Port Adelaide Enfield Council

Better Development Plan Conversion

By the Council

For Authorisation

Declared by the Minister for Planning to be an approved amendment under section 25 (18), *Development Act 1993.*

.....
Minister's Signature

Date of Gazette..... 16 FEB 2012 .....

Amendment Instructions Table

Name of Local Government Area:	City of Port Adelaide Enfield
Name of Development Plan(s):	Port Adelaide Enfield (City) Development Plan
Name of DPA:	Better Development Plan Development Plan Amendment

These amendment instructions are based on the Port Adelaide Enfield (City) Development Plan dated 18 August 2011.

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	• Objective (obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No • Other (specify)	Method Of change. (Delete/Replace/Insert)	Re-numbering required (Y/N)	Subsequent policy Cross-references Requiring update (Y/N)
Port Adelaide Enfield (City) Development Plan				
1.	Replace the entire Port Adelaide Enfield (City) Development Plan dated 18 August 2011.	Replace the entire Port Adelaide Enfield (City) Development Plan dated 18 August 2011 with the contents of '**Attachment A** '	-	-

ATTACHMENT A

Port Adelaide Enfield Council

Better Development Plan (BDP) Conversion

Development Plan Amendment by the Council

For authorisation – October 2011

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Department of Planning and Local Government

Department of Planning and Local Government

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Introduction Section

Amendment Record Table

The following table is a record of authorised amendments and their consolidation dates for the Port Adelaide Enfield Council Development Plan since its inception on 19 November 1998. Further information on authorised amendments prior to this date may be researched through the relevant Council, the Department of Planning and Local Government or by viewing Gazette records.

Amendment	Gazetted	Consolidated
Amalgamation of the Cities of Port Adelaide and Enfield Development Plans PAR	19 November 1998	19 November 1998
Crime Prevention through Environmental Design and Section 29(2)	11 February 1999	11 February 1999
Local Heritage Places and Historic (Conservation) Policy Areas PAR (Interim) Section 29(2) Amendment	6 May 1999 6 May 1999	6 May 1999
Former Hillcrest Hospital Land PAR Section 29(2)(a) Amendment	15 July 1999 15 July 1999	15 July 1999
Republished - [15 July 1999]		26 July 1999
Section 29(2) Amendment Waste Disposal (Landfill) PAR *(Ministerial)*	12 March 1998 19 August 1999	26 August 1999
Local Area Bike Plan PAR	28 October 1999	28 October 1999
Metropolitan Adelaide - Industrial Land and Development PAR *(Ministerial)*	25 November 1999	13 January 2000
Section 27(5) Amendment - Waste Disposal (Landfill) PAR *(Ministerial)* Open Space Strategy PAR	9 March 2000 16 March 2000	16 March 2000
Local Heritage Places and Historic (Conservation) Policy Areas PAR Section 29(2) Amendment	4 May 2000 11 May 2000	11 May 2000
Metropolitan Adelaide Significant Tree Control PAR *(Ministerial)* South Australian Ports (Disposal of Maritime Assets) Act 2000	21 December 2001 25 January 2001	22 February 2001
Telecommunication Facilities and Minor Amendments PAR	29 March 2001	29 March 2001
Stormwater in Urban Areas PAR *(Ministerial)*	12 November 2002	16 January 2003
Industry (Gepps Cross Gateway) PAR *(Ministerial)*	5 June 2003	12 June 2003
Wind Farms PAR *(Ministerial)*	24 July 2003	23 October 2003
Industry (Resource Recovery) Zone PAR *(Ministerial)* Port Waterfront Redevelopment PAR *(Ministerial)* Editorial Correction - Maps PAdE/1 Overlay 2, PAdE/55, PAdE57 and PAdE/58	16 September 2004 22 September 2004	22 September 2004
Residential Design and Minor Amendments PAR Osborne Maritime PAR *(Ministerial)*	10 February 2005 10 February 2005	17 February 2005
Veitch Road (Outer Harbor) PAR (*Ministerial*)	14 July 2005	14 July 2005
Northfield (Stage 3) PAR *(Ministerial)*	8 September 2005	15 September 2005
Marina (North Haven) Zone PAR	1 June 2006	1 June 2006
Light Industry (2) Zone - Commercial/Education Precinct PAR *(Ministerial)*	5 April 2007	12 April 2007
Industrial Land Review - Gepps Cross and Pooraka PAR *(Ministerial)*	19 April 2007	26 April 2007

Amendment	Gazetted	Consolidated
Editorial Correction - Industry/Business (Gepps Cross Gateway) Zone, PDC 85		17 May 2007
Techport Australia Boundary Review PAR *(Ministerial)* (Interim)	28 June 2007	5 July 2007
Editorial Correction - Policy Area 51 on Maps PAdE/44 and 75		11 October 2007
Techport Australia Boundary Review PAR *(Ministerial)*	25 October 2007	1 November 2007
Residential Parks and Caravan and Tourist Parks DPA *(Ministerial)* (Interim)	13 December 2007	17 January 2008
Residential Parks and Caravan and Tourist Parks DPA *(Ministerial)* Port Adelaide Centre DPA	11 December 2008] 26 February 2009	26 February 2009
Northern Lefevre Peninsula Industry and Open Space DPA *(Ministerial)* Section 29(3)(c)(i) Amendment	11 June 2009 11 June 2009	11 June 2009
Industry Zones Part One DPA Outdoor Advertisements DPA Section 29(2)(b)(i) Amendment	6 August 2009 13 August 2009 27 August 2009	27 August 2009
Section 27(5)(a) Amendment - Northern Lefevre Peninsula Industry and Open Space DPA Section 29(2)(b)(i) and Section 29(2)(b)(ii) Amendments	5 November 2009 5 November 2009	5 November 2009
Centres and Commercial Zones - Review of City-wide Policy and North East Road Boundaries and Environs DPA	20 May 2010	20 May 2010
Statewide Bulky Goods DPA *(Ministerial)* (Interim)	1 June 2010	8 July 2010
Mixed Use (Islington) Zone DPA *(Ministerial)* (Interim)	23 September 2010	23 September 2010
Statewide Bulky Goods DPA *(Ministerial)*	13 January 2011	18 August 2011
City Wide Commercial Zones DPA Mixed Use (Islington) Zone DPA	18 August 2011	18 August 2011
Regulated Treed DPA *(Ministerial)* (Interim)	17 November 2011	
Better Development Plan Conversion		

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

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

Introduction to the Development Plan

Welcome to the Development Plan for the City of Port Adelaide Enfield.

This introduction has been prepared by the Department of Planning and Local Government as guide to assist you in understanding this Development Plan.

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

A number of guides and additional information regarding South Australia's Planning and Development Assessment System are available via the website http://www.dplg.sa.gov.au or by contacting the Department of Planning and Local Government at 136 North Terrace, Adelaide, SA 5000.

Overview of the Planning System

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

- Legislation
- The Planning Strategy
- Development Plans.

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

The State Government's broad vision for sustainable land use and the built development of the state is outlined in the **Planning Strategy**. The relevant volume of the Planning Strategy for this Development Plan is The 30- Year Plan for Greater Adelaide (February 2010).

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

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

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What is Development?

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

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

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

How does the Development Plan relate to other legislation?

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

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

The *Development Act 1993* and *Development Regulations 2008* contain a number of provisions to ensure that development applications are referred to other government agencies when appropriate.

What doesn't a Development Plan do?

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

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

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

When do you use the Development Plan?

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

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

How to read the Development Plan

Development Plans are comprised of several sections as described below.

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

Development Plans use three text font colours:

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

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(b) Green text is used to identify additional council-specific policy or variables that have been included in the Development Plan to reflect local circumstances.

(c) Blue text illustrates hyperlinks to maps, overlays and tables in the Development Plan. These hyperlinks are operational only when viewing electronic versions of the Development Plan.

Development Plan Structure Overview

Advisory Section	Function
Table of Contents	Navigational aid to reference sections within the Development Plan by name and page number.
Amendment Record Table	Tabled information recording previously-authorised Development Plan amendments and their consolidation dates.
Introduction Overview of the Planning System What is Development? How does the Development Plan relate to other legislation? What doesn't a Development Plan do? When do you use the Development Plan? How to read the Development Plan?	A general overview of the context, purpose and way a Development Plan is set out (this section is advisory only and not used for development assessment purposes).
Strategic Setting State Strategic Setting *(Metro/Outer Metro/Regional Planning Strategy)* Council Strategic Setting *(Council Strategy)*	To be developed, but intended to reflect the relevant Planning Strategy (as it relates to the council area) and council's own local strategic investigations.
Council Preface Map	Map of the entire Development Plan boundary and its spatial relationship to other Development Plans' boundaries.

Assessment Section	Function
General Provisions Objectives Principles of Development Control	These policies apply across the whole council area and relate to a range of social, environmental, and economic development issues such as: ▪ site and design criteria ▪ access and vehicle parking requirements ▪ heritage and conservation measures ▪ environmental issues ▪ hazards ▪ infrastructure requirements ▪ land use specific requirements. They establish the development standards that apply to all forms of development and provide a yardstick against which the suitability of development proposals is measured. Many policies include a number of subclauses. All

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

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Assessment Section	Function
Council Index Maps	This is the first point of reference when determining the appropriate map(s) applying to a specific property. An enlargement index map may be included where needed, eg for large townships.
Extent Map Series	
Location Maps	Individual overlay and spatial-based maps (based on the Council Index Maps) originate from a single Location Map and 'drill down' through relevant extent maps affecting that location. *Note: the entire council area will always be represented as the first map in the extent map series and will commence as map 1*.
Overlay Maps	Used to show issue areas or features that run across a number of zones, and are spatially defined to a cadastre, for example: ▪ Transport ▪ Development Constraints ▪ Heritage ▪ Natural Resources. *Note: issues that are not spatially defined to a cadastre can appear in this section; however they will be presented as illustrative maps only*.
Zone Maps	Used to determine which zone applies to which land.
Policy Area Maps	Used to depict the presence and location of any applicable policy area.
Precinct Maps	Used to depict the presence and location of any applicable precincts.
Bushfire Maps *(where applicable)*	
Bushfire Protection Area BPA Maps - Bushfire Risk	Bushfire Protection Area - BPA Maps are used to determine the potential bushfire risk (high, medium or general), associated with an allotment located within an area prone to bushfires.
Concept Plan Maps	Concept Plans are used to depict graphically key features and conceptual layouts of how specific areas should be developed. Concept Plans appear at the end of the extent map series as a separate section. Concept Plans are consecutively numbered, commencing with number 1.

Further info

Contact the City of Port Adelaide Enfield.

Visit the Department of Planning and Local Government website: http://www.dplg.sa.gov.au.

Discuss your matter with your planning consultant.

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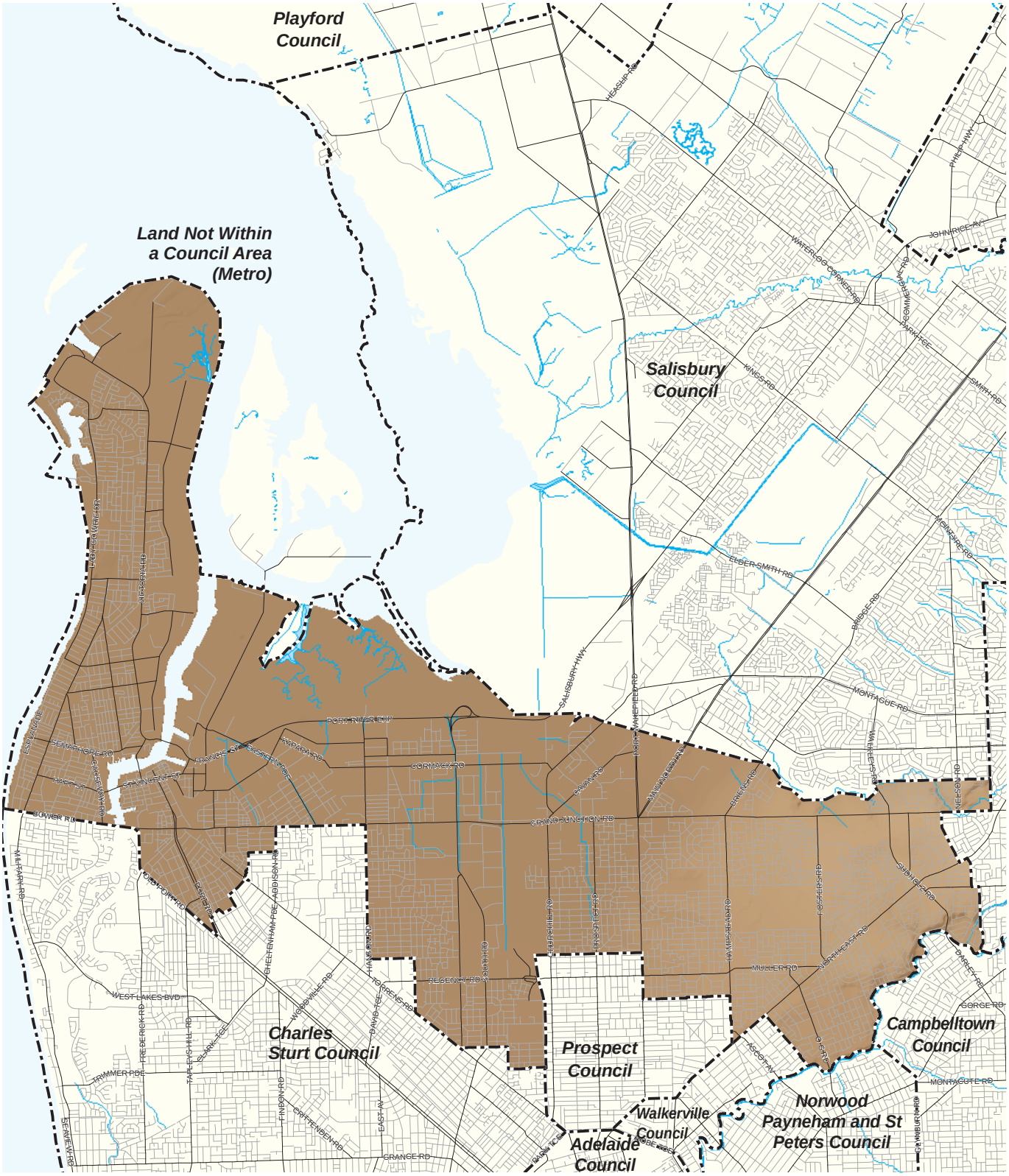

Playford Council
Land Not Within a Council Area (Metro)
Salisbury Council
Charles Sturt Council
Prospect Council
Walkerville Council
Adelaide Council
Norwood Payneham and St Peters Council
Campbelltown Council
PORT RIVER EXP
CORMACK RD
SALISBURY HWY
MONTAGUE RD
BOWER RD
GRAND JUNCTION RD
REGENCY RD
MULLER RD
GORGE RD
GRANGE RD
WEST LAKES BVD
TAPLEYS HILL RD
FREDERICK RD
CLARK TCE
ARMMER RDE
FINDON RD
CRITTENDEN RD
EAST AV
SEWELL RD
JOHNRIGLE AV
WATERLOO CORNER RD
KINGS RD
SMITH RD
ELDER SMITH RD
BRIDGE RD
MAIN NORTH RD
PORT WAKEFIELD RD
WILTSHIRE RD
KNIGHTS RD
PORTRUSH RD
HAWKER RD
PENFOLD RD
MAIN NORTH RD
PARKLEA RD
ASCOT AV
MONTACUTE RD
KENSINGTON RD
PAYNEHAM RD
WINDSOR TCE
PARK TCE
PARKSIDE RD
PARKSIDE RD
PARKSIDE RD

General Section

Advertisements

OBJECTIVES

1 Urban landscapes that are not disfigured by advertisements and/or advertising hoardings.

2 Advertisements and/or advertising hoardings that do not create a hazard.

3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

4 Outdoor advertising displays which are designed to provide clearly visible property and business identification without dominating the appearance of the site upon which it is located or the streetscape.

5 Outdoor advertising displays which are specifically designed to have an overall co-ordinated appearance with all other advertisements associated with the building or site.

PRINCIPLES OF DEVELOPMENT CONTROL

1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:

(a) consistent with the predominant character of the urban landscape

(b) in harmony with any buildings or sites of historic significance or heritage value in the area

(c) coordinated with and complement the architectural form and design of the building they are to be located on.

2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:

(a) clutter

(b) disorder

(c) untidiness of buildings and their surrounds.

3 Buildings occupied by a number of tenants should exhibit coordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.

4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.

5 Advertisements and/or advertising hoardings should:

(a) be completely contained within the boundaries of the subject allotment

(b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees

(c) not obscure views to vistas or objects of high amenity value

(d) have regard to design guidelines contained in *Table PAdE/1 - Advertisement Design Guidelines* and *Table PAdE/3 - Conservation Design Guidelines*.

6 Advertisements and/or advertising hoardings should not be erected on:

(a) a public footpath, road, median strip or traffic island, unless integrated with a:

(i) bus shelter or public telephone booth located on a primary or secondary arterial road as shown on *Overlay Maps - Transport*

(ii) canopy or veranda (excluding the veranda post)

(b) a tree or veranda post

(c) a vehicle adapted and exhibited primarily as an advertisement

(d) residential land, unless one or more of the following apply:

(i) erected to fulfil a statutory requirement or as a complying type of advertisement or advertising hoarding

(ii) associated with the residential use of the land.

7 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building, unless the advertisement or advertising hoarding is appropriately designed to form an integrated and complementary extension of the existing building.

8 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:

(a) have a minimum clearance of 2.5 metres over a footway to allow for safe and convenient pedestrian access

(b) where erected on the side of a veranda, not exceed the width of the veranda or project from the veranda

(c) where erected on the front of a veranda, not exceed the length of the veranda or project from the veranda

(d) where projecting from a wall, have the edge of the advertisement or advertising hoarding abutting the surface of the wall.

9 Advertisements should be designed to conceal their supporting advertising hoarding from view.

10 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.

11 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.

12 The following advertisements are appropriate subject to compliance with other relevant policies:

(a) flush wall advertisements below, at or above veranda level

(b) painted wall advertisements below, at or above veranda level

(c) fascia advertisements at veranda level

(d) free-standing advertisements

(e) advertisements integrated with a bus shelter or public telephone booth located on a primary or secondary arterial road as shown on *Overlay Maps - Transport*.

13 Third party advertisements related to messages or products that are not directly related to a lawful primary activity on the land on which the advertisement is being displayed should not be erected (except where integrated with a bus shelter or public telephone booth located on a primary or secondary arterial road as shown on *Overlay Maps - Transport*.

14 Car parking signage should be designed in accordance with *Australian Standard AS1742 - Manual of uniform traffic control devices*.

Safety

15 Advertisements and/or advertising hoardings should not create a hazard by:

(a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road

(b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals

(c) distracting drivers from the primary driving task at a location where the demands on driver concentration are high

(d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).

Free Standing Advertisements

16 Free standing advertisements and/or advertising hoardings should be:

(a) limited to only one primary advertisement per site or complex (except where a site has multiple road frontages, in which case, one freestanding advertising hoarding per road frontage is appropriate)

(b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.

17 Free standing advertisements and/or advertising hoardings for multiple-business tenancy complexes should:

(a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement

(b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.

18 Portable, easel or A-frame advertisements should be displayed only where:

(a) no other appropriate opportunity exists for an adequate coordinated and permanently erected advertisement and/or advertising hoarding

(b) they do not obstruct or compromise the safety of pedestrians or vehicle movement

(c) there is no unnecessary duplication or proliferation of advertising information

(d) there is no damage to, or removal of, any landscaping on the site.

19 Portable, easel or A-frame advertisements associated with a development should be displayed only during the hours the development is open for trading.

20 The face area of a freestanding advertisement (on each side of the advertisement) should be no greater than two times the maximum allowable height for advertisements as specified in the relevant zone or policy area.

Flags, Bunting, Streamers and Suspended Objects (including Blimps and Balloons)

21 Advertisements and/or advertising hoardings incorporating any flags, bunting, streamers, or suspended objects:

(a) should not be displayed in residential areas

(b) are inappropriate in all areas where they are likely to detrimentally affect the amenity of the locality.

22 Advertisements and/or advertising hoardings incorporating any flags, bunting, streamers, or suspended objects should not be erected unless they:

(a) comply with all other provisions

(b) are placed or arranged to complement and accord with the scale of the associated development

(c) are positioned lower than the building to which they are attached or related (other than in the case of flags).

Advertising along Arterial Roads

23 Advertisements and/or advertising hoardings should not be placed within road reserves along arterial roads that have a speed limit of 80 km/h or more.

Advertisements Integrated with Bus Shelters and Public Telephone Booths

24 A bus shelter or public telephone booth having an integrated advertisement should only be located on a primary or secondary arterial road as shown on *Overlay Maps - Transport*.

25 Advertisements integrated with a bus shelter or public telephone booth should not disturb amenity by way of light spill into surrounding land particularly where such land is put to residential use or some other kind of use that is potentially sensitive to light.

26 Advertisements integrated with bus shelters or public telephone booths should ensure motorist visibility of people using bus shelters or public telephone booths.

27 Materials capable of resisting damage and capable of being cleaned if vandalised should be used to contain advertising that is integrated with bus shelters or public telephone booths.

Animal Keeping

OBJECTIVES

1 Animals not kept at a density beyond the carrying capacity of the land or water.

2 Animal keeping development sited and designed to avoid adverse effects on surrounding development.

3 Intensive animal keeping protected from encroachment by incompatible development.

4 Ecological sustainable development of the aquaculture industry.

5 Marine aquaculture development in marine waters that ensures fair and equitable sharing of marine and coastal resources and minimises conflict with water-based and land-based uses.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Animal keeping and associated activities should not create adverse impacts on the environment or the amenity of the locality.

2 Storage facilities for manure, used litter and other wastes should be designed and sited:

(a) to be vermin proof

(b) with an impervious base

(c) to ensure that all clean rainfall runoff is excluded from the storage area

(d) outside the 1-in-100 year average return interval flood event area.

Horse Keeping

3 Stables, horse shelters or associated yards should be sited:

(a) at least 50 metres from a watercourse

(b) on land with a slope no greater than 1-in-10.

4 A concrete drainage apron should be provided along the front of stables directing water from wash-down areas onto a suitably vegetated area that can absorb all the water, or into a constructed drainage pit.

5 Stables, horse shelters or associated yards should be sited at least 30 metres from any dwelling on the site and from the nearest allotment boundary to avoid adverse impacts from dust, erosion and odour.

6 All areas accessible to horses should be separated from septic tank drainage areas.

Intensive Animal Keeping

7 Intensive animal keeping operations and their associated components, including holding yards, temporary feeding areas, movement lanes and similar, should not be located on land within any of the following areas:

(a) 800 metres of a public water supply reservoir

(b) the 1-in-100 year average return interval flood event area of any watercourse

(c) 200 metres of a major watercourse (third order or higher stream)

(d) 100 metres of any other watercourse, bore or well used for domestic or stock water supplies

(e) 2000 metres of a defined and zoned township, settlement or urban area (except for land based aquaculture)

(f) 500 metres of a dwelling (except for a dwelling directly associated with the intensive animal keeping facility).

8 Intensive animal keeping operations in uncovered situations should incorporate:

(a) a controlled drainage system which:

(i) diverts runoff from external areas

(ii) directs surface runoff into an effluent management system that has sufficient capacity to hold run off from the controlled drainage area

(b) pen floors which:

(i) ensure that effluent does not infiltrate and contaminate groundwater or soil

(ii) are graded to a consistent uniform slope of between 2 per cent and 6 per cent

(c) effluent drainage into an effluent lagoon(s) that has sufficient capacity to hold runoff from the controlled drainage area.

9 Intensive animal keeping facilities and associated wastewater lagoons and liquid/solid waste disposal areas should be sited, designed, constructed and managed to avoid adverse odour impacts on nearby sensitive land uses.

Kennels

10 The floor of kennels should be constructed of concrete or similar impervious material and be designed to allow for adequate drainage when kennels are cleaned.

11 Kennels and exercise yards should be designed and sited to minimise noise nuisance to neighbours through:

(a) orienting their openings away from sensitive land uses such as dwellings

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

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

Land Based Aquaculture

13 Land-based aquaculture and associated components should not be located on land within 500 metres of an urban area.

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

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

(b) prevent pond leakage that would pollute groundwater

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

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

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

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

Marine Based Aquaculture

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

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

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

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

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

(e) occur in areas which will not contaminate the product for human consumption

(f) occur at a suitable distance from pollution sources including urban and residential areas, established shack areas, industrial development, stormwater or other drainage outlets, sewage treatment facilities and outfall

(g) avoid damage to sensitive ecological areas, creeks, estuaries, wetlands and significant seagrass and mangrove communities

(h) avoid the risk of pollution to and from external sources including any accidental discharge of pollutants

(i) 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)

(j) avoid adverse impacts to wildlife (marine and terrestrial plants, birds and animals), and on breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species

(k) to facilitate relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows

(l) at a suitable distance from any tidal creek to ensure that adverse impacts are minimised

(m) of a sufficient standard of construction to ensure that structures can withstand normal marine conditions.

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

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

(a) areas of high public use

(b) areas established for recreational activities

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

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

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

21 Marine aquaculture should be developed in areas where an adequate water current exists to disperse sediments and be sited a sufficient height above the sea floor to:

(a) prevent the fouling of waters, publicly owned wetlands or the nearby coastline

(b) minimise seabed damage.

22 Racks, floats and other farm structures associated with marine aquaculture or other offshore development should, where practicable, be visually unobtrusive from the shoreline.

23 Marine aquaculture development should:

(a) use feed hoppers that are painted in subdued colours and suspended as low as possible above the water

(b) position structures to protrude the minimum distance practicable above water

(c) avoid the use of shelters and structures above cages and platforms

(d) be constructed of non-reflective materials.

24 Marine aquaculture should be developed to maintain existing rights of way within or adjacent to a site.

25 Marine aquaculture access, launching and maintenance facilities should:

(a) where possible, use existing and established roads, tracks, ramps and paths to or from the sea

(b) be developed cooperatively and co-located.

26 Marine aquaculture and other offshore development should be located at least:

(a) 550 metres from a proclaimed shipwreck

(b) 1000 metres seaward from the boundary of any reserve under the *National Parks and Wildlife Act 1972*, unless a lesser distance is agreed with the Minister responsible for that *Act*.

27 Marine aquaculture development should be located so as not to obstruct nor interfere with navigation channels, access channels, frequently used natural launching sites, safe anchorage areas, known diving areas, commercial shipping lanes or activities associated with existing jetties and wharves.

28 Marine aquaculture development should contribute to navigational safety by being:

(a) suitably marked for navigational purposes

(b) sited to allow an adequate distance between farms for safe navigation

(c) located at least 250 metres from a commercial shipping lane

(d) comprised of structures that are secured and/or weighted to prevent drifting

(e) able to be rehabilitated when no longer operational.

Building near Airfields

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 The height and location of buildings and structures should not adversely affect the long-term operational, safety and commercial aviation requirements of airfields.

2 Buildings and structures that exceed the airport building heights as shown on the *Overlay Maps - Development Constraints* should not be developed unless a safety analysis determines that the building/structure does not pose a hazard to aircraft operations.

3 Development in the vicinity of airfields should not create a risk to public safety, in particular through any of the following:

(a) lighting glare

(b) smoke

(c) air turbulence

(d) storage of flammable liquids

(e) attraction of birds

(f) materials that affect aircraft navigational aids.

4 Lighting within 6 kilometres of an airport should be designed so that it does not pose a hazard to aircraft operations.

5 Development that is likely to increase the attraction of birds should not be located within 3 kilometres of an airport used by commercial aircraft. If located closer than 3 kilometres the facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft.

6 Dwellings should not be located within areas affected by airport noise.

7 Development within areas affected by aircraft noise should be consistent with *Australian Standard AS2021 - Acoustics - Aircraft noise intrusion - Building siting and construction*.

Bulk Handling and Storage Facilities

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 Facilities for the handling, storage and dispatch of commodities in bulk should be:

(a) located in bulk handling or industry type zones

(b) sited, designed and operated to minimise risks of contamination to the environment and adverse impacts on nearby sensitive land uses and from surrounding land uses.

2 Development of facilities for the handling, transportation and storage of bulk commodities should have:

(a) areas set aside on the site of the development for the marshalling and manoeuvring of vehicles attending the site

(b) roadways and parking areas surfaced in a manner sufficient to control dust emissions from the site

(c) vehicle circulation between activity areas contained within the site and without the need to use public roads

(d) landscaping, using locally indigenous plant species wherever practical, established within the site for the purpose of providing shade and shelter, and to assist with screening and dust filtration

(e) a buffer area for the establishment of dense landscaping adjacent road frontages

(f) security fencing around the perimeter of the site.

3 Temporary bunkers for storage should not compromise the efficient circulation and parking of vehicles within the site.

4 Access to and from the site should be designed to allow simultaneous movement of vehicles entering and exiting in a forward direction to minimise interference to other traffic using adjacent public roads.

Centres and Retail Development

OBJECTIVES

1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centre zones and the **Mixed Use (Islington) Zone**.

2 Centre development that ensures rational, economic and convenient provision of goods and services and provides:

(a) a focus for community life

(b) safe, permeable, pleasant and accessible walking and cycling networks.

3 The provision of a safe pedestrian environment within centre development, which gives high priority to pedestrians, public and community transport.

4 Increased vitality and activity through the introduction and integration of housing, in suitable centre locations.

5 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.

6 The hierarchy of centres within the area of metropolitan Adelaide is as follows:

- Central Business District of the City of Adelaide
- Regional Centre
- District Centre
- Neighbourhood Centre
- Local Centre.

7 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of metropolitan Adelaide and the State.

8 Centre and retail development of a size and type that will not demonstrably impede the current and future commercial viability of a centre zone.

9 Retail development having regard to:

(a) its location and operational compatibility with adjoining and/or surrounding land uses 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.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development within centres should:

(a) integrate facilities within the centre

(b) allow for the multiple use of facilities and the sharing of utility spaces

(c) allow for the staging of development within the centre

(d) be integrated with public and community transport

(e) be of a scale and nature consistent with their location and role within the centre hierarchy

(f) have regard to the needs for any future expansion of the centre

(g) be attractive, with a unified design of buildings that produce a close relationship between land uses

(h) comprise of materials compatible with the natural features of the site and adjacent buildings

(i) facilitate acceptable micro-climatic conditions and degree of exposure in designing and orienting buildings and car parking areas, and locating landscaping within and on the periphery of the centre.

2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.

3 Development within centres should provide:

(a) public spaces such as malls, plazas and courtyards

(b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character

(c) unobtrusive facilities for the storage and removal of waste materials

(d) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards

(e) access for public and community transport and sheltered waiting areas for passengers

(f) lighting for pedestrian paths, buildings and associated areas

(g) a single landscaping theme

(h) safe and secure bicycle parking.

4 A single architectural theme should be established within centres through:

(a) constructing additions or other buildings in a style complementary to the existing shopping complex

(b) renovating the existing shopping complex to complement new additions and other buildings within the centre

(c) employing a signage theme.

5 The design of undercroft or semi-basement car parking areas should not detract from the visual quality and amenity of adjacent pedestrian paths, streets or public spaces.

6 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.

7 Development within centres should be designed to incorporate a diversity of uses to promote safety and security by:

(a) encouraging the use of outdoor areas such as public plazas

(b) provision of areas to accommodate street vendors and entertainers

(c) provision for ground-level after-hours uses such as cafés located on key pedestrian routes through centres and at the edge of centres

(d) encourage after hours commercial uses including restaurants and theatres at street level with glass openings facing on to pedestrian routes

(e) designing footpaths to allow free movement and a range of footpath activities including outdoor cafés, seating, street vendors and entertainers

(f) ensuring that congregation areas are adequately lit and located in areas which may be easily monitored

(g) provision of defined activity areas for groups who may otherwise be alienated by the centre including youth and the elderly

(h) provision of service areas which can be locked or fenced after hours when not in use.

8 Outdoor dining should:

(a) be located outside the associated premises

(b) provide sufficient setbacks, such as from kerbs and property boundaries, and clearances, such as from buildings

(c) be located in an area safe for patrons where the security of the building is not compromised

(d) ensure the dining area is set back from the building line at street intersections

(e) ensure unimpeded pedestrian flow through free and uninterrupted pedestrian paths

(f) ensure wheelchair access to pedestrian ramps is not compromised.

9 Structures associated with outdoor dining should:

(a) be of high quality design and form an integral part of the streetscape

(b) not restrict public access

(c) not detract or restrict views of significant sightlines, buildings and landmarks.

Arterial Roads

10 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.

11 Centre development straddling an arterial road should:

(a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection

(b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

12 Development should not generate pedestrian or vehicular traffic onto or across an arterial road in such a way as to substantially impair the movement of traffic on that road or to cause safety hazards.

Retail Development

13 A shop or group of shops should be located:

(a) within a centre zone or **Mixed Use (Islington) Zone** if having a gross leasable area of 250 square metres or greater

(b) within any centre zone, the **Mixed Use (Islington) Zone** or the **Commercial Zone** where it is in the form of a bulky goods outlet.

14 A shop or group of shops located outside of a designated centre zone or the **Mixed Use (Islington) Zone** should:

(a) be of a size and type that will not hinder the development, function or viability of any designated centre

(b) not demonstrably impede the current and future commercial viability of any designated centre

(c) be developed taking into consideration its effect on adjacent development.

15 Bulky goods outlets located within centre zones or the **Mixed Use (Islington) Zone** should:

(a) complement the overall provision of facilities

(b) be sited towards the periphery of those centres.

16 Service trade premises should primarily be located in the **Commercial Zone** and **Mixed Use (Islington) Zone**.

17 Pick-up areas should be provided to avoid the necessity for customers to carry large items to vehicles.

Residential Development within Centres

18 Residential development located within centres should have access and parking areas separate from the access and car parking areas serving the other centre facilities.

Coastal Areas

OBJECTIVES

1 The protection and enhancement of the natural coastal environment, including environmentally important features of coastal areas such as mangroves, wetlands, sand dunes, cliff-tops, native vegetation, wildlife habitat shore and estuarine areas.

2 Protection of the physical and economic resources of the coast and port activities from inappropriate development.

3 Preservation of areas of high landscape and amenity value including stands of vegetation, shores, exposed cliffs, headlands, islands and hill tops, and areas which form an attractive background to urban and tourist areas.

4 Development that maintains and/or enhances public access to coastal areas with minimal impact on the environment and amenity.

5 Development only undertaken on land which is not subject to or that can be protected from coastal hazards including inundation by storm tides or combined storm tides and stormwater, coastal erosion or sand drift, and probable sea level rise.

6 Development that can accommodate anticipated changes in sea level due to natural subsidence and probable climate change during the first 100 years of the development.

7 Development which will not require, now or in the future, public expenditure on protection of the development or the environment.

8 Management of development in coastal areas to sustain or enhance the remaining natural coastal environment.

9 Low intensity recreational uses located where environmental impacts on the coast will be minimal.

PRINCIPLES OF DEVELOPMENT CONTROL

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

Environmental Protection

2 The coast should be protected from development, including measures for flood, erosion and wave protection that would adversely affect the marine and onshore coastal environment, whether by pollution, erosion, damage or depletion of physical or biological resources, interference with natural coastal processes or any other means.

3 Development should not be located in delicate or environmentally-sensitive coastal features such as sand dunes, cliff-tops, wetlands or substantially intact strata of native vegetation.

4 Development should not be undertaken where it will create or aggravate coastal erosion, or where it will require coast protection works which cause or aggravate coastal erosion.

5 Development should be designed so that solid/fluid wastes and stormwater runoff is disposed of in a manner that will not cause pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.

6 Effluent disposal systems incorporating soakage trenches or similar should prevent effluent migration onto the inter-tidal zone and be sited at least 100 metres from whichever of the following requires the greater distance:

(a) the mean high-water mark at spring tide, adjusted for any subsidence for the first 50 years of development plus a sea level rise of 1 metre

(b) the nearest boundary of any erosion buffer determined in accordance with the relevant provisions in this Development Plan.

7 Development that proposes to include or create confined coastal waters, as well as water subject to the ebb and flow of the tide should be designed to ensure the quality of such waters is maintained at an acceptable level.

8 Development should be designed and sited so that it does not prevent natural landform and ecological adjustment to changing climatic conditions and sea levels and should allow for the following:

(a) the unrestricted landward migration of coastal wetlands

(b) new areas to be colonised by mangroves, samphire and wetland species

(c) sand dune drift

(d) where appropriate, the removal of embankments that interfere with the abovementioned processes.

Maintenance of Public Access

9 Development should maintain or enhance public access to and along the foreshore except where operational requirements at ports render this inappropriate.

10 Development should provide for a public thoroughfare between the development and any coastal reserve.

11 Other than small-scale infill development in a predominantly urban zone or any development associated with the operation of ports, or any development within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49**, development adjacent to the coast should not be undertaken unless it incorporates an existing or proposed public reserve, not including a road or erosion buffer, of at least 50 metres width between the development and the landward toe of the frontal dune or the top edge of an escarpment.

12 If an existing reserve is less than 50 metres wide, the development should incorporate an appropriate width of reserve to achieve a total 50 metres wide reserve.

13 Other than within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49 or** where otherwise specified in a particular zone or policy area, buildings on land abutting coastal reserves should be set back either a distance of 8 metres from any boundary with the reserve or in line with adjacent development, whichever is the greater distance.

14 Development that abuts or includes a coastal reserve should be sited and designed to be compatible with the purpose, management and amenity of the reserve, as well as to prevent inappropriate access to the reserve and illegal incorporation of reserve land into private land.

15 Development, including marinas and aquaculture, should be located and designed to ensure convenient public access along the waterfront to beaches and coastal reserves is maintained, and where possible enhanced through the provision of one or more of the following:

(a) pedestrian pathways and recreation trails

(b) coastal reserves and lookouts

(c) recreational use of the water and waterfront

(d) safe public boating facilities at selected locations

(e) vehicular access to points near beaches and points of interest

(f) car parking.

16 Where a development such as a marina creates new areas of waterfront, provision should be made for public access to, and recreational use of, the waterfront and the water.

17 Public access through sensitive coastal landforms, particularly sand dunes, wetlands and cliff faces, should be restricted to defined pedestrian paths constructed to minimise adverse environmental impact.

18 Access roads to the coast and lookouts should preferably be spur roads rather than through routes, other than tourist routes where they:

(a) do not detract from the amenity or the environment

(b) are designed for slow moving traffic

(c) provide adequate car parking.

19 Development should enhance public access to the beach and foreshore through the provision of bicycle facilities. Bicycle traffic should be encouraged by providing access through road closures and using contraflow lanes where appropriate on one way streets.

Hazard Risk Minimisation

20 Development and its site should be protected against the standard sea-flood risk level which is defined as the 1-in-100 year average return interval flood extreme sea level (tide, stormwater and associated wave effects combined), plus an allowance to accommodate land subsidence until the year 2100.

21 Development including associated roads and parking areas, other than minor structures unlikely to be adversely affected by flooding, should be protected from sea level rise by ensuring all of the following apply:

(a) site levels are at least 0.3 metres above the standard sea-flood risk level

(b) building floor levels are at least 0.55 metres above the standard sea-flood risk level

(c) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100 at the site.

22 Buildings to be sited over tidal water or which are not capable of being raised or protected by flood protection measures in future, should have a floor level of at least 1.25 metres above the standard sea-flood risk level.

23 Development that requires protection measures against coastal erosion, sea or stormwater flooding, sand drift or the management of other coastal processes at the time of development, or in the future, should only be undertaken if all of the following apply:

(a) the measures themselves will not have an adverse effect on coastal ecology, processes, conservation, public access and amenity

(b) the measures do not nor will not require community resources, including land, to be committed

(c) the risk of failure of measures such as sand management, levee banks, flood gates, valves or stormwater pumping, is acceptable relative to the potential hazard resulting from their failure

(d) binding agreements are in place to cover future construction, operation, maintenance and management of the protection measures.

24 Development should not compromise the structural integrity of any sea wall or levee bank adjacent to the foreshore, or compromise its capacity to protect against coastal flooding and erosion.

Erosion Buffers

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

(a) the development incorporates appropriate private coastal protection measures to protect the development and public reserve from the anticipated erosion

(b) the council is committed to protecting the public reserve and development from the anticipated coastal erosion.

26 Where a coastal reserve exists or is to be provided it should be increased in width by the amount of any required erosion buffer. The width of an erosion buffer should be based on the following:

(a) the susceptibility of the coast to erosion

(b) local coastal processes

(c) the effect of severe storm events

(d) the effect of a 0.3 metres sea level rise over the next 50 years on coastal processes and storms

(e) the availability of practical measures to protect the development from erosion caused by a further sea level rise of 0.7 metres per 50 years thereafter.

27 Other than within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49**, development should not occur where essential services cannot be economically provided and maintained having regard to flood risk and sea level rise, or where emergency vehicle access would be prevented by a 1-in-100 year average return interval flood event, adjusted for 100 years of sea level rise.

Land Division

28 Land in coastal areas should only be divided if:

(a) it or the subsequent development and use of the land will not adversely affect the management of the land, adjoining land or the coast

(b) sand dunes, wetlands and substantially intact strata of native vegetation are maintained or consolidated within single allotments.

29 Land division in coastal areas outside of designated urban or settlement zones should not increase either of the following:

(a) the number of allotments abutting the coast or a reserve

(b) the number of allotments, including community title allotments and those that incorporate rights of way, with direct access to the coast or a reserve.

30 Land should not be divided for commercial, industrial or residential purposes unless a layout can be achieved whereby roads, parking areas and development sites on each allotment are at least 0.3 metres above the standard sea-flood risk level, unless the land is, or can be provided with appropriate coastal protection measures.

Protection of Economic Resources

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

Development in Appropriate Locations

32 Development along the coast should be in the form of infill in existing developed areas or concentrated into appropriately chosen nodes and not be in a scattered or linear form.

33 Development of a kind or scale (eg commercial or large-scale retail) that does not require a coastal location and would not significantly contribute to the community's enjoyment of the coast should not be located in coastal areas.

34 Formal recreational, tourist, marina and similar developments should be in nodes, appropriately located and spaced along the coast.

Community Facilities

OBJECTIVES

1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.

2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.

2 Community facilities should be integrated in their design to promote efficient land use.

3 Design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time.

4 Community facilities should be located in association with centre and retail development and/or educational establishments.

Crime Prevention

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.

2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.

3 Development should provide a robust environment that is resistant to vandalism and graffiti by utilisation of:

(a) materials that withstand normal hard use

(b) standard-sized panels, light globes, panes and fittings to facilitate speedy replacement

(c) materials which discourage vandalism and graffiti and avoiding materials susceptible to wilful damage such as:

(i) soft-textured wall finishes which can be easily scratched or damaged

(ii) large, long areas of light-coloured wall finishes susceptible to graffiti

(iii) glass (especially full-length glass) in vulnerable positions, particularly along much used public access routes

(iv) tiles or glass below the height of ground-level window sills

(v) external copper and lead piping which are vulnerable to theft

(vi) flimsy panelling, painted metals, wood posts or fences in public spaces

(vii) loose pebbles or rocks in landscaping which could be used as missiles

(d) colour schemes that limit the impact of graffiti or break up large expanses of blank wall, or incorporate vines to cover bare walls.

4 Development should provide lighting in frequently used open spaces, pedestrian areas and other vulnerable parts of centres and residential areas including those:

(a) along dedicated cyclist and pedestrian pathways, laneways and access routes

(b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.

5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

6 Landscaping should be used to assist in discouraging crime by:

(a) screen planting areas susceptible to vandalism

(b) planting trees or ground covers, rather than shrubs, alongside footpaths

(c) planting vegetation other than ground covers a minimum distance of 2 metres from footpaths to reduce concealment opportunities.

7 Site planning, buildings, fences, landscaping, changes of levels, directional signage and other features should clearly differentiate public, communal and private areas.

8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.

9 Public toilets should be located, sited and designed:

(a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)

(b) near public and community transport links and pedestrian and cyclist networks to maximise visibility

(c) to avoid features which legitimise loitering, such as seating or public telephones in close proximity

(d) using vandal proof lighting on the toilet buildings and nearby.

10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

11 Public areas should be provided with sufficient lighting to ensure the safe and secure movement of people and vehicles in accordance with *Australian Standard AS 1158 - Lighting for roads and public spaces* and *Australian Standard AS 4282 - Control of the obtrusive effects of outdoor lighting*.

