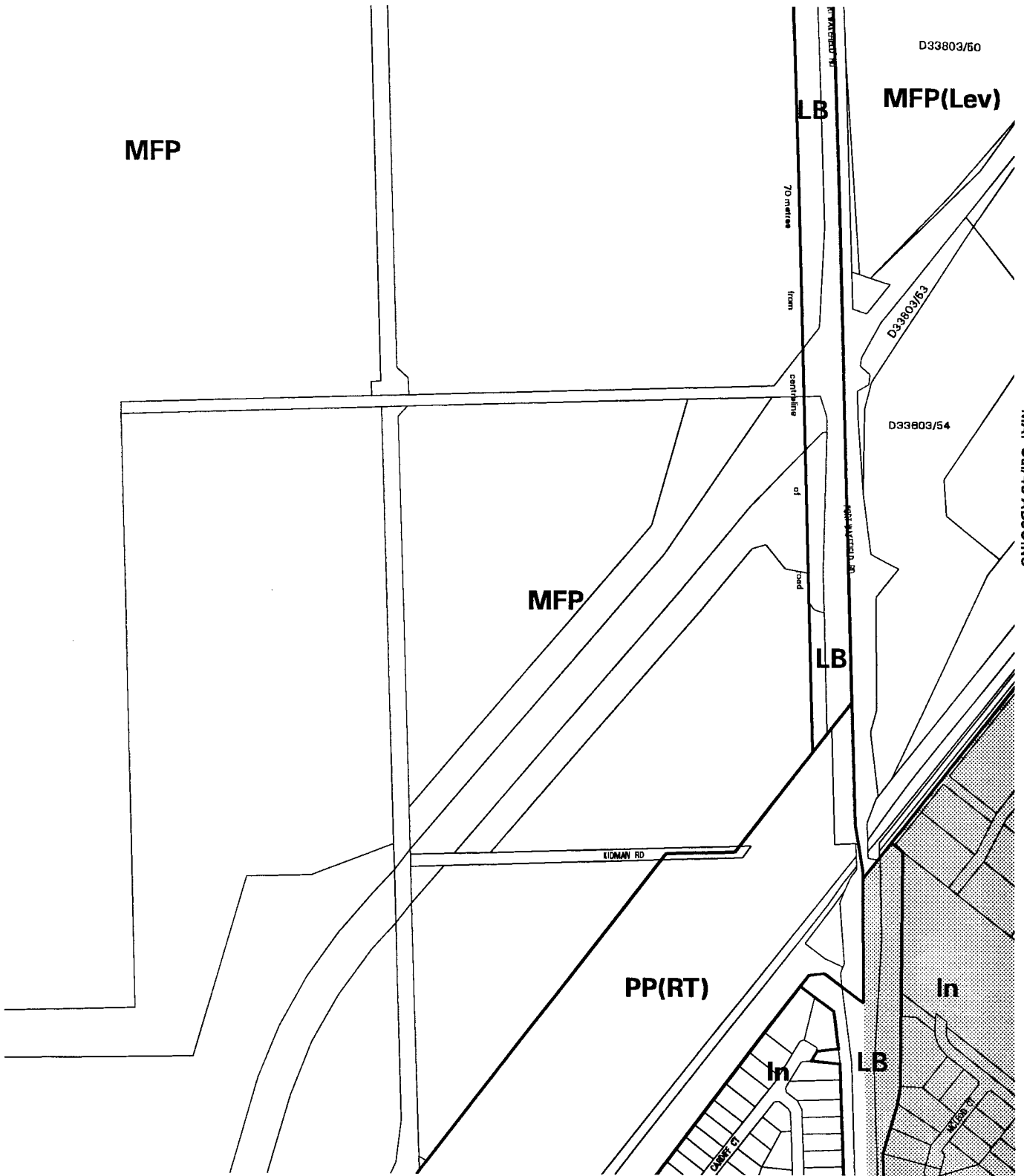
MFP Multi-function Polis
MOSS(Con) Metropolitan Open Space System (Conservation)

Scale 1:10000



**SALISBURY (CITY)
 ZONES
 MAP Sal/46**

—— Zone Boundary
 - - - - Development Plan Boundary






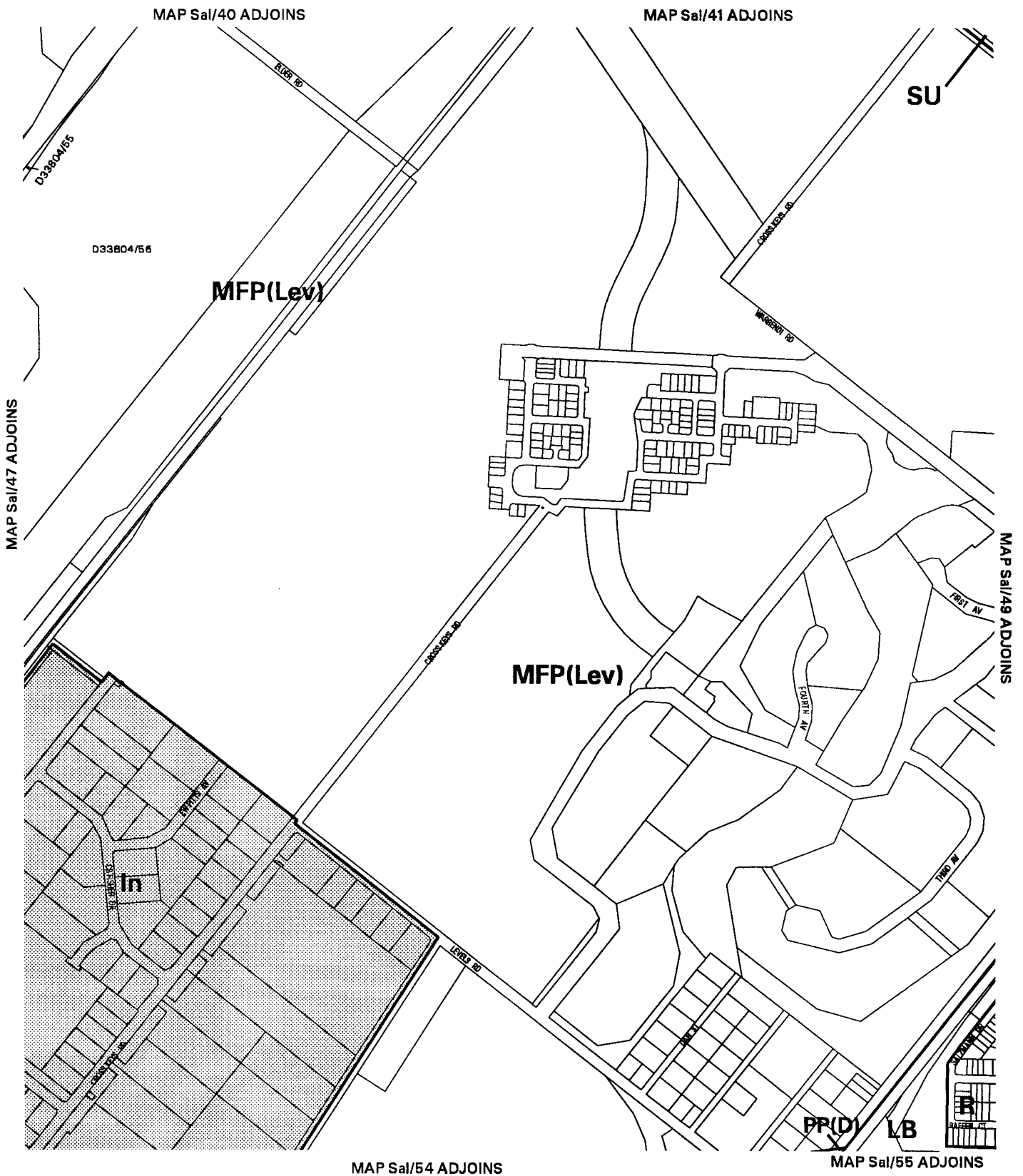
In Industry
LB Landscape Buffer
MFP Multi-function Polis
MFP(Lev) Multi-function Polis (Levels)
PP(RT) Public Purposes (Rail Transport)

Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/47

 Zone Boundary
 Development Plan Boundary
 Greater Levels Industrial Area



NOTE : For Policy Areas See MAP Sal/63

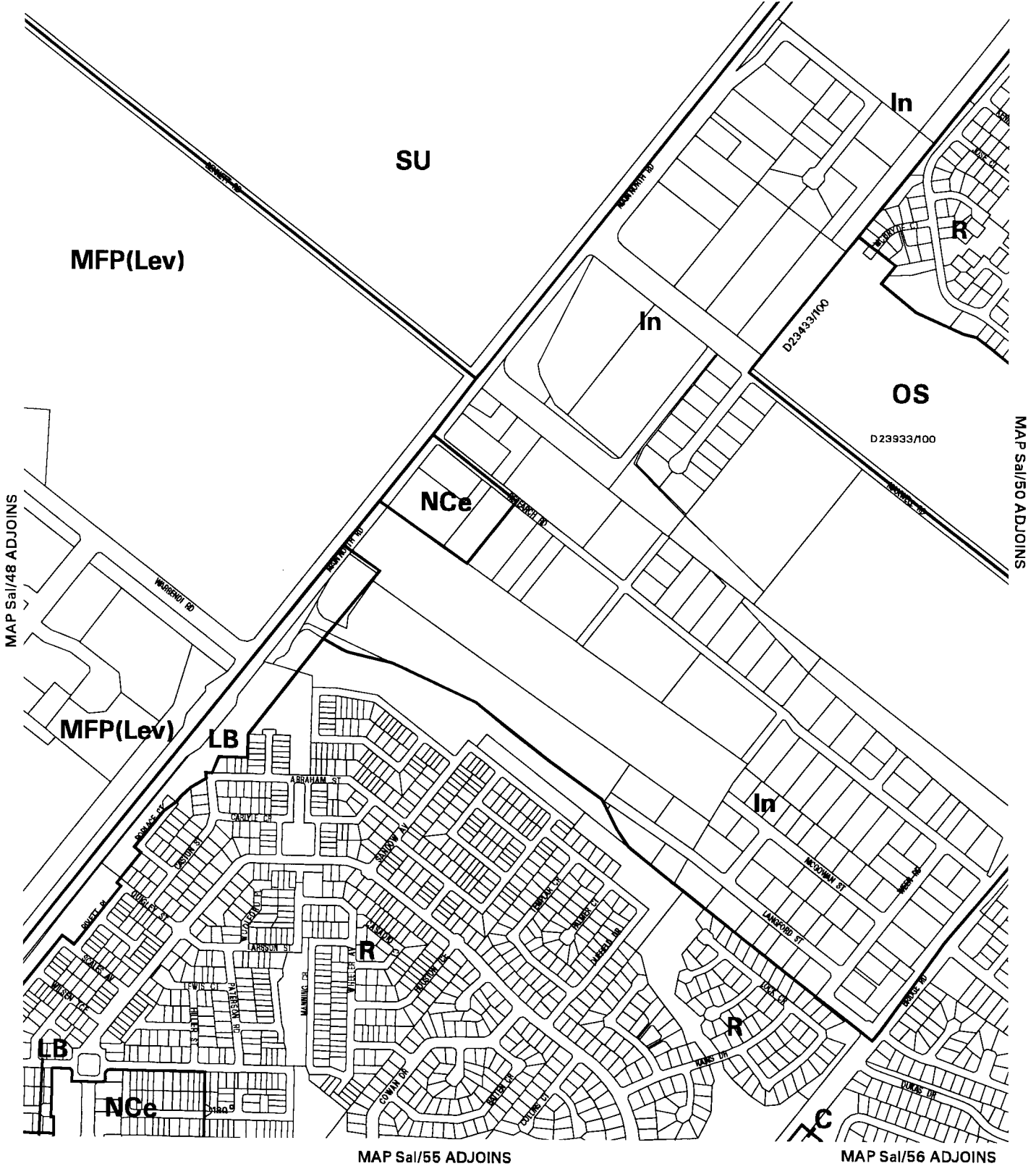
In	Industry
LB	Landscape Buffer
MFP(Lev)	Multi-function Polis (Levels)
PP(D)	Public Purposes (Drainage)
R	Residential
SU	Special Uses

Scale 1:10000



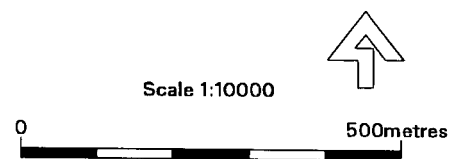
	Zone Boundary
	Development Plan Boundary
	Greater Levels Industrial Area

SALISBURY (CITY) ZONES MAP Sal/48



- C** Commercial
- In** Industry
- LB** Landscape Buffer
- MFP(Lev)** Multi-function Polis (Levels)
- NCe** Neighbourhood Centre
- OS** Open Space
- R** Residential
- SU** Special Uses

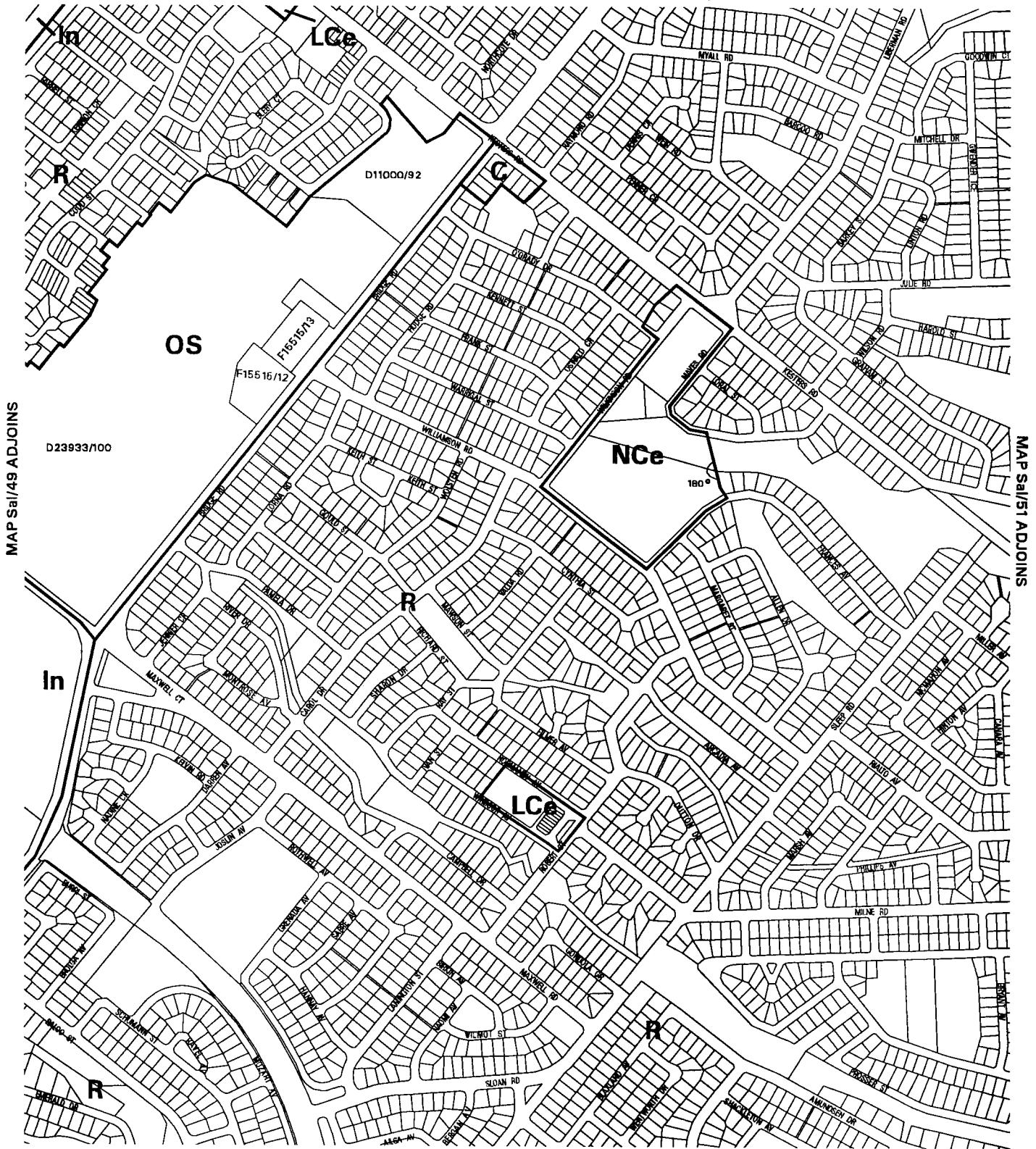
- Zone Boundary
- Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/49

MAP Sal/42 ADJOINS

MAP Sal/43 ADJOINS





MAP Sal/49 ADJOINS

MAP Sal/51 ADJOINS

MAP Sal/56 ADJOINS

MAP Sal/57 ADJOINS

- C** Commercial
- In** Industry
- LCe** Local Centre
- NCe** Neighbourhood Centre
- OS** Open Space
- R** Residential