12 Development should provide adequate lighting in public areas through the provision of:

(a) graded lighting that reduces the contrast between the lit and surrounding area, enabling people to see outside the lit area

(b) consistent lighting to reduce contrast between shadows and illuminated areas

(c) vandal-resistant lights

(d) lighting which is easy to maintain

(e) the identification of ‘safe routes’ with adequate and appropriate lighting which focuses pedestrian activity after dark

(f) street lights that illuminate pedestrian routes, possible concealment areas and the road pavement, while avoiding light spill into the windows of adjacent housing

(g) lighting that is not obstructed by the mature height of landscaping and other potential impediments.

13 Development should be designed so that adequate lines of sight are maintained by:

(a) avoiding blind corners or sudden changes of grade especially on pathways, stairs or in corridors where movement can be predicted

(b) ensuring that barriers along pathways such as landscaping, fences and walls are visually permeable where possible to limit concealment opportunities

(c) installing convex security mirrors in spaces or paths where lines of sight are impeded to enable users to identify what is ahead.

14 Development that restricts pedestrian movement to a defined path, such as pedestrian overpasses and underpasses, should where possible, be avoided and replaced with safe and appropriately designed level crossings. Where they cannot be avoided they should be designed to incorporate:

(a) full-length stainless steel mirrors located in the corners of pedestrian tunnels to preserve lines of sight

(b) adequate and appropriate lighting in tunnels or underpasses for night-time hours

(c) opportunities for escape, communication or help when in danger through comprehensive and legible signage.

15 Development should be designed to maximise surveillance in frequently used open space, along pedestrian routes, in centres and residential areas by:

(a) orientating the fronts and entrances of buildings towards the public street

(b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas

(c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance

(d) arranging living areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks

(e) ensuring that parks and public space are designed to:

(i) be bound by roads on at least two frontages

(ii) be overlooked by development which may provide surveillance

(f) maximising the opportunity for people to be observed in foyers of buildings by providing direct access from the street and by placing windows to ensure that the area can be observed before entering

(g) ensuring that approaches to entrances are open and sited so as to maximise opportunities for observing people entering or exiting a site

(h) optimizing natural surveillance of an entrance, where possible, by existing users.

16 Developments should be designed to promote the legibility of the environment through:

(a) improving the potential for users to find their way within developments by:

(i) ensuring that developments have a limited number of entrances and exits which are adequately lit, sign posted and free from obscuring landscaping

(ii) locating main entrances and exits into buildings at the front of a site and in view of the street

(iii) ensuring that development provides a secondary entrance or exit which has a direct relationship and link with car parking areas

(iv) defining 'safe routes' which are easily identifiable and incorporate adequate lighting, surveillance and lines of sight

(v) providing physical and visual links that integrate and connect all parts of the site

(b) the provision of directional devices that promote legibility including:

(i) maps and signs that are located at key entry points on to 'safe routes', and are adequately lit so that they become the focus for pedestrian activity and vehicular movement after dark

(ii) maps that are robust, graffiti resistant and, where necessary, readable from vehicles

(iii) signage, landmarks or visual symbols which indicate the entrances to and from the site especially from main roads

(iv) street names and building identifiers that are clearly marked using reflective material, with numbers located on a kerb, a letter box, or via signage that is maintained free from foliage and other obstructions. Where appropriate, these should be visible day and night with sign posts located at the eye level of car drivers.

Design and Appearance

OBJECTIVES

1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

3 The amenity of localities not impaired by the appearance of land, buildings and objects.

PRINCIPLES OF DEVELOPMENT CONTROL

1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.

2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.

3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:

(a) articulation

(b) colour and detailing

(c) small vertical and horizontal components

(d) design and placing of windows

(e) variations to facades.

4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:

(a) the visual impact of the building as viewed from adjoining properties

(b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.

5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.

6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.

7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.

8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.

9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

10 Development should provide clearly recognisable links to adjoining areas and facilities.

11 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.

12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main facade faces the primary street frontage of the land on which they are situated.

13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.

14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.

15 Outdoor lighting should not result in light spillage on adjacent land.

16 Balconies should:

(a) be integrated with the overall architectural form and detail of the building

(b) be sited to face predominantly north, east or west to provide solar access

(c) have a minimum area of 2 square metres.

17 Services on roofs should be designed and integrated into the structure and design of the building where possible, whilst satisfying the "*Guidelines for Separation Distances*" published under the *Environment Protection Act 1993*.

18 Outdoor storage areas and services structures including fire services, pipes, flues, cooling or heating plant or appliances should be screened from public view by landscaping or a fence or enclosure in pre-coloured sheet metal or of materials matching those of the main buildings or by an appropriate combination of solid fencing and landscaping.

Building Setbacks from Road Boundaries

19 The setback of buildings from public roads should:

(a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality

(b) contribute positively to the streetscape character of the locality

(c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.

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

21 Development, including required car parking and landscaping, likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

Petrol Filling Stations

22 Petrol filling stations should:

(a) have a frontage to a public road of not less than 30 metres

(b) not be developed within 60 metres of an intersection or junction affecting a controlled access road

(c) provide driveway crossovers:

(i) at no more than two crossovers per road frontage

(ii) that are sited at least 9 metres away from other vehicular access points on the site

(iii) with a maximum width along the kerb of 9 metres

(iv) that have an angle between the centreline of the crossing and the road alignment of at least 60 degrees

(d) provide a kerb or barrier, or both, along the allotment boundary to prevent vehicles leaving or entering the site except by the vehicular crossings

(e) provide a hard paved surface to driveways, service and car parking areas.

Energy Efficiency

OBJECTIVES

1 Development designed and sited to conserve energy, and minimise waste.

2 Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should provide for efficient solar access to buildings and open space all year around.

2 Buildings should be sited and designed:

(a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings

(b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

On-site Energy Generation

3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:

(a) taking into account overshadowing from neighbouring buildings

(b) designing roof orientation and pitches to maximise exposure to direct sunlight.

4 Public infrastructure, including lighting and telephones, should be designed to generate and use renewable energy.

Hazards

OBJECTIVES

1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.

2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.

3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.

4 Development located and designed to minimise the risks to safety and property from flooding.

5 Development located to minimise the threat and impact of bushfires on life and property.

6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.

7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulfate soils.

8 Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.

9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.

2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.

3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

Flooding

4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.

5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:

(a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event

(b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.

6 Development, including earthworks associated with development, should not do any of the following:

(a) impede the flow of floodwaters through the land or other surrounding land

(b) increase the potential hazard risk to public safety of persons during a flood event

(c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood

(d) cause any adverse effect on the floodway function

(e) increase the risk of flooding of other land

(f) obstruct a watercourse.

7 Poorly-drained land should be raised at least 1.3 metres above the highest winter watertable before development takes place.

8 Where flood protection measures are provided (e.g. levees or pumping stations) they should be designed such that building sites are not lower than the estimated water level for rainfall or storm tide events, or a combination of these, with an annual probability exceedance of 1 per cent plus 0.3 metre allowance for sea level rise. Floor levels and sills around underground parking cellars or the like should be at least 0.25 metres above this minimum land level.

9 Where flood protection measures are not provided for development situated on low-lying land, building sites and development should be at least 0.25 metres above the minimum flood level.

Bushfire

10 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:

(a) vegetation cover comprising trees and/or shrubs

(b) poor access

(c) rugged terrain

(d) inability to provide an adequate building protection zone

(e) inability to provide an adequate supply of water for fire-fighting purposes.

11 Buildings and structures should be designed and configured to reduce the impact of bushfire through designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.

12 Extensions to existing buildings, outbuildings and other ancillary structures should be sited and constructed using materials to minimise the threat of fire spread to habitable buildings in the event of bushfire.

13 Buildings and structures should be designed and configured to reduce the impact of bushfire through using 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.

14 Land division should be designed to:

(a) minimise the danger to residents, other occupants of buildings and fire fighting personnel

(b) minimise the extent of damage to buildings and other property during a bushfire

(c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire

(d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.

15 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to facilitate safe and effective operational use for fire-fighting, other emergency vehicles and residents.

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

Salinity

17 Development should not increase the potential for, or result in an increase in, soil and water salinity.

18 Preservation, maintenance and restoration of locally indigenous plant species should be encouraged in areas affected by dry land salinity.

19 Irrigated horticulture and pasture should not increase groundwater-induced salinity.

Acid Sulfate Soils

20 Development and activities, including excavation and filling of land, that may lead to the disturbance of potential or actual acid sulfate should be avoided unless such disturbances are managed in a way that effectively avoids the potential for harm or damage to any of the following:

(a) the marine and estuarine environment

(b) natural water bodies and wetlands

(c) agricultural or aquaculture activities

(d) buildings, structures and infrastructure

(e) public health.

21 Development, including primary production, aquaculture activities and infrastructure, should not proceed unless it can be demonstrated that the risk of releasing acid water resulting from the disturbance of acid sulfate soils is minimal.

22 Development, including excavation and filling of land, that may lead to the disturbance of acid sulfate soils should be managed in a way that minimises the potential for harm to the marine, estuarine and coastal environment, public health or damage to buildings, structures or infrastructure.

Site Contamination

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

24 Site contamination should be assessed to determine the potential impacts of past industrial activities and landfill practices on the proposed development potential of the land and should be conducted in accordance with *Australian Standard AS 4482 Guide to the Investigation and sampling of sites with potentially contaminated soil*.

Containment of Chemical and Hazardous Materials

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

26 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:

(a) discharge of polluted water from the site

(b) contamination of land

(c) airborne migration of pollutants

(d) potential interface impacts with sensitive land uses.

27 Water contaminated due to chemicals and materials storage should be contained within a bund, and disposed of to the sewer subject to the approval of SA Water or transported by an authorised carrier and disposed of at an approved waste depot.

28 Material likely to contaminate water or soils should be stored within a bunded compound/storage area which:

(a) is designed and constructed to enable sufficient cleaning

(b) incorporates appropriate signage to indicate the chemical types held within the storage area

(c) is designed and located to be secured from public access

(d) has sufficient capacity

(e) incorporates walls and floors which are of impervious construction to retain the materials being stored

(f) incorporates a waste retaining sump, holding tank or pumping sump either within or draining the bunded compound/area and of sufficient size to contain any spills and wash down material.

29 Bunding or containment facilities should:

(a) have adequate capacity to contain spills of stored materials

(b) have walls and floors of impervious construction to retain the materials being stored

(c) include a waste retaining sump, holding tank or pumping sump that is capable of containing any spills or materials

(d) provide adequate access for the removal of waste or spilt materials

(e) be protected and secured from public access and identified through appropriate signage.

Landslip

30 Land identified as being at risk from landslip should not be developed.

31 Development, including associated cut and fill activities, should not lead to an increased danger from land surface instability or to the potential of landslip occurring on the site or on surrounding land.

32 Development on steep slopes should promote the retention and replanting of vegetation as a means of stabilising and reducing the possibility of surface movement or disturbance.

33 Development in areas susceptible to landslip should:

(a) incorporate split level designs to minimise cutting into the slope

(b) ensure that cut and fill and heights of faces are minimised

(c) ensure cut and fill is supported with engineered retaining walls or are battered to appropriate grades

(d) control any erosion that will increase the gradient of the slope and decrease stability

(e) ensure the siting and operation of an effluent drainage field does not contribute to landslip

(f) provide drainage measures to ensure surface stability is not compromised

(g) ensure natural drainage lines are not obstructed.

Heritage Places

OBJECTIVES

1 The conservation of State and Local Heritage Places.

2 The continued use, or adaptive re-use of State and Local Heritage Places that supports the conservation of their cultural significance.

3 Conservation of the setting of State and Local Heritage Places.

PRINCIPLES OF DEVELOPMENT CONTROL

1 A heritage place spatially located on *Overlay Maps - Heritage* and more specifically identified in *Table PAdE/9 - State Heritage Places or in Table PAdE/8 - Local Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993,* should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:

(a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the places identified in the *Table(s)*

(b) the structural condition of the place represents an unacceptable risk to public or private safety.

2 Development of a State or Local Heritage Place should retain those elements contributing to its heritage value, which may include (but not be limited to):

(a) principal elevations

(b) important vistas and views to and from the place

(c) setting and setbacks

(d) building materials

(e) outbuildings and walls

(f) trees and other landscaping elements

(g) access conditions (driveway form/width/material)

(h) architectural treatments

(i) the use of the place.

3 Development of a State or Local Heritage Place should be compatible with the heritage value of the place.

4 Original unpainted plaster, brickwork, stonework, or other masonry of existing State or Local Heritage Places should be preserved, unpainted.

5 New buildings should not be placed or erected between the front street boundary and the facade of existing State or Local Heritage Places.

6 Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:

(a) scale and bulk

(b) width of frontage

(c) boundary setback patterns

(d) proportion, form and composition of design elements such as rooflines, openings, fencing and landscaping

(e) colour and texture of external materials.

7 The introduction of advertisements and signage to a State or Local Heritage Place should:

(a) be placed on discrete elements of its architecture such as parapets and wall panels, below the canopy, or within fascias and infill end panels and windows

(b) not conceal or obstruct historical detailing of the heritage place

(c) not project beyond the silhouette or skyline of the heritage place

(d) not form a dominant element of the place

(e) comply with the guidelines regarding advertisements in *Table PAdE/3 - Conservation Design Guidelines*.

8 The division of land adjacent to or containing a State or Local Heritage Place should occur only where it will:

(a) create an allotment pattern that maintains or reinforces the integrity of the heritage place and the character of the surrounding area

(b) create an allotment or allotments of a size and dimension that can accommodate new development that will reinforce and complement the heritage place and the zone or policy area generally

(c) be of a size and dimension that will enable the siting and setback of new buildings from allotment boundaries so that they do not overshadow, dominate, encroach on or otherwise impact on the setting of the heritage place

(d) provide an area for landscaping of a size and dimension that complements the landscape setting of the heritage place and the landscape character of the locality

(e) enable the State or Local Heritage Place to have a curtilage of a size sufficient to protect its setting.

9 Development of a State or Local Heritage Place, or development on land adjacent to a State or Local Heritage Place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing, and should have regard to the provisions of design guidelines in *Table PAdE/3 - Conservation Design Guidelines*.

Historic Conservation Area

Refer to the *Map Reference Tables* for a list of the maps that relate to the **Historic Conservation Area**.

OBJECTIVES

1 The conservation of areas of historical significance.

2 Development that promotes, conserves and enhances the cultural significance and historic character of identified places and areas.

3 Development that complements the historic significance of the area.

4 The retention and conservation of places such as land, buildings, structures and landscape elements that contribute positively to the historic character of the area.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development within the **Historic Conservation Area** should be carried out, where applicable, in accordance with the Design Guidelines contained in *Table PAdE/3 - Conservation Design Guidelines*.

2 Places such as land, buildings, structures and landscape elements that contribute to the historic character of the area identified on the *Overlay Maps - Heritage* and more specifically identified in the respective *Table PAdE/7 - Contributory Items*, should be retained and conserved.

3 Development of a contributory item should:

(a) not compromise its value to the historic significance of the area

(b) retain its present integrity or restore its original design features

(c) maintain or enhance the prominence of the original street facade

(d) ensure additions are screened by, and/or located to the rear of the building

(e) ensure original unpainted plaster, brickwork, stonework, or other masonry is preserved, unpainted.

4 New buildings should not be placed or erected between the front street boundary and the facade of contributory items.

5 A contributory item should not be demolished in whole or in part unless it is structurally unsafe and/or unsound such that it cannot reasonably be rehabilitated and the proposed demolition is associated with a replacement development that supports the desired character for the policy area.

6 Development should take design cues from the existing historic built forms. In doing this, it is not necessary to replicate historic detailing; however design elements for consideration should be compatible with building and streetscape character and should include but not be limited to:

(a) scale and bulk

(b) width of frontage

(c) boundary setback patterns

(d) proportion, form and composition of design elements such as roof lines, pitches, openings, verandas, fencing and landscaping

(e) colour and texture of external materials

(f) visual interest.

7 New residential development should include landscaped front garden areas that complement the desired character.

8 Second storey additions to single storey dwellings should achieve one or more of the following:

(a) a sympathetic two-storey addition that uses existing roof space or incorporates minor extensions to the roof space at the rear of the dwelling

(b) a second storey within the roof space, where the overall building height, scale and form is compatible with existing single-storey development in the locality

(c) second storey windows having a total length less than 30 per cent of the total roof length along each elevation.

9 Front fences and gates should:

(a) reflect and conserve the traditional period, style and form of the associated building

(b) generally be of low timber pickets, low pier and plinth masonry, wrought iron, brush or masonry.

10 Rear and side boundary fences located behind the front dwelling alignment should be no more than 1.8 metres in height.

11 Advertisements and/or advertising hoardings associated with places and areas of heritage significance should:

(a) be of a size, colour, shape and materials that enhances the character of the locality

(b) not dominate or detract from the prominence of any place and/or area of historic significance

(c) comply with the guidelines regarding advertisements in *Table PAdE/3 - Conservation Design Guidelines*.

12 Development should respect the existing topography and the relationship of sites to street levels and to adjoining land and not involve substantial cut and/or fill of sites.

13 The division of land should occur only where it will maintain the traditional pattern and scale of allotments and road layout.

14 Additions or alterations to a contributory item as listed in *Table PAdE/7- Contributory Item*, including a fence, outbuilding or other structure on the site of that building or place, should retain, conserve and enhance and not diminish the historic character of the place or **Historic Conservation Area**.

15 New buildings and structures adjacent to a contributory item should be sited, designed and built in a manner that reinforces and enhances the historic character of the policy area. New buildings should be designed to maintain the prominence of existing historic buildings.

16 Development in a **Historic Conservation Area** or development on land adjacent to a Historic Conservation Area should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character of the area by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary setbacks, materials, colours, fences and landscape settings which complement historic buildings or their detailing, and should have regard to the provisions of design guidelines in *Table PAdE/3 - Conservation Design Guidelines*.

Industrial Development

OBJECTIVES

1 Industrial, warehouse, storage, commercial and transport distribution development on appropriately located land, integrated with transport networks and designed to minimise potential impact on these networks.

2 Industrially zoned allotments and uses protected from encroachment by adjoining uses that would reduce industrial development or expansion.

3 Industrial, warehouse, storage, commercial and transport distribution development occurring without adverse effects on the health and amenity of occupiers of land in adjoining zones.

4 Compatibility between industrial, warehouse, storage, commercial and transport distribution uses within industrial zones.

5 The improved amenity of industrial areas.

6 No future development of new special industries except within the following policy areas located within the **Industry Zone**:

(a) **Cast Metals Policy Area 9**

(b) **Coastal Resource Recovery Policy Area 10**

(c) **Osborne Maritime Policy Area 11**

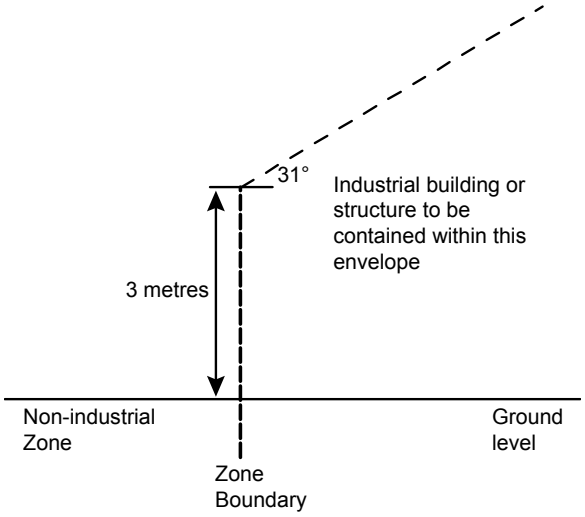
(d) **Ports Policy Area 12**.

7 No expansion and/or intensification of existing special industries unless it can be demonstrated that the expansion and/or intensification will result in a significant net benefit in terms of amenity and/or environmental impacts and/or the generation of renewable energy.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Offices and showrooms associated with industrial, warehouse, storage, commercial and transport development should be sited at the front of the building with direct and convenient pedestrian access from the main visitor parking area.

2 Any building or structure for an industrial, warehouse, storage, commercial or transport distribution development, located on or abutting the boundary of a non-industrial zone, should be restricted to a height of 3 metres above ground level at the boundary, and a plane projected at 31 degrees above the horizontal into the development site from that 3 metre height, as shown in the following diagram:



3 In areas where a uniform street setback pattern has not been established, buildings for industrial, warehouse, storage, commercial and transport distribution uses should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):

(a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment

(b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment

(c) where an allotment has two street frontages, no building should be erected within 3 metres of the secondary street alignment.

4 Industrial, warehouse, storage, commercial and transport distribution development should enable all vehicles to enter and exit the site in a forward direction, where practical.

5 Industrial, warehouse, storage, commercial and transport distribution development abutting an arterial road, a non-industrial zone boundary, or significant open space should be developed in a manner that avoids adverse visual impacts on the locality.

6 Industrial, warehouse, storage, commercial and transport distribution building facades facing a non-industrial zone, public road, or public open space should:

(d) use a variety of building finishes

(e) not consist solely of metal cladding

(f) contain materials of low reflectivity

(g) incorporate design elements to add visual interest

(h) avoid large expanses of blank walls.

7 Industrial, warehouse, storage, commercial and transport distribution development should minimise significant adverse impact on adjoining uses due to hours of operation, traffic, noise, fumes, smell, dust, paint or other chemical over-spray, vibration, glare or light spill, electronic interference, ash or other harmful or nuisance-creating impacts.

8 Landscaping for industrial, warehouse, storage, commercial and transport distribution activities should:

(a) be incorporated as an integral element of development along non-industrial zone boundaries

(b) be consistent with principles of development control relating to safety, security and lighting.

9 A landscaping strip 3 metres wide should be provided immediately adjacent all public road frontages.

10 Landscaping species should be chosen and located so as not to interfere with the movement of high vehicles within the subject land.

11 Fencing (including colour-coated wire mesh fencing) for industrial, warehouse, storage, commercial and transport distribution development adjacent to public roads should be set back in one of the following ways:

(a) in line with the building facade

(b) behind the building line

(c) behind a landscaped area that softens its visual impact.

12 Marine aquaculture onshore storage, cooling and processing facilities should not impair the coastline and its visual amenity and should:

(a) be sited, designed, landscaped and developed at a scale and using external materials that minimise any adverse visual impact on the coastal landscape

(b) be sited and designed with appropriate vehicular access arrangement

(c) include appropriate waste treatment and disposal.

13 The design of roads for industrial, warehouse, storage, commercial and transport distribution development should satisfy the following requirements:

(a) road reserves should have a minimum width of 21 metres, comprising a minimum carriageway width of 13 metres and verges on either side of the carriageway of 4 metres except where they are to accommodate A double and, potentially, B triple vehicle movements in which case a greater road reserve width may be required in order to provide a greater carriageway width

(b) road reserve verges should be designed to enable a tree planting area clearance of 1.3 metres from kerb and gutter and 1 metre from common service trenches and footpaths

(c) road pavement should be designed to accommodate the type and volume of anticipated traffic in accordance with best engineering practice and in accordance with the relevant and current Australian Standards such as *Austroads - Pavement Design: Guide to Structural Design of Road Pavements*.

14 The layout of subdivisions should ensure adequate provision for stormwater management including:

(a) the use of overland flow paths, which take into account existing flow paths

(b) the provision of detention or retention basins.

15 Stormwater generated within an industrial, warehouse, storage, commercial or transport distribution development should be managed by a minor system (underground pipe network) for the 1-in-10 year average return interval flood event , and a major system (overland flow via the road network) for the gap flows between the minor system and the 1-in-100 year average return interval storm event.

16 Industrial, warehouse, storage, commercial and transport distribution development should control dust emissions through the incorporation of dust suppressers and the sealing of all associated roadways, entrances and main traffic areas to minimise adverse effects of dust on the amenity of an area.

17 Industrial, warehouse, storage. commercial and transport distribution development adjacent to or immediately opposite a non-industrial zone boundary should be designed and sited so as not to adversely detract from the amenity of the adjacent non-industrial zone through:

(a) the location of activities that are likely to generate adverse impacts away from the adjacent non-industrial zone and the location of more benign activities near the adjacent non-industrial zone

(a) the location of any structure that protrudes beyond roof silhouettes (including chimney stacks or air-conditioning plant) as far as is possible from the adjacent non-industrial zone

(b) the establishment of fencing comprising pre-coloured sheet metal or materials matching those of the main buildings and landscaping along the interface of the adjacent non-industrial zone

(c) limiting vehicle movements and deliveries near the interface of the adjacent non-industrial zone and avoiding vehicle access via residential streets

(d) openings of buildings and associated services not being located near the interface of the adjacent non-industrial zone.

18 The hours of operation of industrial, warehouse, storage, commercial and transport distribution activities should not detract from the amenity of any residential zone. The hours of operation should be determined having consideration for:

(a) the nature of the activity

(b) the impact on local amenity

(c) the use of measures such as acoustic walls, landscape and building design and layout to avoid impacts on residential areas or other sensitive areas.

19 Chemicals and materials used in industrial operations and related activities should be stored and managed to minimise hazard and risk of spills, fire and exposure to air by:

(a) incorporating secure access and weather protection for dangerous and/or hazardous materials

(b) providing a buffer zone separating residential areas and potentially hazardous industrial combinations, appropriate to the nature, scale and intensity of development

(c) providing emergency site access and protection measures

(d) incorporating undercover storage areas located within bunds constructed from impervious materials (or airtight containers in accordance with the relevant and current Australian Standards such as *Australian Standard AS 1940 The Storage and Handling of flammable and combustible liquids*) to prevent spilled materials from migrating offsite

(e) incorporating undercover loading/unloading areas designed to exclude external surface runoff, and to contain any spills and/or wash down material.

20 Motor and crash repair workshops should have minimal impact on the amenity of the locality and should satisfy the following requirements:

(a) all vehicles awaiting repair or being stored on the premises are kept inside a building or behind a 2 metre high solid fence consisting of pre-coloured sheet metal or of materials matching those of the main building, which encloses the storage area on all sides visible from outside the subject land

(b) no vehicles or materials in a storage area are visible above the fence line

(c) any spray booth discharge stack is located a minimum of 50 metres away from the site of any dwelling or any other environmentally sensitive land use.

21 Transport terminals or land used for activities that are serviced by large or articulated vehicles, should satisfy the following requirements:

(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 subject land 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 constructed width between kerb lines of 13 metres

(d) all vehicles can enter and leave the site in a forward direction

(e) the subject land is not located within 100 metres of a residential zone

(f) vehicular access to the subject land is not achieved via a residential road or area.

22 Storage areas containing outdoor waste and refuse bins for industrial, warehouse, storage, commercial and transport distribution developments, should be paved and drained to a collection system to prevent polluted wastewater from bin wash down areas entering the stormwater system.

23 No dwellings, other than caretaker dwellings, should be erected in industrial zones except within the **Home Industry Zone**.

Infrastructure

OBJECTIVES

1 Infrastructure provided in an economical and environmentally sensitive manner.

2 Infrastructure, including social infrastructure, provided in advance of need.

3 Suitable land for infrastructure identified and set aside in advance of need.

4 The visual impact of infrastructure facilities minimised.

5 The efficient and cost-effective use of existing infrastructure.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not occur without the provision of adequate utilities and services, including:

(a) electricity supply

(b) water supply

(c) drainage and stormwater systems

(d) waste disposal

(e) effluent disposal systems

(f) formed all-weather public roads

(g) telecommunications services

(h) social infrastructure, community services and facilities

(i) gas services.

2 Development should only occur where it provides, or has access to, relevant easements for the supply of infrastructure.

3 Development should incorporate provision for the supply of infrastructure services to:

(a) be located within common service trenches where practicable

(b) facilitate current and future development.

4 Development should not take place until adequate and coordinated drainage of the land is assured.

5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.

6 In areas where no reticulated water supply is available, buildings whose usage is reliant on a water supply should be equipped with an adequate and reliable on-site water storage system.

7 Urban development should not be dependent on an indirect water supply.

8 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.

9 In urban areas, electricity supply serving new development should be installed underground.

10 Utilities and services, including access roads and tracks, should be sited on areas already cleared of native vegetation. If this is not possible, their siting should cause minimal interference or disturbance to existing native vegetation and biodiversity.

11 Utility buildings and structures should be grouped with non-residential development where possible.

12 Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.

Interface between Land Uses

OBJECTIVES

1 Development located and designed to prevent adverse impact and conflict between land uses.

2 Protect community health and amenity and support the operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants

(b) noise

(c) vibration

(d) electrical interference

(e) light spill

(f) glare

(g) hours of operation

(h) traffic impacts.

2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.

3 Development adjacent to a residential zone should be designed to minimise overlooking and overshadowing of nearby residential properties.

4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.

5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed or should be designed to minimise negative impacts.

Noise

6 Development should be sited, designed and constructed to minimise negative impacts of noise and to avoid unreasonable interference.

7 Development should be consistent with the relevant provisions in the current *Environment Protection (Noise) Policy*.

Land Division

OBJECTIVES

1 Land division that occurs in an orderly sequence allowing efficient provision of new infrastructure and facilities and making optimum use of existing under utilised infrastructure and facilities.

2 Land division that creates allotments appropriate for the intended use.

3 Land division layout that is optimal for energy efficient building orientation.

4 Land division that is integrated with site features, including landscape and environmental features, adjacent land uses, the existing transport network and the availability of infrastructure.

PRINCIPLES OF DEVELOPMENT CONTROL

1 When land is divided:

(a) stormwater should be capable of being drained safely and efficiently from each proposed allotment and disposed of from the land in an environmentally sensitive manner

(b) a sufficient water supply should be made available for each allotment

(c) provision should be made for the disposal of wastewater, sewage and other effluent from each allotment without risk to health

(d) proposed roads should be graded, or be capable of being graded to connect safely and conveniently with an existing road or thoroughfare

(e) the placement of larger allotments adjacent to non-residential uses should be undertaken to permit greater separation distances between land uses

(f) where land borders a river, lake or creek other than within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49** of the **Regional Centre Zone**, the land immediately adjoining the river, lake or creek should become public open space, with a public road fronting the open space.

2 Land should not be divided if any of the following apply:

(a) the size, shape, location, slope or nature of the land makes any of the allotments unsuitable for the intended use

(b) any allotment will not have a frontage to one of the following:

(i) an existing road

(ii) a proposed public road

(iii) access to a public road via an internal roadway in a plan of community division

(c) the intended use of the land is likely to require excessive cut and/or fill

(d) it is likely to lead to undue erosion of the subject land or land within the locality

(e) the wastewater treatment plant to which subsequent development will be connected does not have sufficient capacity to handle the additional wastewater volumes and pollutant loads generated by such development

(f) the area is unsewered and cannot accommodate an appropriate onsite wastewater disposal system within the allotment that complies with (or can comply with) the relevant public and environmental health legislation applying to the intended use(s)

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

3 Land should be divided into Community Title allotments where land is intended for use in common by two or more ownerships for one or more of the following purposes:

(a) access

(b) services

(c) landscaping

(d) outdoor living

(e) other common functions.

Design and Layout

4 Land divisions should be designed to ensure that areas of native vegetation and wetlands:

(a) are not fragmented or reduced in size

(b) do not need to be cleared as a consequence of subsequent development.

5 The design of a land division should incorporate:

(a) roads, thoroughfares and open space that result in safe and convenient linkages with the surrounding environment, including public and community transport facilities, and which, where necessary, facilitate the satisfactory future division of land and the inter-communication with neighbouring localities

(b) safe and convenient access from each allotment to an existing or proposed public road or thoroughfare

(c) areas to provide appropriate separation distances between potentially conflicting land uses and/or zones

(d) suitable land set aside for useable local open space

(e) public utility services within road reserves and where necessary within dedicated easements

(f) the preservation of significant natural, cultural or landscape features including State and Local Heritage Places

(g) protection for existing vegetation and drainage lines

(h) where appropriate, the amalgamation of smaller allotments to ensure coordinated and efficient site development

(i) the preservation of significant trees

(j) junctions and intersections that facilitate safe and convenient vehicle movements by:

(i) minimising four-way intersections unless controlled by a roundabout or similar traffic control device

(ii) ensuring that road junctions are 90 degrees or as close as possible to a right angle.

6 Land division should facilitate optimum solar access for energy efficiency.

7 Division of a corner allotment for residential purposes should:

(a) be rectangular in shape

(b) locate the shorter boundary on a primary street frontage.

8 Allotments in the form of a battleaxe configuration should:

(a) have an area of at least 450 square metres when intended for residential development (excluding the area of the 'handle' of such an allotment).

(b) provide for an access onto a public road, with the driveway 'handle' being not less than 4.5 metres in width and when intended for residential development, incorporate a minimum landscape strip of 1 metre to enhance the appearance of the access way from the street

(c) contain sufficient area on the allotment for a vehicle to turn around to enable it to egress the allotment in a forward direction

(d) not be created where it would lead to multiple access points onto a road which would dominate or adversely affect the amenity of the streetscape

(e) be avoided where their creation would be incompatible with the prevailing pattern of development

(f) demonstrate that adequate stormwater drainage of the land can be provided

(g) enhance streetscape character through:

(i) fencing not being located forward of the main face (the external wall closest to the primary street frontage) of adjoining buildings

(ii) adequate separation distance between driveways or adjoining land to ensure that driveways do not dominate the streetscape.

9 Allotments should have an orientation, size and configuration to encourage development that:

(a) minimises the need for earthworks and retaining walls

(b) maintains natural drainage systems

(c) faces abutting streets and open spaces

(d) does not require the removal of native vegetation to facilitate that development

(e) will not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality.

10 Within defined townships and settlements where the land to be divided borders a river, lake, wetland or creek, the land adjoining the bank should become public open space and linked with an existing or proposed pedestrian or transport network.

11 Within defined townships and settlements land division should make provision for a reserve or an area of open space that is at least 25 metres wide from the top of the bank of a watercourse and that incorporates land within the 1-in-100 year average return interval flood event area.

12 The layout of a land division should keep flood-prone land free from development.

13 The arrangement of roads, allotments, reserves and open space should enable the provision of a stormwater management drainage system that:

(a) contains and retains all watercourses, drainage lines and native vegetation

(b) enhances amenity

(c) integrates with the open space system and surrounding area.

14 Land division should provide a rear of allotment drain and easement when earthworks are unable to achieve a sufficient gradient to a public road that provides for overland flow paths.

15 Fill material that is brought onto land to raise a building site levels above existing ground levels should comply with the '*Standard for the production and use of Waste Derived Fill*' published under the *Environment Protection Act 1993* or be confirmed by a qualified and accredited environmental auditor as suitable for the proposed use.

16 Other than within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49** of the **Regional Centre Zone** the **Regional Centre Zone**, allotments created fronting the foreshore should:

(a) front a road and/or public reserve

(b) be set back at least 45 metres from the high water mark, except for developments of marina related facilities or port facilities.

17 The design of the minor drainage system should:

(a) be generally contained in an underground pipe system

(b) be located within the road network or designated drainage reserves

(c) have the capacity to convey stormwater flows for 1-in-5 year average return interval event assuming 50 per cent inlet blockage

(d) have a design outflow, which does not exceed the capacity of any existing major or minor downstream system.

Roads and Access

18 Road reserves should be of a width and alignment that can:

(a) accommodate the road carriageway and traffic controls measures

(b) provide for safe and convenient movement and parking of projected volumes of vehicles and other users in accordance with *Table PAdE/6 - Road Hierarchy and Function*.

(c) provide for footpaths, cycle lanes and shared paths for the safety and convenience of residents and visitors that:

(i) have a minimum width of 1.5 metres

(ii) are consistent with the relevant provisions in the current *Austroads Guidelines*.

(d) allow vehicles to enter or reverse from an allotment or site in a single movement allowing for a car parked on the opposite side of the street

(e) accommodate street tree planting, landscaping and street furniture

(f) accommodate the location, construction and maintenance of stormwater drainage and public utilities

(g) provide unobstructed, safe and efficient vehicular access to individual allotments and sites

(h) allow for the efficient movement and manoeuvring of service and emergency vehicles along streets, at road endings, and cul-de-sac turning points, having regard for vehicle parking on the road

(i) facilitate linkages between roads that are no more than two levels higher or lower in the hierarchy as described in *Table PAdE/6 - Road Hierarchy and Function*

(j) accommodate the efficient provision of stormwater drainage to cater for up to and including the 1-in-100 year average return interval event

(k) accommodate bus routes that:

(i) connect to existing and future public transport routes

(ii) allow for ease of movement of buses between areas

(iii) facilitate linkages between a range of community facilities and residential areas.

19 Where carriageways are intended to accommodate bus routes, the design of the land division should provide carriageways which are of a width and alignment that facilitates the efficient movement of buses and that will allow for paths, bus shelters and bus bays to be constructed, which provide access to the aged, children and persons with disabilities.

20 The design of the land division should facilitate the most direct route to local facilities for pedestrians and cyclists and enable footpaths, cycle lanes and shared paths to be provided of a safe and suitable width and suitable longitudinal gradient.

21 The layout of land divisions should result in roads designed and constructed to ensure:

(a) that traffic speeds and volumes are restricted where appropriate by limiting street length and/or the distance between bends and slow points

(b) there are adequate sight distances for motorists at intersections, junctions, pedestrian and cyclist crossings, and crossovers to allotments to ensure the safety of all road users and pedestrians

(c) that existing dedicated cycling and walking routes are not compromised

(d) that traffic speeds and volumes are minimised on collector roads and access streets as described in *Table PAdE/6 - Road Hierarchy and Function* by limiting street length and/or distances between bends and slow points to 200 metres.

22 The design of roads should enable buses to safely and conveniently cross Arterial Roads or Major Collector Roads when travelling between residential areas by one of the following methods:

(a) utilising an existing or proposed traffic controlled intersection

(b) enabling a left turn into the road from one area followed by a right turn from the road into the adjoining residential area.

23 The design of the land division should provide space sufficient for on-street visitor car parking for the number and size of allotments, taking account of:

(a) the size of proposed allotments and sites and opportunities for on-site parking

(b) the availability and frequency of public and community transport

(c) on-street parking demand likely to be generated by nearby uses.

24 The layout of land divisions should incorporate street patterns designed to enhance the efficient movement of traffic and minimise trip lengths.

25 Footpaths should be provided in accordance with the following table:

Traffic volume (vehicle movements per day)	**Footpath requirement**
40 to 100	One side of road
101 to 1000	One side or road but with opportunity for footpath on other side
1001 or greater	Both sides of road

Landscaping, Fences and Walls

OBJECTIVES

1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.

2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:

(a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)

(b) enhance the appearance of road frontages

(c) screen service yards, loading areas, outdoor storage areas, processing facilities and operational areas

(d) minimise maintenance and watering requirements

(e) enhance and define outdoor spaces, including car parking areas

(f) maximise shade and shelter

(g) assist in climate control within and around buildings

(h) minimise heat absorption and reflection

(i) maintain privacy

(j) maximise stormwater re-use

(k) complement existing vegetation, including native vegetation

(l) contribute to the viability of ecosystems and species

(m) promote water and biodiversity conservation

(n) establish buffers to adjacent development and areas.

2 Non-residential development should incorporate a minimum 10 per cent landscaping of the total site area.

3 Landscaping should:

(a) include the planting of locally indigenous species where appropriate

(b) be oriented towards the street frontage

(c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

4 Landscaping should not:

(a) unreasonably restrict solar access to adjoining development

(b) cause damage to buildings, paths, the structural integrity of adjacent development and other landscaping from root invasion, soil disturbance or plant overcrowding

(c) introduce pest plants

(d) increase the risk of bushfire

(e) remove opportunities for passive surveillance

(f) increase leaf fall in watercourses

(g) increase the risk of weed invasion.

5 Existing substantial vegetation should be retained and incorporated within landscaping of development where practicable.

6 The landscaping of parks, streets, public and private car parks and private property should promote safety and security by ensuring that landscape features do not restrict opportunities for surveillance, impair lines of sight or result in opportunities for concealment.

7 Landscaping should:

(a) provide low to medium shrub planting with a maximum height of 1 metre, or taller trees, the stems of which are not obscured by foliage below 1.8 metres in height

(b) avoid vegetation which obscures paths, building entrances and exits, or windows

(c) incorporate shrubs which are appropriately spaced to avoid clumping and retain lines of sight and opportunities for surveillance

(d) avoiding dense planting in corners and behind walls to reduce opportunities for concealment

(e) incorporate vegetation with repelling characteristics such as thorns, spikes or nettles to deter access to ground-floor windows or other areas that need to be protected

(f) give consideration to the mature height and spread of landscaping in order to preserve the lines of sight of pedestrian and cyclist pathways

(g) incorporate low maintenance vegetation to promote an area as occupied and well maintained.

8 Wire mesh fencing should not be used at primary street frontages.

9 Fences and walls, including retaining walls, should:

(a) not result in damage to neighbouring trees

(b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality

(c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance

(d) incorporate articulation or other detailing where there is a large expanse of wall facing the street

(e) assist in highlighting building entrances

(f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites

(g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land

(h) be constructed of non-flammable materials.

10 Fencing should be open in form to allow cross ventilation and access to sunlight.

Marinas and Maritime Structures

OBJECTIVE

1 The provision, in appropriate locations, of marinas, pontoons, jetties, piers, wharves and boat moorings that cater for vessels and:

(a) maintain public access to the waterfront

(b) do not compromise public safety

(c) preserve the structural integrity of the marine infrastructure

(d) minimise adverse impacts on the natural environment.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Marina development should include one or more of the following:

(a) wet and dry berthing of boats

(b) launching and retrieval of recreational boats and associated trailer and car parking areas

(c) access ramps, landings, storage and other structures associated with a marina

(d) clubrooms for maritime organisations.

2 The design of marinas, berths, channels, fairways, gangways and floating structures should comply with:

(a) *Australian Standard AS 3962 Guidelines for design of marinas*

(b) *Australian Standard AS 4997 Guidelines for the design of maritime structures*.

3 Development should not obstruct or impair:

(a) navigation and access channels

(b) maintenance activities of marine infrastructure including revetment walls

(c) the operation of wharves.

4 Safe public access should be provided or maintained to:

(a) the waterfront

(b) known diving areas

(c) jetties, wharves and associated activities.

5 Marinas should be designed to:

(a) facilitate water circulation and exchange

(b) maximise the penetration of sunlight into the water.

Metropolitan Open Space System

OBJECTIVES

1 A Metropolitan Open Space System (MOSS), in and around metropolitan Adelaide, that:

(a) is comprised of public and private land

(b) is clearly defined and linked

(c) has an open or natural character

(d) provides a visual and scenic contrast to the built urban environment

(e) separates different parts of the metropolitan area.

2 Conservation and restoration of existing and modified habitats.

3 Conservation of sites of scientific or heritage interest.

4 The provision of corridors for the movement of wildlife.

5 A range of recreation and leisure areas including a network of cycle and walking paths integrating MOSS and adjoining land uses.

6 A range of active/passive recreation and sporting facilities of regional or State significance, including facilities that can be used for national and international events.

7 Stormwater management in association with recreation, aquifer recharge and water quality management.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should preserve and enhance the natural and open character and amenity of land located within the MOSS.

2 Development within the MOSS should:

(a) contribute to the rehabilitation and restoration of aquatic and terrestrial ecosystems and water catchments

(b) emphasise the retention of the open or natural character with wide landscaped buffers around the perimeter of areas where appropriate

(c) when for recreation and sporting facilities, be:

(i) complementary to the natural environment

(ii) located and designed in a way to minimise its impact.

3 Landscaping within MOSS locations should:

(a) incorporate remnant vegetation

(b) use locally indigenous plant species wherever possible

(c) provide shade and windbreaks along cyclist and pedestrian routes and around picnic and barbecue areas, seating and car parking areas

(d) maximise opportunities for passive surveillance along the park.

4 No development should be undertaken which would impair, disfigure, interfere with or be in any way detrimental to the amenity, aesthetic appearance or scenic beauty of:

(a) the River Torrens

(b) the land within 60 metres of either side of the River Torrens as shown on *Location Map PAdE/34*, *Location Map PAdE/38* and *Location Map PAdE/39*

(c) the landscape visible from the River Torrens.

5 When land with frontage to watercourses within the Metropolitan Open Space System is divided, land adjoining the watercourse should be dedicated as a public reserve.

6 The width of reserves abutting watercourses within the Metropolitan Open Space System should be sufficient to allow for:

(a) flood control

(b) stormwater management

(c) retention of the riverine ecosystem

(d) the development of open space which can be used to accommodate a range of recreational and sporting activities.

7 Development should be generally located a minimum of 100 metres from the centre of the Dry Creek channel as shown on *Location Map PAdE/23*, *Location Map PAdE/24* and *Location Map PAdE/25*.

Natural Resources

OBJECTIVES

1 Retention, protection and restoration of the natural resources and environment.

2 Protection of the quality and quantity of South Australia's surface waters, including inland, *marine and estuarine* and underground waters.

3 The ecologically sustainable use of natural resources including water resources, including *marine waters,* ground water, surface water and watercourses.

4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.

5 Development consistent with the principles of water sensitive design.

6 Development sited and designed to:

(a) protect natural ecological systems

(b) achieve the sustainable use of water

(c) protect water quality, including receiving waters

(d) reduce runoff and peak flows and prevent the risk of downstream flooding

(e) minimise demand on reticulated water supplies

(f) maximise the harvest and use of stormwater

(g) protect stormwater from pollution sources.

7 Storage and use of stormwater which avoids adverse impact on public health and safety.

8 Native flora, fauna and ecosystems protected, retained, conserved and restored.

9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.

10 Minimal disturbance and modification of the natural landform.

11 Protection of the physical, chemical and biological quality of soil resources.

12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.

13 Protection of the scenic qualities of natural and rural landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

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

2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.

4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

5 Unavoidable stormwater and effluent outfalls discharged across a beach should do so at beach level from properly constructed pipes or channels.

Water Sensitive Design

6 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.

7 Development should not take place if it results in unsustainable use of surface or underground water resources.

8 Development should be sited and designed to:

(a) capture and re-use stormwater, where practical

(b) minimise surface water runoff

(c) prevent soil erosion and water pollution

(d) protect and enhance natural water flows

(e) protect water quality by providing adequate separation distances from watercourses and other water bodies

(f) not contribute to an increase in salinity levels

(g) avoid the water logging of soil or the release of toxic elements

(h) maintain natural hydrological systems and not adversely affect:

(i) the quantity and quality of groundwater

(ii) the depth and directional flow of groundwater

(iii) the quality and function of natural springs.

9 Water discharged from a development site should:

(a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state

(b) not exceed the rate of discharge from the site as it existed in pre-development conditions.

10 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.

11 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.

12 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

13 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

14 Stormwater management systems should not create conditions conducive to the breeding of vectors of disease and nuisance pests.

15 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

16 Stormwater management systems should:

(a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source

(b) utilise, but not be limited to, one or more of the following harvesting methods:

(i) the collection of roof water in tanks designed in accordance with the average rainfall for the area and roof size

(ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks

(iii) the incorporation of detention and retention facilities

(iv) aquifer recharge

(c) take into account the safety of children and other likely users

(d) minimise impacts on the useability of public open space

(e) incorporate Gross Pollutant Traps installed at inlets to all basins and wetlands to remove gross pollutants

(f) where used for temporary detention, comprise surcharge systems that avoid inundation from events more frequent than a 1-in-1 year average return interval flood event.

17 Major drainage systems should be designed to accommodate existing upstream flows.

18 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

19 Retention basins designed for the permanent retention of stormwater should be designed to:

(a) a minimum depth that avoids the proliferation of reeds

(b) incorporate rails or barriers along hard edges where required to maintain public safety

(c) provide visual interest if located in public open space

(d) function as landscape features.

20 Artificial wetland systems, including detention and retention basins, should be sited and designed to:

(a) ensure public health and safety is protected

(b) minimise potential public health risks arising from the breeding of mosquitoes

(c) function as a landscape feature.

21 All land and development should be capable of being properly drained to a legal point of discharge.

22 Areas for the washing and cleaning of vehicles, plant and/or other equipment and wastewater should be contained and/or bunded and disposed of to exclude the entry of external surface stormwater runoff.

23 Wastewater from vehicle washing and cleaning areas should be 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.

Water Catchment Areas

24 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.

25 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.

26 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.

27 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.

28 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:

(a) fenced to exclude livestock

(b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land

(c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter run-off so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.

29 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:

(a) adversely affect the migration of aquatic biota

(b) adversely affect the natural flow regime

(c) cause or contribute to water pollution

(d) result in watercourse or bank erosion

(e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.

30 The location and construction of dams, water tanks and diversion drains should:

(a) occur off watercourse

(b) not take place in ecologically sensitive areas or on erosion-prone sites

(c) provide for low flow by-pass mechanisms to allow for migration of aquatic biota

(d) not negatively affect downstream users

(e) minimise in-stream or riparian vegetation loss

(f) incorporate features to improve water quality (eg wetlands and floodplain ecological communities)

(g) protect ecosystems dependent on water resources.

31 Irrigated horticulture and pasture should not increase groundwater-induced salinity.

32 Development should comply with the current *Environment Protection (Water Quality) Policy*.

Biodiversity and Native Vegetation

33 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.

34 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, and their breeding grounds and habitats.

35 The provision of services, including power, water, effluent and waste disposal, access roads and tracks should be sited on areas already cleared of native vegetation.

36 Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:

(a) provides an important habitat for wildlife or shade and shelter for livestock

(b) has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities

(c) provides an important seed bank for locally indigenous vegetation

(d) has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views

(e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture

(f) is growing in, or is characteristically associated with a wetland environment.

37 Native vegetation should not be cleared if such clearing is likely to lead to, cause or exacerbate any of the following:

(a) erosion or sediment within water catchments

(b) decreased soil stability

(c) soil or land slip

(d) deterioration in the quality of water in a watercourse or surface water runoff

(e) a local or regional salinity problem

(f) the occurrence or intensity of local or regional flooding.

38 Development that proposes the clearance of native vegetation should address or consider the implications that removing the native vegetation will have on the following:

(a) provision for linkages and wildlife corridors between significant areas of native vegetation

(b) erosion along watercourses and the filtering of suspended solids and nutrients from run-off

(c) the amenity of the locality

(d) bushfire safety

(e) the net loss of native vegetation and other biodiversity.

39 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.

40 Development should be located and occur in a manner which:

(a) does not increase the potential for, or result in, the spread of pest plants, or the spread of any non-indigenous plants into areas of native vegetation or a conservation zone

(b) avoids the degradation of remnant native vegetation by any other means including as a result of spray drift, compaction of soil, modification of surface water flows, pollution to groundwater or surface water or change to groundwater levels

(c) incorporates a separation distance and/or buffer area to protect wildlife habitats and other features of nature conservation significance.

41 Development should promote the long-term conservation of vegetation by:

(a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunk of trees and beneath their canopies

(b) minimising impervious surfaces beneath the canopies of trees

(c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.

42 Horticulture involving the growing of olives should be located at least:

(a) 500 metres from:

(i) a national park

(ii) a conservation park

(iii) a wilderness protection area

(iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area

(b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.

43 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

Soil Conservation

44 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.

45 Development should be designed and sited to prevent erosion.

46 Development should take place in a manner that will minimise alteration to the existing landform.

47 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

Open Space and Recreation

OBJECTIVES

1 The creation of a network of linked parks, reserves and recreation areas at State, regional, district, neighbourhood and local levels.

2 Pleasant, functional and accessible open spaces providing a range of physical environments.

3 A wide range of settings for active and passive recreational opportunities.

4 The provision of open space in the following hierarchy:

- State
- Regional
- District
- Neighbourhood
- Local.

5 An appropriate quantity, quality and distribution of open space, that reflects the local neighbourhood, district, council wide and regional needs of the community as reflected by indicators such as population density and demographic structure.

6 Open space of a quality, amenity and design that has regard for:

(a) the needs of residents, visitors and tourists, particularly in relation to the size, type, shape and location

(b) public safety, within open space and adjoining areas

(c) maintenance requirements and costs.

7 A network of open space within residential areas that gives priority to local open space.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Urban development should include public open space and recreation areas.

2 Public open space and recreation areas should be of a size, dimension and location that:

(a) facilitate a range of formal and informal recreation activities

(b) provide for the movement of pedestrians and cyclists

(c) incorporate existing vegetation and natural features, watercourses, wildlife habitat and other sites of natural or cultural value

(d) link habitats, wildlife corridors, public open spaces and existing recreation facilities

(e) enable effective stormwater management

(f) provides for the planting and retention of large trees and vegetation

(g) encourages the shared use of open space by schools, community groups and other institutions.

3 Open space should be designed to incorporate:

(a) pedestrian, cycle linkages to other open spaces, centres, schools and public transport nodes

(b) park furniture, shaded areas and resting places to enhance pedestrian comfort

(c) safe crossing points where pedestrian routes intersect the road network

(d) easily identified access points

(e) frontage to abutting public roads to optimise pedestrian access and visibility

(f) re-use of stormwater for irrigation purposes

(g) footpaths and attractive streetscape design.

4 Where practical, access points to regional parks should be located close to public transport.

5 District level parks should be at least 3 hectares in size, and provided within 2 kilometres of all households that they serve.

6 Neighbourhood parks should be at least 0.5 hectares and generally closer to 1 hectare in size, and provided within 500 metres of households that they serve.

7 Local parks should be:

(a) a minimum of 0.25 hectares in size

(b) centrally located within a residential area, close to schools, shops and generally within 300 metres of households that they serve.

8 Regional open space should be provided within a 2 kilometre radius of residential areas.

9 No more than 20 per cent of land allocated as public open space should:

(a) have a slope in excess of 1-in-4

(b) comprise creeks or other drainage areas.

10 Areas of land used or intended to be used for the permanent retention of stormwater should not be located on local open space or formal sporting grounds (i.e. open space areas that accommodate formal sport).

11 Public open space used for stormwater retention or detention should provide a range of recreational opportunities that ensure its primary function for recreation is maintained or enhanced.

12 No greater than 20 per cent of the land provided as public open space, as part of the 12.5 per cent developer contribution, should be inundated by a stormwater event more frequent than a 1-in-10 year average return interval flood event.

13 Signage should be provided at entrances to and within public open space to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes and park activities.

14 Buildings in open space, including structures and associated car parking areas, should be designed, located and of a scale that is unobtrusive and does not detract from the desired open space character.

15 Development in open spaces should:

(a) be clustered where practical to ensure that the majority of the site remains open

(b) where practical, be developed for multi-purpose use

(c) be constructed to minimise the extent of hard paved areas

(d) be complementary to and enhance the existing character of the zone and locality

(e) be designed to accommodate recreation and community activities.

16 Open spaces and recreation areas should be located and designed to maximise safety and security by:

(a) ensuring that within urban areas, their edges are overlooked by housing, commercial or other development that can provide effective informal surveillance

(b) ensuring fenced parks and playgrounds have more than one entrance or exit when fenced

(c) locating play equipment where it can be informally observed by nearby residents and users during times of use

(d) clearly defining the perimeters of play areas

(e) providing lighting around facilities such as toilets, telephones, seating, litter bins, bike storage and car parks

(f) focusing pedestrian and bicycle movement after dark along clearly defined, adequately lit routes with observable entries and exits.

17 Landscaping associated with open space and recreation areas should:

(a) not compromise the drainage function of any drainage channel

(b) provide shade and windbreaks along cyclist and pedestrian routes, around picnic and barbecue areas and seating, and in car parking areas

(c) maximise opportunities for informal surveillance throughout the park

(d) enhance the visual amenity of the area and complement existing buildings

(e) be designed and selected to minimise maintenance costs

(f) provide habitat for local fauna

(g) provide an acoustic barrier between any noise generating source and adjacent residential areas.

18 Development of recreational activities in areas not zoned for that purpose should be compatible with surrounding activities.

19 Recreation facilities development should be sited and designed to minimise negative impacts on the amenity of the locality.

20 Other than within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49** of the **Regional Centre Zone,** public open space should be provided at the rate of 4 hectares for every 1000 persons.

21 Public open space should be bound on at least two sides by local roads to ensure pedestrian access and passive surveillance of the area is optimised.

Orderly and Sustainable Development

OBJECTIVES

1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.

2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.

3 Development that does not jeopardise the continuance of adjoining authorised land uses.

4 Development that does not prejudice the achievement of the provisions of the Development Plan.

5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.

6 Urban development located only in zones designated for such development.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not prejudice the development of a zone for its intended purpose.

2 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.

3 Urban development should form a compact extension to an existing built-up area.

4 Ribbon development should not occur along the coast, water frontages or arterial roads shown in *Overlay Maps - Transport*.

5 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.

6 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.

7 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

8 Development should be undertaken in accordance with the following Concept Plan Maps:

(a) *Concept Plan Map PAdE/1 - North Haven Marina*

(b) *Concept Plan Map PAdE/2 - Barker Inlet Wetlands*

(c) *Concept Plan Map PAdE/3 - Gilles Plains District Centre*

(d) *Concept Plan Map PAdE/4 - Greenacres District Centre*

(e) *Concept Plan Map PAdE/5 - Sefton Park District Centre)*

(f) *Concept Plan Map PAdE/6 - Port Adelaide Stormwater Management*

(g) *Concept Plan Map PAdE/7 - Gillman Coastal Resource Recovery Precinct*

(h) *Concept Plan Map PAdE/8 - Angle Park Light Industry Zone*

(i) *Concept Plan Map PAdE/9 - State Sports Park Precinct*

(j) *Concept Plan Map PAdE/10 - State Sports Park Impervious Areas*

(k) *Concept Plan Map PAdE/11 - Islington Land Use and Interface*

(l) *Concept Plan Map PAdE/12 - Islington Access and Movement*

(m) *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*

(n) *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet*

(o) *Concept Plan Map PAdE/15 - Blair Athol Neighbourhood Centre*

(p) *Concept Plan Map PAdE/16 - Broadview Neighbourhood Centre*

(q) *Concept Plan Map PAdE/17 - Enfield Neighbourhood Centre*

(r) *Concept Plan Map PAdE/18 - Grand Junction Road Neighbourhood Centre*

(s) *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre*

(t) *Concept Plan Map PAdE/20 - Klemzig Neighbourhood Centre*

(u) *Concept Plan Map PAdE/21 - Northgate Neighbourhood Centre*

(v) *Concept Plan Map PAdE/22 - Pauls Drive Neighbourhood Centre*

(w) *Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre*

(x) *Concept Plan Map PAdE/24 - Windsor Gardens Neighbourhood Centre*

(y) *Concept Plan Map PAdE/25 - Alberton Oval Recreation Zone*

(z) *Concept Plan Map PAdE/26 - Western Regional Park Recreation Zone*

(aa) *Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport*

(bb) *Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas*

(cc) *Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements*

(dd) *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area*

(ee) *Concept Plan Map PAdE/31 - Cruickshank's Corner Policy Area*

(ff) *Concept Plan Map PAdE/32 - Dock One Policy Area*

(gg) *Concept Plan Map PAdE/33 - East End Policy Area*

(hh) C*oncept Plan Map PAdE/34 - Fletcher's Haven Policy Area*

(ii) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*

(jj) *Concept Plan Map PAdE/36 - Mainstreet Policy Area*

(kk) *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area*

(ll) *Concept Plan Map PAdE/38 - Newport Quays Policy Area*

(mm) *Concept Plan Map PAdE/39 - North Bank Policy Area*

(nn) *Concept Plan Map PAdE/40 - Old Port Reach Policy Area*

(oo) *Concept Plan Map PAdE/41 - Port Adelaide State Heritage Area Policy Area*

(pp) *Concept Plan Map PAdE/42 - Port Approach Policy Area*

(qq) *Concept Plan Map PAdE/43 - Railways Policy Area*

(rr) *Concept Plan Map PAdE/44 - Retail Core Policy Area*

(ss) *Concept Plan Map PAdE/45 - Southern Approach Policy Area*

(tt) *Concept Plan Map PAdE/46 - Southern Gateway Policy Area*

(uu) *Concept Plan Map PAdE/47 - Woolstores Policy Area*

(vv) *Concept Plan Map PAdE/48 - Northgate Residential*

(ww) *Concept Plan Map PAdE/49 - Boarding Houses*.

(xx) *Concept Plan Map PAdE/50 - Residential East*.

Regulated Trees

OBJECTIVES

1 The conservation of regulated trees that provide important aesthetic and environmental benefit.

2 Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:

(a) significantly contributes to the character or visual amenity of the local area

(b) indigenous to the local area

(c) a rare or endangered species

(d) an important habitat for native fauna.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should have minimum adverse effects on regulated trees.

2 A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:

(a) the tree is diseased and its life expectancy is short

(b) the tree represents an unacceptable risk to public or private safety

(c) the tree is causing damage to a substantial building or structure of value

(d) development that is reasonable and expected would not otherwise be possible

(e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.

3 Tree damaging activity other than removal should seek to maintain the aesthetic appearance and structural integrity of the tree.

Renewable Energy Facilities

OBJECTIVES

1 The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.

2 Location, siting, design and operation of renewable energy facilities to avoid or minimise adverse impacts and maximise positive impacts on the environment, the local community and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Renewable energy facilities, including wind farms and ancillary developments, should be located in areas that maximise efficient generation and supply of electricity.

2 Wind farms and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines, should be sited, designed and operated in a manner that:

(a) avoids or minimises negative impacts on the character, landscape quality, visual significance or amenity of the area

(b) uses elements of the landscape and appropriate materials and finishes to minimise visual impact

(c) avoids or minimises the potential for adverse impact on areas of native vegetation, conservation, environmental, geological, tourism or built or natural heritage significance

(d) does not impact on the safety of water or air transport and the operation of ports, airfields and designated landing strips

(e) avoids or minimises nuisance or hazard to nearby property owners and/or occupiers, road users and wildlife by not:

(i) causing shadowing, flickering, reflection or blade glint impacts

(ii) creating excessive noise

(iii) interfering with television and radio signals

(iv) modifying vegetation, soils and habitats

(v) striking birds or bats.

Residential Development

OBJECTIVES

1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.

2 An increased mix in the range and number of dwelling types available within urban boundaries to cater for changing demographics, particularly smaller household sizes, housing for seniors and supported accommodation.

3 Higher dwelling densities in areas close to centres, public and community transport and public open spaces.

4 The regeneration of selected areas identified at zone and/or policy area levels.

5 Affordable housing and housing for seniors provided in appropriate locations.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:

(a) the siting and construction of a dwelling and associated ancillary outbuildings

(b) the provision of landscaping and private open space

(c) convenient and safe vehicle access and off street parking

(d) passive energy design.

2 Buildings on battleaxe allotments or the like should be single storey and be designed to maintain the privacy of adjoining properties.

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

4 Dwellings constituting affordable housing and housing for seniors should be located to optimise access to shops, social services and facilities, or public transport.

Design and Appearance

5 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.

6 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.

7 The design of residential flat buildings should:

(a) define individual dwellings in the external appearance of the building

(b) provide transitional space around the entry

(c) ensure building entrances provide shelter, are visible and easily identifiable from the street.

8 Development should follow the fall of the land by employing a split level design where required.

Overshadowing

9 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:

(a) windows of habitable rooms (all rooms excluding bathrooms, laundries and hallways), particularly living areas

(b) ground-level private open space

(c) upper-level private balconies that provide the primary open space area for any dwelling.

10 Development should ensure that north-facing windows to habitable rooms (all rooms excluding bathrooms, laundries and hallways) of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 5.00 pm on the 21 June.

11 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(a) half of the existing ground-level open space

(b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

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

Garages, Carports and Outbuildings

12 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.

13 Garages and carports facing the street should not dominate the streetscape.

14 Garages and carports facing the street (other than an access lane way) should be:

(a) designed with a maximum width of 6 metres or 50 per cent of the allotment or building site width, whichever is the lesser distance

(b) constructed of materials that integrate with those of the associated dwelling, or pre-coloured treated metal.

15 Residential outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.

16 Garages, carports and domestic outbuildings should each have a floor area not exceeding 75 square metres.

17 Garages and carports should have a minimum internal dimension of one of the following:

(a) 3 metres by 6 metres for a single vehicle

(b) 5.8 metres by 6 metres for two vehicles.

18 Open car parking spaces should conform to the following dimensions:

(a) 5.5 metres by 3 metres where associated with detached, semi-detached or row dwellings

(b) as specified by *Australian Standard/New Zealand Standard AS/NZS 2890 Parking facilities* where associated with group dwellings, multiple dwellings and residential flat buildings or older persons accommodation.

19 Double width garages or carports that face the street and are set back less than 8 metres from the allotment boundary on the primary frontage (the principal address of the dwelling), should incorporate one of the following:

(a) two or more individual doors, with a distance of not less than 0.3 metres between them in the form of a central pier or column

(b) tilt up doors with moulded door panels or the like.

Street and Boundary Setbacks

20 Dwellings should be set back from allotment or site boundaries to:

(a) contribute to the desired character of the area

(b) provide adequate visual privacy by separating habitable rooms (all rooms excluding bathrooms, laundries and hallways) from pedestrian and vehicle movement.

21 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:

(a) minimise the visual impact of buildings from adjoining properties

(b) minimise the overshadowing of adjoining properties.

22 Carports and garages should be set back from road and building frontages so as to:

(a) contribute to the desired character of the area

(b) not adversely impact on the safety of road users

(c) provide safe entry and exit

(d) not dominate the appearance of dwellings from the street.

23 Garages, carports and domestic outbuildings should be set back from the allotment boundary in accordance with (a) or (b):

(a) a minimum of 0.5 metres behind the associated dwelling's main face (the external wall closest to the street of the principal address of the dwelling)

(b) in line with the main face(the external wall closest to the street of the principal address of the dwelling) of the associated dwelling, if the dwelling incorporates minor protrusions (e.g. porches, porticos, eaves and balconies) that provide articulation in the building as it presents to the street.

24 Garages, carports and domestic outbuildings should be set back from the allotment boundary on the secondary frontage (any street frontage other than that of the principal address of the dwelling) in line with or greater than the setback of the associated dwelling.

25 Garages, carports and domestic outbuildings located on a side or rear boundary should have:

(a) boundary walls not exceeding 9 metres in length

(b) a maximum wall height of 3 metres measured from natural ground level

(c) gable ends not located on a boundary, except where the rear boundary adjoins a service or access lane within the **Northgate Policy Area 60**

(d) a maximum total building height of 4.5 metres measured from natural ground level to the highest point of the building, other than where proposed under the main roof of a dwelling where the maximum building height should be equal to or less than that of the single storey component of the dwelling

(e) a separation of 6 metres from any existing building wall on the land located on the same boundary

(f) walls of pre-colour coated cladding to complement the existing fence as viewed from the adjoining land.

26 Unenclosed carports and verandas located on a side or rear boundary should:

(a) have a maximum height of 3 metres on the boundary measured from natural ground level

(b) be designed to ensure gable ends are not located on a boundary, except where the rear boundary adjoins a service or access lane within the **Northgate Policy Area 60**

(c) have a maximum total building height of 4.5 metres measured from natural ground level

(d) have total length along the boundary not exceeding 12 metres.

27 Garages, carports, verandas and domestic outbuildings not located on a boundary should:

(a) have a maximum wall height of 3 metres measured from natural ground level

(b) be set back a minimum of 1 metre from a side or rear boundary

(c) have a maximum total building height of 4.5 metres measured from natural ground level

(d) have walls not exceeding 12 metres in length.

Site Coverage

28 Site coverage should be limited to ensure sufficient space is provided for:

(a) pedestrian and vehicle access and vehicle parking

(b) domestic storage

(c) outdoor clothes drying

(d) a rainwater tank

(e) private open space and landscaping

(f) front, side and rear boundary setbacks that contribute to the desired character of the area

(g) convenient storage of household waste and recycling receptacles.

Private Open Space

29 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling, including those in residential flat buildings, and should be sited and designed:

(a) to be accessed directly from the internal living areas of the dwelling

(b) generally at ground level to the side or rear of a dwelling and screened for privacy

(c) to take advantage of but not adversely affect natural features of the site

(d) to minimise overlooking from adjacent buildings

(e) to achieve separation from bedroom windows on adjoining sites

(f) to have a northerly aspect to provide for comfortable year-round use

(g) to not be significantly shaded during winter by the associated dwelling or adjacent development

(h) to be shaded in summer.

30 Dwellings and residential flat buildings at ground level should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or greater	25 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space should be directly accessible from a lounge room, dining room or living room (excluding a bedroom) and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	50 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a lounge room, dining room or living room (excluding a bedroom) and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

31 Where a building comprises one or more dwellings located above ground level, provision should be made for:

(a) 25 square metres of communal open space per above-ground dwelling

(b) private open space for each above ground dwelling in accordance with the table below:

Site area of dwelling (square metres)	Minimum area of Private Open Space (square metres)	Minimum dimension of Private Open Space (metres)
Less than 250	8	2
Greater than or equal to 250	10	2

32 Private open space should not include driveways, effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space in residential flat buildings and group dwellings, and should have a minimum dimension of:

(a) 2.5 metres for ground level or roof-top private open space

(b) 2 metres for upper level balconies or terraces.

33 Balconies should make a positive contribution to the internal and external amenity of residential buildings and should be sited adjacent to the main living areas, such as the living room, dining room or kitchen, to extend the dwelling's living space.

34 A maximum of 30 per cent of the private open space provided should be covered by verandas or similar structures.

35 Garages, carports and domestic outbuildings should not reduce the minimum area of private open space required for dwellings.

Site Facilities and Storage

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

(a) mail box facilities sited close to the major pedestrian entrance to the site

(b) bicycle parking for residents and visitors

(c) household waste and recyclable material storage areas away from dwellings

(d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space.

37 Dwellings with less than 50 metres of ground level private open space should incorporate an area of not less than 8 cubic metres per dwelling for the storage of goods other than food and clothing either:

(a) in the dwelling (only within non-habitable spaces such as bathrooms, laundries and hallways)

(b) in a garage, carport, or outbuilding

(c) within an on-site communal facility.

Visual Privacy

38 Development should protect privacy by minimising direct overlooking from upper level windows and external balconies, terraces and decks to habitable room (all rooms excluding bathrooms, laundries and hallways) windows and useable private open spaces of other dwellings.

39 Where development is greater than single storey:

(a) any upper storey window that directly overlooks the private open space of an adjoining property should be glazed in fixed obscure glass or have window sills a minimum of 1.7 metres above the upper floor level

(b) any upper storey balcony should be located and/or designed to avoid directly overlooking the private open space of adjoining properties and into habitable rooms (all rooms excluding bathrooms, laundries and hallways) of other dwellings

(c) the potential for indirectly overlooking the private open space of an adjoining property should be minimised through the use of architectural techniques such as wall angles, protuberances and screens, and other measures such as fencing and screen planting.

40 Upper level windows, balconies, terraces and decks should have a sill height of not less than 1.7 metres or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable rooms (all rooms excluding bathrooms, laundries and hallways) windows or onto the useable private open spaces of other dwellings.

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

Noise

42 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.

43 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms, lounge rooms, dining rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.

44 Residential development on land located within 100 metres of an industry zone that is likely to be affected by industrial noise should be designed to minimise the effects of noise by:

(a) orientating rooms so that sensitive areas such as bedrooms, studies and relaxation rooms face away from the industrial noise source or other noise source

(b) shielding windows and doors with external blinds or verandas.

45 Residential development on sites abutting established collector or higher order roads should include front fences and walls that will supplement the noise control provided by the building facade.

46 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.

47 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:

(a) active communal recreation areas, parking areas and vehicle access ways

(b) service equipment areas and fixed noise sources on the same or adjacent sites.

48 Development should be designed and sited to meet ambient and internal noise levels required by *Australian Standard AS2107 Acoustics - Recommended design sound levels and reverberation times for building interiors*.

49 Residential development on sites abutting roads within existing or projected traffic volumes exceeding 3000 vehicles per day should be sited, designed and constructed to meet *Australian Standard AS 2107 Acoustics - Recommended design sound levels and reverberation times for building interiors* so that:

(a) intrusion of traffic noise into dwellings should not significantly reduce the amenity of occupants

(b) front fences and walls supplement the noise control of the building facade

(c) the room layout within buildings reduces the impact of noise on the rooms that are most sensitive to noise.

Car Parking and Access

50 Driveway crossovers within the local road network should be located against the driveway of an adjoining property or separated from the driveways of adjoining properties to optimise the provision of on-street car parking.

51 The design of land division should provide at least one readily accessible on-street car parking space adjacent to every two allotments created, except along an arterial road.

52 On-site parking should be provided having regard to:

(a) the number, nature and size of proposed dwellings

(b) proximity to centre facilities, public and community transport within walking distance of the dwellings

(c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons

(d) availability of on-street car parking

(e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).

53 Parking areas servicing more than one dwelling should be of a size and location to:

(a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely

(b) provide adequate space for vehicles to manoeuvre between the street and the parking area

(c) reinforce or contribute to attractive streetscapes.

54 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:

(a) serve users efficiently and safely

(b) not dominate internal site layout

(c) be clearly defined as visitor spaces not specifically associated with any particular dwelling

(d) ensure they are not sited behind locked garages and are accessible to visitors at all times.

55 Security gates or the like in association with group dwellings, residential flat buildings or multiple dwellings should not impede public access to visitor car parking.

56 The design and layout of common driveways should:

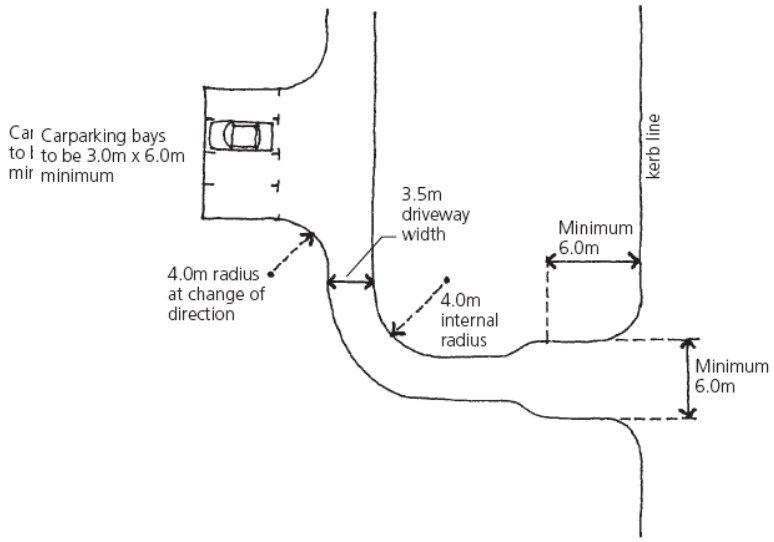
(a) minimise the extent of long straight driveways

(b) incorporate a minimum landscape strip of 1 metre along the driveway

(c) include varied paving treatments

(d) limit fencing along the common driveway to behind the main face (the external wall closest to the street of the principal address of the dwelling) of the adjoining buildings.

57 Common driveways providing access to more than four dwellings should be 6 metres wide at the property line, extending into the property for a distance of 6 metres, after which the driveway may taper to a width of not less than 3.5 metres, as illustrated in the following figure:



58 Group dwellings, multiple dwellings and residential flat buildings should incorporate bicycle parking facilities in accordance with *Table PAdE/4 - Off-Street Bicycle Parking Requirements*.

59 Residential development on land abutting an arterial road should be constructed in accordance with:

(a) *Australian Standard AS 3671 Acoustics - Road Traffic noise intrusion, building siting and construction*

(b) *Australian Standard AS 2107 Acoustics - Recommended Design sound levels and reverberation times for building interiors*.

60 Residential flat buildings, multiple dwellings and group dwellings located on land abutting arterial roads should minimise the number of access points to the arterial road through the provision of:

(a) rear lane access

(b) service road

(c) access from a local street.

61 Driveways on arterial roads that serve more than one dwelling should be designed to cater for the simultaneous two-way movements of the largest vehicles expected to enter and exit the site.

62 On-site parking and manoeuvring areas servicing development abutting arterial roads and collector roads listed in *Table PAdE/6 - Road Hierarchy and Function* should be designed to enable all vehicles to enter and exit the site in a forward direction.

Dependent Accommodation

63 Dependent accommodation (ie accommodation where the living unit is located on the same allotment as the main dwelling and connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:

(a) the site is of adequate size and configuration and the minimum total site is greater than 500 square metres

(b) the accommodation has a small floor area relative to the associated main dwelling with a floor area not exceeding 60 square metres

(c) adequate outdoor private open space of a minimum of 100 square metres is provided for the use of all occupants

(d) adequate on-site car parking is provided by one additional car parking space being provided on the site

(e) the building is designed to, and comprises colours and materials that will, complement the original dwelling.

64 Boarding houses, lodging houses, nursing homes, multiple dwellings or supported residential facilities (as defined in the *Supported Residential Facilities Act 1992*) should have:

(a) no more than 30 beds, except where they are located in the **Northgate Policy Area 60**

(b) a total building footprint of no more than 50 per cent of the site except where they are located in the **Northgate Policy Area 60**

(c) a minimum of 5 square metres of indoor recreation space and 10 square metres of outdoor recreation space per bed.

Swimming Pools and Outdoor Spas

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

Short-Term Workers Accommodation

OBJECTIVES

1 A range of appropriately located accommodation types supplied for seasonal and short-term workers.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Accommodation intended to be occupied on a temporary basis by persons engaged in employment relating to the production or processing of primary produce including minerals should be located within existing townships or within primary production areas, where it directly supports and is ancillary to legitimate primary production activities or related industries.

2 Buildings used for short-term workers accommodation should:

(a) be designed and constructed to enhance their appearance

(b) provide for the addition of a carport, verandas or pergolas as an integral part of the building

(c) where located outside of townships, not jeopardise the continuation of primary production on adjoining land or elsewhere in the zone

(d) be supplied with service infrastructure such as power, water, and effluent disposal sufficient to satisfy the living requirements of workers.

3 Short-term workers accommodation should not be adapted or used for permanent occupancy.

4 A common amenities building should be provided for temporary forms of short-term accommodation such as caravan and camping sites.

Significant Trees

OBJECTIVES

1 The conservation of significant trees, in Metropolitan Adelaide, that provide important aesthetic and environmental benefit.

2 The conservation of significant trees in balance with achieving appropriate development.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should preserve the following attributes where a significant tree demonstrates at least one of the following attributes:

(a) makes an important contribution to the character or amenity of the local area

(b) is indigenous to the local area and its species is listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species

(c) represents an important habitat for native fauna

(d) is part of a wildlife corridor of a remnant area of native vegetation

(e) is important to the maintenance of biodiversity in the local environment

(f) forms a notable visual element to the landscape of the local area.

2 Development should be undertaken so that it has a minimum adverse effect on the health of a significant tree.

3 Significant trees should be preserved, and tree-damaging activity should not be undertaken, unless:

(a) in the case of tree removal, where at least one of the following apply:

(i) the tree is diseased and its life expectancy is short

(ii) the tree represents an unacceptable risk to public or private safety.

(b) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value

(c) all other reasonable remedial treatments and measures have been determined to be ineffective

(d) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring

(e) in any other case, any of the following circumstances apply:

(i) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree

(ii) the work is required due to unacceptable risk to public or private safety

(iii) the tree is shown to be causing or threatening to cause damage to a substantial building or structure of value

(iv) the aesthetic appearance and structural integrity of the tree is maintained

(v) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

4 Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected.

5 Land should not be divided or developed where the division or development would be likely to result in a substantial tree-damaging activity occurring to a significant tree.

Siting and Visibility

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be sited and designed to minimise its visual impact on:

(a) the natural, rural or heritage character of the area

(b) areas of high visual or scenic value, particularly rural and coastal areas

(c) views from the coast, near-shore waters, public reserves, tourist routes and walking trails

(d) the amenity of public beaches.

2 Buildings should be sited in unobtrusive locations and, in particular, should:

(a) be grouped together

(b) where possible be located in such a way as to be screened by existing vegetation when viewed from public roads.

3 Buildings and structures should be designed to minimise their visual impact in the landscape, in particular:

(a) the profile of buildings should be low and the rooflines should complement the natural form of the land

(b) the mass of buildings should be minimised by variations in wall and roof lines and by floor plans which complement the contours of the land

(c) large eaves, verandas and pergolas should be incorporated into designs so as to create shadowed areas that reduce the bulky appearance of buildings.

4 The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.

5 The number of buildings and structures on land outside of urban areas should be limited to that necessary for the efficient management of the land.

6 Development should be screened through the establishment of landscaping using locally indigenous plant species:

(a) around buildings and earthworks to provide a visual a screen as well as shade in summer, and protection from prevailing winds

(b) along allotment boundaries to provide permanent screening of buildings and structures when viewed from adjoining properties and public roads

(c) along the verges of new roads and access tracks to provide screening and minimise erosion.

Sloping Land

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development and associated driveways and access tracks should be sited and designed to integrate with the natural topography of the land and minimise the need for earthworks.

2 Development and associated driveways and access tracks, including related earthworks, should be sited, designed and undertaken in a manner that:

(a) minimises their visual impact

(b) reduces the bulk of the buildings and structures

(c) minimises the extent of cut and/or fill

(d) minimises the need for, and the height of, retaining walls

(e) does not cause or contribute to instability of any embankment or cutting

(f) avoids the silting of watercourses

(g) protects development and its surrounds from erosion caused by water run-off.

3 Driveways and access tracks across sloping land should be accessible and have a safe, all-weather trafficable surface.

4 Development sites should not be at risk of landslip.

5 Development on steep land should include site drainage systems to minimise erosion and avoid adverse impacts on slope stability.

6 Steep sloping sites in unsewered areas should not be developed unless the physical characteristics of the allotments enable the proper siting and operation of an effluent drainage field suitable for the development intended.

Supported Accommodation and Housing for Seniors

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

1 Supported accommodation and housing for seniors (including nursing homes, hostels, retirement homes, retirement villages, residential care facilities and special accommodation houses) should be:

   (a) located within walking distance of essential facilities such as convenience shops, health and community services and public and community transport

   (b) located where on-site movement of residents is not unduly restricted by the slope of the land

   (c) sited and designed to promote interaction with other sections of the community, without compromising privacy

   (d) of a scale and appearance that reflects the residential style and character of the locality

   (e) provided with public and private open space and landscaping.

2 Supported accommodation and housing for seniors should be designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents that include:

   (a) internal communal areas and private spaces

   (b) useable recreation areas for residents and visitors, including visiting children

   (c) spaces to accommodate social needs and activities, including social gatherings, internet use, gardening, keeping pets, preparing meals and doing personal laundry

   (d) storage areas for items such as boats, trailers and caravans

   (e) mail boxes and waste disposal areas within easy walking distance of all units.

3 Access roads within supported accommodation and housing for seniors developments should:

   (a) not have steep gradients

   (b) provide convenient access for emergency vehicles, visitors and residents

   (c) provide space for manoeuvring cars and community buses

   (d) include kerb ramps at pedestrian crossing points

   (e) have level-surface passenger loading areas.

4 Car parking associated with supported accommodation and housing for seniors should:

   (a) be conveniently located on site within easy walking distance of resident units

   (b) be adequate for residents, service providers and visitors

   (c) include covered and secure parking for residents' vehicles

(d) have slip-resistant surfaces with gradients not steeper than 1-in-40

(e) allow ease of vehicle manoeuvrability

(f) be designed to allow the full opening of all vehicle doors

(g) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise

(h) be appropriately lit to enable safe and easy movement to and from vehicles.

Supported Accommodation

5 Supported accommodation should include:

(a) ground-level access or lifted access to all units

(b) an interesting and attractive outlook from units and communal areas for all residents including those in wheelchairs

(c) adequate living space allowing for the use of wheelchairs with an attendant

(d) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles.

6 Car parking associated with supported accommodation should:

(a) have adequate identifiable provisions for staff

(b) include private parking spaces for independent living units

(c) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles.

Telecommunications Facilities

OBJECTIVES

1 Telecommunications facilities provided to deliver communication services to the community.

2 Telecommunications facilities sited and designed to minimise visual impact on the amenity of the local environment.

3 Telecommunication facilities located in industrial, centre and commercial zones.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Telecommunications facilities should:

(a) be located in a coordinated manner to deliver communication services efficiently

(b) use materials and finishes that minimise visual impact

(c) have antennae located as close as practical to the support structure

(d) be located primarily in industrial, commercial, business, office, centre and rural zones

(e) where technically feasible, be co-located with other telecommunications facilities

(f) incorporate landscaping to screen the development, particularly equipment shelters and huts

(g) be designed and sited to minimise the visual impact on the character and amenity of the local environment, in particular visually prominent areas, main focal points and significant vistas.

2 Telecommunications facilities in areas of high visitation and community use should use innovative design techniques (eg sculpture and other artworks) where possible and where the resulting design would positively contribute to the character of the area.

3 Telecommunications facilities should be located in residential zones only if sited and designed to minimise visual impact by:

(a) using existing buildings and vegetation for screening

(b) incorporating the facility within an existing structure that may serve another purpose

(c) taking into account the size, scale, context and characteristics of existing structures, landforms and vegetation so as to complement the local environment.

4 Telecommunications facilities should not have a direct or significant effect on the amenity, character and settings of **Historic Conservation Areas**, Local Heritage Places listed in *Table PAdE/8 - Local Heritage Places*, State Heritage Places listed in *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*, or State Heritage Areas.

5 The development of telecommunication facilities in respect of a Local Heritage Place identified in *Table PAdE/8 - Local Heritage Places* or State Heritage Place identified in *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*, or within a **Historic Conservation Area** or State Heritage Area, should be in accordance with the following:

(a) antennae, equipment buildings and other telecommunication facilities (not including telecommunication towers and monopoles) should:

(i) be sited, designed and built in a manner that reinforces and enhances the historic character of the area

(ii) incorporate design elements such as, roof-form, materials, colours, fences and landscape settings, which compliment historic buildings or their detailing

(iii) maintain front, side and rear boundary set-backs

(iv) be of a colour that does not detract from the historic character of an area or place

(b) antennae should be incorporated into the structure of the place, so as not to materially diminish the character

(c) external equipment shelters should:

(i) be a maximum of 2.4 metres in total building height unless additional height is required to complement adjoining structures in the immediate locality

(ii) have a maximum base area of 7.5 square metres.

6 The visual impact of telecommunication facilities on the character and amenity of the local environment should be minimised through:

(a) the location of telecommunication facilities:

(i) to minimise interruption to a significant view of a place, a landmark, a streetscape, vista or a panorama, whether viewed from public or private land

(ii) to minimise the proliferation of facilities within a local area

(iii) to take advantage of existing landforms and topographical features that may be used to screen facilities

(iv) within 50 metres of an arterial road as identified on *Overlay Maps - Transport* where adequate screening is provided or the facility does not dominate views in the vicinity

(v) primarily in commercial, centre, business and industrial zones

(vi) in residential areas only where the development:

(A) is sympathetic to the housing styles, character and amenity of the area

(B) takes into account the size, scale, context and characteristics of existing structures, landforms and vegetation so as to complement the local environment

(C) is incorporated into, and designed to suit the characteristics of an existing structure or building that may serve another purpose, where technically feasible

(D) is screened by existing buildings and vegetation or is landscaped to screen the facility

(b) the adoption of appropriate design solutions, including:

(i) antennae located as close as practical to the support structure

(ii) the use of non-reflective materials and finishes that minimise visual impact and complement the surrounding local area

(iii) where possible, incorporating facilities into, and designing facilities to suit the characteristics of existing buildings and structures that may serve another purpose

(iv) innovative techniques utilising sculpture and art, contributing to the character and identity of an area

(c) the development of equipment buildings that are constructed of materials that contribute to the character and amenity of the locality

(d) fencing that complements the character of the site. Where cyclone wire mesh fencing is used it should be plastic coated and a maximum of 2.4 metres in height

(e) the incorporation of a landscape buffer (where the development has frontage to a public road) that has a minimum width of 3 metres, contributes to the streetscape and minimises the visual impact of telecommunication towers, monopoles and equipment shelters, including:

(i) low shrubs with a mature height less than 1 metre

(ii) tree species that will grow to a mature height in excess of 3 metres

(f) the retention and protection of existing trees.

7 Where the co-location of telecommunication facilities is required, the character and amenity of the urban environment should be maintained through the location of such facilities in accordance with the following:

(a) where proportionate to the surroundings and located away from main focal points or significant vistas (eg views to a place of heritage significance)

(b) primarily in industrial, commercial and centre zones and a minimum of 100 metres from a residential zone or a **Historic Conservation Area** or State Heritage Area

(c) in residential areas only where it can be demonstrated that:

(i) the co-located facility is a minimum of 200 metres from another telecommunications tower or monopole

(ii) without the proposed co-location, a new tower would be required within 200 metres of an existing monopole/tower or that which has a valid consent to meet the demand for telecommunication facilities in the locality.

8 The development of telecommunication facilities should preserve and enhance the character and amenity of open space and should minimise the impact on the ecological significance of the area through the retention of significant vegetation, particularly tall trees that may screen the facility.

Tourism Development

OBJECTIVES

1 Environmentally sustainable and innovative tourism development.

2 Tourism development that assists in the conservation, interpretation and public appreciation of significant natural and cultural features including State or Local Heritage Places.

3 Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.

4 Tourism development that protects areas of exceptional natural value, allows for appropriate levels of visitation, and demonstrates an environmental analysis and design response which enhances environmental values.