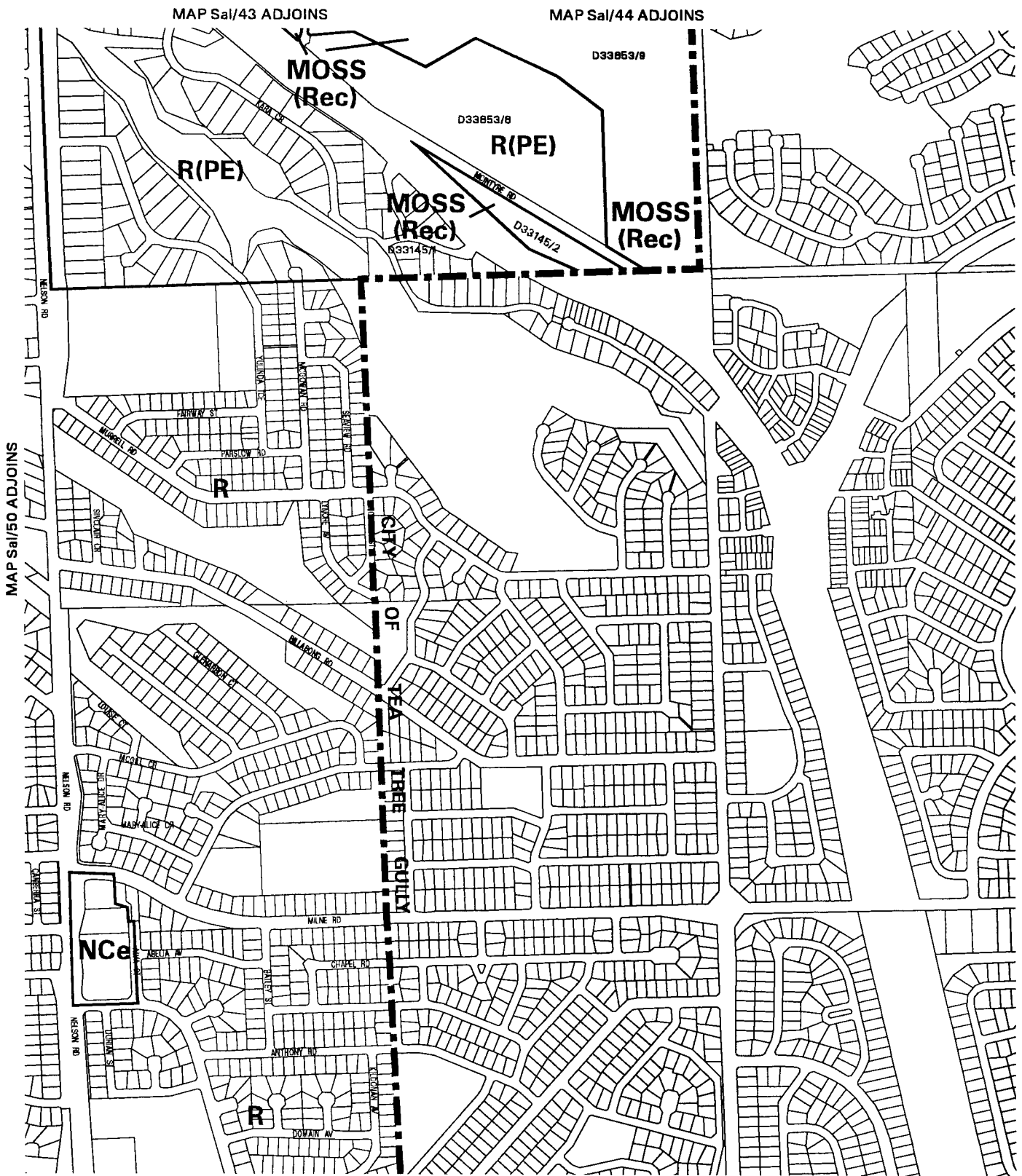
-  Zone Boundary
-  Development Plan Boundary



Scale 1:10000



SALISBURY (CITY) ZONES MAP Sal/50



MAP Sal/57 ADJOINS

- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- NCe** Neighbourhood Centre
- R** Residential
- R(PE)** Residential (Para Escarpment)