5 Ensure new development, together with associated bushfire management minimise the threat and impact of bushfires on life and property while protecting the environment.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Tourism development should have a functional or locational link with its natural, cultural or historical setting.

2 Tourism development and any associated activities should not damage or degrade any significant natural and cultural features.

3 Tourism development should ensure that its scale, form and location will not overwhelm, over commercialise or detract from the intrinsic natural values of the land on which it is sited or the character of its locality.

4 Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.

5 Any upgrading of infrastructure to serve tourism development should be consistent with the landscape and the intrinsic natural values of the land and the basis of its appeal.

6 Major tourism developments should generally be located within designated areas and existing townships, towns or cities.

Tourism Development in Association with Dwelling(s)

7 Tourist facilities developed on the site of a dwelling should not detrimentally affect residential amenity.

8 Car parking for tourist accommodation associated with a dwelling should be provided at the rate of one space for each guest room or suite of rooms, and ensure that:

(a) parking areas are attractively developed and landscaped, or screen fenced, and do not dominate the street frontage

(b) the bedrooms of residential neighbours are suitably shielded from noise and headlight glare associated with guest vehicle movements

(c) a domestic character is retained through the scale and appearance of landscaping and paving materials that provide a suitable all-weather surface.

Residential Parks and Caravan and Tourist Parks

9 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.

10 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.

11 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.

12 On-site visitor parking in Caravan and Tourist parks should:

(a) be designed and located to be accessible to visitors at all times

(b) not dominate the internal site layout

(c) be clearly defined as visitor spaces and not specifically associated with any particular accommodation site.

13 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.

14 A minimum of 12.5 per cent of a park should comprise communal open space, landscaped areas and recreation areas.

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

Transportation and Access

OBJECTIVES

1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:

(a) provide equitable access to a range of public and private transport services for all people

(b) ensure a high level of safety

(c) effectively support the economic development of the State

(d) have minimal negative environmental and social impacts

(e) maintain options for the introduction of suitable new transport technologies.

2 Development that:

(a) provides safe and efficient movement for all motorised and non-motorised transport modes

(b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles

(c) provides off street parking

(d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.

3 A road hierarchy that promotes:

(a) safe and efficient transportation in an integrated manner throughout the State

(b) the exclusion of non-local through-traffic from residential areas.

4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.

5 Safe and convenient freight movement throughout the State.

6 Encourage non-local through-traffic to utilise primary and secondary arterial roads and major collector roads, rather than minor collector and local streets. Conversely, cyclists should not be discouraged from the use of local streets.

7 Encourage and promote the use of waterways for public and private transport in safe and convenient manner that does not interfere with, but complements, traditional port activities and the character of water-related development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Movement Systems

2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.

3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.

4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.

6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.

7 The location and design of public and community transport set-down and pick-up points should

(a) maximise safety and minimise the isolation and vulnerability of users

(b) provide information such as routes and timetables at each bus stop and train station

(c) provide seating that is designed for short-term use only

(d) locate bus stops close to buildings and spaces where passive surveillance can occur (ie away from vacant land, lanes, car parks or buildings set-back from the street)

(e) locate bus shelters with unobstructed lines of sight to the footpath, street and any nearby buildings

(f) design bus shelters to permit people to observe inside the shelter as they approach (eg by constructing shelters with one or two clear perspex walls).

8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.

9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.

10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.

11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.

12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.

13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public transport stops and activity centres.

15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:

(a) open space networks, recreational trails, parks, reserves and recreation areas

(b) Adelaide's Metropolitan Open Space System

(c) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off road paths.

16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.

17 New developments should give priority to and not compromise existing designated bicycle routes.

18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.

19 Developments (such as centre, office, commercial or industrial developments that are likely to give rise to a demand for cyclist facilities) should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:

(a) showers, changing facilities, and secure sheltered lockers

(b) legible signage indicating the location of bicycle facilities

(c) secure bicycle parking facilities provided at the rate set out in *Table PAdE/4 - Off Street Bicycle Parking Requirements* and located so they are:

(i) 100 metres from *Security Level 1* facilities described in *AS 2890.3 Parking facilities - Bicycle parking facilities*

(ii) 30 metres from *Security Level 2* facilities described in *AS 2890.3 Parking facilities - BICYCLE parking facilities*.

20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guidelines.*

21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guidelines.*

22 Paths used by cyclists should be designed in accordance with *Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths.*

23 Where land division results in the creation of roads that connect or intersect with the bicycle network, development should incorporate intersection and junction treatments which facilitate the safe crossing of pedestrians and cyclists.

24 The design of cycle lanes, walkways and pathways should:

(a) be accessible to all relevant user group(s)

(b) avoid blind corners and incorporate where possible, straight or gently curved walkways to facilitate lines of sight

(c) have at least one clearly marked exit to an area of traffic every 500 metres.

25 Where the pedestrian and cycle movement system intersects with a road, the road and off-road path should be designed to:

(a) make drivers aware of the crossing point

(b) slow traffic down in the vicinity of the crossing point

(c) slow cyclists down prior to the crossing point.

26 The design, location and management of alleyways and laneways should promote community safety and security by:

(a) designing entrances to housing, garages or workshops to be visible from the laneway or from windows of adjoining buildings

(b) avoiding access into buildings from concealed laneways.

27 Off-road bicycle paths or shared paths should be designed and constructed to:

(a) minimise required updating and maintenance

(b) cater for the number of projected pedestrians and cyclists, and user type.

28 Where development results in the realignment of roads that are designated as bicycle routes, the bicycle route should not be compromised.

29 Where the effect of development will be to increase traffic volumes on roads designated as bicycle routes, such development should incorporate arrangements to ensure the bicycle route is not compromised and that suitable access is maintained.

Access

30 Development should have direct access from an all weather public road.

31 Development should be provided with safe and convenient access which:

(a) avoids unreasonable interference with the flow of traffic on adjoining roads

(b) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision

(c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

32 Development should not restrict access to publicly owned land.

33 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:

(a) minimised wherever possible through the use of internal roads and access to the local road network where this does not erode the amenity of existing and future land uses

(b) shared between developments.

34 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.

35 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to the road.

36 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to the road.

37 Driveways, access tracks and parking areas should be designed and constructed to:

(a) follow the natural contours of the land

(b) minimise excavation and/or fill

(c) minimise the potential for erosion from run-off

(d) avoid the removal of existing vegetation

(e) be consistent with *Australian Standard/New Zealand Standard AS/NZS 2890 Parking Facilities*.

38 Access and egress points to development should be located and designed so as to:

(a) minimise traffic hazards and the free flow of traffic on adjoining roads

(b) avoid vehicle queuing on public roads

(c) avoid the generation of traffic into adjacent residential areas

(d) minimise right turn movements onto arterial roads

(e) minimise interference with the function of intersections, junctions and traffic control devices.

39 The design of the intersection of a road providing access to a development from an arterial road should:

(a) not compromise the function of the arterial road to distribute traffic at consistent speeds

(b) accommodate the safe manoeuvring of heavy commercial vehicles, where appropriate.

Access for People with Disabilities

40 Development should be sited and designed to provide convenient access for people with a disability.

41 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

42 Car park areas should provide a minimum of one space for use by people with a disability for every 25 car parking spaces.

43 Parking for people with a disability should be located conveniently to major entrances and ramps and adequately signposted or identified as being for people with a disability only.

Vehicle Parking

44 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with *Table PAdE/5 - Off Street Vehicle Parking Requirements*.

45 Development should be consistent with:

(a) *Australian Standard AS 2890 Parking Facilities or Australian/New Zealand Standard AS/NZS 2890 Parking facilities*

(b) *Australian Standard AS 1742 Manual of uniform traffic control devices*

(c) *Australian Standard AS 1428 Design for access and mobility*.

46 Vehicle parking areas should be sited and designed in a manner that will:

(a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development

(b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network

(c) not inhibit safe and convenient traffic circulation

(d) result in minimal conflict between customer and service vehicles

(e) avoid the necessity to use public roads when moving from one part of a parking area to another

(f) minimise the number of vehicle access points to public roads

(g) avoid the necessity for backing onto public roads

(h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points

(i) not dominate the character and appearance of a centre when viewed from public roads and spaces

(j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas through the incorporation of trees that will grow to a height greater than 2.4 metres (unless it can be demonstrated that planting conditions will prevent trees from attaining such a height) and shrubbery and bushes not exceeding 60 centimetres in height)

(k) have regard to the amount, type and timing of movement generated by the use.

47 Vehicle parking areas should be designed to reduce opportunities for crime by:

(a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads

(b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places

(c) being appropriately lit

(d) incorporating clearly identified and legible pedestrian routes

(e) maximising lines of sight between parking spaces and pedestrian exits and between parking spaces and pay booths.

48 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

49 Parking areas that are likely to be used during non daylight hours should provide illuminated entrance and exit points and site lighting in accordance with *Australian Standard AS 1158 Lighting for roads and public places*, directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.

50 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.

51 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.

52 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

53 The gradient of the car parking areas should not be steeper than 1-in-20.

Undercroft Garaging of Vehicles

54 Undercroft garaging of vehicles should occur only where:

(a) the overall height and bulk of the development does not adversely impact on streetscape character or the amenity of adjacent properties

(b) vehicles can safely exit from the site without compromising pedestrian safety or causing conflict with other vehicles

(c) driveway gradients provide for safe and functional entry and exit

(d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath

(e) openings into undercroft garage areas are designed to integrate with the main building so as to minimise visual impact

(f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties

(g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development).

55 Semi-basement or undercroft car parking should be suitably integrated with building form.

56 In the case of semi-basement car parks where cars are visible, adequate screening and landscaping should be provided.

Waste

OBJECTIVES

1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.

2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:

(a) avoiding the production of waste

(b) minimising waste production

(c) reusing waste

(d) recycling waste

(e) recovering part of the waste for re-use

(f) treating waste to reduce the potentially degrading impacts

(g) disposing of waste in an environmentally sound manner.

2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.

3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).

4 Untreated waste should not be discharged to the environment, and in particular to any water body.

5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.

6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

(a) screened and separated from adjoining areas

(b) located to avoid impacting on adjoining sensitive environments or land uses

(c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system

(d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

(e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours

(f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

7 The disposal of wastewater to land should only occur where methods of wastewater reduction and reuse are unable to remove the need for its disposal, and where its application to the land is environmentally sustainable.

8 Wastewater lagoons should not be sited in any of the following areas:

(a) within land subject to a 1-in-100 year average return interval flood event

(b) within 50 metres of the top of the bank of a watercourse

(c) within 500 metres of the coastal high water mark

(d) where the base of the lagoon would be below any seasonal water table.

9 Artificial wetland system for the storage of treated wastewater, such as wastewater lagoons, should be:

(a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts

(b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.

10 Development that includes the provision of facilities for the washing and cleaning of vehicles, plant and/or other equipment should ensure the wastewater does not enter the sewer system.

11 Wastewater should be drained to one of the following:

(a) a treatment device (such as sediment traps and/or a coalescing plate oil separator) with subsequent disposal to sewer

(b) a holding tank, which can be emptied as required by an authorised liquid waste contractor.

12 Wastewater from air-conditioning units, cooling towers and compressors is disposed of to a sewer or collected by an authorised carrier and disposed of at an approved waste depot.

Waste Treatment Systems

13 Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.

14 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:

(a) the quality of surface and groundwater resources

(b) public health

(c) the amenity of a locality

(d) sensitive land uses.

15 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.

16 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.

17 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.

18 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or ground water resources or damaging crops.

19 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:

(a) into any waters

(b) onto land in a place where it is reasonably likely to enter any waters by processes such as:

(i) seepage

(ii) infiltration

(iii) carriage by wind, rain, sea spray, or stormwater

(iv) the rising of the watertable.

20 Winery waste management systems should be designed to ensure:

(a) surface runoff does not occur from the wastewater irrigation area at any time

(b) wastewater is not irrigated onto waterlogged areas, land within 50 metres of a creek, or swamp or domestic or stock water bore, or land subject to flooding, steeply sloping land, or rocky or highly permeable soil overlaying an unconfined aquifer

(c) wastewater is not irrigated over an area which is within 50 metres of any residence on neighbouring land or 10 metres of any type of publicly owned land

(d) wastewater is released using low trajectory low pressure sprinklers, drip irrigators or agricultural pipe, and is not sprayed more than 1.5 metres into the air or in fine droplets if there is a potential for the spread of diseases from the wastewater

(e) stormwater run-off from areas which are contaminated with grape or grape products is drained to winery waste management systems during vintage periods

(f) stormwater from roofs and clean hard paved surfaces is diverted away from winery waste management systems and disposed of in an environmentally sound manner or used for productive purposes.

Waste Management Facilities

OBJECTIVES

1 The orderly and economic development of waste management facilities in appropriate locations.

2 Minimisation of human and environmental health impacts from the location and operation of waste management facilities.

3 Protection of waste management facilities from incompatible development.

4 No expansion and/or intensification of existing waste management facilities in the form of:

(a) landfill facilities

(b) organic waste processing facilities involving the storage and/or processing of organic waste outdoors unless the expansion and/or intensification results in one or more of the following:

(i) a significant net benefit in terms of amenity and/or environmental impacts

(ii) the generation of renewable energy.

5 No new development of landfill facilities.

6 No future development of waste management facilities in the form of organic waste processing facilities, except within the **Coastal Resource Recovery Policy Area 10**.

7 No new development of waste management facilities in the form of organic waste processing facilities involving the storage and/or processing of organic waste outdoors.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Waste management facilities should be located and designed to minimise adverse impacts on both the site and surrounding areas from the generation of surface water and groundwater pollution, traffic, noise, odours, dust, vermin, weeds, litter, gas and visual impact.

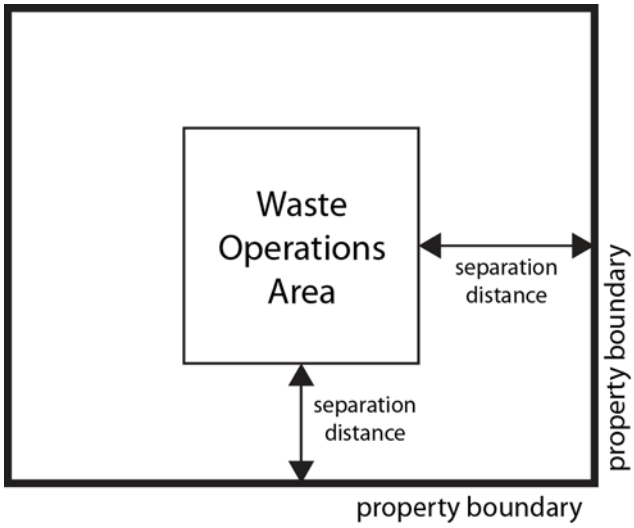
2 Waste management facilities in the form of land fill and organic processing facilities should not be located in existing or future township, living, residential, centre, office, business, institutional or environmental protection, conservation, landscape, water protection and open space areas.

3 Waste management facilities should not be located where access to the facility requires, or is likely to involve, the use of non-arterial roads in adjacent residential areas.

4 Waste management facilities should:

(a) be appropriately separated from sensitive land uses and environmentally-sensitive areas

(b) incorporate the separation distance between the waste operations area (including all closed, operating and future cells) and sensitive uses within the development site as illustrated in the figure below:



(c) not incorporate other land uses and activities within the separation distance unless they are compatible with both a waste management facility and any adjacent land uses.

5 Separation and/or noise attenuation should be used to ensure noise generation associated with the waste management operation does not unreasonably interfere with the amenity of sensitive land uses.

6 Sufficient area should be provided within the waste operations area for the:

(a) maximum expected volume of material on the site at any one time

(b) containment of potential groundwater and surface water contaminants

(c) diversion of clean stormwater away from the waste and potentially-contaminated areas.

7 Processing facilities and operational areas should be screened from public view.

8 Waste management sites should be accessed by appropriately constructed and maintained roads.

9 Traffic circulation movements within any waste management site should:

(a) be of a dimension and constructed to support all vehicles transporting waste

(b) enable all vehicles to enter and exit the site in a forward direction.

10 Suitable access for emergency vehicles should be provided to and within waste management sites.

11 Fencing to a minimum height of 2 metres should be erected on the perimeter of a waste management facility site to prevent access other than at entry points. Where the fencing is adjacent primary street frontages and/or arterial road frontages chain wire mesh fencing should not be used.

12 Plant, equipment or activities that could cause a potential hazard to the public should be enclosed by a security fence.

13 Litter control measures that minimise the incidence of wind blown litter should be provided.

14 The waste operations area of a landfill or organic waste processing facility should be sited at least:

(a) 3 kilometres from an airfield used by commercial aircraft to minimise the risk of bird strikes to aircraft

(b) 500 metres from:

(i) the boundaries of the allotment

(ii) the nearest dwelling, shop, office, public institution or other building designed primarily for human occupation in the case of an organic waste processing facility for the composting of waste

(c) 250 metres from a public open space reserve, forest reserve, national park, conservation zone or policy area

(d) 100 metres from:

(i) the nearest surface water (whether permanent or intermittent)

(ii) a 1-in-100 year average return interval flood event area.

15 The waste operations area of a landfill should not be located on land:

(a) that is subject to land slipping

(b) with ground slopes greater than 10 per cent, except where the site incorporates a disused quarry.

16 The waste operations area of an organic waste processing facility should not be located on land:

(a) that is subject to land slipping

(b) with ground slopes greater than 6 per cent

(c) where the interface of the engineered landfill liner and natural soils would be within any of the following:

(i) 15 metres of unconfined aquifers bearing groundwater with less than 3000 milligrams per litre total dissolved salts

(ii) 5 metres of groundwater with a water quality of 3000 to 12 000 milligrams per litre total dissolved salts

(iii) 2 metres of groundwater with a water quality of greater than 12 000 milligrams per litre total dissolved salts.

17 Where required, a leachate barrier should be provided between the operational areas and underlying soil and groundwater.

18 Landfill activities that have a total storage capacity exceeding 230 000 cubic metres should make sustainable use of landfill gas emissions. For smaller landfill activities, if the sustainable use of the landfill gas emissions is not practical or feasible, flaring should be used to avoid gases being vented directly to the air.

19 The reception, storage and processing of waste should take place within an enclosed building and waste should not be stored or processed at any time outside of that building.

20 Sensitive land uses should not be located within 250 metres of any landfill site that has been closed but remains licensed under the *Environment Protection Act 1993* or presents known ongoing environmental risks.

Zone Section

Bulk Handling Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone in which commodities are received, stored and dispatched in bulk.

2 Buildings and structures screened from adjoining areas by landscaping, using locally indigenous plant species where possible.

3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone's function is to facilitate the storage and distribution of products on a large scale.

Accordingly, semi trailers are required to regularly enter and exit the site and buildings are necessarily large in size. The site also accommodates a significant office facility, which is associated with the primary warehousing/storage function of the zone.

Future development will ensure buffers, achieved through setbacks and landscaping, are provided between the adjacent **Metropolitan Open Space System Zone** and Main North Road frontage. These buffers will protect the visual amenity of the surrounding environments.

Building design will minimise the impression of bulk and complement the scale and design of surrounding development.

Vehicle access to the site will be from Main North Road and provide minimum disruption to the flow of traffic.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulk handling and storage facility
- office and workers' amenities (operating as an adjunct to a bulk handling use of the site)
- road transport terminal.

2 Development listed as non-complying is generally inappropriate.

3 Development unrelated to facilities associated with the reception, storage and dispatch of and other commodities in bulk processing such commodities, should not occur.

4 Development should not impede the on-going operation of facilities associated with the handling and storage of bulk commodities.

5 The total cumulative gross leasable area of office development should not exceed 7500 square metres.

Form and Character

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

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

8 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 6 metres above natural ground level.

9 Landscaping should be provided in a manner that includes a range of vegetation types such as trees, shrubs and groundcover.

10 Car parking should be provided to meet the needs of both visitors and employees.

11 Separate access points for trucks and cars should be provided from Main North Road.

12 Stormwater should be collected and retained to be used for maintaining landscaping where possible.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	
Community centre	
Consulting room	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.	

Form of development	Exceptions
Dwelling	
Educational establishment	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
Motel	
Motor repair station	
Petrol filling station	
Place of worship	
Pre-school	
Residential flat building	
Shop	
Special industry	
Supported accommodation	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Tourist accommodation	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 6 metres above natural ground level.	Telecommunications antenna located less than 30 metres from a residential zone.
Bulk handling and storage facility	Telecommunication facilities where the proposed development is located 30 metres or greater and less than 100 metres from a residential zone.
Office	
Store	
Telecommunications antenna located 30 metres or greater from a residential zone.	
Telecommunication facilities where the proposed development is located 100 metres or greater from a residential zone.	
Warehouse	

Caravan and Tourist Park Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone primarily for short-term tourist accommodation and associated facilities.

2 A zone accommodating a range of short-term tourist accommodation predominantly in the form of caravan and camping sites, cabins, and transportable dwellings surrounded by open landscaped areas.

3 Development that is designed to enhance the natural features of the local environment, including visual amenity, landforms, fauna and flora.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

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

The River Torrens Linear Park contributes significantly to the character of the zone. Buildings will be a maximum height of two storeys and blend in with the natural environment. The visual impact of the park will be minimal from scenic vantage points, public lookouts and the River Torrens Linear Park. Vegetation buffers and landscaping comprising of locally indigenous species will be important in integrating the park into the natural 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.

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

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

2 A minimum of 12.5 per cent of park should comprise communal open space, landscaped areas and recreation areas.

Form and Character

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

4 Permanent buildings should be limited to a dwelling (manager's house), shop (in association with and ancillary to a caravan and tourist park), community or recreational facility and toilets/amenities.

5 Recreation facilities should be provided of a scale that is suitable to maintain the open natural character of the area and ancillary to the primary role and function of the park.

6 The total number of tourist accommodation sites in the park should be at least 60 per cent of the total number of sites available.

7 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.

8 Every caravan, cabin and dwelling site should be greater than 81 square metres in area.

9 Advertisements and/or advertising hoardings should have a maximum height of 2 metres above natural ground level.

Car Parking and Access

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

11 Internal road surfaces should be surfaced to prevent dust becoming a nuisance.

12 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

Street and Boundary Setbacks

13 Every dwelling, annex, caravan fixed to land, recreational facility or amenities building should be set back a minimum of:

(a) 1 metre from an internal road

(b) 6 metres from a public road

(c) 2 metres from the boundary of the caravan park or camping ground.

Natural Hazards

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

Fencing

15 Where the zone abuts public open space, including the Torrens Linear Park, permeable fencing should be used so as not to impede the amenity, views or vistas of the caravan and tourist park. Where chain mesh fencing is used, it should be black PVC coated and be a maximum of 2.1 metres in height.

16 Where the zone abuts a residential street:

(a) a combination of fencing and landscaping should be used to reduce the impact of the activity within the zone on adjoining residential areas

(b) fencing should be placed behind the boundary and landscaping to soften visual impacts of the zone

(c) solid fencing should only be considered where it is required to attenuate noise from surrounding residential areas.

17 Brush fencing should not be used at any time.

Land Division

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

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	
Bus depot	
Cemetery	
Commercial forestry	
Community centre	Except where in association with and ancillary to tourist accommodation.
Consulting room	
Crematorium	
Dairy	

Form of Development	Exceptions
Dam	
Dwelling	Except for a manager's residence in association with and ancillary to tourist accommodation.
Educational establishment	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	Except where in association with and ancillary to tourist accommodation.
Industry	
Intensive animal keeping	
Land division which results in the creation of additional allotment(s) either wholly or partly within the zone.	Except where a lease or licence agreement is made, granted or accepted under the *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) 150 square metres or less 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) 150 square metres or less in gross floor area (b) in association with and ancillary to tourist accommodation.

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

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 2 metres above natural ground level.	
Amenity block, including shower, toilet, laundry and kitchen facilities.	
Cabin	
Camping ground	
Caravan park	
Caravan permanently fixed to land.	
Recreation area	
Swimming pool	
Tourist park	

Coastal Marina Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone that provides for a marina and maritime structures including:

(a) pontoons

(b) jetties

(c) piers

(d) boat berths

(e) slipways

(f) repair facilities

(g) wastewater collection, storage and transfer facilities.

2 A zone in which:

(a) the form and character of development expresses and enhances the relationship between land and water

(b) the integration and mixture and association of uses creates focal points of activity and an attractive urban waterfront and maritime environment.

3 A zone in which development preserves the safety and structural integrity of the revetment wall and breakwaters.

4 A zone in which development contributes to the enhancement of storm water and wastewater quality.

DESIRED CHARACTER

The strong association between the various waterfront developments and the berthing and other water based facilities of the **Boat Haven Policy Area 1** and the Gulf waters will be essential to the maintenance of the attraction of the area as a whole.

Underpinning the desired character is the need for a highly compatible, coordinated and integrated development pattern. Intensification of development and redevelopment will need to be sympathetic to adjacent development and not erode the amenity of the locality by way of loss of privacy or detrimentally impacting on the physical infrastructure.

A key element contributing to the desired character of the zone will be the diverse type of modern and sophisticated dwellings, the presence of boats and marina berths and the coastal views (particularly from properties fronting the water with views over the break waters and revetment wall) that promote a visually open setting for a large portion of the zone.

Development will demonstrate effective design where it minimises interference with the coastal views from existing urban developments. These views from urban areas to the coast are integral to the existing and desired character of the zone.

It will be important for development, particularly at policy area interface areas, to protect the amenity of existing developments - particularly residential land uses - while recognising the need to promote suitably designed commercial businesses in appropriate locations.

Water quality is a key attribute of the zone's character. Development will avoid negatively impacting water quality through appropriate control and management of storm water and wastewater systems.

The marina is shielded by break waters and a revetment wall constructed over the sand filling by the placement of filter cloths which are covered with rock walling placed at stable slopes. The revetment wall and break waters are critical to preserving the safety of residents and built form against current and future tidal and wave action. They also form a defining physical feature of the zone and will be maintained and protected into the future.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Compatible marina-related development is envisaged in the zone.

2 Development listed as non-complying is generally inappropriate.

3 Public and community facilities should be conveniently located and include:

(a) car parking

(b) open space

(c) public waterfront walkways

(d) boat ramps available to the public

(e) beach access

(f) surf life saving facilities.

Form and Character

4 Development including associated roads and parking areas should be protected from sea level rise by ensuring all of the following apply:

(a) there are practical measures available to protect the development against an additional sea level rise of 0.7 metres

(b) there is an allowance to accommodate land subsidence until the year 2100 at the site

(c) site levels are in accordance with those outlined in following table:

Location of Development	Minimum Site level (metres AHD)	Minimum Floor Level (metres AHD)
On land	3.30	3.55
Over water development other than boat berthing and servicing facilities and ancillary walkways	n/a	4.15

5 Development should be in accordance with *Concept Plan Map PAdE/1 - North Haven Marina* so that:

(a) public access to the waterfront is maintained by providing public spaces

(b) provision is made for associated car parking areas and interconnecting waterfront walkways

(c) land division provides waterfront accessible to the public through open space and walkways

(d) development does not have direct access to Lady Gowrie Drive or Lady Ruthven Drive but should provide access via roadways providing collection and distribution functions to and from developments within the zone

(e) walkway access to the beach from car parking spaces is provided:

(i) in suitable locations

(ii) at a rate of one walkway for each 100 spaces or part thereof.

6 Development should take advantage of views over the coastal and marina's water, by retaining the existing open coastal character of the area.

7 Buildings should be sited, designed and orientated to maximize coastal views and vistas, whilst minimising interference with the views and outlook obtained from existing urban developments.

8 Over-water development should be limited to boat berthing, boat servicing facilities, walkways and channel markers.

9 Development of leisure activities should be orientated toward the waterfront.

10 Development should be sensitive to climatic extremes and be designed, orientated and sited, to take advantage of the winter sun and protect against the harsh summer sun and inclement weather.

11 Building design should be simple, using rectangular plans with gable and skillion roofs.

12 Visible roof slopes should be no less than 22.5 degrees and no greater than 40 degrees.

13 The capacity to raise the waterfront barrier to a minimum height of 4 metres AHD inclusive of wave effects in times of sea level rise should be retained, or alternatively by providing a strip of land with a minimum height of 3.15 metres AHD and a minimum width of 3 metres (which may incorporate a walkway in certain designated public areas of the zone) between any structure and the sea.

14 Development should incorporate building materials consistent with the maritime theme and coastal environment in a Mediterranean climate and comprise of the following:

Part of building	Material
Walls and cladding	Cement rendered, bagged or painted brick, masonry, timber or other like materials. Face brickwork is not considered acceptable.
Trim	Timber, painted or powder coated alloys or metal extrusions.
Building colours	White, off-white or pastel colours.
Roofs	Roof materials in colours compatible with the main structure, but generally red, burnt orange, ochre, grey or white.
Glazing	Non-reflective clear or grey or brown tinted glass.
Fencing	Brushwood, cement rendered, bagged or painted brick and masonry walls.

15 The sites for dwellings and residential flat buildings should have a site area and dimension no less than the following:

Development	Minimum Site Area per Dwelling		Maximum Site Coverage (per cent)	Minimum Frontage (metres)
	Single Storey Dwelling (square metres)	Two, Three or Four Storey Dwelling (square metres)		
Detached dwelling	350	300	50	4
Group dwelling	250	200	50	4
Semi-detached dwelling	250	200	50	4
Row dwelling	200	180	50	4
Residential flat building	180	150	50	6
Multiple dwelling	180	150	50	6

16 Development should not exceed a height of 15.5 metres AHD.

17 Boat slip development should include traps for toxic and inflammable liquids, including oil, paint, thinner, anti-foul and fuel and other waste, so as to prevent their discharge into the Marina.

18 Two car-parking spaces should be provided and developed with every three boat berths, be the berths in the water or on the land as hardstand or dry storage berths.

19 Pedestrian and, where appropriate, cycling access to and along the waterfront should be provided by one or more of the following:

(a) waterfront walkways and pedestrian paths

(b) trails from vehicle areas through development and open spaces.

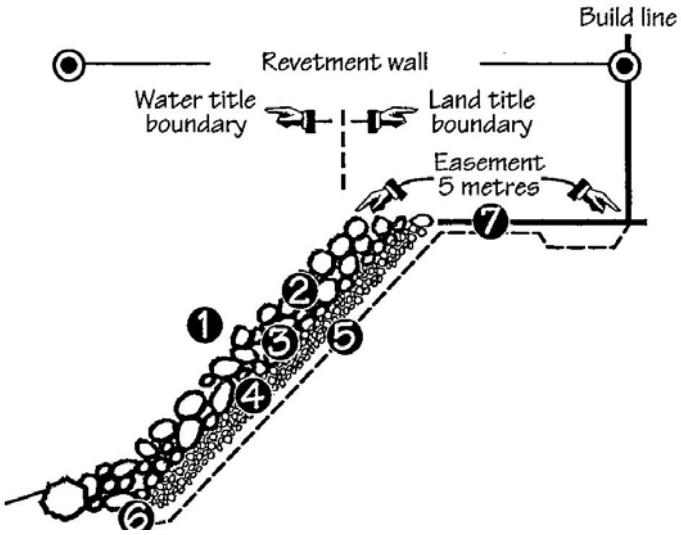
20 Walkways adjacent to the **Boat Haven Policy Area 1** should have a minimum finished surface level of 3.2 metres AHD.

21 Opportunities for the shared use of car parking between developments should be exploited to reduce the total extent of car parking.

22 Development should complement and encourage views and the scenic attraction of the **Boat Haven Policy Area 1**.

23 A minimum of 10 per cent of each development site should be landscaped to complement and enhance the character of the area and to screen, shade and shelter areas, as well as to define open spaces.

24 Development should not penetrate the filter cloth (as shown in the following revetment figure) of the revetment wall unless a comprehensive and technical engineering report can demonstrate that the revetment wall will not be impacted upon:



The revetment figure illustrates the structure of the wall and identifies the key components as:

1. Slope: graded from 1.5 metres + 3 metres.
2. Primary Rock Armour: large boulders.
3. Secondary Rock Armour: large crushed rocks.
4. Filter Blanket: finer crushed rock.
5. Filter Cloth: closely woven fabric designed to stabilise and protect the sandy land body.
6. Buried Toe Apron: trench at the base of the wall; large boulders, crushed rock and filter cloth construction; protects against scouring at the bottom of the revetment wall.
7. Splash Apron: 5 metre area behind the top edge of the wall; crushed rock and filter cloth construction.

25 Development should observe the importance of the revetment wall's 5 metre '**Splash Apron**' (marked as '❼' in the revetment figure above) as integral to the protection provided by the revetment wall with buildings generally not being sited within this area.

26 Development should not prevent access for maintenance and repair works to the revetment wall or breakwaters.

Land Division

27 The lowest finished site level of any allotment should not be less than 3.3 metres AHD.

Boat Haven Policy Area 1

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area accommodating berthing facilities and areas for the passage and manoeuvring of vessels.

2 The containment of over-water housing to sites already developed for over-water housing along Gulf Point Drive.

3 Over water development, other than boat berths, pontoons and walkways extending no further than 25 metres from the top of the rock revetment.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is characterised by marina berths, a public boat ramp and other facilities normally associated with such development.

The marina area is shielded by break waters and a revetment wall constructed over the sand filling by the placement of filter cloths which are covered with rock walling placed at stable slopes. The revetment wall and break waters are critical to preserving the safety of residents and built form against current and future tidal and wave action. They also form a defining physical feature and will be able to be maintained and protected into the future.

Water quality is a key attribute of the zone's character. Development will avoid negatively impacting water quality through appropriate control and management of storm water and wastewater systems.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- berthing facility.

2 Development other than berthing facilities and channel markers projecting into the policy area should:

(a) not extend into or over the policy area further than 25 metres measured perpendicularly from the top of the rock revetment

(b) comply with the objectives and principles of development control for the abutting policy area where relevant.

Form and Character

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

4 Walkways should be developed with the following minimum paved widths:

(a) 2 metres around the policy area's eastern edge

(b) 1.2 metres around the policy area's western edge.

Business Policy Area 2

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area maximising tourist and general public attraction to waterfront orientated retail, commercial, tourist, recreation, entertainment and tourist or short-term visitor accommodation developments.

2 A policy area accommodating shopping facilities to serve the day-to-day needs of the local community, marina berth owners and users, visitors and tourists.

3 A policy area accommodating a range of business and service activities to service the marina and the boating public that is compatible with existing developments.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area provides a focus for various services associated with the marine environment, visitors and residents. It has a strong association with berthing and other water based facilities of the **Boat Haven Policy Area 1**. Development will be orientated towards the water, taking advantage of access and views across the marina areas.

Development, particularly at the policy area interface, will protect the amenity of existing developments - particularly residential land uses - while recognising the need to promote suitably designed commercial businesses in appropriate locations.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- business for the sale of boats, motors and accessories
- chandlery business for vessels
- drive-in bottle shop
- dry land storage area for up to 100 vessels (on trailers) of 8 metres in length or less
- dry land storage area for up to 200 vessels (not on trailers) of 8 metres in length or less, together with a launching facility by forklift or similarly efficient mechanical means
- hotel
- marine-related emergency service
- office in association with an envisaged use
- public boat ramp
- repair and maintenance area to accommodate up to 30 vessels
- restaurant
- shop or group of shops
- shop for the sale of motor spirit and diesel fuel for use by vessels usually moored in the boat haven
- slipping facility, inclusive of a mechanical vessel lifting device, to accommodate vessels with a beam of 4.5 metres or less, a length overall of 20 metres or less, and weight of 45 tonnes or less
- spar rigging business
- tourist accommodation
- yacht club and associated facilities including one or more of the following associated uses:
  - boat repair and maintenance area
  - berthing facility for vessel

- crane on a wharf for the removal of masts
- radio transmission and receiving facility with an associated antenna or mast
- on-shore residential accommodation
- shop for the sale of goods including food, drinks and ice
- slipping facility
- storage area and associated facilities for dinghies and small vessels
- swimming pool and associated facilities
- storage area for vessels on trailers and for the trailers of such vessels.

2 Residential development and tourist accommodation should only occur in conjunction with a non-residential development identified as an envisaged land use.

Form and Character

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

4 Development should be orientated towards the waterfront and marine service activities.

5 Retail development should be confined to local shopping to serve the day-to-day needs of the local community, marina berth owners and users, visitors and tourists.

6 Residential development and tourist accommodation should:

(a) maintain a balance between residential and non-residential development, rather than a dominance of one use over the other

(b) contain non-residential uses at ground level that promote an active public frontage

(c) have minimal impact on the operation or expansion of existing commercial or retail businesses

(d) minimise potential for conflict with existing businesses and residential land uses including residential land uses including traffic movements and access and egress points

(e) where limited to residential development, not include group dwellings, detached dwellings, row dwellings or semi-detached dwellings.

7 Boat launching, marine servicing, chandlery, storage facilities and associated trades of sail making, spar rigging and maintenance should be designed and located to maximise access to the boating public whilst retaining public areas, views and access to the waterfront.

8 Development adjoining the **Residential Policy Area 3** should:

(a) be set back a minimum 6 metres from the **Residential Policy Area 3** boundary

(b) have this setback area landscaped with suitable coastal plant species.

9 Overwater development extending into the **Boat Haven Policy Area 1** adjacent to the boat haven edge walkway should:

(a) consist of decked platform facilities for public access and enjoyment of harbour views

(b) be linked to or form part of the public walkway shown on *Concept Plan Map PAdE/1 - North Haven Marina* .

10 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 6 metres above natural ground level.

Residential Policy Area 3

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area in which there is a broad range and diversity of housing types consistent with the marina environment.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is characterised by Mediterranean inspired modern and sophisticated dwellings. Views to the coast are integral to the desired character, particularly from properties fronting the water, with views over break waters and revetment walls. These views also provide a visually open setting.

Intensification of development and redevelopment within the policy area will need to be sympathetic to adjacent development and not erode the amenity by way of loss of privacy. Development will demonstrate effective design by minimising interference with coastal views obtained from existing development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- detached dwelling
- group dwelling
- multiple dwelling
- residential flat building
- row dwelling
- semi-detached dwelling.

Form and Character

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

3 Visible roof slopes should not be less than 27.5 degrees.

PROCEDURAL MATTERS

Complying Development

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

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

- boat berth (except ramp to marina berths)
- channel marker.

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Advertisement and/or advertising hoarding that is illuminated (internally, externally or indirectly)	Except where located within the **Business Policy Area 2**.
Advertisement and/or advertising hoarding which has a height greater than 2 metres above natural ground level	Except where located within the **Business Policy Area 2**.
Advertisement and/or advertising hoarding which has a height greater than 12 metres above natural ground level in the **Business Policy Area 2**	
Advertisement and/or advertising hoarding, that exceeds 0.35 square metres in area (excluding advertisements and/or advertising hoardings for sporting clubs which do not exceed 3 square metres in area)	Except where located within the **Business Policy Area 2**.
Animal keeping	
Indoor recreation centre	Except where located within the **Business Policy Area 2**.
Showground	Except where located within the **Business Policy Area 2**.
Amusement machine centre	Except where located within the **Business Policy Area 2**.
Bus depot	

Form of Development	Exceptions
Consulting room	Except where located within the **Business Policy Area 2**.
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Detached dwelling in the **Business Policy Area 2**	
Industry	Except for light industry in the **Business Policy Area 2**
Hall in the **Business Policy Area 2**	
Helicopter landing facility	
Hospital	Except where located within the **Business Policy Area 2**
Hotel in the **Residential Policy Area 3**	
Major public service depot	Except where located within the **Business Policy Area 2**.
Community Centre	Except where located within the **Business Policy Area 2**.
Office with a gross leasable area greater than 50 square metres in **Residential Policy Area 3**	
Petrol filling station	Except where located within the **Business Policy Area 2**.
Plant nursery	Except where located within the **Business Policy Area 2**.
Prescribed mining operations	
Road transport terminal	
Service trade premises	Except a used car lot located within the **Boat Haven Policy Area 1**.
Shop or group of shops with a gross leasable area greater than 50 square metres.	Except where one or more of the following applies: (a) the shop is a restaurant located within the **Boat Haven Policy Area 1** (b) the shop is located within the **Business Policy Area 2**.
Stadium	
Store	Except where located within the **Business Policy Area 2**.
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) the **Port Adelaide State Heritage Area Policy Area 48**

Form of Development	Exceptions
	(c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Entertainment venue	Except where located within the **Business Policy Area 2**.
Warehouse	Except where located within the **Business Policy Area 2**.
Waste reception storage treatment or disposal	
Wastewater treatment plant	

Public Notification

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

Coastal Open Space Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 Coastal land protected from development other than that necessary for conservation, recreational activity and public facilities.

2 Preservation and upgrading of the scenic character of the coastal landscape and foreshore areas fronting urban areas, townships or settlements.

3 Development of foreshore areas for a range of passive and active outdoor recreation activities and open space development, conservation and revegetation, in a parkland setting.

4 Land subject to inundation or susceptible to erosion kept free of development.

5 Conservation, rehabilitation and improvement of the natural features and open space character of the coast.

6 Allowance of recreational, tourist, institutional and community facility development requiring a coastal site in appropriate locations.

7 Maintenance of safe and convenient vehicular, pedestrian and boating movements at the coast.

8 Maintenance of open space links with the various local and regional open space networks and corridors to ensure passive recreational linkages.

PRINCIPLES OF DEVELOPMENT CONTROL

DESIRED CHARACTER

The zone extends along the foreshore, stretching the full length of Council's coastline from North Haven to Semaphore. The land stems from the low water mark to the western side of the Esplanade, incorporating the beach, dune system and recreational areas.

A key priority of the zone is the conservation and protection of the natural environment and ecosystems and particularly the dune system which holds significant biodiversity value.

A public linear park extends along the entire length of the zone accommodating a shared cycle/pedestrian path and a mix of passive and organised recreation facilities such as seating, play equipment and life saving clubs as well as public amenities.

Development will be limited to necessary single storey community facilities consistent with coastal activities and be of a contemporary design using colours and materials sympathetic to the natural coastal environment.

Car parking areas are provided throughout the zone with linkages to the beach by means of designated walking tracks through the dunes.

Land Use

1 The following forms of development are envisaged in the zone:

- coastal protection works

- community recreation facility directly related to water activities (such as sailing clubs, boat ramps)
- conservation works
- jetty and boat ramp
- recreation area
- toilet blocks and barbeque facilities
- public car parking.

2 Development listed as non-complying is generally inappropriate.

3 The provision of facilities should be related to the demand for such facilities so as to prevent oversupply and inappropriate siting.

4 Development should be for public purposes and use.

5 Development that does not require a coastal location should not be located in the zone.

Form and Character

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

7 Development should be of a high standard of coordinated design with an emphasis on the creation of pedestrian areas.

8 Community facilities including shelters, boat ramps, public conveniences and kiosks, should be sited in convenient and accessible locations linked to the surrounding vehicular and pedestrian movement networks.

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

10 At North Haven, access for pedestrians and the surf life saving club to the ocean and the provision of car parking facilities should be in accordance with *Concept Plan Map PAdE/1 - North Haven Marina*, to ensure the protection and enhancement of the dunes and the associated vegetation.

11 Advertisements and/or advertising hoardings should have a maximum height of 2 metres above natural ground level.

Land Division

12 Land division should not be undertaken except where:

(a) it will facilitate an appropriate use within the zone

(b) no additional allotments are created

(c) there is no increase in the number of allotments with frontage or direct access to the coast.

Activity Focus Policy Area 4

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Enhancement of the appearance and amenity of the area and its environs as a major focus of public and visitor activities through the provision of special visitor related development, facilities and attractions.

2 Redevelopment and rationalisation of buildings, structures, car parking areas and vehicular access.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is a hub of coastal recreation and tourist related activities and attractions along the foreshore. It is a focal point for recreation activity complementary to those activities associated with the seaside.

There are two distinct locales associated with this policy area being Largs Bay and Semaphore.

Largs Bay

The northern portion of the policy area will be a focal point for maritime activities with strong connections between built form and the beach. Development in this area will be directly related to marine activity.

Existing buildings will be redeveloped to incorporate architectural elements and fenestration that is consistent with the seaside character. Development will use materials and finishes consistent with the coastal setting and will be sympathetic to the adjoining **Historic Conservation Area** located at The Esplanade and Jetty Road.

The area will continue to be well-integrated and connected with the foreshore, beach, Jetty Road and surrounding residential street network.

Semaphore

The southern portion of the policy area will be a family and tourist orientated destination node characterised by sprawling foreshore reserve with established Norfolk Pine trees, minor low level landscaping, public conveniences and a defined shared cycle and walking trail. Development within this area will provide opportunity for passive recreation, eating, sitting, walking and cycling for the local community and visitors to the area.