Scale 1:10000



- Zone Boundary
- Development Plan Boundary

SALISBURY (CITY) ZONES MAP Sal/51

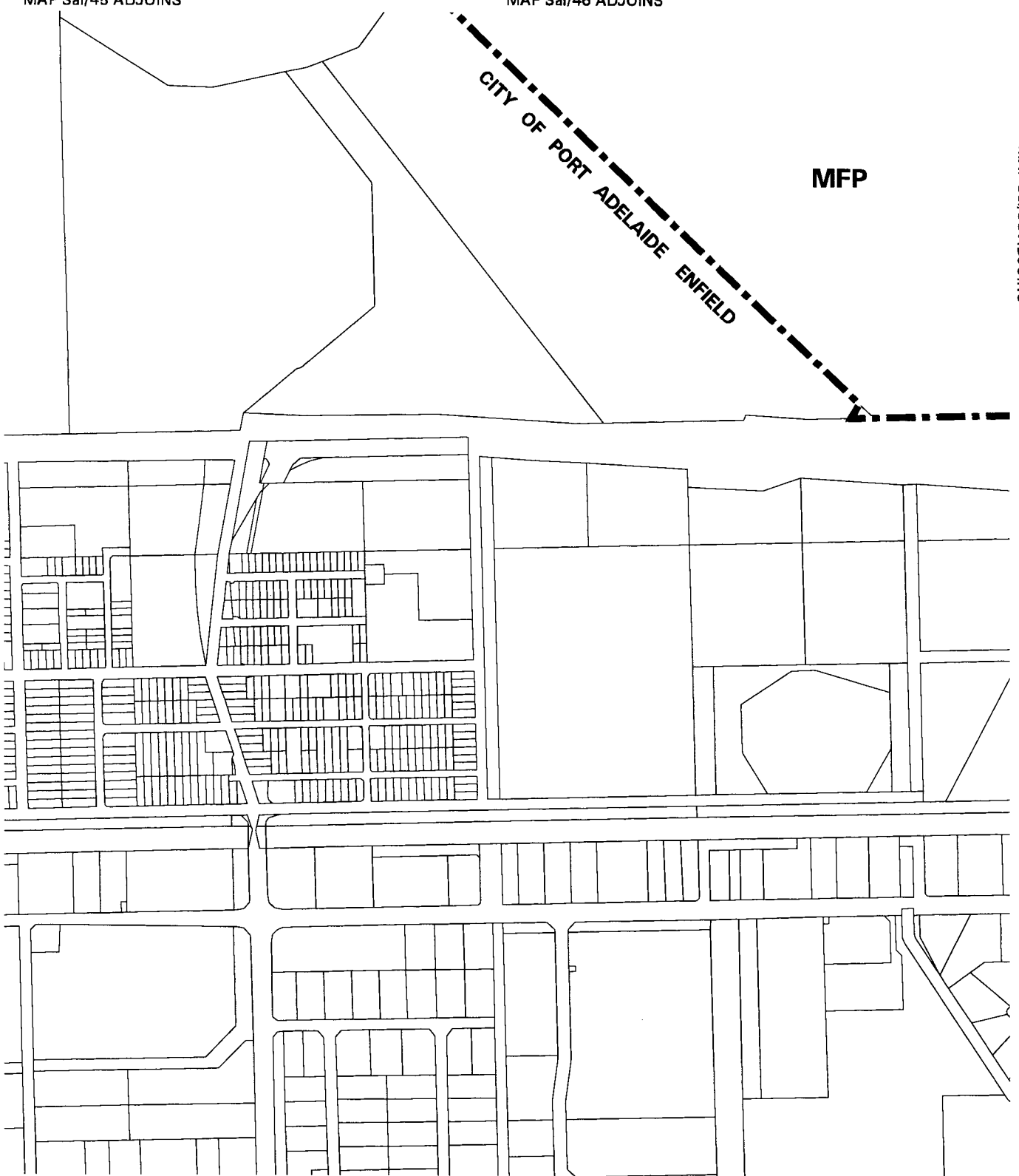
MAP Sal/45 ADJOINS

MAP Sal/46 ADJOINS

MAP Sal/53 ADJOINS

CITY OF PORT ADELAIDE ENFIELD

MFP



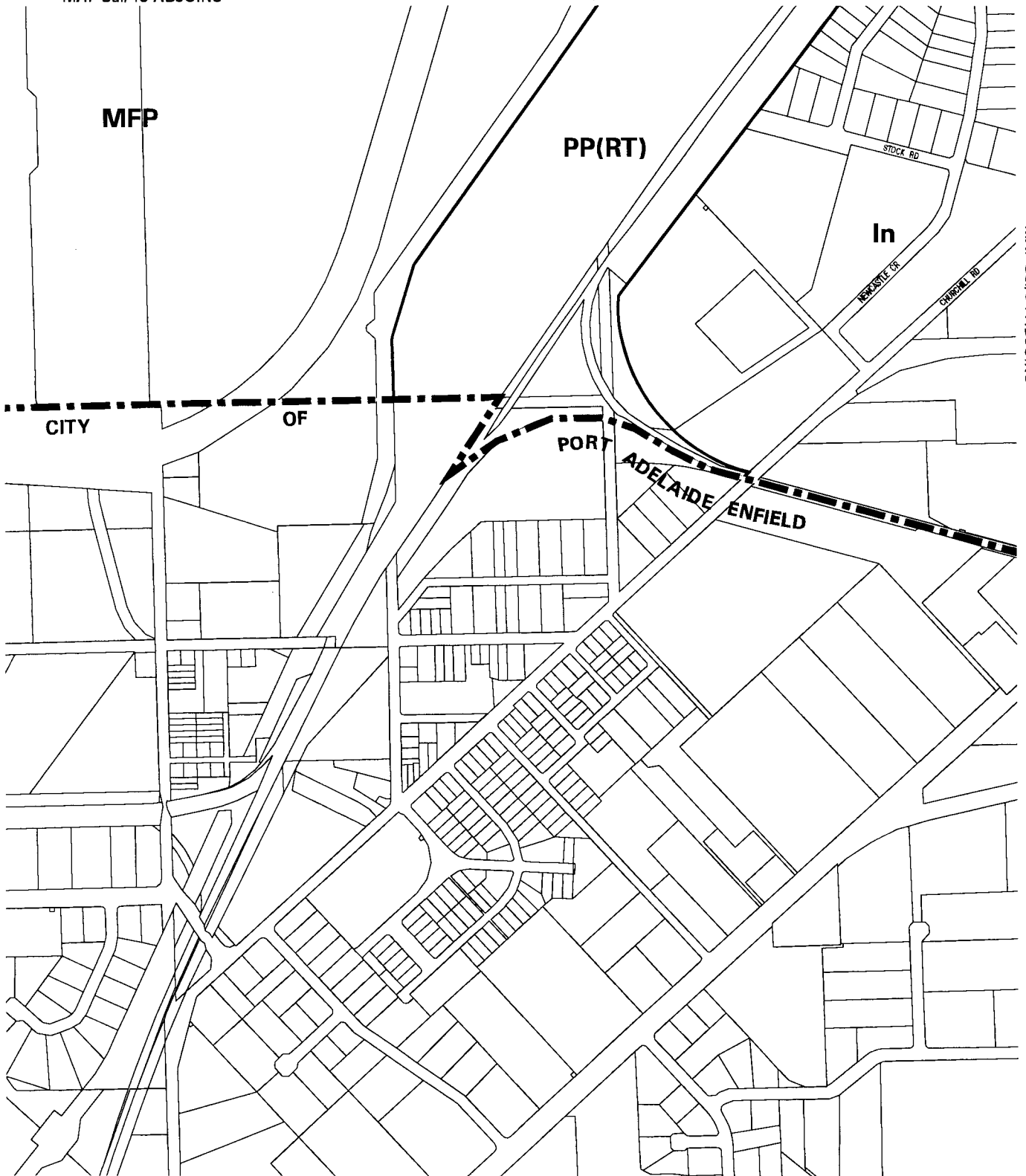
MFP Multi-function Polis

Scale 1:10000



**SALISBURY (CITY)
ZONES
MAP Sal/52**

 Zone Boundary
 Development Plan Boundary



In Industry
 MFP Multi-function Polis
 PP(RT) Public Purposes (Rail Transport)

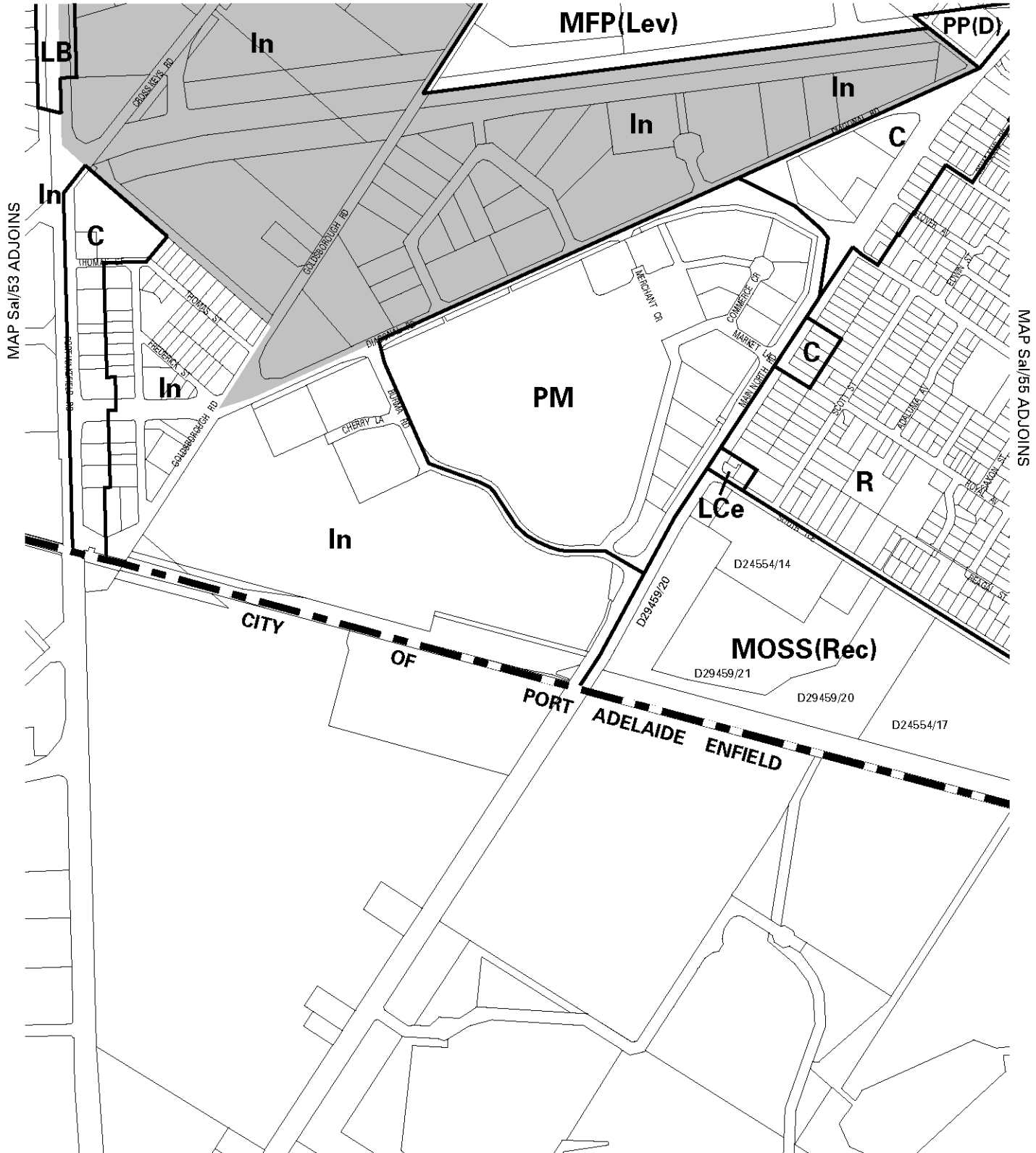
———— Zone Boundary
 - - - - - Development Plan Boundary

Scale 1:10000



0 500metres

**SALISBURY (CITY)
 ZONES
 MAP Sal/53**






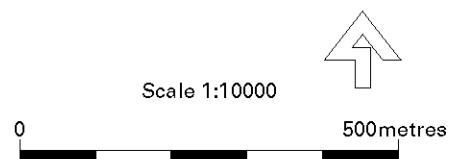
MAP Sal/53 ADJOINS

MAP Sal/55 ADJOINS

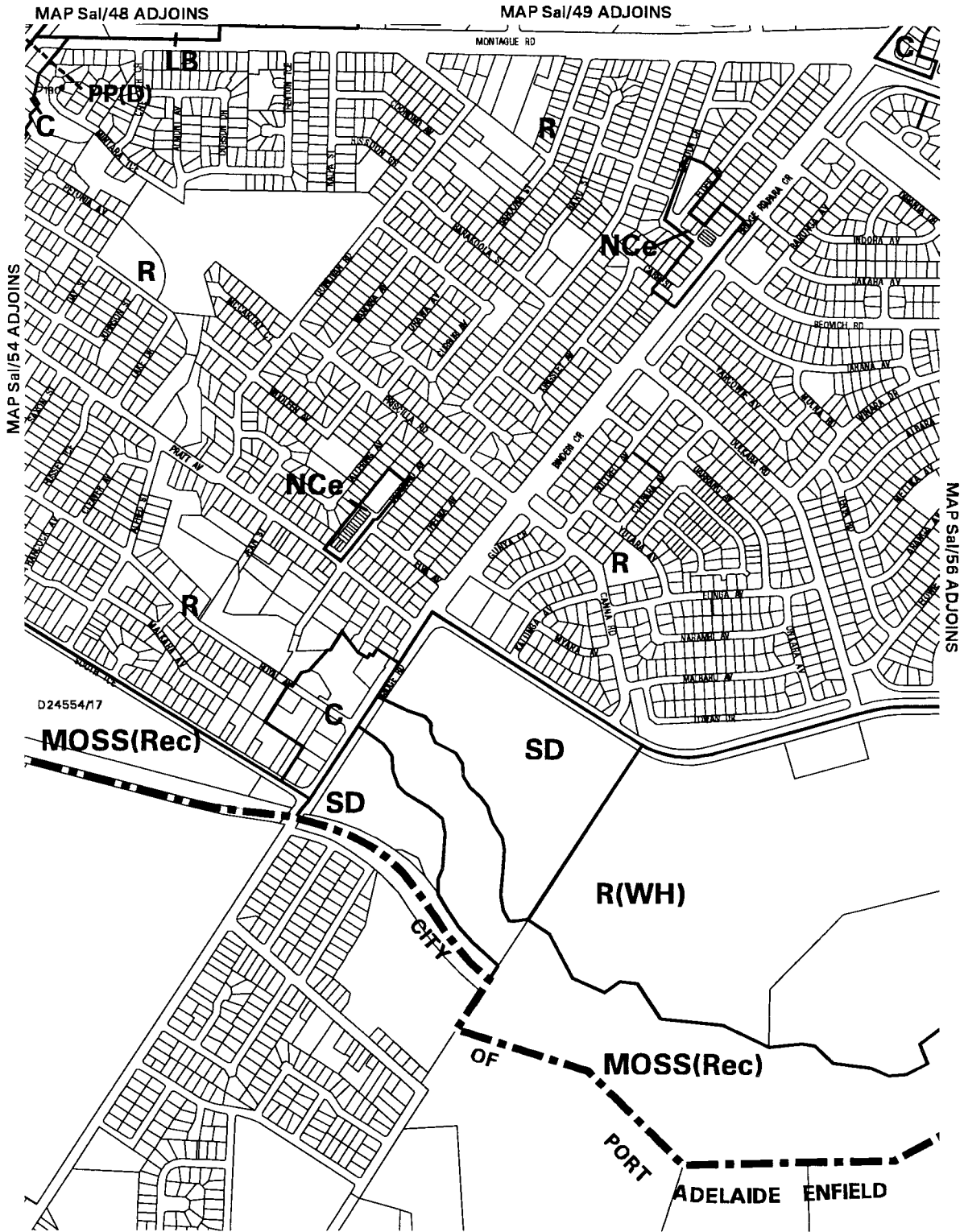
NOTE : For Policy Areas See MAP Sal/58

- C** Commercial
- In** Industry
- LB** Landscape Buffer
- LCe** Local Centre
- MFP(Lev)** Multi-function Polis (Levels)
- MOSS(Rec)** Metropolitan Open Space System (Recreation)
- PM** Pooraka Market
- PP(D)** Public Purposes (Drainage)
- R** Residential

-  Zone Boundary
-  Development Plan Boundary
-  Greater Levels Industrial Area

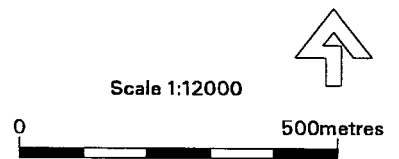


SALISBURY (CITY) ZONES MAP Sal/54

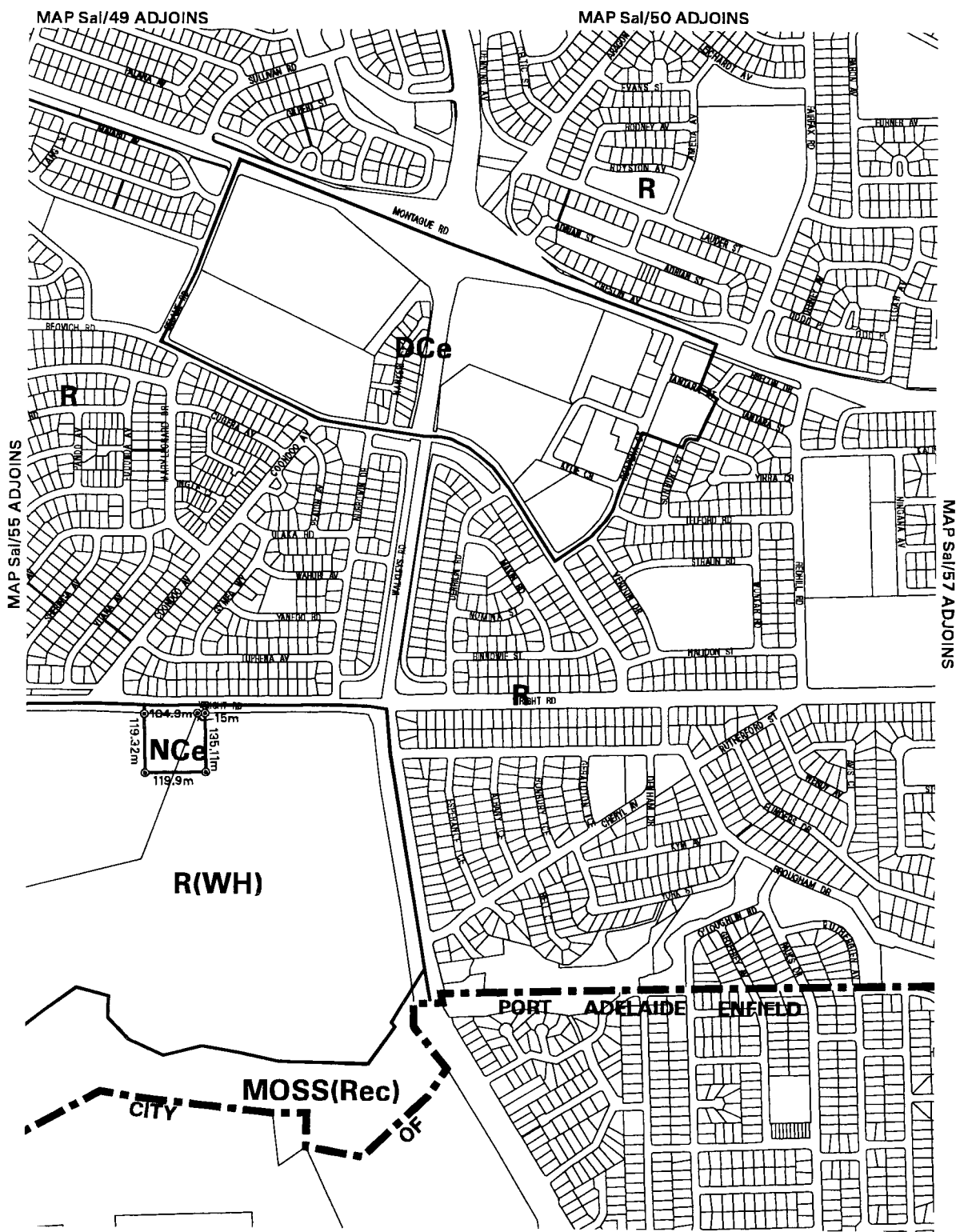


- | | |
|------------------|---|
| C | Commercial |
| LB | Landscape Buffer |
| MOSS(Rec) | Metropolitan Open Space System (Recreation) |
| NCe | Neighbourhood Centre |
| PP(D) | Public Purposes (Drainage) |
| R | Residential |
| R(WH) | Residential (Walkley Heights) |
| SD | Service Depot |

- | | |
|---|---------------------------|
|  | Zone Boundary |
|  | Development Plan Boundary |

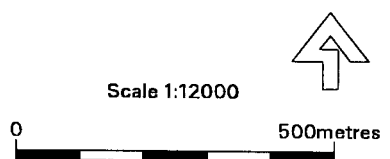


SALISBURY (CITY) ZONES MAP Sal/55



NOTE : For Policy Areas See MAP Sal/64
DCe District Centre
MOSS(Rec) Metropolitan Open Space System (Recreation)
NCe Neighbourhood Centre
R Residential
R(WH) Residential (Walkley Heights)

— Zone Boundary
 - - - - - Development Plan Boundary



SALISBURY (CITY) ZONES MAP Sal/56

MAP Sa/50 ADJOINS

MAP Sa/51 ADJOINS

MAP Sa/56 ADJOINS



C Commercial
LCe Local Centre
R Residential

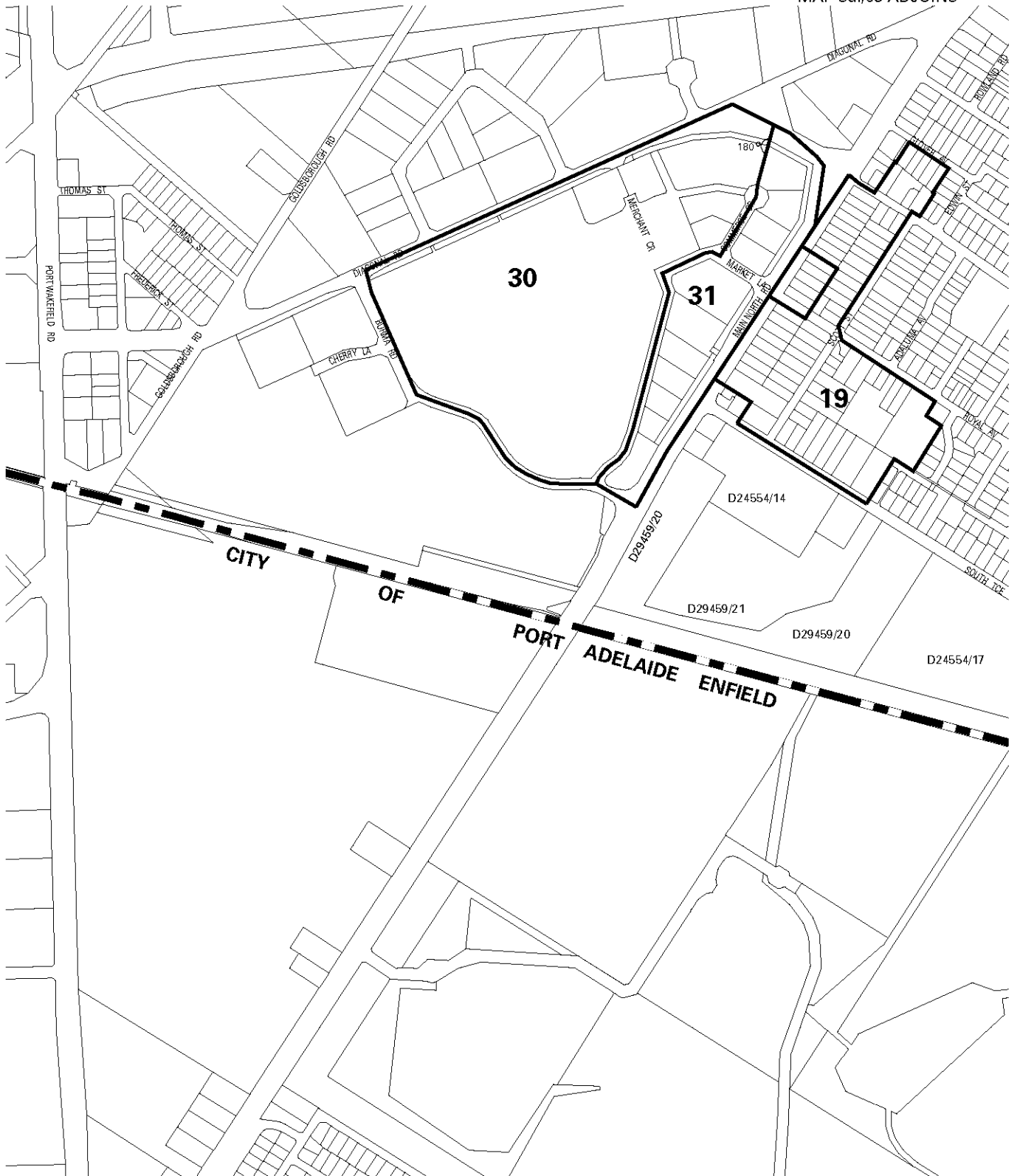
——— Zone Boundary
 - - - - - Development Plan Boundary