South of the Semaphore Jetty is characterised by an expansive linear public open space area, with activity nodes. The activity nodes will include structured play areas, a kiosk providing light refreshments, areas for barbequing and picnicking, public amenities and a miniature rail system.

Central to the Semaphore locality is a public square linking the business activity of Semaphore Road to the recreational activity associated with the Jetty and the beach. It provides a clear distinction between the type of uses seen in the southern and northern portion of the policy area.

The area north of the Semaphore Jetty is dominated by a landmark building, the Semaphore Palais. The Palais is art deco in appearance with some contemporary elements, evidence of subtle ongoing redevelopment. The locality will include designated, sheltered picnicking areas and public facilities. Services in the area are supported by several off street parking areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- cafe
- kiosk
- public amenities
- recreation area
- restaurant
- shelter
- tourist facility.

Form and Character

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

3 Development should be grouped, designed or located so as to cause minimal disruption to passive recreation users and nearby residential development.

4 Visitor car parking serving development should be provided in small, discrete areas that are well-defined and landscaped.

5 Parking areas for tourist buses should be in clearly defined and specified areas which do not intrude on the general amenity of the zone or policy area.

6 Development should relate to, and facilitate pedestrian linkages with, the adjoining shopping and commercial nodes on the eastern side of The Esplanade.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dam	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.	
Dwelling	

Form of Development	Exceptions
Educational establishment	
Farming	
Fuel depot	
Harbour installation	
Helicopter landing facility	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Industry	
Intensive animal keeping	
Land division	Except where: (a) no additional allotments are created wholly or partly within the zone (b) there is no increase in the number of allotments with frontage or direct access to the coast.
Motel	
Motor racing	
Motor repair station	
Nursing home	
Office	
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is 250 square metres or less where located within the **Activity Focus Policy Area 4**
Stadium	
Stock sales yard	
Stock slaughter works	
Store	

Form of Development	Exceptions
Telecommunications facility	Except where: (a) attached to a building or structure (b) up to 5 metres in height above the topmost point of the attachment to the building, exclusive of guy wires.
Tourist accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	
Water tank	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 2 metres above natural ground level.	

Commercial Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating a range of commercial and business land uses.

2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.

3 Enhancement of arterial road frontages through:

(a) development of high quality new buildings

(b) redevelopment of existing buildings and sites that have high public exposure.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Commercial development is typically located along arterial corridors which afford businesses with a high exposure to passing trade.

It is expected that commercial development will provide an attractive presentation to the road frontage by locating display/showroom areas and offices to the front of sites and storage, waste, loading and service areas to the rear. Landscaping will enhance the appearance of areas which are visible to external view. Integrated or amalgamated sites which take advantage of shared access and parking arrangements and coordinated signage strategies are particularly desirable. Traffic generated by commercial developments will not detract from road safety or traffic flow on arterial roads.

It is envisaged that commercial development will be compatible with adjacent residential character and amenity by avoiding excessive scale, noise or traffic generation.

Sufficient off-street car parking will minimise potential hazards and nuisance associated with car parking on main roads or in residential side streets.

The locality of Prospect Road between Clifton Street and Brentnall Avenue is characterised by a narrow road, active street frontages and building facades that are articulated and avoid expanses of blank wall. New commercial development will be consistent with this character and will be limited in terms of size and traffic that is generated so that the human scale and pedestrian amenity of the locality is upheld. It is expected that development will be sufficiently supplied with on-site car parking to avoid utilisation of limited on-street car parking. Car parking areas will be located to the rear or side of premises where practical.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulky goods outlet
- consulting room
- motor repair station
- office
- petrol filling station

- service trade premises.

2 Development listed as non-complying is generally inappropriate.

3 Retail development in the zone should not hinder the development or function of any centre zone.

4 Bulky goods developments should comprise a minimum of 500 square metres of gross leasable area.

Form and Character

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

6 Buildings should not exceed two storeys in height.

7 Office and/or consulting room development should not exceed 450 square metres of total floor area in any one building.

8 Development should be set-back from the road frontage to allow for landscaping.

9 Development should be of a nature, size or scale that will not detract from the character or amenity of the streetscape and adjacent residential zones.

10 Development adjacent to, or immediately opposite a residential zone should not detract from the amenity of residents living in the **Residential Zone** and should:

(a) be designed and located to minimise the impacts of bulky, unattractive or noise generating elements of the development upon the **Residential Zone**

(b) provide a visual buffer in the form of landscape plantings, attractive fencing, siting of buildings or other similar means between any car parking, service area, outdoor storage area or any other unattractive part of the development and the **Residential Zone**

(c) provide acoustic treatment between any excessive noise generating part of the development and the adjoining residential areas.

11 Service or delivery vehicle access points to and from development sites should be provided to minimise the impact of commercial vehicles on the amenity of residential zones and streets.

12 Provision should be made on site for entering and leaving of vehicles to and from the site in a forward direction.

13 Advertisements should not exceed a maximum height of (a) or (b), whichever is lesser:

(a) equal to the height of the associated building

(b) no greater than:

(i) 6 metres for sites with frontage onto Grand Junction Road, North East Road and Main North Road

(ii) 4.5 metres for all other sites.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Animal keeping	
Caravan park	
Crematorium	
Dairy	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.	
Dwelling	
Educational establishment	
Electricity generating station	
General industry	
Home industry	
Hospital	
Intensive animal keeping	
Major public service depot	
Nursing home	

Form of development	Exceptions
Pre-school	
Residential flat building	
Road transport terminal	
Shop or group of shops	Except where: (a) the gross leasable area is 250 square metres or less (b) the shop is for a bulky goods outlet
Special industry	
Supported accommodation	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) the **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Waste reception, storage, treatment, or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
An advertisement and/or advertising hoarding having a height of not more than 4.5 metres except for properties fronting Grand Junction Road, Main North Road and North East Road where the height is not more than 6 metres above natural ground level.	Bulky goods outlet
Telecommunications antennae (where the proposed development is located 30 metres or greater from a residential zone).	Light industry
Telecommunications facility (where the proposed development is located 100 metres or greater from a residential zone).	Motor repair station
	Service industry
	Service trade premises
	Shop or group of shops with a gross leasable area of 250 or less

Category 1	Category 2
	Store
	Telecommunications antennae (where the proposed development is located less than 30 metres from a residential zone).
	Telecommunications facility (where the proposed development is located 30 metres or greater, and less than 100 metres, from a residential zone).
	Warehouse

Community Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating community and educational facilities for the general public's benefit.

2 Development that is integrated in function and provides a coordinated base to promote efficient service delivery.

DESIRED CHARACTER

The zone caters for a range of land-uses that fulfil a need within the community. Uses within the zone will be of a scale and function that is appropriate within the locality and will not negatively affect adjacent zones through, for example, excess noise or traffic generation.

Development will maintain a high level of presentation to public roads through incorporation of landscaping, high quality structures and fencing, and screening of waste, service and storage areas.

Community facilities will utilise crime-prevention design techniques and incorporate building materials that deter and minimise the occurrence of vandalism and anti-social behaviour.

Open spaces within the zone will be well maintained at all times to uphold a high level of amenity and to contribute to safe and functional zone for community use.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- cemetery
- community centre
- educational establishment within the **Schools Policy Area 5**
- office associated with community service
- public administration office
- welfare institution.

2 Development listed as non-complying is generally inappropriate.

3 Development should not be undertaken if it would inhibit or prejudice the integrated development of land within the zone for further community and institutional uses.

4 Advertisements and/or advertising hoardings should have a maximum height of 2 metres above natural ground level.

Schools Policy Area 5

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area accommodating educational facilities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area currently accommodates the former Gepps Cross Girls High School site, which was closed as part of the State Government's Education Works Programme.

Future development of the site may utilise existing infrastructure to accommodate other educational or education related facilities.

Appropriate setbacks and landscaping treatment from Grand Junction Road and adjacent industry uses will provide a buffer between the policy area and potential impacts from surrounding industrial uses.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- educational establishment
- office associated with an educational establishment
- recreation area associated with an educational facility.

Form and Character

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

3 Setbacks and landscaping should be provided to create buffers with the adjacent industry zone and Grand Junction Road.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Bus depot	
Bus station	
Consulting room	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	
Educational establishment	Except where located within the **Schools Policy Area 5.**
Entertainment venue	
Fuel depot	
Horticulture	
Hotel	
Industry	

Form of development	Exceptions
Intensive animal keeping	
Major public service depot	
Motel	
Motor repair station	
Office	Except where one of the following applies, in association with: (a) a community service (b) an educational institution where located within the **Schools Policy Area 5** (c) public administration.
Petrol filling station	
Place of worship	
Private hotel	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is 250 square metres or less.
Stock sales yard	
Stock slaughter works	
Store	
Telecommunications facility	Except where located 100 metres or greater from: (a) any **Historic Conservation Area** (b) the **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 2 metres above natural ground level.	Telecommunications antennae (where the proposed development is located less than 30 metres from a residential zone).
Telecommunications antennae (where the proposed development is located 30 metres or greater from a residential zone).	Telecommunications facility (where the proposed development is located 30 metres or greater, and less than 100 metres, from a residential zone).
Telecommunications facility (where the proposed development is located 100 metres or greater from a residential zone).	

Conservation Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 The conservation and enhancement of the natural environment and natural ecological processes for their historic, scientific, landscape, faunal habitat, biodiversity and cultural values.

2 Provision of opportunities for the public to experience and appreciate the significance of the native vegetation and original remnant natural habitat of the area through low impact recreational activities and interpretive facilities.

3 At Folland Park and R. B. Connolly Reserve:

(a) the accommodation of passive recreation, tourist, education and research activities, in appropriate locations that do not detrimentally impact on the natural features of the area

(b) conservation of a diverse range of vegetation associations which are as complete as possible in species composition in the region

(c) sustainable management of habitats and plant associations.

4 Expansion of Folland Park Reserve as a unique remnant and natural habitat with controlled public access.

5 Development of R.B. Connolly Reserve as a coastal reserve of high ecological significance, which recognises and conserves significant remnant coastal vegetation.

6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Folland Park

Folland Park is a dense native bushland reserve set within an established residential environment. To ensure its preservation the park is fenced.

Access to the park is limited to those involved in the conservation of this area. This is to ensure the continuation of natural regeneration of indigenous vegetation in order to create habitats for native fauna. A publically accessible pedestrian walkway located on the external perimeter of the park, provides opportunity for a passive recreation pursuit. Pedestrian walkways will have minimal impact on the hydrology, soils, flora and fauna and adjacent buffer areas. Paths will be restricted in number and width and be constructed in materials sympathetic to the natural character of the park.

The park will remain as a unique Mallee eucalypt and Native Pine woodlands, reminiscent of vegetation on the Adelaide Plains prior to European settlement. The preservation regime will also be maintained.
The park provides a visual buffer to surrounding residents, screening the Enfield Memorial Park located to the east of the site.

In the northern portion of the park is the Folland Park Kindergarten. This facility will remain as the only established building in the park.

R.B Connolly Reserve

R.B Connolly Reserve provides a combination of passive recreation pursuits. Situated in a coastal environment, the reserve has two main functions.

The northern and southern portions of the reserve have a passive recreation focus. A local level play space and seating is provided in this area providing opportunities for play and picnicking. The southern section will continue to have a more open setting providing different opportunities for passive recreation pursuits to its northern counterpart.

The central portion of the reserve is a conservation area which will continue to be protected. Walking trails provide an east-west link through the reserve.

Access to the conservation area and walking trails is from Sweeny Street, whilst the remainder of the reserve can be accessed from any of the surrounding residential streets.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- directional, identification and/or interpretative advertisements and/or advertising hoardings for conservation management and tourist information purpose
- scientific monitoring structures or facility
- small-scale facility associated with the interpretation and appreciation of natural and cultural heritage such as public amenities, camping grounds, remote shelters or huts
- structures for conservation management purpose.

2 Development listed as non-complying is generally inappropriate.

3 Development should facilitate passive recreational pursuits such as bird watching through the incorporation of boardwalks and pedestrian paths, developed in a manner which minimises potential impacts on the environment.

Form and Character

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

5 Development should be undertaken in a manner which minimises the effect on natural landscape features, flora and fauna and their habitat corridors, land adjoining water, scenic routes or scenically attractive areas.

6 Development should use the following measures to avoid impacting detrimentally on the natural environment, processes and/or conservation qualities of land in the zone:

(d) minimising the extent of earthworks

(e) minimising the extent of vehicle access servicing that development

(f) minimising the extent of locally indigenous vegetation removal

(g) being sited in an unobtrusive manner preferably below hilltops or prominent ridgelines

(h) screening the visual impact by planting locally indigenous species having due regard to bushfire risk

(i) utilising external low reflective materials and finishes that will minimise glare and blend in with the features of the landscape.

7 Where public access is necessary in the zone, the construction of recreational trails and appropriate fencing such as post and wire should be provided to control the movement of the public whilst minimising the impact on biodiversity.

8 Signage should only be installed where it is relevant to the conservation values and promotion of the objectives of the zone, and should be:

(a) restricted to those needed for direction, identification and interpretation

(b) discrete in design, colour and of a size of no more than 2 square metres.

9 Public access to areas of significant remnant vegetation should be restricted to nominated locations within a site and be provided and managed in accordance with *Concept Plan Map PAdE/2 - Barker Inlet Wetlands*.

10 Folland Park should be maintained purely for the purpose of conservation, scientific investigation and education.

11 Access should be restricted through the provision of adequate and appropriate fencing that:

(a) minimises vandalism

(b) minimises the invasion of vermin and pests

(c) does not impact on the amenity of adjacent areas.

12 R.B. Connolly Reserve should be maintained as a coastal reserve. Remnant plant communities from the former dune and swale systems should be appropriately conserved and managed.

Advertisements

13 Advertisements and/or advertising hoardings should be restricted to free standing interpretive and directional advertisements which are a maximum of 2 metres in height above natural ground level.

Buildings

14 Buildings should not be developed unless they are integral to the conservation function of the area and are sympathetic to the natural character of the zone.

Land Division

15 Land division should not result in an additional number of allotments partly or wholly within the zone.

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

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding	Except where in association with conservation works or tourist information purposes.
Amusement machine centre	
Bus depot	
Caravan park	
Cemetery	
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dam	
Dwelling	Except where used for the purposes of administering one or more of the following: (a) *National Parks and Wildlife Act 1972* (b) *Wilderness Protection Act 1992*.
Educational establishment	
Farm building	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	
Land division	Except where no additional allotments are created partly

Form of development	Exceptions
	or wholly within the zone.
Motel	
Motor repair station	
Nursing home	
Office	Except where used for the purposes of administering the *National Parks and Wildlife Act 1972*.
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop	
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 2 metres above natural ground level.	

District Centre Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A centre that accommodates a range of retail facilities, offices, consulting rooms, cultural, community, public administration, entertainment, educational, religious and residential development to serve the community and visitors within the surrounding district.

2 Development of a visually and functionally cohesive and integrated district centre.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- affordable housing sited above non-residential development
- bank
- child care centre
- civic centre
- consulting room
- discount department store
- dwelling sited above non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- hospital
- hotel
- indoor games centre
- library
- motor repair station
- office
- place of worship
- playing field
- pre-school
- residential flat building sited above a non-residential development
- restaurant
- shop
- supermarket.

2 Development listed as non-complying is generally inappropriate.

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

Form and Character

4 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.

5 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.

6 Car parking at levels above ground level should be in convenient locations as part of retail developments or as dedicated decked car parking areas. The ground level of dedicated decked car parking should include leasable floor space to promote pedestrian activity, particularly along streets and walkways and contribute to the creation of quality streetscapes.

7 Dwellings and residential flat buildings should be located above non-residential uses.

8 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 10 metres above natural ground level.

Land Division

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

Gilles Plains Policy Area 6

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre accommodating shopping, office, commercial, administrative, open space, community and educational facilities.

2 A centre where the shopping core is confined to the area as shown on *Concept Plan Map PAdE/3 - Gilles Plains District Centre* .

3 A centre where administrative activities are provided in the areas shown on *Concept Plan Map PAdE/3 - Gilles Plains District Centre*.

4 A centre where community and educational activities are concentrated in the area bounded by Blacks Road and Sudholz Road as shown on *Concept Plan Map PAdE/3 - Gilles Plains District Centre*.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area is a lively, vibrant place that provides users with a high level of physical amenity and safety, and an extended range of services and convenient access. It is characterised by a mix of retail, commercial, administrative, office, open space, community, and educational facilities.

Activities within the policy area are located to ensure centre sustainability, high levels of administrative activity, the integration of educational facilities with retail and business services, high levels of pedestrian and public transport access and passage both to and within the centre with a high level of safety and security. The area also includes several after hours activities.

Parking is provided for shared use between employees and visitors generated by the various activities of the area. Car parks are distributed in a way so that conflict is avoided between employees, visitors and service vehicles. Major vehicular access points to the shopping core are off Blacks Road, Sudholz Road, New Road and minor access off Lynton Avenue. Any future closure of Milbank Avenue will not generate an increase in traffic flow along Lynton Avenue. Access points to the community and educational facilities located in the northern portion of the zone are located off Blacks Road so that conflict is avoided with the frequent traffic movements of Sudholz Road. Access to the administrative core and commercial activity south of North East Road is encouraged off Peat Avenue, Aberdeen Avenue and Lyons Road. Ground level car parking areas are landscaped with attractive, upper canopy shade-trees. Large parking areas are dissected by avenue planting along the main pedestrian pathways within the car parks.

The area includes external verandas and, where appropriate, internal malls and arcades, facilitating pedestrian movement and encouraging social interaction during and after business hours.

Built form is of a high architectural standard consisting of materials that complement surrounding development. The view of large buildings and the activities within the zone is lessened through an appropriate landscaped buffer. Pedestrian corridors and their separation from parking areas are defined by landscaped garden beds. Species chosen are to maximise passive surveillance whilst also providing adequate shade and shelter from the elements for both passengers and vehicles.

Opportunity for expansion within the centre is encouraged to establish a wider range of goods and services commensurate with the projected future need of the district population.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development in the administrative core should include small scale office development and administrative buildings.

2 Shopping and retail development should not occur within '**Area 4**' or within '**Area 5**' as shown on *Concept Plan Map PAdE/3 - Gilles Plains District Centre*.

Form and Character

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

4 Development within the area south of North East Road should include:

(a) a 10 metre set-back from the alignment of North East Road

(b) landscaping within the set-back requirement from North East Road

(c) the location of additional parking areas at the rear adjacent to Peat Avenue.

Access and Parking

5 Access to the southern portion of the zone between North East Road and Peat Avenue should consist of separate egress and ingress points off North East Road, but should not increase the total number of access points to North East Road.

6 Access to development in the administrative core abutting North East Road, Sudholz Road and Lyons Road should be off Lyons Road or Peats Road.

7 Access for the centre from North East and Sudholz Roads should be located in areas specified in *Concept Plan Map PAdE/3 - Gilles Plains District Centre*.

8 Vehicle and pedestrian access should be integrated within the centre, and be safely and conveniently connected to adjacent streets. Vehicle and pedestrian access should be integrated between '**Area 1**', '**Area 2**', '**Area 3**' and '**Area 5**'. Pedestrian access should also be provided to '**Area 2**', '**Area 3**' and '**Area 4**' as shown on *Concept Plan Map PAdE/3 - Gilles Plains District Centre*.

9 Vehicle access to the shopping core should be provided off Blacks Road, Sudholz Road and New Road with minor access off Lynton Avenue and should not have a detrimental impact on traffic flow of these road networks.

10 Off-street parking areas should be well located serving all development within the centre. Wherever possible, car parking areas should be shared.

Appearance of Land and Buildings

11 The number, size and colour of all advertising signs fronting the North East Road in the commercial area should not dominate or degrade the visual quality of the locality and not create a distraction to traffic using the road.

Community and Educational Facilities

12 Community and educational activities should be developed within '**Areas 4**' and '**Area 5**' respectively as shown on *Concept Plan Map PAdE/3 - Gilles Plains District Centre*.

13 Community facilities should be developed so that buildings can be shared for both educational and community use.

14 Community and educational facilities should be developed in a manner that would not have a detrimental impact on surrounding residential areas.

Landscaping

15 Landscaping should be of a unified theme consistent with the character of the area.

16 A 2 metre wide landscape buffer should be provided around the periphery of the shopping core to screen centre activity from adjacent land uses, particularly residential development along Lynton Avenue.

Office Development

17 Minor office development which does not generate large numbers of vehicles should be located in the commercial and administrative areas shown on *Concept Plan Map PAdE/3 - Gilles Plains District Centre*.

Service Areas

18 Access to service areas in the shopping core should primarily be located off Blacks Road, Sudholz Road and the New Road and be located so as to minimise impacts on nearby residential development and traffic flow on North East Road.

Greenacres Policy Area 7

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre where the main focus is shopping, commercial and community facilities.

2 A centre where the shopping core is confined to the south, west and north-west sections of the land bordered by Muller, Fosters, Rellum and Floriedale Roads in accordance with *Concept Plan Map PAdE/4 - Greenacres District Centre*.

3 The community area is confined to the south - east segment of the centre abutting Rellum Road and Fosters Road in accordance with *Concept Plan Map PAdE/4 - Greenacres District Centre*.

4 The shopping core being supplemented with office development.

5 Bulky goods outlets development concentrated in the north-east portion of the policy area in accordance with *Concept Plan Map PAdE/4 -Greenacres District Centre*.

6 Extensive landscaping on the perimeter and around parking areas to reduce the impact of large buildings and car parking areas.

7 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is an active and well functioning area catering for the shopping needs of the surrounding community.

Features of the policy area include a mix of retail and commercial uses with community facilities to the east which contributes significantly to the vibrancy of the centre. The North-eastern section of the policy area should continue to provide the focus for large scale retail activities namely in the form of bulky goods outlets.

Built form is orientated in a way to maximise active street frontages, reduce areas of entrapment and to enhance the vitality of the centre.

Verandas and colonnades, particularly along the Floriedale Road and Muller Road frontages provide adequate shelter and shade from the environmental elements. They also provide clear delineation of pedestrian walkways around the perimeter of the built form.

Main access points for vehicle traffic are off Muller Road and are provided by way of slip lanes which are located in a manner so as to avoid conflict with the day to day traffic flow. Minor access points are provided off Floriedale Road which aid in the reduction of traffic flow along Rellum Road. Access to the community facilities in the eastern portion of the area is off Fosters Road.

Car parking is provided at convenient locations, with concentrated proportions along Floriedale Road and Muller Road to complement the intensity of retail offerings in this area.

Landscaping within the policy area responds to the scale and character of the urban realm. The centre and residential development interface includes a landscaped buffer so that the impact of the activity and appearance of the centre is minimised. Pedestrian movement corridors are defined by landscaping which also provides adequate shade and increased connectivity and access within the development itself and the surrounding residential streets.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The portion of Fosters Road between the shopping core and community area should be used for access, car parking and landscaping to serve the centre.

Form and Character

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

Access and Parking

3 Pedestrian access points to the centre should be provided off Rellum Road.

4 Access to the centre from Muller Road should be by slip lanes of appropriate length and depth.

5 Access points should be provided in accordance with *Concept Plan Map PAdE/4 - Greenacres District Centre*.

6 Off-street parking areas should be located so that they can serve all development within the centre, as well as being accessible to Muller Road, Floriedale Road and Fosters Road.

7 Vehicle and pedestrian access and movement should be integrated throughout the centre and connect safely and conveniently to adjacent streets.

8 Car parking should be designed and located so as to minimise vehicular use of Rellum Road.

9 Parking areas should be provided at the perimeter of the centre to avoid internal car parking areas.

Appearance of Land and Buildings

10 Existing shopping development should be re-developed in keeping with the desired character of the centre, as well as incorporating the following design elements:

(a) provision is made for landscaping which enhances the building and the Rellum Road, Floriedale Road and Mullers Road streetscape

(b) provision is made for the safe and convenient servicing of buildings

(c) verandas are provided along the Rellum Road and Mullers Road frontages

(d) facade treatments complement the appearance of surrounding developments, especially in terms of the choice and colour of external finishes.

11 Areas within and around the parking areas should be extensively landscaped to reduce the impact of large buildings and car parking areas.

Community Facilities

12 The community area should be confined to the north-east segment of the area abutting Rellum Road. Developments which should be undertaken within this area include a library, child minding centre, community hall, health centre, sports centre, squash courts, theatre, swimming pool and church. The existing dwellings within this area which are re-used or adapted for community purposes should be re-used or adapted in a manner which is compatible with the desired character and with provision of access (particularly pedestrian) that is not hampered by fences.

Landscaping

13 A minimum of 2 metre wide landscaped buffer should be provided at the perimeter of the centre to screen the activity of the centre from the surrounding street networks and in particular existing residential development on Floriedale and Rellum Roads.

Service Areas

14 Service area access for shopping development should be provided from Rellum Road and all service areas should be screened from the view of residences on the northern side of Rellum Road through appropriate landscaping.

Sefton Park Policy Area 8

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre accommodating shopping, office and community uses.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Sefton Park District Centre will consist of larger major shopping facilities with smaller specialty shops framing the growth and reinforcement of Sefton Park in the centres hierarchy.

Consolidation of allotments is encouraged to ensure a cohesive centre. A unified landscaping scheme within the centre will strengthen pedestrian linkages, particularly in and around shared car parking areas and provide a buffer to the residential development to the east.

New centre development will be integrated and sympathetic to existing development including the adjoining Northpark District Centre located in the City of Prospect. It is envisaged that these centres will form an integrated district centre locality. Verandas are encouraged over pedestrian walkways and public areas. They also provide clear delineation of pedestrian walkways and access to those businesses that contribute to the active frontage.

Appropriate traffic controls such as pedestrian barriers and pedestrian crossings together with appropriate landscaping located at the road and centre interface will alleviate the impact of the high traffic volumes of Main North Road and Regency Road whilst linking the two district centres and providing a safe, pleasant and legible pedestrian environment.

Car parking will be shared between developments with upper canopy and under-storey plantings providing shelter from environmental elements and a clear delineation between vehicular and pedestrian areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Shopping development should not expand north of Regency Road or east of May Street.

3 The shopping core of the centre should be confined to the area generally bordered by Main North Road, Regency Road, May Street and north of Third Avenue.

4 Further shopping development should be related to major shopping facilities (eg supermarket and comparison goods provision). Further specialty shopping should not be established on the eastern portion of the centre.

5 Development in the centre should complement the existing shopping core on the western side of the Main North Road.

6 Offices should be located within the office area shown on *Concept Plan Map PAdE/5 - Sefton Park District Centre* .

7 Community facilities (including places of worship, child care centres, halls and indoor recreation centres) should be located within the community area shown on *Concept Plan Map PAdE/5 - Sefton Park District Centre*.

8 Development should not exceed a building height of three storeys.

9 Development should include landscaped public courtyard with appropriate facilities to support a District Centre.

10 Access to Main North Road or Regency Road should be via the existing access points shown on *Concept Plan Map PAdE/5 - Sefton Park District Centre*.

11 Parking areas should be shared and be accessible from Main North Road and Regency Road whilst access from May Street should be designed to minimise impacts on the local street function and residential amenity.

12 Existing shopping development should be re-developed in keeping with the desired character of the centre, as well as incorporating the following design elements:

(a) landscaping which complements the building

(b) the safe and convenient servicing of buildings

(c) verandas and colonnades along the Main North Road frontage and May Street frontage where appropriate

(d) facade treatments which complement the appearance of surrounding developments, especially in terms of the choice and colour of external finishes.

13 Development should provide for verandas and colonnades that can be linked to surrounding verandas and colonnades.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Animal Keeping	
Bus depot	
Bus station	
Caravan park	
Cemetery	
Crematorium	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except where sited above a non-residential development.
Electricity generating station	
Farming	
Fuel depot	

Form of development	Exceptions
Gas infrastructure	
Golf course	
Horticulture	
Industry	
Major public service depot	
Motor racing	
Motor repair station	
Prescribed mining operations	
Racecourse	
Residential flat building	Except where sited above a non-residential development.
Road transport terminal	
Show ground	
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Timber yard	
Warehouse	
Waste reception, storage, treatment or disposal	
Wastewater treatment plant	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 10 metres above natural ground level.	Telecommunication antennae (where the proposed development is located less than 30 metres from a residential zone).
Telecommunications antennae (where the proposed development is located 30 metres or greater from a residential zone).	Telecommunications facility (where the proposed development is located 30 metres or greater and less than 100 metres from a residential zone).
Telecommunications facility (where the proposed development is located 100 metres or greater from a residential zone).	

Gepps Cross Gateway Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating service trade premises, tourist accommodation, recreation and entertainment facilities, motor showrooms and passenger transport services.

2 Promotion of a building design, landscaping, and streetscaping that

(a) improves the appearance of existing development

(b) enhances the character and image of the locality, particularly along arterial roads

3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is located adjacent two primary arterial roads, which form a gateway between the northern and central metropolitan areas of Adelaide.

Development will reflect the significance of the location as a prominent gateway and improve the amenity of the local area.

Development with direct frontage to arterial roads will maintain a consistent set back and be complemented by landscaping. In particular, built form at the southern apex of the zone will reflect the 'triangular' configuration.

The zone is fully developed with a variety of land uses such as service trade premises, tourist accommodation, bulky goods outlets, motor showrooms, fast food restaurant and entertainment facilities.

The expansion of centre type facilities such as shops are not desired within the zone, although limited retail uses such as a delicatessen or café are appropriate where they serve people working either within the zone or adjacent zones. No additional fast food/drive through restaurants are desired.

Tourist accommodation, entertainment, indoor recreation and passenger transport developments are encouraged. The expansion of the range of recreation and entertainment uses is desirable where they do not cause disturbance to surrounding residential areas.

New developments will utilise shared parking arrangements where appropriate.

Development on sites with an unsatisfactory layout is expected to rectify these conditions, particularly where it relates to the improvement of parking and traffic movements, integration of allotments and the orientation of buildings. Development adjacent the zone boundary will be set back to allow for sufficient separation of potentially incompatible uses.

Fencing will be coordinated with boundary fencing on adjoining allotments and solid fencing will only be used where it is required to attenuate noise generated by adjacent uses.

The siting and construction of development will facilitate the retention of significant trees, which will also assist in the creation of a buffer with the adjoining zone to the north.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- indoor recreation centre
- motor showroom
- passenger transport facility
- service trade premises
- stadium
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 Development should:

(a) not hinder the development or function of any designated shopping or centre zone

(b) comprise one or more of the following:

(i) minor alterations and additions to an existing bulky goods outlet where the increase in total floor area does not exceed the floor area that existed at 5 June 2003 by more than 15 per cent

(ii) a restaurant and/or shop that does not exceed a gross leasable area of 250 square metres

(c) provide for minor alterations and additions to an existing restaurant where there is no increase in the floor area available for seating.

5 Service trade premises and motor showrooms should be restricted to existing sites used for these purposes, fronting Main North Road.

6 Passenger transport terminals and related facilities should:

(a) incorporate long term secure off-street car parking and secure bicycle parking areas or shared parking with adjacent developments provided peak times do not conflict

(b) improve the pedestrian environment and linkages between uses within the zone and neighbouring residential areas

(c) create attractive and safe public areas through appropriate lighting, landscaping and all-weather protection for commuters.

7 Buildings should:

(a) have a maximum building height of 10 metres except at the southern apex of the zone where increased heights should reinforce the prominence of the Gepps Cross intersection as a gateway

(b) be sited and designed to improve the general appearance of the zone, having particular regard to the relationship to adjoining buildings and the streetscape

(c) be set back a minimum of 10 metres from an arterial road to facilitate the provision of landscaping.

8 Development adjacent to the **Industry/Business (Gepps Cross Gateway) Zone** should ensure compatibility with this development and form an attractive visual buffer between non-industrial and industrial uses.

9 Car parking areas between a road frontage and a building should not be developed unless the road frontage has a minimum 3 metre wide landscaping strip and regular planting of canopy trees that are incorporated within the car parking area.

10 Treated stormwater should be discharged by one or more of the following means:

(a) into grassed swales, vegetation or garden strips adjacent to car parks and the property boundaries

(b) into stone filled trenches either open to surface or underground, similar to a septic tank absorption field

(c) by an alternate method approved by council.

11 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 10 metres above natural ground level.

Land Division

12 Land division that results in additional allotments with frontage to an arterial road should:

(a) incorporate a service road for access to all allotments affected by the division

(b) utilise existing access points to an arterial road for service road access

(c) provide suitable frontages to existing roads or proposed service roads to allow future buildings to have an appropriate orientation to arterial roads

(d) incorporate road reserves which are located and designed to restrict through movement of traffic between arterial roads

(e) provide for vegetated buffers in road reserves, comprising existing vegetation and opportunities to enhance street tree planting and streetscape appearance.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.

Form of development	Exceptions
related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	
Builders yard	
Bulky goods outlet	Except an addition of up to 15 per cent floor area from that which existed as at 5 June 2003.
Caravan park	
Cemetery	
Consulting room	
Dwelling	
Educational establishment	
Hospital	
Hotel	
Industry	
Motor repair station	
Nursing home	
Office	
Petrol filling station	
Place of worship	
Prescribed mining operations	
Shop or group of shops	Except where the gross leasable area is up to 250 square metres.
Store	
Telecommunications facility	Except where located at least 100 metres from: (a) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (b) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Timber yard	
Waste reception, storage, treatment or disposal.	

Public Notification

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

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

Category 1	Category 2
Advertisement or advertising hoarding where the height is not more than 6 metres above natural ground level.	Telecommunications facility located less than 30 metres from a residential zone.
Telecommunications antennae	
Telecommunication facility (where the proposed development is located 30 metres or greater from a residential zone).	

Home Industry Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating small-scale service and light industries where people live and work on the same site.

2 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone occurs in three areas. Two are located within the suburb of Wingfield and one is located within the suburb of Windsor Gardens.

The desired character for all three areas is one typified by a mix of residential activities and small scale low impact non-residential activities on individual allotments. The non-residential activities will include a variety of uses such as vehicle servicing and repairs, workshops and stores. The way in which land uses present to public roads will create a high degree of amenity similar to that found within environments where only residential activity occurs.

Non-residential activities will not compromise amenity, both in terms of the scale and appearance of buildings and the nature of activities conducted on the sites and within buildings. Importantly, non-residential activities will be developed in association with residential activity with both elements contained entirely within the site of the development.

Currently, there are some allotments where only non-residential activities occur. Over the long term, redevelopment of these allotments is sought where the redevelopment reintroduces residential activity in order to achieve the desired mixed character and degree of amenity. Unlike conventional residential areas, allowance for small-scale signage is made in the interests of the viability of legitimate home industries.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- detached dwelling
- light industry in association with a detached dwelling
- service industry in association with a detached dwelling
- store in association with a detached dwelling.

2 Development listed as non-complying is generally inappropriate.

3 A home industry should operate on allotments on which there is an occupied detached dwelling and which will continue to be occupied by the proprietor of the home industry on the site.

Form and Character

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

5 Shops should:

(a) be ancillary to and in association with a lawfully existing home industry

(b) be contained wholly within the subject land.

6 Home industries should comply with the following:

(a) an additional on-site car parking space should be provided for every non-resident person involved in the production and/or supply of the industry or business

(b) other than persons resident on the site, no more than three persons should be involved in any industry or business

(c) no building or activity associated with the industry or business should be sited closer to any street alignment than the existing or approved dwelling

(d) no vehicle used in association with any industry or business should exceed 5 tonnes tare weight

(e) the total area used for industry or business (whether within a building or external space) should not be greater than 10 per cent of the site

(f) off-street parking should be provided for all private business and customer vehicles.

7 Advertisements should be limited to one of the following:

(a) one flush wall advertisement affixed to the main face of the building closest to the primary frontage (principal address of the dwelling to the street) of the land that has a height no greater than 2 metres above natural ground level and an advertisement face area no wider than 1 metre

(b) one flush fence advertisement affixed to the front fence of the land that has a height no greater than 2 metres above natural ground level and an advertisement face area no wider than 1 metre

(c) one freestanding advertising hoarding display that has a height no greater than 2 metres above natural ground level and an advertisement face that is no greater than 1 square metre.

Land Division

8 Land division should create allotments with an area no greater than 1000 square metres.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.

Form of development	Exceptions
walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	
Amusement machine centre	
Dairy	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except detached dwelling.
Educational establishment	
Fuel depot	
General industry	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
Nursing home	
Petrol filling station	
Place of worship	
Prescribed mining operations	
Residential flat building	
Road transport terminal	
Service trade premises	
Special industry	
Stock sales yard	
Stock slaughter works	

Form of development	Exceptions
Telecommunications facility	Except where located at least 100 metres from: (a) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (b) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Waste reception, storage, treatment or disposal	Except where in the form of a recycling collection depot.
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
	Light industry in association with a dwelling.
	Service industry in association with a dwelling.
	Store in association with a dwelling.

Industry Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

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

2 To protect existing and future development in low-lying areas from the following during the 1-in-100 year average return interval extreme sea level event:

(a) inundation by stormwater

(b) inundation by seawater.

3 Development designed to take into account:

(a) anticipated sea level rise

(b) land subsidence.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone contains significant existing industrial and other development including the rail interchange facility at Regency Park and former landfill sites at Wingfield. The standard of existing development ranges from very high in the Regency Park Industrial Estate to poor in some older established areas.

The zone is anticipated to accommodate a full range of industrial, warehousing, storage, transport and related activities with minimal restrictions on hours of operation. It is important that development in the zone is protected from any incursion of sensitive or other land uses that may impinge on the ability of industry or other appropriate uses to operate on a 24 hour basis.

It is expected that new development will improve areas where existing development is of a poor standard and maintain and extend the high standard of development established in Regency Park to other parts of the zone. In particular, all aspects of building design and site planning should ensure high quality presentation to arterial roads.

The zone contains some low-lying areas abutting and near to the coast that during extreme storm events are susceptible to inundation by stormwater or sea water and, in some instances, a combination of both. Existing seawater flood protection measures within the zone and within adjacent zones provide a degree of inundation protection to low-lying areas within the zone. These however require upgrading to provide an appropriate degree of inundation protection taking into account predicted sea level rise and land subsidence.

By virtue of the fact that the zone contains low-lying areas adjacent the coast, the potential for acid sulfate soils to be encountered exists. It is important that the disturbance of acid sulfate soils is avoided as disturbance can have harmful consequences for the marine and estuarine environment and can also cause damage to infrastructure and building foundations. Conditions likely to arise from the presence of coastal acid sulfate soils make it necessary for appropriate management and monitoring.

The zone abuts the Adelaide Dolphin Sanctuary. Development in the zone will need to be undertaken in a manner that is cognisant of and consistent with the Objectives for this Sanctuary.

Where land within the zone is in close proximity to sensitive land uses located within adjacent zones, such as residential areas and schools, particular attention will be required to minimise any adverse impacts on the amenity and function of those areas. Issues requiring attention will include, but not necessarily be limited to, the visual bulk and external design and appearance of buildings, vehicular access arrangements, set backs and the provision of landscaped buffers, hours of operation, and the amelioration of noise and other emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- industry
- transport distribution
- warehouse.

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):

(a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment

(b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment

(c) where an allotment has two street frontages, no building should be erected within 3 metres of the secondary street alignment.

5 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.

6 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.

7 Advertisements and advertising hoardings should not include any of the following:

(a) flashing or animated signs

(b) bunting, streamers, flags, or wind vanes

(c) roof-mounted advertisements projected above the roofline

(d) parapet-mounted advertisements projecting above the top of the parapet.

8 The Islington Railyards should primarily be developed for the purposes of railway associated industrial activities.

9 At Port Adelaide, development should contribute to the creation of an attractive locality through extensive tree planting and landscaping, in particular to the boundaries of the zone adjoining Grand Junction Road, Old Port Road and Webb Street.

10 Advertisements and advertising hoardings should not exceed a maximum height of (a) or (b), whichever is lesser:

(a) equal to the height of the associated building

(b) 6 metres above natural ground level.

11 Development should enable the provision of suitable public access to the Port Adelaide River in the locations identified on *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet*.

12 At Dudley Park, heavy and commercial vehicle access to the zone should be via Churchill Road and Pym Street.

Land Division

13 Land division should create allotments that:

(a) are of a size and shape suitable for the intended use

(b) have an area of 2500 square metres or more , unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated

(c) have a frontage to a public road of 30 metres or more.

14 Land division should ensure provision is made for a stormwater management facility on land generally identified on *Concept Plan Map PAdE/6 - Port Adelaide Stormwater Management*.

Cast Metals Policy Area 9

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area predominantly associated with the production of cast metal products, and ancillary activities associated with the cast metals industry.

2 A policy area which:

(a) is dedicated to foundries and ancillary activities

(b) is compatible with adjacent land uses

(c) provides a secure long-term future for the industry in the metropolitan area.

3 The co-location of foundries and associated activities to enable cost effective provision of infrastructure and development of facilities that can be shared for mutual benefit.

4 Environmental standards that minimise the potential for environmental harm.

5 Development that:

(a) ensures a clean, well managed, safe industrial area

(b) incorporates design principles reflecting innovation and high standards

(c) contributes to an aesthetically pleasing and quality industrial environment.

6 The adoption of energy and resource management design principles to make maximum use of natural energy sources, recycling and waste minimisation.

DESIRED CHARACTER

The policy area is located between Cormack Road and Grand Junction Road and the adjacent railway line to the east. The policy area represents a dedicated location for the development of cast metals products and ancillary industries in the heart of the industrial area of Wingfield.

Development will utilise good quality design and materials and incorporate landscaping to improve the amenity of the area and to provide a buffer from the intensive operations of cast metal production. Traffic generated will not negatively impact upon the surrounding road network and all forms of contaminated waste will be appropriately dealt with on-site prior to removal or discharge from the site.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- educational establishment in association with cast metal industry
- industry for the production of cast metal products
- industry associated with the production of cast metal products
- office in association with cast metal industry
- research facility in association with cast metal industry
- testing laboratory in association with industry

- training facility in association with cast metal industry.

2 Industry that is not directly involved in the casting of metals is appropriate in the zone if the industry exists and a change to its processes to accommodate technological change results in the manufacture of a non-metal product.

Form and Character

3 The design and layout of land division and buildings should ensure that appropriate areas are created for use by people working within the zone and include:

(a) attractive outdoor courtyard spaces

(b) amenity areas facing recreational open space

(c) pedestrian allocated corridors.

4 Planting should:

(a) use salt tolerant and non-obstructive plants for the drain areas

(b) screen for noise

(c) establish attractive outdoor areas for workers in the precinct and visitors

(d) provide landscaping and screening corridors along drainage links and sewer easements.

5 Landscaping within a site should be provided so that:

(a) at least 10 per cent of each site is landscaped

(b) the landscaping includes trees that can be expected to grow to the maximum height of the main building on the site

(c) a substantial proportion of the trees should be planted within the car parking areas

(d) there is also provision for smaller trees and shrubs and ground covers.

6 Landscaping along road or reserve boundaries should be a minimum width of 3 metres.

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

8 Hard surfaces which minimise pollutant run-off should be encouraged and should be cambered to facilitate channelling of run-off via swales through a wetland retention system prior to discharge into the marine environment.

9 The net flow of stormwater into the existing Hindmarsh Enfield Prospect (HEP) drain should not be increased as a result of development.

10 The main Hindmarsh Enfield Prospect (HEP) drain channel should be developed as the major landscape feature of the site.

11 Silt traps should be used to capture any solids that may be swept from the roofs of buildings and from site surfaces.

12 Stormwater from retention ponds should be used for irrigation and for process purposes where practicable. If used for process purposes, break tanks should preclude any back contamination with process liquids.

13 Vehicle access routes and movement systems within the zone should incorporate the following to ensure public safety and free traffic flows:

(a) opportunity for freight movement direct to the adjacent rail freight facility using forklift tracks with rights of way over road freight in designated areas

(b) integration of pedestrian and cycle linkages adjacent water/landscape corridors and/or road reserves

(c) adequate forklift lane widths and movement systems

(d) forklifts/pedestrians separation.

14 All surfaces which may be accessed by vehicles should have surface sealing to eliminate dust emissions.

15 Noise emissions should be controlled through the use of attenuation devices and sound proofing.

16 Stormwater (harvested water) should be separated from process water.

17 Storage of roof run-off should overflow into the swale drains leading to a wetland retention system prior to discharge into the marine environment.

18 No building should be erected, added to or altered on any land so that any portion of such building would intersect an imaginary line drawn at a:

(a) 35 degree angle from ground level at the main street alignment and extending across the allotment or any line drawn from any proposed street alignment

(b) 40 degree angle from ground level at any secondary street alignment and extending across the allotment or any line drawn from any proposed street alignment.

19 Building development should be designed and sited to ensure the layout of buildings and activities can accommodate all land use, parking and circulation requirements within the boundaries of the site.