Scale 1:10000

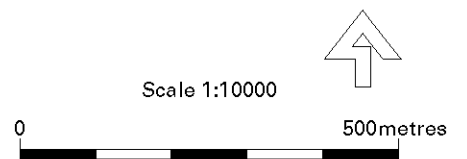


0 500metres

SALISBURY (CITY)
ZONES
MAP Sa/57

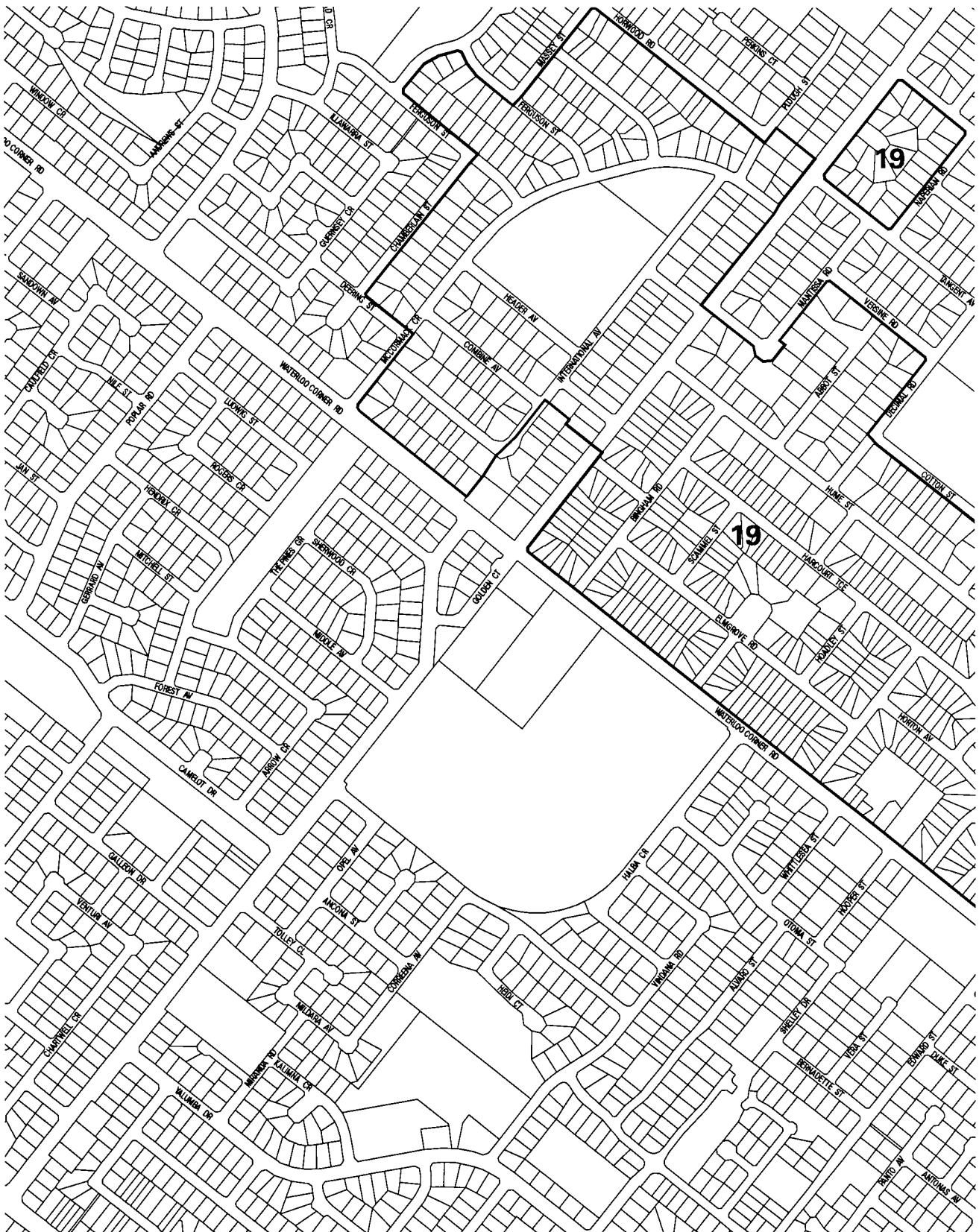


19 Area 19
 30 Area 30
 31 Area 31



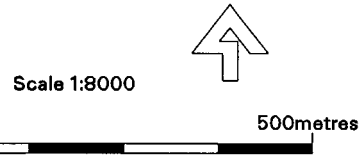
**SALISBURY (CITY)
 POLICY AREAS
 MAP Sa1/58**

— Policy Area Boundary
 - - - Development Plan Boundary



MAP Sal/60 ADJOINIS

19 Area 19



**SALISBURY (CITY)
POLICY AREAS
MAP Sal/59**

-  Policy Area Boundary
-  Development Plan Boundary

Consolidated - 11 December 2008

MAP Sal/59 ADJOINS

MAP Sal/62 ADJOINS



19
6

Area 19
Salisbury Town Centre Area 6

MAP Sal/61 ADJOINS



Scale 1:8000



SALISBURY (CITY) POLICY AREAS MAP Sal/60

- Policy Area Boundary
- Development Plan Boundary

Consolidated - 11 December 2008



- 1 Salisbury Town Centre Area 1
- 10 Salisbury Town Centre Area 10
- 19 Area 19
- 20 Extension of Area 19 into Town Centre Area 5
- 4 Salisbury Town Centre Area 4
- 5 Salisbury Town Centre Area 5
- 6 Salisbury Town Centre Area 6
- 8 Salisbury Town Centre Area 8

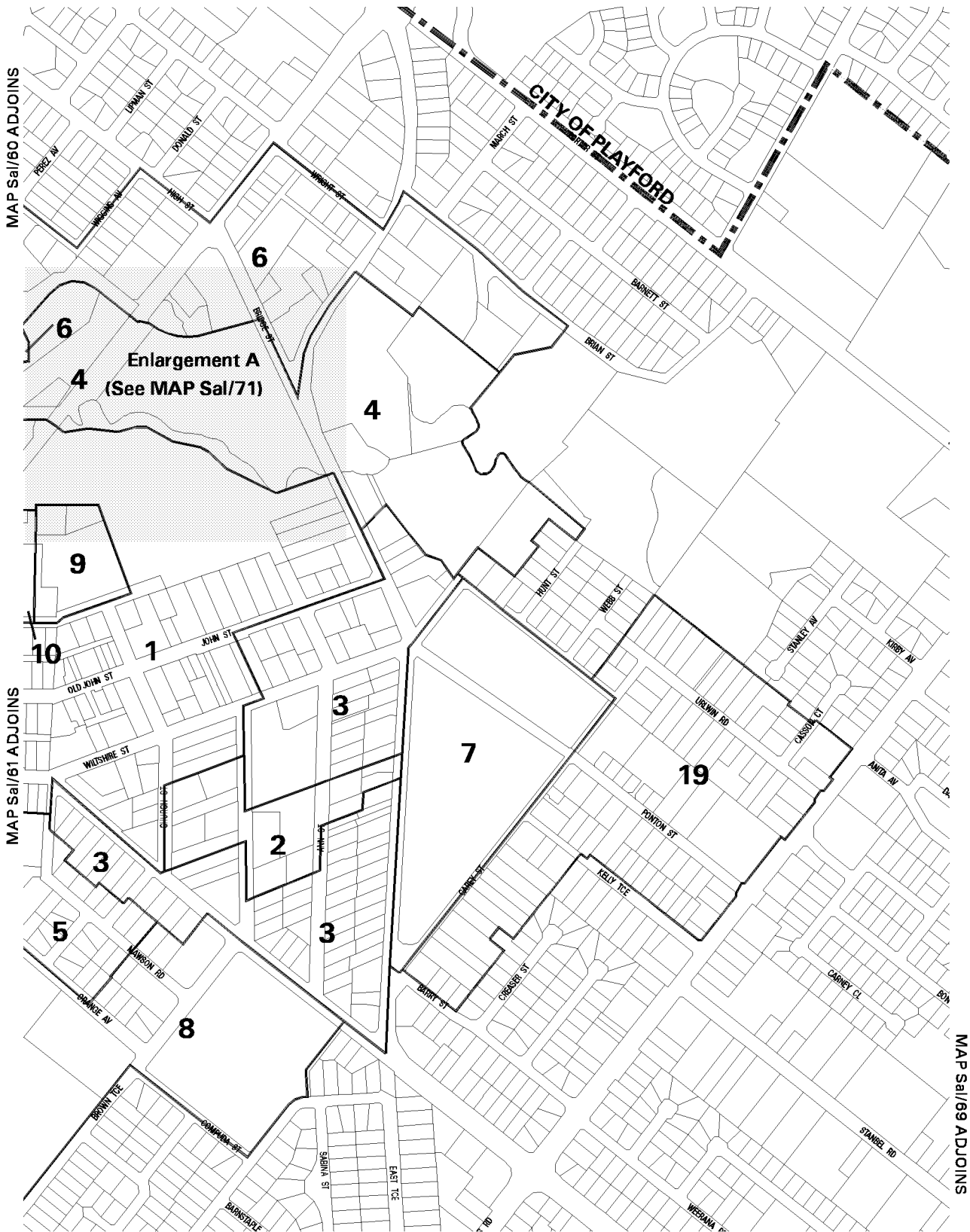


Scale 1:8000



SALISBURY (CITY) POLICY AREAS MAP Sal/61

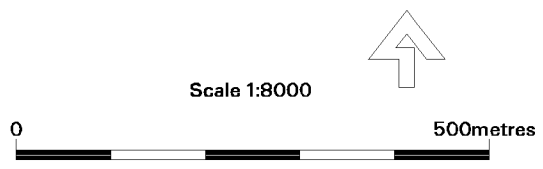
- Policy Area Boundary
- Development Plan Boundary



MAP Sal/69 ADJOINS

- 1 Salisbury Town Centre Area 1
- 10 Salisbury Town Centre Area 10
- 19 Area 19
- 2 Salisbury Town Centre Area 2
- 3 Salisbury Town Centre Area 3
- 4 Salisbury Town Centre Area 4
- 5 Salisbury Town Centre Area 5
- 6 Salisbury Town Centre Area 6
- 7 Salisbury Town Centre Area 7
- 8 Salisbury Town Centre Area 8
- 9 Salisbury Town Centre Area 9

———— Policy Area Boundary
 - - - - - Development Plan Boundary



SALISBURY (CITY) POLICY AREAS MAP Sal/62



MAP Sal/58 ADJOINS

21

Multi-function Polis (The Levels) Area 1



Scale 1:3000



**SALISBURY (CITY)
POLICY AREAS
MAP Sal/63**

————— Policy Area Boundary



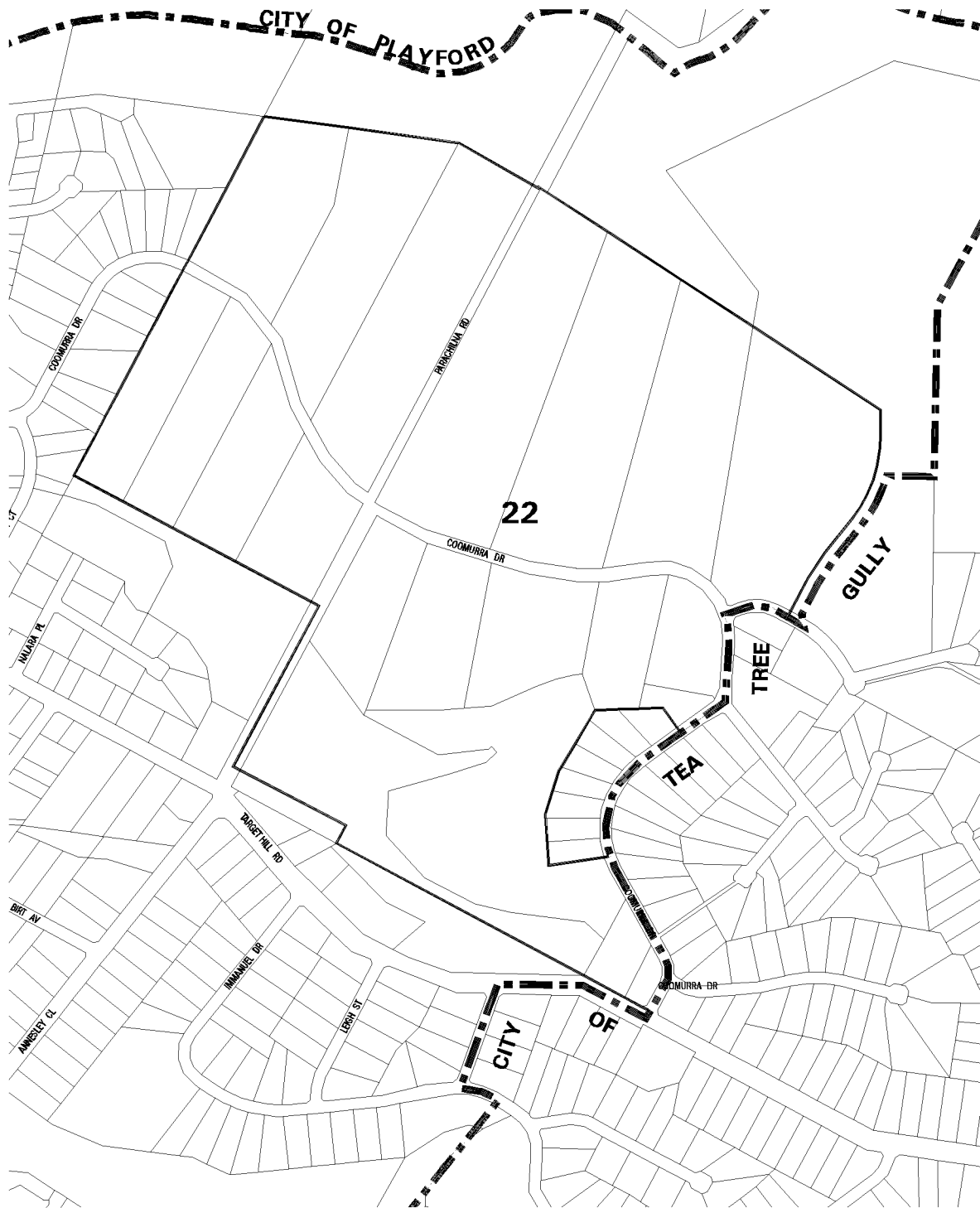
- 11 Ingle Farm Centre Area 11
- 12 Ingle Farm Centre Area 12
- 13 Ingle Farm Centre Area 13
- 14 Ingle Farm Centre Area 14
- 15 Ingle Farm Centre Area 15
- 16 Ingle Farm Centre Area 16

Scale 1:8000



SALISBURY (CITY) POLICY AREAS MAP Sa/64

- Policy Area Boundary
- Development Plan Boundary



22

Rural Living Policy Area 1 (Salisbury Heights)



Scale 1:8000



SALISBURY (CITY) POLICY AREAS MAP Sa1/65

- Policy Area Boundary
- - - - - Development Plan Boundary



23 Rural Living Policy Area 2 (Bolivar)

Scale 1:10000



SALISBURY (CITY) POLICY AREAS MAP Sa1/66

 Policy Area Boundary
 Development Plan Boundary



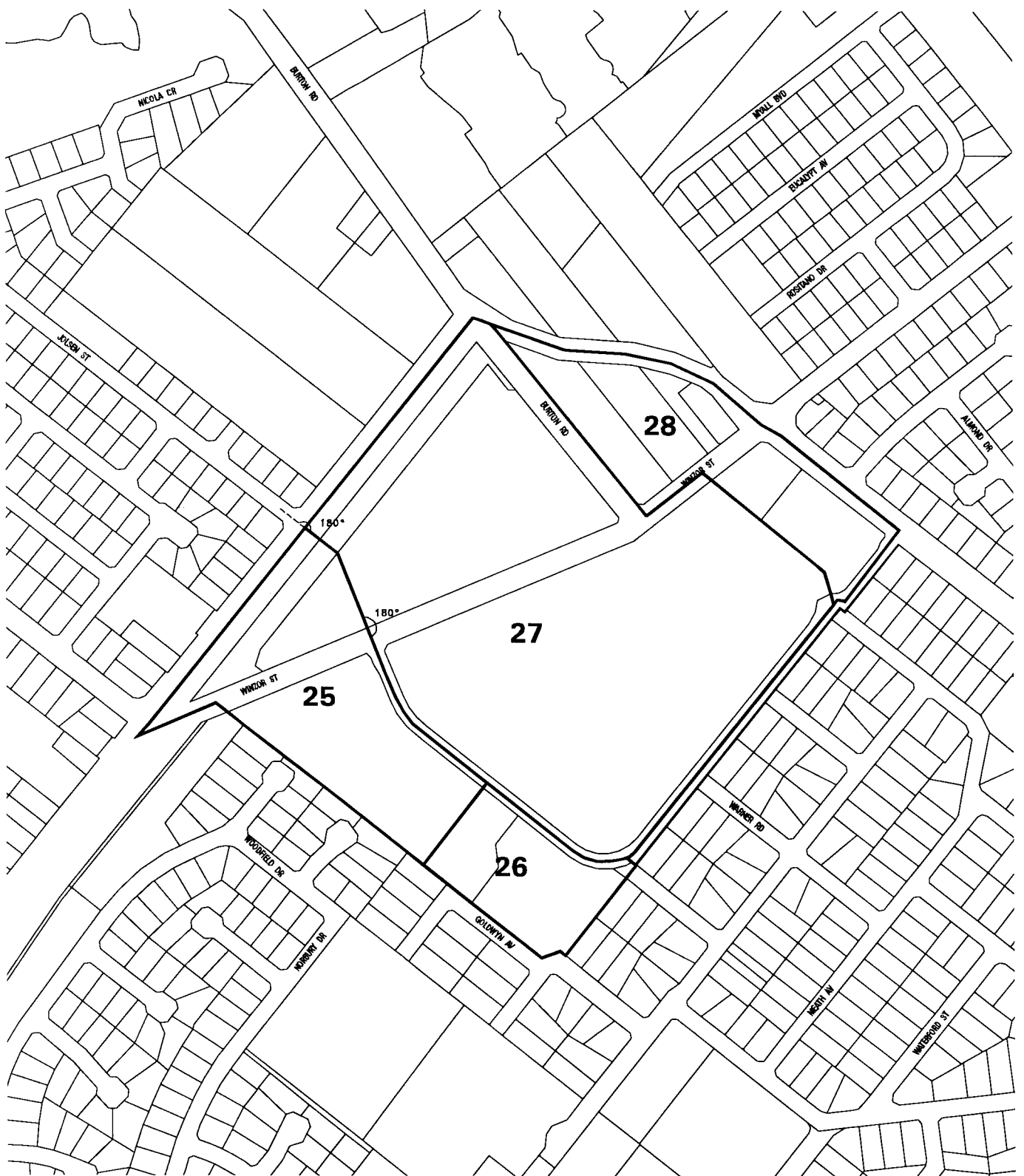
18 Area 18
24 Rural Living Policy Area 3 (Direk)