20 Flues should be designed, sited and constructed to minimise visual impacts.

21 The external walls of buildings (including any addition or alteration thereto) fronting a street should principally be composed of one or more of the following materials:

(a) brick

(b) cement fibre sheeting and glass

(c) concrete block

(d) concrete tilt slab

(e) masonry

(f) painted-patterned

(g) pre-painted metal cladding

(h) rendered masonry

(i) stone

(j) timber.

22 The following building elements should not encroach beyond the building envelope unless the distance between the outermost point of the structure and the envelope is 1 metre or less:

(a) eaves

(b) fascias and gutters

(c) chimneys

(d) pipes

(e) cooling or heating appliances

(f) other services.

23 Buildings should be established with a floor level above the predicted 1-in-100 year average return interval food level for the site to avoid the risk and hazard of inundation.

24 Where practicable, fences to public roads including security fencing or screen fencing should be set back level with the building line or behind the front landscaping area, to soften visual impacts.

25 Offices in association with development should be principally constructed of one or more of the following materials:

(a) glass

(b) masonry

(c) painted concrete tilt slabs

(d) pre-painted metal cladding

(e) rendered materials.

26 Car parking areas should be created in small groups to:

(a) reduce the visual impact of large expanses of hard stand areas

(b) provide accessible car parking to all areas of the development.

27 Car parking areas should be set-back a minimum of 3 metres from boundaries with substantial plantations of trees and shrubs.

28 All loading and unloading of goods, including temporary storage, should occur within the site and preferably to the rear or side of the site.

29 Advertisements and/or advertising hoardings should:

(a) not include flashing or moving displays

(b) include only one freestanding structure on each site.

30 Advertisements and advertising hoardings should not exceed a maximum height of (a) or (b), whichever is lesser:

(a) equal to the height of the associated building

(b) 6 metres above natural ground level.

31 Manufacturing and service activities which are directly associated with the cast metals industry and which require direct contact with the public for the display, or retail sale, of goods manufactured on the site, should only occur within this zone where the maximum retail floor space does not exceed 200 square metres.

Land Division

32 Land division undertaken in the zone should incorporate the following:

(a) a significant entry feature

(b) revitalization of drainage corridors as significant landscape and wetland features

(c) safe and convenient road, forklift, cycle and pedestrian networks integrated with adjacent development

(d) a range of allotment sizes

(e) enhanced street appearance adjacent Cormack and Streiff Roads

(f) public open space provision for amenity purposes and employee use.

Coastal Resource Recovery Policy Area 10

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The co-location of waste management, resource recovery and related processing and industrial activities to enable cost effective provision of infrastructure, efficiency of operation and development of facilities for mutual benefit.

2 A policy area primarily dedicated to the reuse, recycling, recovery, treatment and transfer of metropolitan Adelaide waste as well as renewable energy technologies, and ancillary development.

3 The reclamation and/or remediation of land suitable for industrial development, including the prevention of inundation from seawater and stormwater flooding.

4 The continuation and improvement of activities required for effective stormwater drainage of the adjacent parts of the metropolitan area and future development within the zone.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area abuts the coast and may be subject to coastal flooding. This risk will increase in the event of sea level rise due to global warming. Development in the policy area will need to be undertaken in a manner that minimises this risk.

Due to low infrastructure servicing levels and a need to resolve competing land use issues affecting the adjacent **Multi Function Polis Zone** at Gillman and Dry Creek, development in the policy area is to be generally located to the west of the Wingfield landfill area and east of the range wetlands. This is anticipated to result in a compact extension to the existing waste management facilities provided environmental and other criteria can be adequately addressed.

The policy area abuts the Adelaide Dolphin Sanctuary. Development in the policy area will need to be undertaken in a manner that is cognisant of and consistent with the objectives of the *Adelaide Dolphin Sanctuary Act 2005*.

Areas of open space will be used for either the management of stormwater or sea water, or to provide areas for recreational use by people working or visiting the policy area.

Precinct 1 Co-ordinated Development

The precinct is located within the **Coastal Resource Recovery Policy Area 10**, signalling its potential use for resource recovery activities subject to the preparation of a comprehensive strategy for all of the low lying land in Gillman and Dry Creek. Appropriate measures are needed to ensure that the potential use of this area is not lost as a result of incompatible development, including development within the adjoining **Multi Function Polis Zone**.

Intensive industrial development will not occur until network infrastructure services can be provided and future industrial development will effectively manage stormwater generated both from development within the precinct and adjacent areas. Development will also facilitate the improvement of the coastal and marine environment.

Land within the precinct is known to be affected by coastal acid sulfate soil conditions, although parts of the policy area may also be affected. Disturbance of these soils has potential harmful consequences for the marine and estuarine environment and can also cause damage to infrastructure and building foundations.

As a consequence, conditions likely to arise from the presence of coastal acid sulfate soils require an appropriately managed and monitored manner of development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- coastal protection works
- educational establishment in association with an envisaged use
- energy generation from renewable resources
- recycling collection depot
- stockpiling of fill suitable for land reclamation and landfill rehabilitation
- stormwater management
- tourism facility in association with an envisaged use
- transfer of waste materials
- waste recovery
- waste reuse
- waste treatment.

2 Industrial or industrial related development that is not envisaged in the policy area should only take place if all of the following are met:

(a) the use is compatible with the long term operation of the zone for waste management and resource recovery

(b) the land is unlikely to be required for waste management and resource recovery facilities and associated activities

(c) the development of land for other industry is beneficial to the development of the land for waste management and resource recovery facilities through economies in the provision of required services and infrastructure.

Form and Character

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

4 Development within 500 metres of the **Conservation Policy Area 17** should be limited to one or more of the following uses:

(a) coastal protection works

(b) development associated with the recovery of landfill waste

(c) extraction of landfill gas

(d) rehabilitation of the landfill area

(e) stormwater infrastructure.

5 Land adjacent to, and in the vicinity of, the- **Conservation Policy Area 17** should, where appropriate, achieve the following:

(a) contribute to the rehabilitation and improvement of the adjoining marine and estuarine environment

(b) provide areas for marine ecology rehabilitation

(c) incorporate measures, such as wetlands, to improve the quality and management of stormwater discharged from development within the zone/policy area and adjacent parts of the metropolitan area

(d) provide for landscape buffer areas between industry and the coastal environment.

6 Development should occur in accordance with *Concept Plan Map PAdE/7 -Gillman Coastal Resource Recovery Precinct*, such that:

(a) the former landfill area be rehabilitated, with development limited to that required for the extraction of landfill gas and, where appropriate, resource recovery operations

(b) it minimises adverse disturbance to the existing sea flood protection levee

(c) access to the zone is provided, located and designed to minimise disruption to the free flow of traffic on the Port River Expressway.

7 Advertisements and advertising hoardings should not exceed the following heights, whichever is lesser:

(a) the building height of the associated building

(b) 6 metres above natural ground level.

8 Development should promote the reuse and recycling of materials on-site.

9 Development that involves, or is likely to involve, the transport of materials between sites within the zone for processing, recycling or reuse should be sited, designed and managed so as to minimise:

(a) transportation between sites

(b) use of public roads.

10 Areas of significant plantings should:

(a) be located in the area indicated on *Concept Plan Map PAdE/7 - Gillman Coastal Resource Recovery Precinct*

(b) be additional to any landscaping required for industrial development

(c) provide an effective screen

(d) be located on suitably raised ground or mounds capable of sustaining native trees and shrubs, where at least 50 per cent of the plantings are trees

(e) comprise species that are suitable for the locality in terms of salt tolerance and environmental weed control

(f) reduce the potential for dust migration to areas adjoining the zone

(g) be selected to attract native birds and other wildlife

(h) minimise maintenance costs.

11 The spread of exotic plant species should be minimised by:

(a) the use of locally indigenous plant species for landscaping along site boundaries, in car parks and for screening purposes

(b) avoiding the uncontrolled dispersal of organic waste material during on-site processing, storage and transportation.

12 The unloading and loading of vehicles, storage, sorting and processing of waste and recyclable materials, and other activities that may produce adverse impact external to the development site should occur in enclosed buildings unless (with the exception of composting):

(a) the location, design and management of such activities effectively avoid the potential for environmental harm or nuisance to other land uses (including open space areas) or occupants in the locality as a consequence of emissions, generation of litter and the attraction of vermin and birds

(b) it will not result in contamination of the nearby salt fields or evaporation ponds.

13 Development should be designed and sited so as to minimise the risk of hazard from building and plant associated with the extraction of landfill gas.

14 Development should provide for the retention or detention of stormwater on site for a minimum 1-in-5 year average return interval 72 hour duration storm event.

15 Stormwater discharged to a wetland system should:

(a) be of a suitable quality so as not to detrimentally impact on the wetland

(b) enter the wetland system at a point which maximises the efficiency of the system for water quality improvement.

16 Development should enhance the functioning and, where necessary, supplement existing wetland systems for stormwater detention and water quality improvement and as wildlife habitat.

17 Development should minimise adverse disturbance to the existing sea flood protection levee shown on *Concept Plan Map PAdE/7 - Gillman Coastal Resource Recovery Precinct* .

18 All access to the zone should be provided in accordance with *Concept Plan Map PAdE/7 - Gillman Coastal Resource Recovery Precinct* located and designed to minimise disruption to the free flow of traffic on the Port River Expressway.

19 Development sites and building floor levels should be established at a minimum 3.6 metres and 3.9 metres AHD respectively unless:

(a) alternative flood protection is in place, such as a levee or sea wall, which provides an equivalent level of protection from stormwater and seawater flooding

(b) the form of development proposed (eg recreation area) is such that lower site and floor levels can be justified provided it does not increase the risk of loss of life or damage to other property.

20 Access to individual allotments should be achieved via an internal road network, with no direct access to the Port River Expressway.

PRECINCT SPECIFIC PROVISIONS

Refer to the *Map Reference Tables* for a list of the maps that relate to this precinct.

Precinct 1 Co-ordinated Development

21 Development should be limited to an intensity and type that is commensurate with the infrastructure services available or committed.

22 Development should allow for the:

(a) effective management of stormwater from future development within the area, taking into account existing stormwater requirements for the wider catchment

(b) management of significant coastal vegetation having regard to potential sea level rise

(c) delivery of water, sewerage, power and drainage network infrastructure to service development

(d) avoidance of contamination of the marine and estuarine environment from the effects of the disturbance of potential or actual acid sulfate soils through appropriate management and monitoring techniques.

Osborne Maritime Policy Area 11

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area comprising land for ship building and the long-term growth of defence related support industries.

2 Development that achieves a high standard of environmental and operational performance to support a long term presence in the area.

3 Land with direct water frontage being developed to accommodate activities which rely upon that water frontage.

4 The remediation of land to a level that is suitable for the proposed development.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the policy area is to provide an industrial precinct primarily accommodating naval ship building and defence related support industries. New development will build upon existing economies of scale provided by the Australian Submarine Corporation site through the shared use of facilities, such as gantry and loading structures, ship lifting/launching facilities and wharf structures and car parking areas.

Land with direct water frontage to the Port Adelaide River is to facilitate those functions involving the movement of waterborne vessels from the water to the land and vice versa.

Land without direct water frontage is envisaged to accommodate a range of compatible industries allied to naval ship building, such as fabrication warehouses, welding plants, and technology industries. However, development of supporting activities will not compromise the primary role and function of the policy area for naval ship building. Development within the policy area is likely to operate over extended hours and is expected to be designed to minimise potential offsite impacts or nuisance to nearby residential areas by incorporating appropriate attenuation devices or through appropriate siting and design.

Given the expected relationship between development in the policy area and the coastal environment, all development is to recognise and protect the environmental assets of the surrounding area, particularly the marine and estuarine environments, through quality, well planned design. The proximity of the policy area to established residential areas will also influence the siting of individual industrial activities and other businesses within the policy area in order to avoid adverse impacts on the local community.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- berthing structure
- development in association with ship building
- educational establishment in association with ship building
- technology and support industries related to ship building and defence industries
- ship building/lifting/launching facility
- structure in association with a wharf
- wharf.

2 Development on land with direct water frontage should be limited to one or more of the following:

(a) those functions of ship building and repair involving the movement of waterborne vessels from the water to the land and vice versa

(b) berthing operation

(c) gantry and loading structure

(d) harbour installation

(e) navigational aid

(f) ship lifting/launching facility

(g) wharf structure.

Form and Character

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

4 Provision should be made for the shared use of facilities and structures so as to minimise the need for development extending into or over the Port Adelaide River.

5 Development should not extend into or over the Port Adelaide River, except for one or more of the following:

(a) berthing operations

(b) development ancillary to or in association with ship building

(c) erosion protection or control

(d) flooding protection or control

(e) gantry and loading structure

(f) ship lifting/launching facility

(g) wharf structure.

6 Development extending into or over the Port Adelaide River should not obstruct nor interfere with shipping and navigation channels.

7 Development should be compatible with the long term operation of the policy area for ship building and associated defence related industries.

8 Landscaping should provide an effective screen and incorporate species that are suitable to the locality in terms of salt tolerance and environmental weed control.

9 All development should provide:

(a) minimum site and floor levels of 3.3 metres AHD and 3.55 metres AHD respectively to provide protection from coastal flooding to the year 2050, unless it can be demonstrated that lower levels will provide adequate protection

(b) provide for the practical establishment of protection measures against a further sea level rise of 0.7 metres and land subsidence to the year 2100.

10 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly adjoining the western boundary of the policy area and those activities requiring extended hours of operation.

11 Public access to the **Conservation Policy Area 17** located to the north of the policy area via Mersey Road should be maintained, unless an alternative public access route is provided.

12 Provision of shared use car parking and integration of car parking areas with adjacent development should be considered to reduce the total extent of parking areas based on consideration of the nature of activity and the likely hours of operation.

Ports Policy Area 12

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area comprising land for the long-term growth of the port and accommodating activities dependant on a port-side location.

2 The selective use of land in a manner commensurate with the strategic and economic state significance of the policy area for the handling of export and import commodities.

3 Land with direct water frontage being developed to accommodate only those activities which rely upon that water frontage.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The waterfront land encompassing Outer Harbor, the northern portion of the Lefevre Peninsula and the northern portion of the Port River north of Inner Harbor East is to accommodate immediate and long-term port activities. It is important that development within the policy area, and particularly on that land with direct water frontage, not adversely affect the ongoing strategic and economic function and role of the port as the state's major import/export/transhipment facility. Accordingly, port related activities which do not require a direct water frontage are required to be sited on the inland portions of the policy area.

The policy area contains some low-lying areas abutting and near to the coast that during extreme storm events are susceptible to inundation by stormwater or sea water and, in some instances, a combination of both. Existing seawater flood protection measures within the policy area and within adjacent zones provide a degree of inundation protection to low-lying areas within the policy area. These however require upgrading to provide an appropriate degree of inundation protection taking into account predicted sea level rise and land subsidence.

By virtue of the fact that the policy area contains low-lying areas adjacent the coast, the potential for coastal acid sulfate soils to be encountered exists. It is important that the disturbance of coastal acid sulfate soils is avoided as disturbance can have harmful consequences on marine and estuarine environments and can also cause damage to infrastructure and building foundations. Conditions likely to arise from the presence of coastal acid sulfate soils require an appropriate regime of management and monitoring.

The policy area abuts the Adelaide Dolphin Sanctuary. As such, development will need to be undertaken in a manner that is cognisant of and consistent with the objectives for the *Adelaide Dolphin Sanctuary Act 2005*.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development should be for activities dependent on a port-side location.

2 Development on the water fronting portions of the policy area should be limited to one or more of the following activities:

(a) developments that require direct frontage to the water

(b) functions of the port involving waterborne vessels and/or the movement of products or items from the water to the land (or vice versa), such as:

(i) berthing operations

(ii) gantry and loading structures

(iii) harbor installations

(iv) navigational aids

(v) wharf facilities.

3 Land adjacent to the water fronting portions of the policy area, and land within 600 metres of the waterfront boundary of the policy area at Lefevre Peninsula, and land within 350 metres of the water front boundary of the Port River portion of the zone at Inner Harbor East should be developed for one or more of the following:

(a) bunker facilities

(b) cargo handling facilities

(c) container terminals

(d) customs operations

(e) intermodal cargo transfer facilities

(f) office ancillary to and in association with port activity

(g) ship repair facilities

(h) storage areas used for the temporary holding of port cargo

(i) transhipment facilities.

4 The following forms of port-related development and activities (for products that have been or which have been transported by ship) should be located beyond 500 metres of the waterfront boundary of the policy area at the Lefevre Peninsula, and 350 metres of the waterfront boundary of the Port River portion of the policy area at Inner Harbor East:

(a) transporting of products

(b) processing of products

(c) making of products

(d) storing of products

(e) handling of products

(f) other port related activities.

Form and Character

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

6 Land located east of Pelican Point Road on the northern portion of the Lefevre Peninsula should not be developed until an open space linkage of a minimum width of 100 metres is defined, with 50 metres

being in this policy area, between **Conservation Policy Area 17** to the east and **Buffer Policy Area 16** to the west.

7 Development adjoining the waterfront should incorporate landscape plantings such as large trees to:

(a) screen storage areas otherwise open to public view

(b) enhance the appearance of the development and the waterfront

(c) provide amenity for employees on site.

8 Advertisements and advertising hoardings should not exceed a maximum height of (a) or (b), whichever is lesser:

(a) equal to the height of the associated building

(b) 6 metres above natural ground level.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in *Table PAdE/2 - Conditions for Complying Development:*

- telecommunications facility.

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	
Showground where located within the **Ports Policy Area 12.**	
Indoor recreation centre where located within the **Ports Policy Area 12.**	
Builders yard where located within the **Ports Policy Area 12.**	
Caravan park	
Cemetery	
Community centre	
Consulting room	
Crematorium where located within the **Ports Policy Area 12**.	
Demolition of any part of an element described in the extent of listing within	

Form of development	Exceptions
Table PAdE/8 - Local Heritage Places.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except where it is: (a) ancillary to and in association with industrial development (b) located on the same allotment (c) located outside of **Coastal Resource Recovery Policy Area 10**.
Educational establishment	Except where it is: (a) ancillary to and in association with industrial development (b) located on the same allotment.
Emergency services facility where located within the **Coastal Resource Recovery Policy Area 10**.	
Hall	Except where located outside of one of the following policy areas: (a) **Coastal Resource Recovery Policy Area 10** (b) **Ports Policy Area 12**.
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry located where located within the **Cast Metals Policy Area 9**.	Except where one or more of the following applies: (a) industry associated with the casting of metals (b) new ancillary industries and industries involved in the manufacture of related products.
Intensive animal keeping	
Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the *Environment Protection Act 1993.*	
Motel	
Motor race track where located within the **Coastal Resource Recovery Policy Area 10**.	
Nursing home	
Office	Except where it is: (a) ancillary to and in association with industrial development (b) located on the same site.

Form of development	Exceptions
Pre-school	
Place of worship	
Prescribed mining operations	Except where located outside of one of the following policy areas: (a) **Coastal Resource Recovery Policy Area 10** (b) **Ports Policy Area 12**.
Racecourse	Except where located outside of one of the following policy areas: (a) **Coastal Resource Recovery Policy Area 10** (b) **Ports Policy Area 12**.
Residential flat building	
Shop or group of shops	Except where it achieves (a) or (b): (a) the gross leasable area is less than 200 square metres and is ancillary to a cast metals industry within the **Cast Metals Policy Area 9** (b) the gross leasable area is 250 square metres or less in the remainder of the zone.
Showground	Except where located outside of one of the following policy areas: (a) **Coastal Resource Recovery Policy Area 10** (b) **Ports Policy Area 12**.
Special industry	Except where one or more of the following apply: (a) located within the **Osborne Maritime Policy Area 11** (b) located further than 500 metres from the **Residential Zone** and the **Home Industry Zone**.
Stadium	Except where located outside of one of the following policy areas: (a) **Coastal Resource Recovery Policy Area 10** (b) **Ports Policy Area 12**.
Stock slaughter works	
Stock sales yard within the **Port Policy Area 12**	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) the **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Entertainment venue	
Tourist accommodation	
Supported accommodation	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement or advertising hoarding with a height of up to 6 metres above natural ground level.	All development where located within the **Ports Policy Area 12** not listed as Category 1.
Bunker facility where located within the **Ports Policy Area 12**.	Educational establishment in association with industry where located within the **Cast Metals Policy Area 9**.
Cargo handling facility where located within the **Ports Policy Area 12**.	Excavation and/or filling of land (including dredging) where located within the **Osborne Maritime Policy Area 11**.
Customs facility where located within the **Ports Policy Area 12**.	Industry for the production of cast metal products where located within the **Cast Metals Policy Area 9**.
Customs operation where located within the **Ports Policy Area 12**.	Industry involved in the reuse, recycling, recovery, treatment of waste where located within the **Coastal Resource Recovery Policy Area 10**.
Filling of land where located within the **Cast Metals Policy Area 9**.	Office ancillary to and in association with industry where located within the **Coastal Resource Recovery Policy Area 10**.
Harbour installation where located within the **Ports Policy Area 12**.	Power generation facility and associated distribution network where located within the **Coastal Resource Recovery Policy Area 10**.
Intermodal cargo transfer facility where located within the **Ports Policy Area 12**.	Research facility in association with industry where located within the **Cast Metals Policy Area 9**.
Navigational aid where located within the **Ports Policy Area 12**.	Special industry in the nature of and/or ancillary to one or more of the following where located within the **Osborne Maritime Policy Area 11:** (a) ship building (b) ship lifting/launching facility (c) wharfing structure (d) berthing structure.
Office ancillary to and in association with a port activity where located within the **Ports Policy Area 12**.	Telecommunications facility (outside of **Cast Metals Policy Area 9**) located up to 30 metres from a residential zone.
Ship repair facility where located within the **Ports Policy Area 12**.	Testing laboratory in association with industry where located within the **Cast Metals Policy Area 9**.
Stockpiling of fill where located within the **Coastal Resource Recovery Policy Area 10**.	Training facility in association with industry where located within the **Cast Metals Policy Area 9**.
Storage area used for the temporary holding of port cargo where located within the **Ports Policy Area 12**.	
Telecommunications antenna	
Telecommunications facility where located within one or more of the following: (a) within the **Coastal Resource Recovery**	

Category 1	Category 2
Policy Area 10 (b) within the **Ports Policy Area 12** and greater than 30 metres from a residential zone (c) outside of **Coastal Resource Recovery Policy Area 10** and greater than 30 metres from a residential zone.	
Transhipment facility where located within the **Ports Policy Area 12**.	

Industry/Business (Gepps Cross Gateway) Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating a range of business, commercial, industrial and industrial related activities.

2 Activities associated with any one business or industry should be integrated in an orderly manner and have regard to the surrounding land use and street patterns.

3 Transportation uses located towards the western boundary and smaller, less impacting activities located towards or fronting Main North Road.

4 A standard of development in this gateway location that achieves:

(a) high quality and contemporary building, landscape and streetscape design

(b) high levels of visual and environmental amenity to enhance the character and image of the locality, particularly along arterial roads.

5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone has strategic significance due to its central location approximately eight kilometres north of the Adelaide CBD and its proximity to national road freight networks, the railway interchange facility and port facilities. As such, the zone is well connected to the north-west industrial heartland of metropolitan Adelaide and is able to meet some of the demand for well located, serviceable industrial land in the inner northern suburbs. Additionally, the zone's frontages to two arterial roads provide exposure to high volumes of commuter traffic.

The frontages to two major arterial roads also results in the potential for a prominent gateway into the central parts of Adelaide. This gateway will be realised through the careful design, scale and siting of buildings in conjunction with the creative use of landscape treatments.

The zone's location provides an excellent opportunity for the development of industrial, transport, business and commercial land-uses that require good road access in a relatively central northern position.

Industrial activities in particular will have regard to established residential areas east of Main North Road and the need to retain their amenity. Consequently, higher impact industries, such as those requiring extended operating hours, are ideally located on the western side of the zone where the separation distance from the **Residential Zone** is greater.

The development of the Gepps Cross Homemaker Centre and the potential expansion of service trade premises and bulky goods outlets within the zone will utilise appropriate siting and design to provide a pleasant and safe environment for visitors and workers.

The development of facilities for adult education and training will complement the industrial and business activities both within, and adjacent to, the zone.

Land division, and particularly the creation of internal roads, will ensure integration between land-uses, provide allotments with direct access to (non-arterial) public roads and will facilitate integration with the adjoining Pooraka Industrial Area north of the rail corridor.

The zone's previous use as an abattoir and associated land management practices present several contamination and geotechnical issues that require further detailed investigation, treatment and remediation prior to redevelopment. Contaminated land will require appropriate remediation prior to any change of land-use.

Established vegetated areas, particularly on the arterial road frontages, will be retained and reinforced through supplementary planting and landscaping that screens car parking areas whilst providing filtered views of the buildings beyond.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulky goods outlet
- educational facility in association with a business or industrial use located within the zone or vicinity of the zone
- industry for the purpose of printing/publishing
- industry for the purpose of packaging
- private or public passenger transport terminal/interchange
- road transport terminals
- service trade premises
- storage and distribution of building materials
- warehouse.

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 Development should be located within the zone according to the potential for impact on the locality arising from the scale of buildings, intensity of use, hours of operation and the generation of likely emissions, with:

(a) low impact industries and activities should be located towards the Main North Road side of the zone to minimise impacts on adjacent and nearby residential areas to the east

(b) large scale buildings, development generating high traffic levels or heavy commercial vehicles, activities generating industrial emissions or uses requiring extended operating hours should be located on the western side of the zone where the separation distance from residential areas is greater.

5 A shop or group of shops should not be developed unless:

(a) for bulky goods outlets

(b) to service industrial and other envisaged land uses within the zone.

6 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.

Land Division

7 Land division should create allotments that:

(a) have a frontage to a public road of at least 30 metres

(b) provide for a minimum building envelope of 3000 square metres, with a minimum dimension of 20 metres, for the construction of buildings

(c) do not provide direct access or egress to any allotment from Port Wakefield Road or Main North Road.

8 Land division that includes roadways abutting the rail corridor should:

(a) establish a transport link with land in the **Industry Zone** to the north of the rail corridor

(b) direct heavy vehicular traffic to Port Wakefield Road.

9 Road reserves should have a minimum width of 21 metres, comprising a minimum width of 13 metres for the carriageway, and 4 metres of verge on either side of the carriage way.

10 The layout of subdivisions should ensure adequate provision for drainage:

(a) through the development of overland flow paths, which take into consideration and where possible make use of existing flow paths

(b) by allowing for the establishment of detention basins to accommodate excess flows

(c) by easements provided to accommodate existing or anticipated infrastructure and its future maintenance.

11 Stormwater services and infrastructure should:

(a) where overland stormwater drainage is required, incorporate this into roadways to cater for major flows (1-in-100 year average return interval flood events)

(b) manage stormwater generated on site by a minor system (underground pipe network) and the major system (road network) for the gap flows between the 1-in-10 year average return interval and the 1-in-100 year average return interval flood events

(c) where additional off site infrastructure is required to accommodate stormwater generated by a development, ensure that the cost associated with such infrastructure is incorporated into the cost of the development.

12 Development adjacent to, or immediately opposite a zone boundary, should be designed and sited so as not to detract from the amenity of the adjacent zone through one of the following (whichever is appropriate to the situation):

(a) the provision of a visual buffer to screen car parking areas, service areas, outdoor storage areas or any other activity likely to have an impact on the adjacent zone, in the form of one or more of the following:

(i) landscape plantings

(ii) attractive fencing

(iii) siting of buildings

(b) attractive landscaped and open space areas provided around buildings at the interface of the rail corridor

(c) acoustic barriers provided between any noise generating source and adjacent non-industrial uses comprising one of the following:

(i) walls of solid masonry or similar sound attenuating properties

(ii) an intensively landscaped buffer with a minimum width of 2 metres.

13 Development should:

(a) ensure consistent building setbacks from street frontages

(b) allow intensive landscaping

(c) improve the amenity and visual quality of the streetscape.

14 Buildings should be set back according to the following parameters:

Parameter	Value
Minimum setback from primary non-arterial road frontage	6 metres where all of the following applies: (a) the building incorporates an office component at the front (b) the space in-between the building and the street alignment is landscaped (c) car parking is conveniently located elsewhere on the site. 8 metres where all of the following applies: (a) the building does not incorporate an office component at the front (b) the space in-between the building and the street alignment is landscaped (c) car parking is conveniently located elsewhere on the site. 15 metres where all of the following applies: (a) car parking is located between the street alignment and the building (b) a 3 metre wide landscaped area is provided adjacent to the street alignment.
Minimum setback from primary arterial road frontage	10 metres
Minimum setback from secondary road frontages	10 metres (from arterial road frontages) 3 metres (in all other cases)
Minimum setback from side and rear boundaries	10 metres (from arterial road frontages) 3 metres (in all other cases)

15 Buildings should:

(a) exhibit a horizontal emphasis in terms of overall massing of building forms and facades to minimise the impression of bulk and visual impact

(b) avoid large blank walls through the incorporation of architectural and design elements

(c) locate offices to the principal or major street frontage of a site that are constructed principally of one or more of the following materials:

(i) masonry

(ii) rendered materials

(iii) painted concrete tilt slabs

(iv) glass

(v) or other materials which contribute to the improved visual amenity of the zone.

16 Buildings and structures associated with the supply and maintenance of public utilities should be located in an unobtrusive manner through incorporation of landscaping and architectural design elements.

17 External walls of any building, structure or any addition or alteration on a primary street frontage should:

(a) principally comprise one or more of the following materials:

(i) brick

(ii) glass

(iii) masonry

(iv) painted/patterned cement fibre sheeting

(v) rendered masonry

(vi) stone concrete block

(vii) timber

(b) include pre-coloured or painted materials on no more than half of the facade.

18 Landscaping should:

(a) provide shade in car parking areas by planting tree species with a mature height greater than 2.4 metres

(b) create a buffer between development in this zone and adjacent non-industrial areas

(c) provide windbreaks for pedestrian paths and spaces

(d) establish attractive outdoor shaded areas for workers and visitors

(e) ensure the preservation of the rail corridor for possible future rail purposes.

19 A minimum of 15 per cent of the site should be landscaped, comprising:

(a) a minimum of 10 metres in width located along property boundaries abutting any arterial road reserve and 5 metres where abutting any other road reserve

(b) a 2 metre minimum intensive landscape buffer comprising trees and shrubs along all side and rear property boundaries which have no frontage to a road

(c) on sites with frontage to an arterial road, a minimum of 50 per cent of the landscaped area is located adjacent to the arterial road frontage

(d) plantings of approximately 50 per cent with trees, which can be expected to grow to the maximum height of the development.

20 Advertisements and advertising hoardings should not exceed the following heights, whichever is lesser:

(a) the building height of the associated building

(b) 10 metres above natural ground level.

21 Development should ensure personal safety, security, visibility and legibility of areas through the provision of lighting in accordance with *Australian Standard AS 1158 Lighting for roads* and public spaces and *Australian Standard AS 4282 Control of the obtrusive effects of outdoor lighting*.

22 Lighting should be designed to minimise maintenance.

23 Fencing should:

(a) not detrimentally affect the amenity or streetscape of the area or dominate the streetscape of arterial roads

(b) be of an open ornamental or decorative style

(c) not be of a wire mesh construction.

24 Security fencing adjacent to public roads should be set back:

(a) in line with the building facade

(b) behind the building line

(c) behind a landscaped area to soften its visual impact.

25 The hours of operation of an activity should not detract from the amenity of any residential area and should be determined having regard to:

(a) the nature of the activity

(b) the proximity to housing

(c) the use of mechanisms, such as acoustic walls and site design and layout

(d) potential to operate for extended hours, particularly those that generate excessive noise or high volumes of traffic after 7.00 pm and before 7.00 am, should be located on sites on the western side of the zone and be provided with indirect access/egress from Port Wakefield Road.

26 Areas used for the loading or unloading of hazardous material should be:

(a) located undercover or contained within a building

(b) designed to incorporate bunding or containment facilities to:

(i) prevent the entry of external stormwater into the loading/unloading area

(ii) contain any spilt material and wash down liquids from entering the stormwater system.

27 Industrial developments should only occur on land that is not subject to subsidence (evidence of the stability of the land may be required prior to the development of the land).

28 Floors should have a clearance of a minimum of 300 millimetres above the 1-in-100 year average return interval flood level.

29 Development should:

(a) be consistent with *Australian Standard AS 1726 Geotechnical site investigations*

(b) use building materials with energy saving thermal mass properties, such as pre-cast concrete.

30 Roadways, entrances and main traffic areas to a site should be compacted and sealed or coated with a dust suppressant that does not contaminate the stormwater.

31 Wastewater from air-conditioning units, cooling towers and compressors is disposed of to a sewer or collected by an authorised carrier and disposed of at an approved waste depot.

32 Roof water that is not contaminated with other water (such as air conditioning or cooling tower wastewater) and cannot be reused or recycled on site should be discharged, via underground pipes, directly into the Council stormwater system.

33 Treated stormwater should be discharged in one or more of the following ways:

(a) into grassed swales, vegetation or garden strips adjacent to car parks and the property boundaries

(b) into stone filled trenches either open to surface or underground, similar to a septic tank absorption field

(c) by a method approved by a hydrological specialist.

34 Where stormwater does not contain solid waste or runoff from potentially polluted surfaces such as driveways, car parks and paved areas, the runoff should be directed onto a suitable vegetation filter strip before being redirected off the site.

35 Access points from any site onto adjacent streets should be limited to two, unless the need for additional access points can be demonstrated.

36 Car parking should:

(a) screened from public areas and roadways using trees at placed in a least every third parking bay

(b) be complemented with shrub plantings and mounding.

37 Transport terminals or land used for activities that are serviced by large or articulated vehicles should make provision to ensure that adequate space is provided on site for manoeuvrability and access, by:

(a) providing a turning circle at least 30 metres in diameter

(b) ensuring that the site is of sufficient size to ensure that all vehicles associated with the activity are located on site at all times

(c) ensuring such uses are located where access roads have a minimum kerb width of 13 metres

(d) other than where the activity comprises public or private passenger transport services, locating on sites that have indirect access from Port Wakefield Road only.

38 General Industry should only be established where it would not adversely impact on:

(a) other activities envisaged for the zone

(b) development on adjacent land

(c) nearby residential areas.

39 General Industry activities should be located towards the western boundary of the zone with appropriate interface activities and separation distances to ensure potential conflicts between different types of land-uses within the zone are reduced.

40 Bulky goods retailing should be in the form of:

(a) bulky goods outlets

(b) service trade premises that only comprise indoor displays or are primarily for the sale, rental or display of building materials, landscaping materials, sheds, domestic garages or outbuildings.

41 Bulky goods retailing:

(a) should be 3000 square metres or more in area and have a gross leasable area of 500 square metres or more for each individual tenancy

(b) may include restaurant(s) (including café(s)) or take away food outlet(s), provided the total floor area used for restaurant(s) or take away food outlet(s) does not exceed 7.5 per cent of the gross leasable area used for bulky goods retail.

42 Bulky goods retailing should be sited and designed so as to minimise the risk of adverse impacts from adjacent industrial activities or likely to arise from the potential use of adjacent land for industry.

43 Bulky goods retailing should provide:

(a) for the separation of pedestrian and vehicle movements by way of clearly defined areas to ensure safety and convenience

(b) adequate and convenient provision for service vehicles, loading, unloading and trolley bays, including the collection of goods by customers with trailers

(c) car parking which is oriented so as to facilitate direct and convenient access for pedestrians

(d) appropriate manoeuvring and circulation areas on the site to accommodate truck and trailer movements for the carriage of bulky products

(e) structural elements to shelter pedestrians and provide visual relief from continuous wall lengths

(f) internal service roads for access purposes.

44 Outdoor storage and services areas should be designed and managed to ensure that all litter is contained within those areas.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.

Form of Development	Exceptions
the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	
Animal keeping	
Caravan park	
Community centre	
Consulting room	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.	
Dwelling	
Educational establishment	Except where providing adult education, particularly of trades to service business, commercial and industrial activities.
Hotel	
Motel	
Motor racing	
Office	Except an office as an ancillary use, including any expansion, addition, alteration or the like, where the resultant floor area is up to 250 square metres.
Place of worship	
Prescribed mining operations	
Racecourse	

Form of Development	Exceptions
Shop or group of shops	Except where one of the following applies: (a) the gross leasable area is less than 250 square metres (b) it is in the form of a group of bulky goods outlets where: (i) the combined gross leasable area of the bulky goods outlets is greater than 3000 square metres (ii) each bulky goods outlet has a gross leasable area of at least 500 square metres. (c) it is a restaurant that is ancillary to a bulky goods outlet and it comprises no more than 7.5 per cent of the gross leasable area of the associated bulky goods outlet for which the restaurant is ancillary to
Special industry	
Stadium	
Stock sales yard	
Stock slaughter works	
Telecommunications facility	Except where located at least 100 metres from: (a) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (b) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Waste, reception, storage treatment or disposal	

Public Notification

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

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

Category 1	Category 2
All development listed below, except where one or more of the following applies: (a) the development is listed in *Schedule 21* or *Schedule 22* of the *Development Regulations 2008* (b) the development site has direct access to Port Wakefield Road or Main North Road.	Telecommunications facility up to 30 metres from a residential zone.
Advertisement or advertising hoarding up to 6 metres above natural ground level.	
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	
Motor repair station	
Motor showroom	

Category 1	Category 2
Petrol filling station	
Road transport terminal	
Service industry	
Service trade premises	
Shop or group of shops comprising one or more of the following: (a) bulky goods outlet with a gross leasable area greater than 500 square metres for each individual tenancy (b) restaurant of up to 7.5 per cent of the gross leasable area of an associated bulky goods outlet that the restaurant is ancillary to.	
Store	
Stormwater detention/retention basin	
Telecommunications antenna	
Telecommunications facility located greater than 30 metres from a residential zone.	
Warehouse	

Light Industry Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating a range of light industrial, storage and warehouse land uses that do not create any appreciable nuisance or generate heavy traffic within the locality.

2 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone accommodates variety in use, built form, appearance and amenity. Uses comprise warehousing and distribution, industrial, commercial, retail, manufacturing, engineering, automotive services, offices and storage. Activities range in scale from small to medium, with a number of large industrial premises. Parts of the zone provide a transition between the **Industry Zone** and adjoining residential areas.

Much of the zone has an interface with residential areas, with impacts on residential amenity varying depending on the nature of activity. Some residential areas do experience adverse impacts from some activities arising from visual appearance, building bulk, lack of landscaping, noise, air quality, overshadowing, 24 hour operation, industrial traffic and on-street car parking. Additionally, hazard risk is associated with some activities. Proximity to residential areas also acts as a constraint on industrial activity.

Development within the zone in close proximity to sensitive land uses located within adjacent zones, such as residential development, schools and childcare facilities, will be required to minimise any adverse impacts on the amenity and function of those areas.

Redevelopment within the zone in close proximity to sensitive land uses located within adjacent zones will be required to improve the relationship between the redeveloped land use and the nearby sensitive land uses. This can be achieved through the relocation of high impact activities away from zone boundaries, the establishment of landscaped buffers adjacent zone boundaries and improved management practices.

That portion of the zone located at Taperoo between Willochra Street and Solvay Road plays an important role in providing a minimum 100 metre noise separation buffer between residential zoned land to the west and general industry zoned land to the east. In recognition of this buffer role, development in this portion of the zone is specifically limited to noise attenuation measures and railway activities necessary to serve the freight rail corridor that traverses this land.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- light industry
- service industry
- store
- warehouse.

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 Advertisements and advertising hoardings should not include any of the following:

(a) flashing or animated signs

(b) bunting, streamers, flags, wind vanes and similar

(c) roof-mounted advertisements projected above the roofline

(d) parapet-mounted advertisements projecting above the top of the parapet.

5 The existing 30 metre wide mound adjacent the northern and eastern side of Victoria Road in the suburbs of Outer Harbor and Osborne as well as the existing landscaping established upon this mound should be retained and reinforced with additional planting.

6 At Port Adelaide, buildings should be set back a minimum of 4 metres from Old Port and Grand Junction Roads.

7 Development on those allotments immediately abutting Jack Watkins Reserve (along Churchill Road) should be designed to maximise surveillance of public open space by:

(a) avoiding use of high walls, screens and buildings that obscure direct views to public areas

(b) incorporating landscaping and permeable fencing that maintains visibility onto the public open space, whilst maintaining privacy

(c) arranging working areas and loading facilities, windows, access ways and balconies to overlook recreation areas and provide observation points to the public open space.

Access

8 Development should avoid vehicular access from residential streets and should restrict vehicular access to arterial roads.

9 At Dudley Park, heavy and commercial vehicle access to the zone should be via Churchill Road and Pym Street.

10 At Holden Hill, development that requires regular heavy vehicle access should not occur.

11 At Angle Park, heavy and commercial vehicle access to the zone should be achieved via Grand Junction Road and South Road.

Angle Park

12 Development should occur in accordance with *Concept Plan Map PAdE/8 - Angle Park Light Industry Zone* such that:

(a) it exhibits a high standard of visual amenity to South Road, Angle Road, the western boundary of the zone and the Cowan Street buffer area and incorporates fencing and landscaping

(b) the boundary of any allotment is no closer than 30 metres to Cowan Street

(c) the landscape buffer to Cowan Street is designed and planted to enhance the vista from Days Road/South Road to The Parks Community Centre

(d) vehicular access to any allotment occurs from South Road only

(e) the unrestricted right of way areas are of the following dimensions:

Right-of-Way designation	Dimension
a	23 metres × 10 metres
b	23 metres × 14 metres
c	15 metres × 8 metres
d	15 metres × 9 metres

13 Buildings should have a maximum building height of 10 metres and a maximum horizontal length of 30 metres (15 metres for any office or administration component) to any street frontage between punctuations by windows, canopies, verandas or wall offsets.

14 All loading and unloading of goods, including temporary storage, should occur within and to the rear or side of an allotment. For the allotment adjoining the '**Landscaped Buffer Area**' shown on *Concept Plan Map PAdE/8 - Angle Park Light Industry Zone*, loading and unloading should occur on the northern side of the allotment.

15 Landscaping within each allotment should be provided so that:

(a) a landscaped set-back area at least 3 metres wide is located along boundaries of allotments with any road or reserve

(b) an intensive landscape buffer of at least 2 metres wide is provided at the rear of allotments where it adjoins a zone boundary.

Taperoo (land between Willochra Street and Solvay Road)

16 Development on land located at Taperoo between Willochra Street and Solvay Road should:

(a) be for railway activities and noise attenuation measures

(b) be accessed by commercial or heavy vehicle traffic via Willochra Street and/or Solvay Road with no direct access off Mersey Road.

17 Industrial development, not in association with railway activities, should be set back a minimum of 100 metres from existing residential land.

18 Industrial development in association with railway activities should incorporate suitable noise attenuation measures and be of a high architectural quality in a contemporary or modern style using high quality materials.

Advertisements

19 Advertisements and advertising hoardings should not exceed a maximum height of (a) or (b), whichever is lesser:

(a) equal to the height of the associated building

(b) 6 metres above natural ground level.

Land Division

20 Land division should create allotments that:

(a) are of a size and shape suitable for the intended use

(b) have an area of 1250 square metres or more, unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated

(c) have a frontage to a public road of 20 metres or more.

Commercial/Education Policy Area 13

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area comprising land for the commercial and educational activities associated with ship building and the long-term growth of defence related support industries.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the policy area is to provide a high quality commercial and educational precinct that will build upon the naval ship building and defence related support industries located in nearby **Osborne Maritime Policy Area 11**.

The policy area is located on the south east corner of the Victoria Rd and Veitch Rd intersection. This intersection is the key gateway to Techport Australia and the built and landscape development will assist in creating an important urban design feature. Landscaping treatments will incorporate species that are suitable to the locality in terms of salt tolerance and environmental weed control.

Development is likely to comprise commercial style buildings which may be between one and three storeys. Retail activities are to be incorporated within office and educational buildings to provide local services.

Development within the policy area is likely to operate over extended hours and therefore demands a design that minimises potential offsite impacts or nuisance to nearby residential areas by incorporating appropriate attenuation devices through siting and design.

The proximity of the policy area to established residential areas will also influence the siting of individual industrial activities and other businesses within the policy area in order to avoid adverse impacts on the local community.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- commercial development in association with defence-related industry
- educational establishment in association with defence-related industry.

Form and Character

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

3 Development should be compatible with and support the long-term operation of ship building and defence related support industries within the **Osborne Maritime Policy Area 11**.