Scale 1:10000



**SALISBURY (CITY)
 POLICY AREAS
 MAP Sa1/67**

— Policy Area Boundary



- 25** Salisbury Downs District Centre Area 1 (Bulky Goods)
- 26** Salisbury Downs District Centre Area 2 (Community)
- 27** Salisbury Downs District Centre Area 3 (Core Retail and Bulky Goods)
- 28** Salisbury Downs District Centre Area 4 (Mixed)



Scale 1:5000



SALISBURY (CITY) POLICY AREAS MAP Sal/68

-  Policy Area Boundary
-  Development Plan Boundary



29

Salisbury East (Mixed Use)

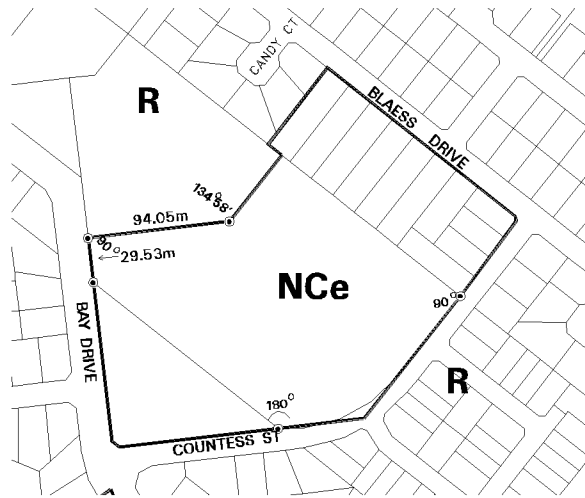


Scale 1:10000



**SALISBURY (CITY)
POLICY AREAS
MAP Sal/69**

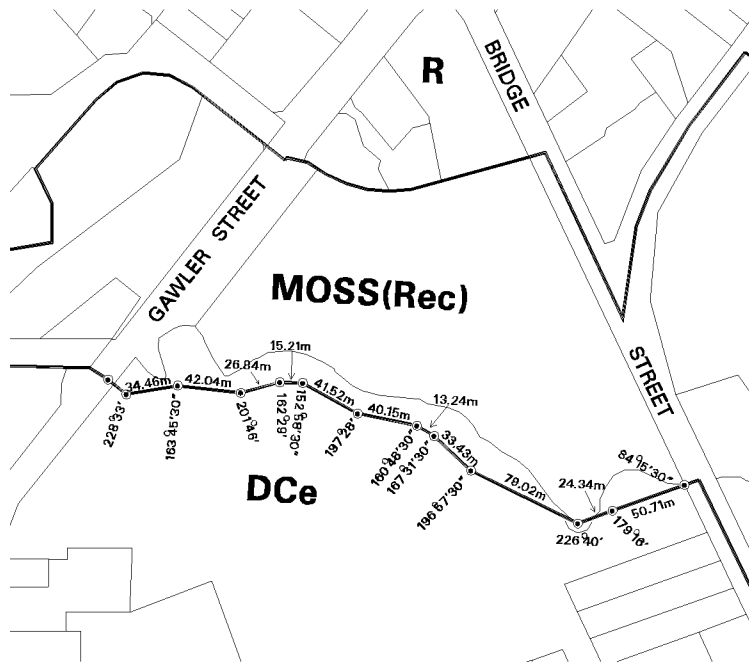
————— Policy Area Boundary



Scale 1:5000



Enlargement A



Scale 1:5000

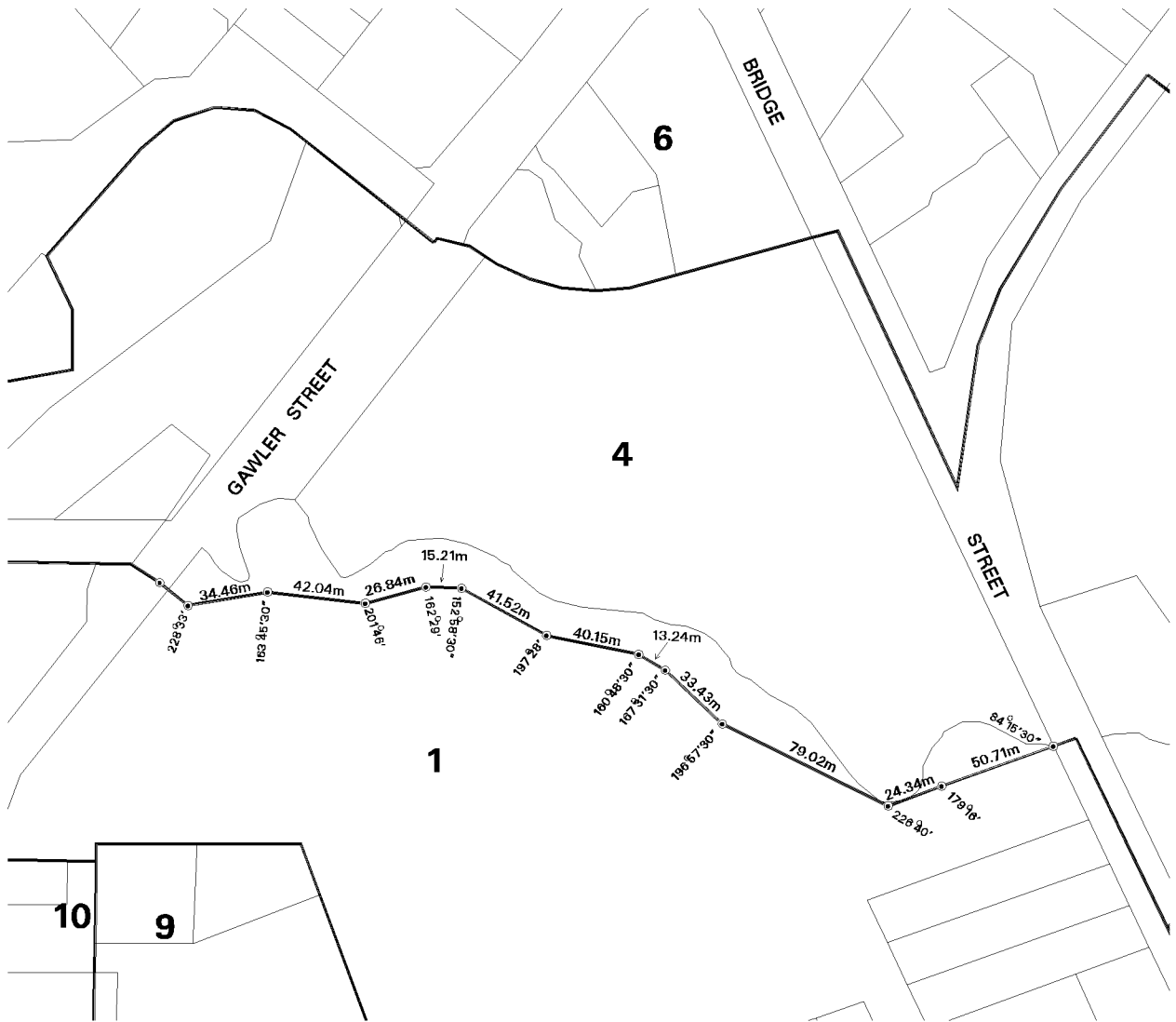


Enlargement B



**SALISBURY (CITY)
ENLARGEMENTS
MAP Sa1/70**

-  Zone/Policy Boundary
-  Development Plan Boundary



ENLARGEMENT A

- 1 Salisbury Town Centre Area 1
- 10 Salisbury Town Centre Area 10
- 4 Salisbury Town Centre Area 4
- 6 Salisbury Town Centre Area 6
- 9 Salisbury Town Centre Area 9

Scale 1:3000



**SALISBURY (CITY)
ENLARGEMENT
MAP Sal/71**

- Policy Area Boundary
- - - - - Development Plan Boundary