4 Buildings should be set back from:

(a) Veitch Road by at least 10 metres

(b) Victoria Road by at least 30 metres

(c) Osborne Road by at least 10 metres for single or two storey buildings and 15 metres for three storey buildings.

5 A shop or groups of shops should be limited to 600 square metres of gross leasable area and provide services to the educational establishment, training facilities, offices, shipbuilding and defence activities within the policy area and the **Osborne Maritime Policy Area 11**.

6 Allotment 16 in Deposited Plan 78939 Victoria Road should be landscaped to enhance the policy area as being a key entry point to Techport Australia with buildings having a street presence to Victoria Road.

7 All development should provide:

(a) minimum site and floor levels of 3.3 metres AHD and 3.55 metres AHD respectively to provide protection from coastal flooding to the year 2050, unless it can be demonstrated that lower levels will provide adequate protection

(b) provide for the practical establishment of protection measures against a further sea level rise of 0.7 metres and land subsidence to the year 2100.

8 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly adjoining the western boundary of the policy area and those activities requiring extended hours of operation.

Commercial/Light Industry Policy Area 14

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area comprising a range of commercial and light industrial activities associated with defence, ship building and the Port of Adelaide.

2 Development that achieves a high standard of environmental and operational performance.

3 Minimise adverse impacts on surrounding land uses.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development of a high quality commercial and light industrial precinct that complements and supports the naval ship building and defence related support industries located within the **Osborne Maritime Policy Area 11** and **Commercial/Education Policy Area 13** as well as the strategically and economically valuable activities undertaken within the **Ports Policy Area 12** of the **Industry Zone**.

The policy area is primarily for commercial style office and office/warehouse buildings of up to two storeys accommodating a range of activities that may operate over extended hours.

The design of individual industries and businesses within the policy area will respond to the sensitivities of nearby residential areas and minimise any adverse impacts on the local community. In particular, off-site impacts or nuisance will be minimised through the incorporation of appropriate attenuation devices, building siting and design.

It is envisaged that buildings and their surrounds will be of a high standard and incorporate initiatives leading to the achievement of environmental sustainability.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development should primarily comprise activities involving commerce or light industry which are associated with ship building, defence or the functions of the Port of Adelaide.

Form and Character

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

3 Development should be compatible with and support the long-term operation of the ship building and defence related support industries located within the **Osborne Maritime Policy Area 11** and within the **Commercial/Education Policy Area 13**.

4 Development should be of a high architectural quality in a contemporary or modern style and use high quality materials.

5 Buildings should be set back a minimum of 30 metres from Victoria Road.

Conservation

6 Development should avoid adverse impacts on the marine, estuarine and coastal environment by way of:

(a) interference of natural riverine ecology and processes

(b) loss of habitats of conservation significance, such as those of threatened or migratory species or marine ecosystems

(c) contamination of ground or surface water, including marine, estuarine, or riverine; or spread of pest plants and animals.

Hazard Management

7 All development should provide:

(a) minimum site and floor levels of 3.3 metres AHD and 3.55 metres AHD respectively to provide protection from coastal flooding to the year 2050, unless it can be demonstrated that lower levels will provide adequate protection

(b) for the practical establishment of protection measures against a further sea level rise of 0.7 metres and land subsidence to the year 2100.

Noise Management

8 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly adjoining the western boundary of the policy area and those activities requiring extended hours of operation.

Access

9 Vehicle access to the policy area from Victoria Road should be limited to a single access point in a safe and convenient location.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in *Table PAdE/2 - Conditions for Complying Development*:

- telecommunications facility.

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	
Community centre	
Consulting room	
Dairy	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except where ancillary to and in association with industrial development and located on the same allotment

Form of development	Exceptions
Educational establishment	Except where located within the **Commercial/Education Policy Area 13**
General industry	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping	
Motel	
Nursing home	
Office	Except where it is: (a) ancillary to and in association with an envisaged development (b) located on the same allotment.
Place of worship	
Pre-school	
Residential flat building	
Restaurant	
Shop or group of shops	Except where one of the following applies, the gross leasable area is: (a) 600 square metres or less within the **Commercial/Education Policy Area 13** (b) 250 square metres or less within the remainder of the zone.
Special industry	
Stock sales yard	
Stock slaughter works	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) the **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Tourist accommodation	
Waste reception, storage, treatment or disposal other than in the form of a recycling collection depot	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertising hoarding or advertising hoarding with a height of up to 6 metres above natural ground level.	Telecommunications facility located up to 30 metres from a residential zone.
Educational establishment where located within the **Commercial/Education Policy Area 13**.	
Office where located within the **Commercial/Education Policy Area 13**.	
Shop or group of shops with a gross leasable area of 600 square metres or less where located within the **Commercial/Education Policy Area 13**.	
Telecommunications antenna	
Telecommunications facility located greater than 30 metres from a residential zone.	
Training facility where located within the **Commercial/Education Policy Area 13**.	

Local Centre Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A centre accommodating small-scale convenience shopping, office, medical and community facilities to serve the local community.

2 A centre characterised by traditional corner stores or small groups of shops located within easy walking distance of the population they serve.

3 A centre accommodating residential development in conjunction with non-residential development.

Queenstown

4 An area that provides for the appropriate standard of development of the principal entry to Port Adelaide.

DESIRED CHARACTER STATEMENT

Local centres are generally surrounded by, or adjacent to, residential development and provide for the daily needs of the local community. Buildings will be designed so that they create a high standard of presentation to main roads and contribute to a cohesive residential urban form. The provision of sufficient off-street car parking will ensure that surrounding residential amenity is not impacted by patrons parking on the street. Local centres will utilise Crime Prevention Through Environmental Design (CPTED) principles and security systems to minimise the occurrence of crime, vandalism and anti-social behaviour.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- advertisement
- community facility
- consulting room
- dwelling (above or behind a non-residential development)
- office
- office and dwelling
- shop
- shop and dwelling.

2 Development listed as non-complying is generally inappropriate.

3 Residential development and development comprising a variety of residential and non-residential uses should only be undertaken if such development does not prejudice the operation of existing or future retail activity within the zone.

Form and Character

4 Development should not exceed a building height of one storey, except where residential accommodation is provided the development may be two storeys with residential development occupying the second storey only.

5 Development should limit direct vehicular access to arterial roads wherever practicable, and share existing vehicular access points.

6 The zone at Port Road and Old Port Road, Queenstown should be developed in a manner that provides:

(a) an appropriate entry point to Port Adelaide with shopping generally confined to the north-eastern corner

(b) office and community facilities in the northern sector of the zone

(c) off street car parking servicing all development in the centre

(d) access points from Port Road and Old Port Road

(e) a pedestrian link to the residential development to the north.

7 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 4.5 metres above natural ground level.

Land Division

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

Jetty Road Policy Area 15

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Maintenance and enhancement of the tourist and recreational character of the policy area.

2 A local focal point for general shopping and specialty tourist shops for visitors to the area and beach.

3 Enhancement of the street in a manner that reinforces the historic character of the buildings, the Largs Jetty and the beach.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is a valued historical locality. Strong links to the foreshore, beach, coast park and the surrounding residential street network makes this area an attractive and vibrant neighbourhood for local residents and visitors.

The Largs Pier Hotel of Victorian (Italianate) architecture is a landmark building. Defining the corner of the Esplanade and Jetty Road the Hotel, with its arcaded facades presents an alluring entry to the historical Jetty Road precinct. The high standard of building restoration and preservation will be maintained.

A focal point for the policy area is the general shopping and speciality stores located along Jetty Road. Jetty Road is characterised by a number of double storey terraces with small scale residential development located above the active street frontage and a number of single storey historical buildings which will be preserved and enhanced.

New development will not imitate existing heritage listed or contributory buildings but will complement those buildings through utilisation of consistent setbacks, frontage widths and fenestrations. The restoration or reinstatement of verandas over footpaths will be an important characteristic of this locality. Development will also use materials and finishes consistent with the existing historical buildings.

Development with frontages to The Esplanade will maximise views and vistas to the foreshore.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should:

(a) reinforce and enhance historic character

(b) retain existing building facades

(c) maintain linkages to Largs Jetty and the Beach

(d) provide a range of general local shopping and specialty tourist shops

(e) incorporate residential development in existing buildings at the first floor storey where practicable and appropriate.

3 Existing heritage listed and contributory items should be rehabilitated, conserved and maintained.

4 Development should respect or reflect the building form, scale, materials and setback of existing heritage listed and contributory items.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except where the dwelling is in conjunction with a non-residential development and is sited above or behind the non-residential development on the same allotment.
Fuel depot	
Horticulture	
Hotel	
Industry	
Intensive animal keeping	
Motor repair station	
Petrol filling station	

Form of development	Exceptions
Private hotel	
Public service depot	
Residential flat building	Except where in conjunction with a non-residential development.
Road transport terminal	
Service trade premises	
Store	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement or advertising hoarding where the height is not more than 4.5 metres above natural ground level.	Telecommunications antenna located less than 30 metres from a residential zone.
Telecommunications antenna located 30 metres or greater from the residential zone.	Telecommunications facility located between 30 metres and less than 100 metres from a residential zone.
Telecommunications facility located 100 metres or greater from a residential zone.	

Metropolitan Open Space System Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone comprising open space that accommodates a range of public and private activities, including passive and active recreation land uses, habitat conservation and restoration, in an open and natural setting.

2 Development of recreational activities that do not detrimentally affect fauna, flora or other features of the natural environment.

3 Private land within the Metropolitan Open Space System (MOSS) contributing to regional open space networks and providing an open, natural and rural character accommodating low-scale uses such as non-intensive agriculture.

4 Public land within the MOSS that provides for recreation areas and facilities, sporting facilities and conservation of the open, natural character.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- development for the purposes of conservation
- office in association with recreation and sporting facility
- outbuildings associated with open space maintenance
- playground
- public toilet block and barbeque facility
- recreation area and facility
- shop in association with recreation and sporting facility
- sporting facility
- structure associated with a public facility such as a car parking, picnic/barbeque area, shelter and toilet.

2 Development listed as non-complying is generally inappropriate.

3 Land within the MOSS should be used for any of the following:

(a) to provide natural or landscaped open space using locally indigenous plant species

(b) to accommodate a range of public recreation, sporting and institutional facilities and uses

(c) to accommodate stormwater retention and management

(d) to conserve and restore areas of remnant native vegetation and wildlife habitats and corridors

(e) to conserve sites of scientific, cultural or heritage interest

(f) for revegetation purposes using locally indigenous plant species

(g) to provide a buffer to adjoining areas of conservation significance.

4 Privately owned land within the MOSS should be used for any of the following:

(h) low-impact sporting facilities

(i) conservation purposes.

Form and Character

5 Landscaped buffers should be provided around the perimeter of recreation or sporting facilities.

6 Development should have consideration for the changing flow regime and width of waterways.

Buffer Policy Area 16

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area that provides spatial, visual and auditory separation between incompatible land uses.

2 A policy area accommodating a golf course with associated recreation facilities as the primary activity south of Victoria Road.

3 A policy area that provides for the maintenance of stormwater capacity and flood mitigation measures for adjoining areas through the integration of stormwater management in association with recreation.

4 A policy area that provides for the conservation and protection of indigenous flora and fauna.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area's role is to provide and maintain a buffer between the residential areas of North Haven and the port facilities and industries on the northern portion of the Lefevre Peninsula. The purpose of the buffer is to maintain the amenity of nearby residential areas whilst facilitating the ongoing operations of the port and related industries.

Land located to the south and west of Victoria Road is expected to accommodate a golf course. Land located to the north and east of Victoria Road is intended to be a densely planted but functional open space to screen the port activities and industrial land.

The policy area will continue its existing metropolitan open space function. In doing so, a range of activities are anticipated, all of which contribute to its primary function of open space buffer and secondary recreation function. There will be areas retained for the protection of native vegetation, associated enhancement of bird and other fauna habitats, as well as landscape features. There will also be opportunities for pedestrian and cycle movement in the future.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- golf course
- recreation area.

Form and Character

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

3 Development should provide a buffering function between the industrial and port related activities to the north and residential uses to the south.

4 Advertisements and/or advertising hoardings should have a maximum height of 2 metres above natural ground level.

5 Development should not detrimentally impact on natural or semi-natural habitats or sites of scientific significance.

6 The open space linkage to the **Conservation Policy Area 17** at Mutton Cove should be protected and enhanced.

7 Where practical development should incorporate existing remnant vegetation and endemic species into the landscaping design and enhance the visual appeal of the area.

8 Development should ensure all waste is contained on-site prior to treatment or disposal.

9 Sporting facilities and clubroom buildings should be integrated where possible and established in clusters to maintain an open character to the land.

Public Access to the Port Adelaide River

10 Development should enable the provision of suitable public access to the Port Adelaide River in the locations identified on *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet*.

Conservation Policy Area 17

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area which accommodates passive recreation, tourism, education and research activities, in appropriate locations, which do not detrimentally impact on the natural features of the area or the estuarine and marine environment.

2 A policy area in which the character, aesthetic appearance, scenic beauty and amenity of the environs are conserved and enhanced in order to provide areas for the study and interpretation of natural and human heritage.

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, in a manner that will, in the long term, contribute to the conservation, rehabilitation and improvement of the policy area.

4 A policy area which recognises, preserves and enhances a diverse and self-sustaining ecosystem that provides a range of natural and semi natural habitats through:

(a) the development of suitably diverse habitats for avian species, including breeding and nursery areas for waterbirds, fish and other species

(b) the rehabilitation of mangrove, wetland and samphire communities.

5 Public access to the wetlands and mangroves in a manner, which does not detrimentally impact on the natural features of the area or the estuarine and marine environment.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Barker Inlet Wetlands are an integral part of the policy areas character. The wetlands will be conserved and the primary role of these areas is the improvement in the quality of stormwater discharge. The future development of the wetlands seeks to establish a diverse ecosystem through the creation of a range of habitats including marine intertidal (i.e. mangrove forest, samphire, mudflats, and bare grit flats), freshwater wetland (i.e. reeds, sedges and open water), and terrestrial coastal (i.e. woodland, shrub land, grassland, bare soil, and salt scald).

Development within this portion of the policy area ensures the linkage between the wetlands and mangroves is maintained and enhanced through the development of a wildlife corridor, which promotes biodiversity and conservation. Future development should promote ecological sustainability whilst providing regional opportunities for education and recreation.

Mutton Cove is located on the western side of the Port River, approaching Pelican Point and is the only remnant of the tidal creek system remaining on the Lefevre Peninsula. Although substantially degraded, it is a haven for a wide diversity of both Australian and migratory wading birds and continues to support a substantial floral and fauna bio-diversity. Development within this portion of the zone should assist in the rehabilitation of Mutton Cove and accommodate an open space linkage to the **Buffer Policy Area 16** the west.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- access road to the quarantine station on Torrens Island
- boardwalk at Mutton Cove, North Arm, North Arm Creek or Dry Creek
- boat mooring
- channel marker or other boating safety device in the Barker Inlet and Angas Inlet
- electricity infrastructure (on land subject to existing easements)
- flood control structure at Mutton Cove, North Arm, North Arm Creek or Dry Creek
- levee at Mutton Cove, North Arm, North Arm Creek or Dry Creek
- marina facility
- recreation club.

Form and Character

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

3 Development should conserve and protect the natural environment with recreational, tourist, education and research activities established in appropriate areas.

4 Development should facilitate passive recreational pursuits such as bird watching through the incorporation of boardwalks and pedestrian paths, which are designed to minimise potential impacts on the wetland and mangrove environment.

5 Advertisements and/or advertising hoardings should be restricted to free standing interpretive and directional advertisements which are a maximum of 2 metres in height above natural ground level.

6 All stormwater generated by development should be managed through reuse or disposal to minimise impacts on adjoining wetland, coastal and estuarine ecosystems.

7 Development should preserve and enhance the character, amenity and drainage function of the wetlands and its immediate environs.

8 Development should ensure all waste is contained on-site prior to treatment or disposal.

9 Public access into mangrove and wetland areas should be restricted to the locations shown in *Concept Plan Map PAdE/2 - Barker Inlet Wetlands*.

10 The development of buildings and structures should be avoided unless integral to the stormwater management, aesthetic or conservation function of the policy area.

11 Buildings should be:

(a) a maximum of one storey

(b) located unobtrusively

(c) constructed of materials that blend with the wetland landscape

(d) screened with vegetation appropriate to the policy area.

Public Access to the Port River

12 Development should enable the provision of suitable public access to the Port Adelaide River in the locations identified on *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet*.

Recreation Policy Area 18

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The maintenance of the capacity and hydraulic characteristics of the River Torrens and Dry Creek channels in a manner consistent with flood mitigation control measures to avoid flooding outside the channel.

2 For Dry Creek Linear Park:

(a) A linear open space corridor incorporating:

(i) public access trails and cycle routes which provide opportunities for movement between Dry Creek and adjacent open space areas

(ii) locally indigenous flora that contributes to the conservation, protection and rehabilitation of habitats.

(b) A riverine environment of high visual quality, which facilitates predominantly unstructured passive and active recreation, whilst maintaining its function as a drainage reserve.

(c) Maintenance of Stockade Park as a formal garden and parkland of high visual quality, which accommodates community functions and events and facilitates passive recreation.

(d) The development of Thomas Turner Reserve to accommodate:

(i) active recreation and sport with unstructured passive and active recreation on land abutting Dry Creek

(ii) a combination of unstructured passive and active recreation, sporting and community uses.

3 At the River Torrens Linear Park:

(a) A linear park that accommodates a range of passive and unstructured recreation areas whilst maintaining the aesthetic and drainage function of the riverine environment.

(b) A linear open space and biological corridor focussed on the existing watercourse channel, associated floodplains and vegetation that supports a variety of indigenous flora and fauna.

4 At Snowdens Beach, a linear park and water feature on Snowden Beach that accommodates:

(a) a range of passive and unstructured recreation activities associated with the river

(b) sporting facilities which promote the use of the river for organised and unstructured sports such as boating and fishing

(c) clubrooms and associated facilities

(d) stormwater management schemes

(e) visually appealing landscaping that enhances the attractive riverine setting of the Port River.

5 At the State Sports Park at Gepps Cross:

(a) development to accommodate:

(i) conservation and passive recreation

(ii) active recreation and sport

(iii) institutional, recreation, sport and community uses

(b) integrated development and management through the provision of sport, recreation and community facilities, car parking and stormwater management

(c) development of Foresters Forest as an education and recreation facility, which provides opportunities for passive recreation and conservation

(d) a precinct which accommodates sporting facilities of regional or state significance that may be used for the staging of national or international events.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Precinct 2 Dry Creek Linear Park

Dry Creek is a natural feature incorporating stands of remnant vegetation and indigenous plantings that are fundamental to its existing character. The Dry Creek Linear Park is anticipated to remain as a linear open space, which provides unique opportunities for habitat development and conservation. It would be ideal for development adjacent to Dry Creek to be sympathetic to its relatively undisturbed setting while being sited and landscaped to minimise visual impacts.

Furthermore, it is envisaged that the Dry Creek linear park be developed as a green corridor for wildlife, whilst facilitating passive recreation activities such as cycling and walking. Additionally, consideration exists for the incorporation of Dry Creek into a historic conservation trail that focuses on both the European and Indigenous history of the area. The role of Dry Creek as a drainage reserve for adjacent residential areas will need to be recognised by future development along this feature. More specifically, consideration is necessary for the changing flow regime and width of the channel in the development of facilities such as pedestrian and cycle paths and landscaping.

The character of Stockade Park located adjacent Dry Creek, is one of a formal garden and parkland of a high visual quality. Opportunities are there to enhance the existing link with the Dry Creek linear park to the north of the site, whilst maintaining the individual characteristics of the Park. The waterfall and formal garden, which includes native and exotic plantings surrounded by areas of irrigated grass and dry land vegetation is a desirable element of the landscape thus it is beneficial for development to enhance or retain this. Stockade Park's role is primarily for passive recreation complemented by community facilities such as toilets, shaded areas, picnic areas and drinking fountains. Development ought to enhance the use of the site for community functions and events, however, the development of buildings or structures needs to complement the existing character of the site.

Thomas Turner Reserve, dissected by Dry Creek, is planned to facilitate both organised sport and unstructured passive and active recreation, whilst maintaining the open character of the area. The goal is for a range of recreation and sporting facilities that address the needs of all members of the community. The attractive riverine setting attributed to Dry Creek is worth enhancing through appropriate landscaping design and the location of pedestrian and cycle paths, all which would complement the existing character of the Reserve. The links provided by Thomas Turner Reserve to open space both within and outside the Council area can be enhanced and maintained through appropriate pedestrian and cycle routes, adequate and appropriate lighting and attractive landscaping design. Sound attenuation measures can also be incorporated into the design of the Reserve, particularly where the park abuts residential areas.

Precinct 3 River Torrens Linear Park

The River Torrens Linear Park provides a linear open space and biological corridor based on the existing watercourse channel, associated floodplains and vegetation. Primarily the River Torrens Linear Park has an aesthetic, drainage and passive recreation function. Development within the area is appropriate where it is

integral to any of these functions. Future development will ensure that the character and amenity of the precinct, water quality of the river and the recreation opportunities provided by the linear park are retained. Pedestrian and passive recreation facilities such as drinking fountains and barbecues are fundamental elements to incorporate into the Linear Park scheme in key locations. Facilities for competitive sports and pursuits of competition are inappropriate. The landscape design will incorporate all remnant vegetation to complement the locally indigenous vegetation.

Precinct 4 Snowdens Beach

Development at Snowden's Beach is primed on an enhanced and attractive linear park and water feature as part of the Metropolitan Open Space System, while providing a visual contrast to the adjacent urban and industrial areas. The northern section of the site is meant primarily for the development of detention basins for the purpose of stormwater management, whilst ensuring opportunities for passive recreation are retained and enhanced. The southern section is meant for developments that are associated with recreational activities and water sports whilst ensuring the open space character and amenity of the precinct is not compromised by the proliferation of buildings or structures. Where opportunities exist for the development of a wildlife corridor, development would do well to ensure these opportunities are enhanced though the incorporation of native vegetation into the landscape design.

Precinct 5 State Sports Park Gepps Cross

State Sports Park is desirable for development in a manner that preserves the sporting function of the site whilst providing for unstructured passive and active recreation. The inclusion of sporting and community facilities of an open nature is desirable as is the creation of a large public reserve network through the site that links with public reserves within and adjacent to State Sports Park. It is important for development to facilitate overall stormwater management that detains stormwater generated from the residential catchment east of Briens Road within a naturally contoured public reserve system. In this way the stormwater management scheme can form an integrated component of the open space network in the area whilst providing a range of environmental features.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should not be undertaken unless surface run-off or wastes generated can be managed to prevent any detrimental effects on existing or adjacent land.

3 Access should be enhanced by the development of new cycle and pedestrian paths in appropriate locations that provide links with:

(a) paths in adjacent areas

(b) the Dry Creek and River Torrens Linear Park network

(c) recreational cycle networks in adjacent local government areas.

4 Where safe and convenient, access roads, car parking and other facilities should be shared between developments.

5 Development should contribute to the rehabilitation and improvement of the riverine and terrestrial ecosystems within the policy area.

6 Development should have consideration for the changing flow regime and width of waterways.

7 Where practicable, development should incorporate existing remnant vegetation and endemic species into the landscaping design and should enhance the visual appeal of the area.

8 Sporting facilities and clubroom buildings should be integrated where possible and established in clusters to maintain an open character.

Advertisements

9 Advertisements and/or advertising hoardings should have a maximum height of 2 metres above natural ground level.

PRECINCT SPECIFIC PROVISIONS

Refer to the *Map Reference Table* for a list of the maps that relate to the following precincts.

Precinct 2 Dry Creek Linear Park

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

11 Development should ensure:

(a) the stormwater management and drainage function of Dry Creek is not compromised

(b) the open and natural character of Dry Creek is not compromised

(c) links with adjacent open space within and outside the council area are enhanced and maintained

(d) access to the Dry Creek linear park is retained and enhanced for cyclists and pedestrians

(e) that buildings are:

(i) restricted in size and number

(ii) designed in accordance with the historic character of existing buildings

(iii) sited so as not to detract from the open character of the zone

(iv) located greater than 100 metres from the centre of the Dry Creek channel.

12 Development should contribute to the ecological rehabilitation and improvement of the zone through:

(a) the provision of pedestrian and cyclists routes that:

(i) have minimal impact on the existing hydrology, soils, flora and fauna of Dry Creek

(ii) are designed to encourage visitors to stay on defined tracks and paths

(iii) are constructed of materials that are sympathetic to the natural character of the park

(b) the incorporation of appropriate measures such as fencing to minimise the invasion of vermin and pests

(c) the rehabilitation of endemic vegetation species.

13 The development of Thomas Turner Reserve should:

(a) accommodate a combination of organised sport and unstructured passive and active recreation whilst maintaining the open character

(b) provide adequately lit and sealed pedestrian and cycle links through the reserve

(c) provide public access to maintain east-west linkages and connections between Grand Junction Road and adjoining residential areas

(d) enhance Dry Creek as a linear park and water feature

(e) ensure development complements the existing heritage character of the Local Heritage Place located on Allotment 3, Filed Plan 126898, CT 5294/628.

14 The development of facilities for the provision of meals, refreshments and community activities associated with the golf course, are appropriate on Thomas Turner Reserve. Further development of such facilities should be located away from those areas that adjoin residential activities.

15 The development of Stockade Park should incorporate pedestrian paths/routes and picnic/barbecue areas complemented by landscaping of exotic/locally indigenous species.

16 The Amphitheatre located at Stockade Park should be retained as a venue for community activities.

Precinct 3 River Torrens Linear Park

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

18 Development should primarily accommodate unstructured passive and active recreation, with organised sporting activities restricted to existing sites and buildings.

19 Development should ensure that access to the River Torrens Linear Park is retained and enhanced for cyclists and pedestrians.

20 Vehicular crossings providing access between abutting allotments and public roads through the River Torrens Linear Park should be avoided.

21 Buildings should be:

(a) restricted in size and number

(b) sited so as not to detract from the open character of the zone

(c) located a minimum of 100 metres from the centre of the River Torrens channel.

Precinct 4 Snowdens Beach

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

23 Development at Snowdens Beach should accommodate:

(a) facilities to accommodate boating activities

(b) open spaces to accommodate informal ball games and play areas

(c) passive and active recreation

(d) pedestrian and cycle paths

(e) picnic and barbecue areas

(f) sporting activities

(g) stormwater management, including stormwater detention basins

(h) toilet and shower facilities.

24 Where opportunities exist for the development of a wildlife corridor, development should ensure these opportunities are enhanced though the incorporation of endemic vegetation into landscaping design.

25 Development should ensure access to the Port River is maintained and enhanced.

Precinct 5 State Sports Park Gepps Cross

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

27 Buildings and structures should be of a modern and efficient design, and where practical for multipurpose use.

28 Development should be consistent with *Concept Plan Map PAdE/9 - State Sports Park Precinct* including:

(a) areas of open space

(b) buffers

(c) car parking areas

(d) pedestrian and bicycle pathways

(e) public roads and internal access points

(f) stormwater management facilities

(g) tree corridors

(h) vehicle access points onto adjacent arterial roads.

29 The public road linking Main North Road with Briens Road should be designed to discourage the use of the road by through traffic through the incorporation of an anti-directional layout and traffic management devices to slow motor vehicles.

30 Provision should be made within each development site for sealed car parking (other than those for major peak events) at locations indicated on *Concept Plan Map PAdE/9 - State Sports Park Precinct* at the rate shown in *Table PAdE/5 - Off Street Vehicle Parking Requirements*.

31 Shared parking areas should only be provided in areas as indicated on *Concept Plan Map PAdE/9 - State Sports Park Precinct* where it can be demonstrated that the sharing of areas will not result in parking demand exceeding supply.

32 The sealing of car parking areas with impervious materials should be limited to those areas required for more frequent events, with overflow shared parking areas being grassed.

33 The percentage of impervious areas developed (apart from road reserves and public laneways) should be a maximum of 20 per cent for '**Area 1**' and 50 per cent for '**Area 2**' as indicated on *Concept Plan Map PAdE/10 -State Sports Park Impervious Areas* except where development can provide on site water detention.

34 Stormwater detention should be provided when the development exceeds the maximum requirement for impervious area to ensure that stormwater generated from the site does not exceed that which would have resulted should the development meet the maximum impervious area requirements.

35 Land division and the development of buildings, structures, roads and car parks should provide for the 1-in-100 year average return interval storm event taking into account both stormwater generated from State Sports Park and land in the residential catchment to the east.

36 Stormwater management within State Sports Park should be in accordance with *Concept Plan Map PAdE/9 - State Sports Park Precinct* and based on:

(a) all pipe work, pits, culverts and open swales designed to carry 1-in-10 year average return interval flows

(b) overland flow paths designed to accept 1-in-100 year average return interval flows

(c) open swales to be grassed, kept clear of restrictive trees and vegetation and designed with maximum batter slopes of 1-in-5

(d) wetlands intended for use in aquifer recharge schemes designed with an average retention time of 10 days for 1-in-1 year average return interval precipitation events

(e) construction of retention basins in the south-west corner of the park designed to permit part of the basin to be used for temporary parking and recreation purposes

(f) The product of stormwater velocities and depths within temporary and permanent parking areas not to exceed 0.4 square metres during 1-in-100 year average return interval events, and water depths not to exceed 300 millimetres during 1-in-20 year average return interval flows.

37 Development should enable the provision of suitable public access to the Port Adelaide River in the locations identified on *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet*.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	
Builders yard	
Bulky goods outlet	
Caravan park	
Commercial forestry	
Consulting room	
Crematorium	
Dairy	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except within the State Sports Park shown on *Concept Plan Map PAdE/9 - State Sports Park Precinct* for the purpose of housing

Form of development	Exceptions
	one or more of the following users: (a) administrators (b) athletes (c) sports officials.
Educational establishment	
Electricity substation	
Farming	
Farm building	
Fuel depot	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	Except where located within the **Recreation Policy Area 18**.
Industry	
Intensive animal keeping	
Land division	Except where no additional allotments are created partly or wholly within the zone.
Public service depot	
Motel	
Motor repair station	
Nursing home	
Office	Except where directly related to the administration and management of recreation and sport facilities.
Petrol filling station	
Place of worship	
Pre-school	
Prescribed mining operations	
Residential flat building	
Restaurant	
Road transport terminal	
Service trade premises	

Form of development	Exceptions
Shop or group of shops	Except where (a) or (b) applies: (a) a shop with a gross leasable area of up to 250 square metres in **Precinct 5 State Sports Park, Gepps Cross** (b) a shop with a gross leasable area of up to 150 square metres located in the remainder of the **Recreation Policy Area 18**.
Stock sales yard	
Stock slaughter works	
Store	
Telecommunications facility	Except where either (a) or (b) applies: (a) located within the **Buffer Policy Area 16** (b) located in the remainder of the zone and at least 100 metres from: (i) any **Historic Conservation Area** (ii) **Port Adelaide State Heritage Area Policy Area 48** (iii) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (iv) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Tourist accommodation	
Warehouse	
Waste reception, storage, treatment or disposal	Except a landfill that constitutes solid waste disposal required to be licensed as a depot under the *Environment Protection Act 1993* within the **Buffer Policy Area 16.**
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding having a height of not more than 2 metres above natural ground level.	Dwelling for the purpose of housing athletes, sports officials, or administrators where located within the **Recreation Policy Area 18**.
Community centre where located within the **Recreation Policy Area 18**.	Telecommunications antenna located less than 30 metres from a residential zone within the **Buffer Policy Area 16**
Indoor recreation centre where located within the **Recreation Policy Area 18**.	Telecommunications facility located between 30 metres and less than 100 metres from a residential zone within the **Buffer Policy Area 16.**

Category 1	Category 2
Parking area where located within the **Recreation Policy Area 18**.	
Recreation area where located within the **Recreation Policy Area 18**.	
Telecommunications antenna located 30 metres or greater from a residential zone within the **Buffer Policy Area 16**	
Telecommunications facility located 100 metres or greater from a residential zone within the **Buffer Policy Area 16**	

Mixed Use (Islington) Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A functional and diverse zone accommodating a mix of commercial, community, light industrial, and retail land uses.

2 Development that minimises any adverse impacts upon the amenity of the locality within and adjacent the zone.

3 Activities that generate employment and economic vitality for the community.

4 Development that establishes an orderly transition of land uses between the interface of existing industrial and residential land uses.

5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone is within the Adelaide to Gawler Major Transit Corridor. The zone will accommodate a range of business, commercial and retail uses to promote accessible, transit focused employment opportunities that rely on and support the adjacent public transport services. A mixed use development approach that facilitates the establishment varied land uses and complementary built form is envisaged for the zone. The zone has frontage to Churchill Road being an arterial road which links the inner northern metropolitan area with the central Adelaide region.

Locational attributes such as the main road frontage, high volumes of commuter traffic, accessibility to residential areas and good public transport networks contribute to the suitability of the zone for a range of retail and commercial uses as well as community uses. In particular, a range of retail facilities including bulky goods retailing, service trade premises, supermarket, discount department store and specialty shops are anticipated.

Within the zone there are land use conflicts and interfaces that require appropriate management and resolution. Commercial, retail and light industrial uses within the zone will provide a transition from the interface between the existing rail operations on the western side of the rail corridor and the existing residential areas to the east of Churchill Road.

Commercial, light industrial and transport related uses (for instance, warehousing) will be accommodated on land located adjacent the railway corridor where maximum separation from adjoining residential land uses and the Churchill Road frontage of the zone can be achieved. Educational and training facilities associated with or complementary to commercial and industrial land uses are appropriate within this part of the zone.

Land uses should generally be developed in a manner as shown on *Concept Plan Map PAdE/11 - Islington Land Use and Interface*. The concept plan illustrates the likely areas for particular commercial and retail uses and where transitional land uses may locate, providing for a vibrant and active locality whilst striving for compatible land use activities.

The zone is intended to accommodate a mixture of uses (including core retail, upper level residential, light industry/commercial, mixed retail/commercial and bulky goods retail) as represented on *Concept Plan MapPAdE/11 - Islington Land Use & Interface*. It is not intended that any one land use dominate over another to the extent that the entirety of the Zone results in an overwhelming imbalance of one or more land uses. Where a single land use results in a greater dominance of a particular part of the zone, the design and function of the site should integrate with other land uses.

Limited residential development is envisaged within the mixed use zone in the form of upper level dwellings. Such development will not prejudice the development and operation of non-residential land uses, presenting significant issues relating to land use interface and compatibility within a predominantly mixed use zone.

Development along the Churchill Road frontage of the zone will significantly improve the amenity of the area by achieving high quality urban design outcomes, incorporating a variety of materials and strong articulation.

Buildings that are designed and sited:

(a) to accommodate the creative use of landscape treatments

(b) to promote active street frontages and be of a 'human scale'

(c) according to bulk and scale (the bulkier the development the greater the set back).

The Jack Watkins Reserve (a public reserve) is located immediately adjacent to the Mixed Use (Islington) Zone. Pedestrian and vehicular access between development within the Mixed Use (Islington) Zone and the reserve will be provided to improve integration between these two areas and improve local amenity. In addition, development will be designed and sited to maximise surveillance from and to the reserve through the incorporation of clear sight lines and appropriate lighting.

Development within the zone will retain established vegetated areas, particularly on the arterial road frontage. The existing vegetation will be reinforced through supplementary planting of locally indigenous plant species and high quality landscape design. Entrances to development will be defined by landscaping that provides clear sight lines through the site, particularly to the adjacent Jack Watkins Reserve.

Development adjacent the southern boundary of 'Jack Watkins Reserve' will improve the visual and physical connections to the reserve through land uses that promote a high level of human activity. These land uses will be designed and sited to create an active interface with the public open space as shown on *Concept Plan Map PAdE/11 - Islington Land Use and Interface*.

The detention of stormwater will integrate with the Jack Watkins Reserve and be planted with a mix of locally indigenous landscaping species.

Development within the zone will promote Crime Prevention through Environmental Design.

Land division that creates internal roads between the various land uses within the zone will provide integration between uses and appropriate direct access to public roads. New intersections will be located to reduce the impact of the movement of traffic on adjoining residential areas. Local connections that provide for safety and priority of pedestrian and cyclist movements, and integration and permeability.

Access from Churchill Road and internal pedestrian and vehicular links will generally be developed in a manner as shown on *Concept Plan Map PAdE/12 - Islington Access and Movement*.

The Islington Railyards have been used for intensive industrial activities for many years. This has resulted in contamination. Through development envisaged within the zone, such contamination will be identified and remediated, prior to development occurring, to achieve a healthy environment.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulky goods outlet
- community facility
- consulting room
- discount department store
- institutional facility

- light industry
- motor repair station
- office
- petrol filling station
- service trade premises
- service industry
- shop
- store
- supermarket
- warehouse.

2 Development should include a minimum of 15 percent of residential dwellings for affordable housing.

3 Residential development is only envisaged where it does not prejudice the operation of existing or future non-residential activity within the zone and adjacent industrial areas.

4 Residential development should only occur where it forms part of an integrated, mixed use development and it is located above non-residential uses on the same allotment.

5 Residential development of dwellings should incorporate the installation of acoustic measures to provide an appropriate level of internal amenity.

6 Views from residential development should achieve an attractive outlook, taking advantage of views to the adjoining public open space.

7 On-site and visitor parking for upper level residential development should:

(a) serve users efficiently and safely

(b) be designed to be integrated within the mixed use development and built form.

Noise and Air Quality

8 Noise sensitive development should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels commensurate with those levels envisaged within the relevant zone.

9 Locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the noise emission source.

10 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources (eg major roads, railway lines and industry) should:

(a) shield sensitive uses and areas through one or more of the following measures:

(i) place buildings containing less sensitive uses between the emission source and sensitive land uses and areas

(ii) within industrial buildings, place rooms more sensitive to air quality and noise impacts (eg bedrooms) further from the emission source

(iii) erect barriers provided the requirements for safety, urban design and access can be met

(b) use appropriate building materials with higher acoustic properties, including walls, windows, doors and roofs.

11 Development with the potential to emit significant noise should incorporate attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

12 Use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants.

13 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.

14 Chimneys or exhaust flues associated with commercial development ,including cafes, restaurants and fast food outlets, should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:

(a) incorporating appropriate treatment technology before releasing exhaust emissions into the atmosphere

(b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes account of the location of nearby sensitive uses.

15 Development listed as non-complying is generally inappropriate.

Form and Character

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

17 Development should be carried out in accordance with *Concept Plan Map PAdE/11 - Islington Land Use and Interface* in relation to:

(a) arrangement of land uses

(b) a flexible transition of land uses to minimise impact on adjacent areas

(c) active interface to streets and public open space to promote the positive influence of *Crime Prevention Through Environmental Design*

(d) stormwater from buildings and hard areas detained and reused where appropriate within the designated area.

18 Development should provide for a mixture of land uses, urban form and character.

19 Development that results in a predominance of a single land use should integrate with the design and function of surrounding developments.

20 Development should be carried out in accordance with *Concept Plan Map PAdE/12 - Islington Access and Movement*.

21 Car parking should be in accordance with *Table PAdE/5 - Offstreet vehicle parking requirements*, however a lower rate of car parking may be appropriate in a shared car parking arrangement between adjoining developments.

22 Vehicle parking areas should be sited and designed in a manner that will provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development, based on the consideration of the nature of activity and the likely hours of operation.

23 The bulk and scale of development should provide for the functional development of the envisaged uses.

24 Development abutting Churchill Road should:

(a) orientate the front of buildings towards the road

(b) establish landscaping between the road and buildings

(c) include landscaping of car parks

(d) screen service areas from development and main roads.

25 Advertisements and advertising hoardings should not include any of the following:

(a) flashing or animated signs

(b) bunting, streamers, flags, or wind vanes

(c) roof-mounted advertisements projected above the roofline

(d) parapet-mounted advertisements projecting above the top of the parapet.

26 Free standing advertisements and advertising hoardings should:

(a) be limited in number to avoid proliferation of signage along the street frontage

(b) located to provide clear site identification and define key access points

(c) incorporate coordinated tenancy signage.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Dwelling	Except where it is located above ground level and in conjunction with a consulting room, office or shop.
Fuel depot	
General industry	
Horse keeping	
Horticulture	
Intensive animal keeping	
Prescribed mining operations	
Residential flat building	
Special industry	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Bulky goods outlet	Dwelling where it is located above ground level and in conjunction with a consulting room, office or shop.
Consulting room	
Discount department store	
Office	
Petrol filling station	
Service trade premises	
Shop	
Store	
Warehouse	

Mixed Use (Kilburn) Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A functional and diverse zone accommodating a mix of commercial, community and medium density residential uses.

2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.

3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone will encompass a mix of medium density residential housing, community facilities, offices and consulting rooms that together form a small activity node.

A mix of land-uses is envisaged within the zone but may also be appropriate within a site. Residential development will promote medium densities in the form of group dwellings and residential flat buildings. Other forms of residential development are also acceptable, but should not result in the creation of additional access points to Churchill Road.

Developments that achieve the amalgamation of allotments or shared access and parking arrangements are particularly desirable.

A cohesive zone character will be achieved through use of complementary building scales, setbacks, colours and materials. Residential and non-residential development will utilise siting, design and acoustic treatments to enable successful co-location of these uses.

Development will provide an attractive presentation to the road frontage and public realm through the incorporation of landscaping and locating storage, waste, loading and service areas to the rear of sites where less visible to public view.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- community centre
- consulting room
- group dwelling
- office
- residential flat building

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 The bulk and scale of development should be compatible with adjoining land uses.

5 Development should not exceed three storeys in height and avoid overlooking or overshadowing of adjoining land-uses.

6 Development should be set-back from the road frontage to allow for landscaping.

7 Car parking areas should be provided at the rear or side of premises.

8 Development should minimise the number of vehicle access points onto main roads and utilise shared off-street parking and access arrangements where possible.

9 Non-residential development adjacent to residential development or the residential zone should not detract from the amenity of residents and should:

(a) be designed and located to minimize the impacts of bulky, unattractive or noise generating elements of the development upon the residential zone

(b) provide a visual buffer in the form of landscape plantings, attractive fencing, siting of buildings or other similar means between any car parking, service area, outdoor storage area or any other unattractive part of the development and the residential development or residential zone

(c) provide acoustic treatment between any excessive noise generating part of the development and the adjoining residential areas.

10 Residential development adjacent to non-residential development should be sited and incorporate design treatments to minimise impacts from the adjacent non-residential development.

11 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 4.5 metres above natural ground level.

Land Division

12 Land division should create allotments that are appropriate for the proposed land-use and avoid the creation of additional access points to Churchill Road.

13 Land divisions for the purposes of creating residential allotments, excluding group dwellings and residential flat buildings, should achieve a minimum site area per dwelling of 300 square metres.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational

Form of development	Exceptions
parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	feature of the City.
Horse keeping	
Industry	
Intensive animal keeping	
Motor repair station	
Road transport terminal	
Service trade premise	
Shop or group of shops	Except where the gross leasable area is 250 square metres or less.
Special industry	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Telecommunications antennae (where the proposed development is located greater than 30 metres from a residential zone)	Community centre
Telecommunication facility (where the proposed development is located greater than 100 metres from a residential zone)	Consulting room
	Group dwelling
	Office
	Residential flat building
	Telecommunications antennae (where the proposed development is located less than 30 metres from a residential zone)
	Telecommunication facility (where the proposed development is located greater than 30 metres and less than 100 metres from a residential zone)

Mixed Use (Oakden) Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating a diverse range of institutional, educational, recreational, short-term residential accommodation and commercial land-uses, which are compatible with one another and the adjacent **Residential Zone**.

2 Development which restores and upgrades existing buildings within the zone.

3 Development that minimises any adverse impacts upon the amenity of the locality within the zone.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone accommodates a range of facilities that provide specialised health care services as well as land-uses that support or are ancillary to health care services. Envisaged land-uses are appropriately located in accordance with the zone's policy areas and *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*.

Development is well set back from public road frontages with vegetation and landscaping maintained to provide a high level of amenity for those working and residing within the zone and to provide a high level of presentation to the adjacent **Residential Zone**.

Development is also of a scale, height and design that integrates with the surrounding character of the **Residential Zone**.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone in appropriate policy areas:

- child care centre
- community facility
- consulting room
- educational establishment
- hospital
- indoor recreation centre
- institutional facility
- multiple dwelling
- office
- place of worship
- recreation area
- shop or group of shops
- sporting club.

2 Development listed as non-complying is generally inappropriate.

Form and Character

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

4 Buildings should be compatible with existing buildings within the locality with respect to:

(a) scale

(b) built form

(c) external materials.

5 Development should not exceed two storeys in height.

6 Development should be designed and located to retain existing mature trees.

7 Development should occur in accordance with *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement* such that:

(a) landscaped buffers are provided for the purposes of privacy and visual screening at the following locations:

(i) between the **Mixed Use (Oakden) Zone** and **Residential Zone** boundary

(ii) at all locations shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*

(b) access southward from the public road east of the Administration Building is for pedestrians and cyclists only.

Advertisements

8 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 4.5 metres above natural ground level.

9 Advertisements and advertising hoardings should not include any of the following:

(a) flashing or animated signs

(b) bunting, streamers, flags, or wind vanes

(c) roof-mounted advertisements projected above the roofline

(d) parapet-mounted advertisements projecting above the top of the parapet.

Commercial Policy Area 19

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area accommodating a mix of land uses including small-scale low intensity commercial uses, educational establishments, religious institutions, short term residential accommodation and community facilities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is split into two areas: '**Area 19a**' and '**Area 19b**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement* .

Area 19a has direct frontage to Fosters Road and is suitable for small scale commercial developments including a gym/fitness centre, small-scale office or consulting rooms, which are compatible with the role of the **Neighbourhood Centre Zone** at the corner of Fosters Road and Folland Avenue. Similarly, a religious institution or educational establishment is also appropriate in this location.

Area 19b is located in the western part of the zone and is accessible via Hilltop Drive or Heritage Court. Development in this part of the policy area will accommodate short term residential accommodation in existing buildings such as hostels, lodging houses boarding houses and serviced apartments (but excluding hotels, motels, caravan parks, nursing homes and bed and breakfast facilities).

Additionally, small-scale consulting rooms, childcare facilities, offices, function and training facilities will utilise existing buildings and commercial food preparation will occur only within existing commercial kitchen buildings. Education establishments and religious institutions are also appropriate.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- commercial food preparation (within existing commercial kitchen buildings only) in '**Area 19b**' shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*
- child care facility
- consulting room
- educational establishment
- indoor recreation centre in '**Area 19a**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*
- multiple dwelling in '**Area 19b**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*
- office
- place of worship
- pre-school.

2 Development within '**Area 19a**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement* should:

(a) be compatible with the role of the **Neighbourhood Centre Zone** at the corner of Fosters Road and Folland Avenue at Northfield

(b) complement adjoining development in the zone.

3 The following uses in '**Area 19b**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement* should have at least 70 per cent of their gross leasable area within existing buildings:

(a) child care facility

(b) consulting room

(c) educational establishment

(d) office.

4 Short-term residential accommodation and small-scale commercial uses should be developed within existing buildings in '**Area 19b**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*.

Form and Character

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

6 Development for the purposes of commercial food preparation should only occur within existing commercial kitchen buildings.

7 Offices and consulting rooms in new buildings should not exceed, in total:

(a) 500 square metres in the '**Area 19a**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement)*

(b) 500 square metres in the '**Area 19b**' as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*

8 Landscaped buffers with a minimum width of 3 metres should be located on the boundaries of the **Commercial Area** (**'Area 19a**' and '**Area 19b**') as shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*.

Institutions Policy Area 20

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area accommodating a secure hospital and associated administrative and support buildings.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The northern part of the policy area accommodates secure hospital facilities, support facilities and related administrative functions.

Czechowicz House, a State Heritage listed building, is located within the north western corner of the southern portion of the policy area and operates as an administration building. Development associated with this building will retain its heritage character.

Development within the policy area is well set back from other zone or policy area boundaries and vegetation will be retained and maintained to increase visual amenity.

Access to both parts of the policy area is limited to one access point only.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- development ancillary to or in association with a hospital
- hospital
- office ancillary to or in association with a hospital.

Form and Character

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

3 Access and egress to the policy area should be restricted to:

(a) a single access point on the east to west access road (Hilltop Drive) leading from Fosters Road into the northern part of the policy area shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*

(b) a single access point located on Fosters Road to the southern part of the policy area shown on *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement*.

4 New buildings (except outbuildings and ancillary uses) should be set back at least 15 metres from the policy area boundary where it adjoins the **Residential Zone**.

Recreation and Sporting Policy Area 21

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area accommodating recreational uses, sporting and associated training facilities, administrative uses and clubrooms that do not impact on the **Neighbourhood Centre Zone** on the corner of Fosters Road and Folland Avenue.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area accommodates a sporting club and associated oval. The policy area maintains an open character with only the north western portion containing significant built form. The remainder of the policy area consists of the oval and vegetation. Access is limited to the existing access points located on Fosters Road or Hilltop Drive.

Development within the policy area is related to recreation purposes and other types of development are not considered appropriate. Development will be of a scale, design and appearance that integrates with the rest of the zone and adjacent **Residential Zone**.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- clubroom
- community centre
- hospitality use in association with a sporting facility
- indoor recreation centre
- recreation area
- sporting club
- sports training facility.

Form and Character

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

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Animal keeping	
Amusement park	
Builders yard	
Bus depot	
Caravan park	
Concert hall	
Consulting room	Except where the gross leasable area is up to 250 square metres.
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except a dwelling within an existing building.
Electricity generating station	

Form of development	Exceptions
Fuel depot	
Industry	
Golf driving range	
Horse keeping	
Horticulture	
Hotel	
Indoor Recreation Centre	
Major public service depot	
Motel	
Motor repair station	
Nursing home	
Office	Except where the gross leasable area is 250 square metres or less.
Petrol filling station	
Prescribed mining operations	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is 100 square metres or less.
Stock sales yard	
Stock slaughter works	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Warehouse	
Waste reception, storage, treatment or disposal	Except where in the form of a recycling collection depot.
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
The following land uses where development is located 30 metres or greater from the **Residential Zone** boundary: (a) an advertisement and/or advertising hoarding where the height is not more than 4.5 metres above natural ground level. (b) community centre developed within an existing building or new building up to two storeys (c) consulting room (i) with a gross leasable area of 250 square metres or less (ii) where located within the **Commercial Policy Area 19** (d) hospital where it is developed within an existing building or new building up to two storeys (e) indoor recreation centre (i) developed within an existing building or new building up to two storeys (ii) where located within the **Commercial Policy Area 19** (f) multiple dwelling developed within an existing building or new building up to two storeys (g) office (i) with a gross leasable area of 250 square metres or less (ii) where located within the **Commercial Policy Area 19** (h) shop or group of shops with a gross leasable area of 100 square metres or less (i) recreation or sporting club within an existing building or new building up to two storeys.	Advertisement and/or advertising hoarding where the height is not more than 4.5 metres above natural ground level located within 30 metres of the **Residential Zone.** Building with a building height of three storeys or more. Community centre that is located less than 30 metres from the **Residential Zone.** Consulting room with a gross leasable area less than 250 square metres where located within the **Commercial Policy Area 19** and sited less than 30 metres from the **Residential Zone.** Hospital that is located less than 30 metres from the **Residential Zone.** Indoor recreation centre that is located less than 30 metres from the **Residential Zone.** Multiple dwelling that is located less than 30 metres from the **Residential Zone.** Office with a gross leasable area of 250 square metres or less where located within the **Commercial Policy Area 19** and sited less than 30 metres from the **Residential Zone.** Recreation and sporting club that is located less than 30 metres from the **Residential Zone.** Telecommunications facility that is located 30 metres or greater from the **Residential Zone.**

Multi Function Polis Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone developed with a comprehensive and staged urban development that accommodates 30 000 to 50 000 people:

(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

(g) where the best available technology and design is used to demonstrate the MFP Australia objectives and zone objectives.

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

(d) waste disposal and salt production in the short to medium term, in a manner that is consistent with the future urban land use of the zone and the protection of the adjoining estuarine environments and adjoining residential areas.

3 The environmental enhancement of the zone by:

(a) decontamination and improvement of the ground

(b) rubbish removal and tree planting

(c) protection and improvement of the marine and estuarine environments adjoining the zone

(d) rehabilitation of certain parts of the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- community facility
- dwelling
- light industry
- office
- recreation area.

2 Development listed as non-complying is generally inappropriate.

3 The zone should be comprehensively planned and developed in a manner that complements the objectives and principles of this zone.

4 Development at Largs North and Taperoo (between the Port Adelaide River, Mersey Road and Elder Road) should be predominantly for one or more of the following uses:

(a) recreation and open space purposes with clubrooms

(b) marinas

(c) other aquatic facilities.

Form and Character

5 Development should be in accordance with *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet*.

6 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.

7 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.

8 Buildings should have a maximum building height of:

(a) up to a maximum of seven storeys along the thematic axes shown on *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet*

(b) up to a maximum of five storeys in all other locations.

9 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.

10 Urban development should be consistent with *Concept Plan Map PAdE/14 - Lefevre Peninsula/Barker Inlet* and achieve integration with the adjoining urban areas through:

(a) the extension of existing north to south arterial roads

(b) east to west connections to Technology Park and the Port Adelaide Centre

(c) a network of open space with cycle and pedestrian paths.

11 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.

12 Areas should be provided for mangrove and wetland expansion along the northern and western edges of the zone that adjoin **Conservation Policy Area 17**. These areas should have a minimum length of:

(a) at least 200 metres at North Arm and the southern side of North Arm Creek

(b) 100 metres at the northern side of North Arm Creek and to Barkers Inlet.

13 Urban development that:

(a) is staged to relate and contribute to the viability of the Port Adelaide Regional Centre

(b) does not provide regional or district centre retail functions

(c) does not impact on the function of surrounding regional and district centres.

14 A range of retail and community services should be provided in villages that meet the day-to-day needs of the residents and visitors.

15 Land intended for development, other than for open space recreation or public infrastructure, should be raised to at least 2.4 metres Australian Height Datum.

16 Urban development should progress in stages and should begin in the Gillman area close to the Port Adelaide Centre.

17 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.

18 Land should not be developed in a manner that would prejudice the long term use of land within the **Coastal Resource Recovery Policy Area 10** for waste management and resource recovery operations.

19 Advertisements and/or advertising hoardings should have a maximum height of 2 metres above natural ground level.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in *Table PAdE/2 - Conditions for Complying Development*:

- telecommunications facility.

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.

Form of development	Exceptions
relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Landfill that constitutes solid waste disposal required to be licensed as a waste depot under the *Environment Protection Act 1993.*	Except on land identified as: (a) Allotment 2, Deposited Plan 18683, Section 445, Hundred of Port Adelaide (b) Section 450, Hundred of Port Adelaide.

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 2 metres above natural ground level.	Telecommunications facility located less than 30 metres from a residential zone.
Telecommunications antenna	
Telecommunications facility located 30 metres or greater from a residential zone.	

Neighbourhood Centre Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A centre providing a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood.

2 A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.

3 A centre accommodating residential development in conjunction with non-residential development.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone seeks to accommodate a variety of uses, including shops, consulting rooms, offices, public open spaces, indoor recreation facilities, restaurants, cafes, hotels, libraries and dwellings in the appropriate policy areas.

A significant proportion of the zone shares an interface with residential areas. Activity in the zone needs to be considerate of this and development will use appropriate means of screening the activity of the centre from adjacent residential areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bank
- bulky goods outlet
- child care facility
- community centre
- consulting room
- dwelling sited above a non-residential use
- hall
- library
- health centre
- hotel
- indoor recreation facility
- office
- petrol filling station
- playing field
- recreation area
- restaurant
- service trade premises
- shop
- supermarket.

2 Development listed as non-complying is generally inappropriate.

3 Residential development and development comprising a variety of residential and non-residential uses should only be undertaken if such development does not prejudice the operation of existing or future retail activity within the zone.

Form and Character

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

5 Development in historic townscape character areas should respect and be consistent with the scale, form and materials of existing buildings that contribute to that character.

6 Dwellings should be located above compatible ground floor shop, office and consulting rooms.

7 The height of advertisements and/or advertising hoardings should not be greater than the associated buildings and should not exceed 6 metres above natural ground level.

Land Division

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

Blair Athol Policy Area 22

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre that accommodates shopping, office, commercial and community land uses.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area is a vibrant linear neighbourhood centre integrating shopping, office, commercial and community land uses.

The centre is divided by a busy main arterial road with high traffic volumes. Pedestrian refuges and designated pedestrian crossings are provided to ensure safety when traversing this active precinct.

The corner of Grand Junction Road and Prospect Road is a featured gateway punctuating the entry to Prospect Road.

Landscaping appropriate to the scale of Prospect Road and consisting of upper canopy street trees and understorey plantings provide shade, structure and continuity along the street. Feature paving, public art and a consistent palette of street furniture compliments the landscaping and further enhances the public realm.

The vehicle and pedestrian connection of this policy area to the surrounding residential streets is strong with high permeability.

Office and community land uses are concentrated in the northern and southern portion of the policy area.

Central to the policy area is the shopping precinct which includes a blend of retail tenancies. New development will provide verandas over footpaths and public walkways and where appropriate will feature parapets.

The eastern side of Prospect Road caters for commercial activities. The amalgamation of allotments is encouraged to provide opportunities for a higher integration of development with shared car parking, access points and stronger pedestrian linkages.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Commercial development should be located in the '**Commercial Area**' shown on *Concept Plan Map PAdE/15 - Blair Athol Neighbourhood Centre* .

3 Offices, including government agencies and professional services, should concentrate south of Jersey Avenue and north of Way Street as shown on *Concept Plan Map PAdE/15 - Blair Athol Neighbourhood Centre*.

4 Community facilities, including a community hall, medical centre, child care centre and recreational facilities should be located in the '**Community Area**' shown on *Concept Plan Map PAdE/15 - Blair Athol Neighbourhood Centre* .

5 Shopping development should incorporate the following design elements:

(a) landscaping that enhances the building, adjoining properties, and the Prospect Road streetscape

(b) verandas and colonnades provided along the Prospect Road frontage.

6 Land adjacent to a residential area should be densely landscaped and thereby provide a visual buffer.

Broadview Policy Area 23

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre accommodating shopping, office, community and administrative uses.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Broadview Neighbourhood centre accommodates shopping, office, community and administrative facilities. Shopping is limited to the area south of Regency Road and west of Hampstead Road. Office development is maintained in the northern portion of the policy area. A limited amount of commercial development is sought for corner of Regency Road and Moresby Avenue.

New development will be consistent with the scale and intensity of existing land uses. The consolidation of existing and new development is encouraged in the policy area ensuring a high level of appearance, particularly for those buildings with frontage to Regency and Hampstead Roads.

Development will take advantage of the centre's presentation to Regency and Hampstead Roads. Off street car parking will be shared utilising the centre's space to its full potential.

Dense planting will be used to screen the activities of the centre from surrounding residential development. Landscaping will be used throughout the development to ensure a high level of amenity is achieved.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Shop development should be restricted to the area south of Regency Road and West of Hampstead Road as shown on *Concept Plan Map PAdE/16 - Broadview Neighbourhood Centre* .

3 Office development should be located in the shopping core area shown on *Concept Plan Map PAdE/16 - Broadview Neighbourhood Centre* if it cannot be located on the eastern side of Hampstead Road.

4 Commercial development should be of a limited scale and restricted to the corner of Regency Road and Moresby Avenue as shown on *Concept Plan Map PAdE/16 - Broadview Neighbourhood Centre*.

5 Off-street parking areas should be located so that they can serve all development within the centre.

6 Development should include dense planting and extensive landscaping throughout the centre and adjacent to residential zone boundaries.

Enfield Policy Area 24

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre comprising of shopping, office commercial and community uses.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Enfield Neighbourhood Centre accommodates shopping, office, commercial and community uses.

Commercial and community uses are encouraged on the periphery of the shopping core which is located in the central portion of the centre.

The amalgamation of allotments is encouraged so that car parking can be shared amongst development. Access to and from the centre will be considerate of Main North Road's position in the road hierarchy.

Small scale landscaping will soften the impact of the centre with the pedestrian interface.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Shopping development should be confined to western portion of the centre as shown on *Concept Plan Map PAdE/17 - Enfield Neighbourhood Centre*.

3 Community uses should be located in the south-eastern section of the centre as shown on *Concept Plan Map PAdE/17 - Enfield Neighbourhood Centre*.

4 Commercial uses should be confined to the periphery of the centre as shown on *Concept Plan Map PAdE/17 - Enfield Neighbourhood Centre*.

5 New development should be sympathetic to the existing buildings and residential development to the east.

6 A landscaped buffer should be provided to reduce the visual impact of buildings.

7 Access to main roads should provide for suitably-designed slip lanes to reduce traffic congestion.

8 Access points should be developed in accordance with *Concept Plan Map PAdE/17 - Enfield Neighbourhood Centre*.

Grand Junction Road Policy Area 25

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre comprising shopping, office and community uses.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The centre located on Grand Junction Road, Valley View, accommodates shopping, office and community uses.

The shopping core is confined to the area bounded by Grand Junction, Nelson Road, Down Drive and Dry Creek.

Opportunities exist for offices in the south west portion of the policy area.

Extensive landscaping at the centre interface screens the activity of the centre from the adjoining residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should be in accordance with *Concept Plan Map PAdE/18 - Grand Junction Road Neighbourhood Centre*.

3 Shop development should be confined to the area shown on *Concept Plan Map PAdE/18 - Grand Junction Road Neighbourhood Centre* that is bounded by:

(a) Down Drive

(b) Dry Creek

(c) Grand Junction Road

(d) Nelson Road.

4 Extension of shopping beyond the shopping core should not be undertaken.

5 New access points should not be established unless in accordance with *Concept Plan Map PAdE/18 - Grand Junction Road Neighbourhood Centre*.

6 Office development within the area shown on *Concept Plan Map PAdE/18 - Grand Junction Road Neighbourhood Centre)* should have extensive landscaping.

7 The land between the centre and adjacent residential areas should be densely planted wherever possible.

Hampstead Gardens Policy Area 26

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A neighbourhood centre primarily characterised by community and recreation facilities.

2 A neighbourhood centre accommodating shopping, office and commercial facilities.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This area is characterised by open space, recreation facilities, community facilities, retailing and commercial land uses. The open space, recreation facilities and community facilities that dominate the zone are the focus of this area and will continue to be a significant contributor to the City's open space network. Buildings, structures, advertisements and hard-paved areas associated with the recreation facilities are unobtrusive, particularly as viewed from public roads such as Wellington Street. These are also concentrated to the northern part of the zone so as to avoid conflict with those residential properties on Victoria Street.

Appropriate landscaping around the perimeter of the recreation facility provides screening at the interface with residential areas whilst also providing for passive recreation activity. Species are sympathetic to the urban realm and complement the street tree network.

Separate ingress and egress points to the recreation facility are located on North East Road and OG Road minimising interruption to the traffic flow. Shared access points are appropriate off Wellington Street but will not be located opposite driveways where conflict between facility users and residents may occur.

The provision of car parking will be consistent with the level of activity envisaged for the recreation facility and will be provided at a quantity that will not cause over spill onto neighbouring residential streets.

Retailing and commercial activity is limited to the northern portion of the zone and extends over two sides of North East Road. Activities within the mixed use core serve the neighbouring community. Buildings consist of a complementary architectural theme and provide a much higher quality form than the strip retail and commercial development that has typically occurred elsewhere along North East Road. Consolidation of allotments is encouraged in the mixed use core with the intent of reducing the number of access points off North East Road.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should be in accordance with *Concept Plan Map PAdE/19 -Hampstead Gardens Neighbourhood Centre)*.

3 The shopping core should be confined to the area north of North East Road as shown on *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre*.

4 Office development, including banks and professional services, should be concentrated within the '**Shopping Core**' as shown on *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre*.

5 Development within the '**Commercial Area**' shown on *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre* . (the south-west corner of the North East Road and O.G. Road intersection) should include land uses such as a hotel and restaurant, but not office development.

6 Development within the '**Recreation and Open Space Area**' as shown on *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre*. should be for community recreation purposes. Development located within this area should include a community hall and sporting facilities, including playing fields and passive open space.

Access

7 Access to the centre from roads should be located in accordance with *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre*.

8 Off-street parking should be shared and be provided to serve all developments within the centre.

9 Vehicle and pedestrian access should be integrated throughout the recreation and open space area in accordance with *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre* .

Appearance of Land and Buildings

10 Existing shopping development should be re-developed in keeping with the desired character of the centre and incorporate the following design elements:

(a) landscaping which enhances the building and the North East Road, O.G. Road, Victoria Street and Wellington Street streetscapes as well as adjoining properties

(b) the safe and convenient servicing of buildings

(c) verandas and colonnades are provided along the North East Road frontage

(d) facade treatments which complement the appearance of surrounding developments, especially in terms of the choice and colour of external finishes.

11 Development located on the corner of OG Road and North East Road should include verandas constructed over footpaths.

12 Buildings should be situated close to or abutting street frontages.

Landscaping

13 The land between the recreation and open space area shown on *Concept Plan Map PAdE/19 - Hampstead Gardens Neighbourhood Centre* and adjacent residential areas should be vegetated with a minimum 2 metres wide landscaped buffer.

Klemzig Policy Area 27

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre that accommodates shopping, office and commercial and community facilities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This area has an emphasis on providing weekly convenience goods to the neighbourhood it serves. It has a distinctly different mixed use appeal than other Neighbourhood Centres found within the City. Retail activity is concentrated in the southern portion of the area with office and commercial activity intensified in the northern portion of the policy area.

Development will maintain business activity in the form of a range of shopping, and local service establishments. Building height should remain consistent with that of the residential development that adjoins the area to the east.

Landscaping is provided to the fore of the properties to segregate large setbacks from the public pathways.

Access points are located off OG Road, except for those allotments that benefit from alternative access off Third Avenue and Fourth Avenue.

Redevelopment and consolidation of allotments is encouraged to unite and improve the present shopping environment and to rationalise access points along OG Road.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should be in accordance with *Concept Plan Map PAdE/20 - Klemzig Neighbourhood Centre*.

3 Shopping development on the north side of Third Avenue should comprise specialty shops which may not be appropriate to the shopping core location.

4 The development of office and community facilities is appropriate within the area north of Third Avenue shown on *Concept Plan Map PAdE/20 - Klemzig Neighbourhood Centre* .

5 Development or re-development within the centre should be set back a minimum of 10 metres from the street alignment.

Access and Parking

6 The number of access points to the centre should be minimised and should be located in accordance with *Concept Plan Map PAdE/20 - Klemzig Neighbourhood Centre* .

7 Car parking areas within the centre should be integrated and should be extensively landscaped. Re-development should have extensive set-backs from O.G. Road to allow for accessible parking within the centre.

Landscaping

8 A minimum of 2 metre wide landscape buffer should be provided along the interface with O.G. Road, Third Avenue and Fourth Avenue.

Northgate Shopping Centre Policy Area 28

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre that comprises a mix of shopping facilities to meet the needs of the surrounding community.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Northgate Neighbourhood Centre serves the daily weekly shopping needs for the surrounding community with a varied tenancy mix including a supermarket.

Development orientated toward Folland Avenue is set back a sufficient distance to allow shady boardwalks with verandas, outdoor seating areas, cycle parking, and short-term parking areas as well as through traffic requirements. Shared car parking areas are located to the rear of the buildings.

The public realm will include landscaping comprising of established upper canopy trees consistent with the scale and height of buildings. The centres public realm will also feature a public plaza or small park highlighting an iconic civic feature or monument. A landscaped buffer is located along Fosters Road and at the interface of the centre and Greengate Close screening the activities of the centre and the built form from adjoining residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should be in accordance with *Concept Plan Map PAdE/21 - Northgate Neighbourhood Centre*.

3 The total gross leasable area of retail floor space in the centre should not exceed 4000 square metres.

4 A small park or plaza should be provided and maintained within the centre adjacent to community facilities in the centre.

5 Attractive boardwalks should be developed along the Folland Avenue and Fosters Road frontages, and connected to the parking areas via pedestrian arcades and plazas.

6 Access to the centre should be consistent with *Concept Plan Map PAdE/21 - Northgate Neighbourhood Centre*.

7 Access for the delivery of goods should be restricted to the northern access point off Fosters Road.

8 Traffic using Fosters Road and Folland Avenue in the vicinity of the centre should be managed to reduce vehicle speed, and techniques introduced to increase driver awareness of the pedestrian environment, as shown in *Concept Plan Map PAdE/21 - Northgate Neighbourhood Centre*.

9 Development along Folland Avenue should result in imposing building facades that match existing development and are set back to allow for:

(a) a divided roadway incorporating a pedestrian refuge

(b) boardwalks

(c) cycle parking

(d) indented bus stops

(e) outdoor seating areas

(f) short-term parking bays.

10 Buildings should include verandas along Folland Avenue and Fosters Road.

11 Established trees in Folland Avenue and Fosters Road should be retained as part of the development of the centre where practicable.

North Haven Policy Area 29

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre comprising of shopping, consulting rooms and office facilities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

North Haven Neighbourhood Centre serves the weekly shopping needs for the nearby community with a varied tenancy mix including a supermarket and consulting rooms.

Access is restricted to Osborne Road to avoid conflict with traffic along the private road at the interface of the centre and the aged care facility. The centre is also serviced well by public transport with Osborne Train Station located on the eastern boundary.

There is opportunity for redevelopment and expansion of the centre in the western portion of the policy area.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should:

(a) be of a scale, design and character consistent with the low-density character and appearance of the surrounding residential area

(b) be no greater than one-storey high

(c) provide for the integration of new with existing development in the zone in terms of car parking, access and pedestrian movement

(d) comprise building forms that are simple in appearance

(e) avoid long continuous facades, cantilevered verandas and awnings

(f) utilise features such as gable, hip or pitched roofs and verandas with posts.

Pauls Drive Policy Area 30

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre comprising of shopping, office, recreation and community facilities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Pauls Drive Neighbourhood Centre provides focus for shopping, community and recreation facilities to serve the surrounding community.

Shopping and some office use will be concentrated in the southern portion of the centre with community and recreation uses in the north.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Shop development should not exceed a total cumulative gross leasable area of 1000 square metres for the entire centre.

3 Development should be in accordance with *Concept Plan Map PAdE/22 - Pauls Drive Neighbourhood Centre* such that:

(a) the following forms of development are located in the shopping area

(i) banks

(ii) consulting rooms

(iii) offices

(iv) shops

(b) recreation and community facilities are located in the community area.

4 Existing shopping development be re-developed in keeping with the desired character of the centre, and incorporate the following design elements:

(a) landscaping which complements the building and the Vale Avenue streetscape

(b) the safe and convenient servicing of buildings

(c) facade treatments which complement the appearance of surrounding developments, especially in terms of the choice and colour of external finishes.

Rosewater Policy Area 31

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre comprising of shopping, consulting rooms and office facilities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Rosewater Neighbourhood Centre serves the weekly shopping needs for the adjacent community with a varied tenancy mix including a small supermarket, specialty supermarket and office facilities.

Primary access to the centre is from Grand Junction Road, with secondary points at the rear of the centre to Leader Street and in the western portion of the centre to Campbell Avenue.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should:

(a) consolidate development and create a focus for retail shopping on that part of Grand Junction Road adjacent to Addison Road

(b) face the Grand Junction Road and/or Addison Road frontages and, where appropriate, internal public spaces

(c) minimise the generation of customer and service vehicles into and through residential streets

(d) integrate access points and car parking to provide one major parking area that serves the whole centre and minimise the necessity for multiple access points to Grand Junction Road

(e) redevelop vacant and underutilised buildings and sites and create an integrated and modern shopping centre complex.

Semaphore Road Policy Area 32

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A form of development appropriate for a traditional seaside main street.

2 Consolidation of development in the policy area through:

(a) the staged redevelopment of underutilised land and buildings

(b) linking of adjoining compatible developments by pedestrian paths

(c) sharing of parking areas

(d) integration of new development within the historic townscape fabric.

3 The rationalisation and management of vehicular movement and access to promote safe and convenient traffic flows through and within the policy area.

4 Enhancement of the character, image and amenity of the zone through quality development and staged improvements to Semaphore Road.

5 Development in appropriate locations in accordance with the designated policy areas and precincts.

6 Heritage places and contributory items should be rehabilitated for community or public use, or visitor/tourist retail facilities and the historic integrity of the buildings should be conserved and maintained.

7 Development that contributes to the desired character of the policy area.

Precinct 6 Community Focus

8 A focus for community, entertainment, passive recreation and public facilities, linking the remainder of the zone to the public recreation and visitor activities associated with the beach and foreshore.

9 Enhancement of the area as a focus of public interest and amenity created by the presence of historical buildings, and items, and interaction of complementary beachfront activities.

10 Cohesive, integrated development of a standard that:

(a) complements heritage places and contributory items

(b) takes advantage of views to public reserves and the cost

(c) frames intimate and pleasant public spaces.

11 Retention of the open space around the Time Ball tower to continue the link with the foreshore area.

Precinct 7 Local Shopping

12 Enhancement of the precinct through the enhancement and conservation of existing development.

Precinct 8 Major Shopping

13 To remain the focus of retail shopping facilities in the policy area.

14 Continued use and rehabilitation of existing shops.

15 Development that is:

(a) complementary to the traditional building styles in the street

(b) consistent with the existing low scale of development in the policy area.

Precinct 9 Mixed Use

16 Development that enhances the traditional streetscape character of Semaphore Road.

17 For the portion of the precinct not covered by the **Historic Conservation Area** overlay:

(a) residential development of low to medium densities

(b) a mixture of uses that are:

(i) appropriate to the main road frontage of Semaphore Road

(ii) of a scale that is smaller than a district or regional centre

(c) development that respects and enhances buildings that contributes to the streetscape character of Semaphore Road.

DESIRED CHARACTER

Semaphore Road is a vibrant seaside main street providing a range of dining, retail and entertainment activities catering for the local community and tourists.

The Centre is distinguished by historical architecture and functional public places which will be retained and enhanced. Fine grain retail tenancies featuring narrow frontages and verandas over footpaths contribute to the historic streetscape character.

New development will be small scale sympathetic to existing historic buildings and streetscapes and feature consistent height, detailing with respect to frontage widths and fenestration, setbacks, extensive use of balconies and verandas over footpaths, materials and active shop frontages.

The provision of a safe and legible pedestrian environment is pertinent to the vibrancy of Semaphore Road. Connectivity of the Port Waterfront to the beach is an essential function of Semaphore Road and will be achieved through clear east-west linkages. Wider verges are a distinctive feature of Semaphore Road providing access for pedestrians and cyclists whilst also accommodating outdoor dining—this is expected to expand into the future.

A shaded avenue of upper canopy trees and low lying shrubs located in the median and verge together with appropriately located street furniture contributes to the high quality amenity of the public realm.

Precinct 6 Community Focus

The seaward end of Semaphore Road is characterised by several historically significant buildings. The corners of Semaphore Road and The Esplanade are epitomised by the former Customs House and Time Ball Tower of which will continue to be conserved. Other historical buildings contributing to the ambience of this precinct include former police building and cell block, soldiers memorial hall and the former cinema and institute of which will be preserved.

New development will be sympathetic to the architecture of the historic buildings.

Vehicular access points and car parking for development in this area should be designed and located to minimise impact on pedestrian spaces and links to Semaphore Road and the beach.

Precinct 7 Local Shopping

The precinct is located on the corner of Semaphore Road and Woolnough Road and accommodates the day to day shopping needs of the local community. New tenancies will continue to maintain the local focus of this precinct and new development will be consistent with the historic character of existing buildings.

Precinct 8 Major Shopping

The main shopping precinct of Semaphore Road is located between Customs Lane and Military Road. Characterised by fine grain retail tenancies and second storey residential accommodation, new development will be sympathetic to the historic buildings and will include similar design features such as over footpath verandas and parapets.

Development will achieve a consolidated car parking area at the rear of properties facing Semaphore Road.

Precinct 9 Mixed Use

This precinct accommodates an assortment of small scale retail tenancies and low density housing and is characterised by a number of well maintained and conserved historic buildings. The diversity of compatible land uses in this precinct will continue. Shop development will incorporate over footpath verandas, setbacks and fenestration consistent with those in the Major and Local Shopping precincts. New residential development will be single storey consistent with existing similar development.

The portion of the precinct (not covered by the **Historic Conservation Area** overlay) is otherwise diverse and will continue to accommodate various compatible land uses. New shop and residential development will reiterate existing buildings and be orientated towards Semaphore Road.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should make use of the following design features:

(a) shared car parking areas

(b) facilitation of pedestrian movement between adjoining and nearby development

(c) physical integration with existing development.

3 Buildings should include the following design elements:

(a) robust, simple or orthogonal forms

(b) gable, hip, or hip-gable combination roofs

(c) parapets or cornices

(d) wide balconies and/or verandas where appropriate.

4 Buildings, other than ancillary buildings, should be sited and designed to face the main street frontage of the land on which they are situated.

5 Buildings should be limited to two storeys.

6 Development immediately abutting residential zones should be more domestic in scale and character than development in the zone generally.

PRECINCT SPECIFIC PROVISIONS

Refer to the *Map Reference Tables* for a list of the maps that relate to the following precincts.

Precinct 6 Community Focus

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

8 Shops should not be developed except for restaurants or cafes.

9 No further building development should take place on the reserve around the Time Ball Tower.

Precinct 7 Local Shopping

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

Precinct 8 Major Shopping

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

12 Car parking areas and vehicular access points to development should be amalgamated and shared between adjoining developments where practicable so as to minimise the number of access points to roads and provide for integrated car parking areas.

13 Vehicle access from car parking areas to Semaphore Road should be avoided.

14 Off-street car parking and service areas should be located behind buildings with access from Newman Street and Swan Street so as to allow a continuous edge of building form adjoining Semaphore Road.

15 Development should establish or maintain a continuous edge of built form along the Semaphore Road frontage with no or minimal setbacks to front and side property boundaries.

16 Development fronting Semaphore should incorporate verandas and balconies over footpaths of a scale similar to those of existing traditional buildings.

17 Redevelopment of shops should reinstate forms of shopfronts appropriate to the period and style of the existing building.

Precinct 9 Mixed Use

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

19 The following forms of development are envisaged in the precinct:

- consulting room
- detached dwelling (within the **Historic Conservation Area**)
- dwelling (outside of the **Historic Conservation Area**)
- hall
- hotel (outside of the **Historic Conservation Area**)
- office
- petrol filling station (outside of the **Historic Conservation Area**)
- place of worship (outside of the **Historic Conservation Area**)
- semi-detached dwelling (within the **Historic Conservation Area**).

20 New retail development should not occur in this precinct, but should instead be located within **Precinct 7 Local Shopping** or within **Precinct 8 Major Shopping**.

21 Development should retain the appearance, character and integrity of existing residential heritage places and contributory items through sensitive changes of use, additions and renovations.

The Parks Policy Area 33

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre accommodating shopping, office and community facilities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Parks Neighbourhood Centre accommodates shopping and office facilities to serve the local community.

The provision of community and recreation facilities for the broader regional community will continue.

There is capacity for expansion of the shopping core within the policy area. New shopping development will include car parking and pedestrian ways providing linkages to the Parks Community Centre and associated recreation facilities.

The policy area will be enhanced through intensive landscaping, pedestrian ways and pavements consistent with the existing character.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 The shopping core should be confined to the area bordered by Cowan Street, Trafford Street, Haven Road and Fleming Crescent as shown on *Concept Plan Map PAdE/23 - The Parks Neighbourhood Centre*. Office development, professional rooms, government agencies and banks should be located in the shopping core.

3 Off-street parking should be shared and integrated in order to serve all developments within the respective sides of Trafford Street.

Windsor Gardens Policy Area 34

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A centre accommodating shopping, medical and other community facilities and bulky goods outlets.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This area is lively and vibrant and provides the neighbouring community with a range of recreation, shopping, retailing and commercial facilities. A key feature of the area is the provision of a large supermarket and associated smaller shops.

The retail core is divided by an appropriate landscaped segment that differentiates between the shopping facilities to the east and the commercial facilities to the west. It also allows for the integration of parking areas and access to the respective activities.

Verandas along the North East Road frontage provide shelter and shade from the environmental elements. They also provide clear delineation of pedestrian walkways and access to those businesses that contribute to the active frontage.

Clearly defined, pleasant, interesting and safe pedestrian spaces and paths are provided throughout the centre linking its major areas of activity.

Access to the retail core is primarily off North East Road and Innes Road with minor access points off Freebairn Street for the non-retail activities and service areas. Service areas are screened from public view and are located to the rear of the retail core.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should be in accordance with *Concept Plan Map PAdE/24 - Windsor Gardens Neighbourhood Centre*.

3 The '**Shopping Core**' should be confined to the area south of North East Road and west of Innes Road as shown on *Concept Plan Map PAdE/24 - Windsor Gardens Neighbourhood Centre*.

4 Commercial and bulky goods outlet development should occur in the area west of the shopping core.

5 Community facilities should be located to the south of the shopping core and north of Freebairn Street.

Access and Parking

6 Ingress and egress points should be provided at North East Road and Innes Road.

7 Landscaping should be used to define vehicle movement corridors within the development, particularly those within the shopping core as shown on *Concept Plan Map PAdE/24 - Windsor Gardens Neighbourhood Centre*.

8 Path networks throughout the development should be defined by paving treatments and appropriate line markings.

Appearance of Land and Buildings

9 Off-street parking should be shared and provided to serve all development in the centre. Vehicle and pedestrian access should be integrated throughout the centre, particularly between the '**Shopping Core**' and '**Recreation Areas**' as shown on *Concept Plan Map PAdE/24 - Windsor Gardens Neighbourhood Centre*.

10 Extensive landscaping should form an integral part of development. Existing shopping development which is re-developed for office, commercial or recreational development should be in keeping with the desired character of the centre and incorporate the following design criteria:

(a) additional landscaping to complement the existing buildings

(b) facade treatments that complement the location, scale and use of surrounding developments in terms of the choice and colour of external materials.

Community and Recreation Facilities

11 Recreation and community facilities should be developed within the southern portion of the centre with egress and ingress points off Freebairn Street.

12 The development of community and recreation facilities should not cause any detrimental impact on the functioning and day to day activity of the shopping core.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Builders yard	
Bus depot	
Bus station	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	Except where one of the following apply: (a) where located within the **Semaphore Road Policy Area 32** (b) in conjunction with, and located above, a non-residential development.
Fuel depot	
Horticulture	
Industry	
Intensive animal keeping	
Major public service depot	
Motor repair station	

Form of development	Exceptions
Residential flat building	Except where located within the **Semaphore Road Policy Area 32**.
Road transport terminal	
Service trade premises where located within the **Semaphore Road Policy Area 32.**	
Store	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Timber yard	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
An advertisement and/or advertising hoarding where the height is not more than 6 metres above natural ground level, except within the **Semaphore Road Policy Area 32**.	An advertisement and/or advertising hoarding where the height is not more than 6 metres above natural ground level, where located within the **Semaphore Road Policy Area 32**.
Telecommunications facility located 100 metres or greater from a residential zone.	Telecommunications facility located between 30 metres and less than 100 metres from a residential zone.
Telecommunications antennae located 30 metres or greater from a residential zone.	Telecommunications antenna located less than 30 metres from a residential zone.

Recreation Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A zone accommodating sporting and recreational activities and associated spectator and administrative facilities.

2 Development of integrated recreational areas and facilities that accommodate a range of activities accessible to the community.

3 Buildings, facilities and car parks located and designed to blend in with existing or additional trees, vegetation and landscaping.

4 Enhancement of the environmental quality through the incorporation of landscaping, noise buffers and innovative stormwater management techniques.

5 Safe, convenient and efficient pedestrian and vehicular networks linking developments within the zone and the adjoining neighbourhoods and road networks.

6 Buildings and facilities designed to high architectural standards and established within a landscaped setting, including tree planting around buildings and car parking areas.

7 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Land-uses within the zone are of a scale and function that is appropriate within the locality and does not negatively affect adjacent zones through, for example, excess noise or traffic generation.

Existing trees and vegetation (including indigenous and significant remnant vegetation) are retained, protected and enhanced with additional landscaping. Development maintains a high level of presentation to public roads through the incorporation of landscaping, high quality structures and fencing, and screening of waste, service and storage areas.

Developments utilise crime-prevention design techniques and include security systems and building materials that deter and minimise the occurrence of vandalism and anti-social behaviour.

Additionally, open spaces are well maintained at all times to uphold a high level of amenity and to contribute to the safety and functionality of the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- car parking
- clubroom associated with a sports facility
- golf course
- outdoor recreation facility
- lighting for night use of facilities
- office associated with recreation facility

- recreation area
- sports ground and associated facility
- special event
- spectator and administrative facilities ancillary to recreation development.

2 Development listed as non-complying is generally inappropriate.

3 A shop or group of shops should only be developed in appropriate areas within this zone where:

(a) it is ancillary to recreation and sport development

(b) the total cumulative gross leasable area is 250 square metres or less, except for a restaurant within the **Alberton Oval Policy Area 35**.

4 Areas for passive recreation should be available for shared use and be accessible to the public when not being used for organised sporting activities.

Form and Character

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

6 Strong thematic landscaping should be instituted on individual sites to improve the landscape, provide shade and shelter, create interest, provide habitat, retain existing native vegetation, use locally indigenous plant species in plantings where possible and define different activity areas.

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

8 Development should incorporate stormwater management techniques and strategies to achieve the treatment of first flush stormwater from paved areas, or areas subject to contamination, to ensure that the quality of run-off discharged does not have a detrimental effect on the surrounding stormwater network.

9 Sporting facilities and clubroom buildings should be integrated where possible and established in clusters to maintain the open character of the land.

10 Advertisements and/or advertising hoardings should:

(a) be restricted to interpretive and directional advertisements which are free standing

(b) be no greater than 2 metres in height above natural ground level.

11 Landscaping should:

(a) incorporate indigenous and/or exotic vegetation based on the predominant planting theme of a site

(b) achieve a visually cohesive landscape theme, particularly along the periphery and main access routes of a site

(c) provide shade in car parking areas, along pedestrian routes and within picnic and barbecue areas

(d) create a diversity of landscaped spaces that accommodate both formal and informal recreation and sport.

12 Car parking areas adjacent to residential areas should incorporate a landscape buffer that minimises potential environmental impacts.

Angle Park Sporting Facility

13 The sporting facility located off Angle Road, Angle Park should:

(a) primarily incorporate stadiums, clubrooms and ancillary facilities for sport and recreation

(b) restrict vehicular access to Cardigan Street and Angle Road.

Regency Park Golf Course and Recreation Area

14 The Regency Park Golf Course and Recreation Area should be developed with one or more of the following ancillary uses:

(a) active and outdoor recreation areas

(b) barbecue and picnic facility

(c) clubroom

(d) golf course

(e) playground

(f) restaurant

(g) walking trail.

Glanville Golf Course, EP Nazer and John Hart Reserve

15 Development should provide a range of open space settings that accommodate community functions and events, passive and active recreation and sports that do not impact on the amenity of adjacent residential areas.

16 Development at John Hart Reserve should incorporate open space areas that accommodate unstructured recreation uses and play areas.

17 Development on EP Nazer Reserve should incorporate facilities such as clubrooms, ovals and social facilities which are ancillary to its use for recreation and sport.

Jack Watkins Reserve

18 The Jack Watkins Reserve on Churchill Road should maintain an open character and be developed with one or more of the following uses:

(a) active and outdoor recreation areas

(b) barbecue and picnic facility

(c) car parking

(d) playground

(e) walking trail.

Land Division

19 No additional allotments should be created wholly or partly within the zone.

20 Land division or the rearrangement of existing allotment boundaries should take place as part of a co-ordinated development scheme, or as a rationalisation of land holdings that is designed to allow more efficient and economic use of land consistent with the objectives for the zone.

Alberton Oval Policy Area 35

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area accommodating the following development that preserves and enhances the open character and amenity of the land:

(a) active recreation facilities

(b) passive recreation facilities

(c) community facilities

(d) social facilities.

2 An integrated and flexible facility which is accessible by the community.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area accommodates a range of sporting and recreation activities and associated administrative uses.

New development will be of a scale and form and use materials consistent with that of existing built form, namely the Fos Williams Grandstand and the adjacent residential zone. Active street frontages are encouraged to reduce impact of large scale built form. Development with blank walls fronting residential streets is highly discouraged.

Development will ensure that outdoor storage, loading and service areas are located and screened from public view so as to minimise the impression on adjacent residential development.

Landscaping commensurate with the urban form will be used to soften the impact of buildings and provide an aesthetically pleasing outlook for residents along Brougham Place, Seventh Avenue and Fifth Avenue. A consistent fencing scheme also contributes to achieving this.

Car parking areas are shared and distributed throughout the policy area. Primary access is from Brougham Place and Seventh Avenue with the main pedestrian access to the complex from Brougham Place and Fifth Avenue.

The preservation of the Fos William's Grandstand will continue. Any development in the immediate area of this building will be sympathetic of its design, siting, scale and materiality to assure the Grandstand's historic character and amenity is maintained.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- bowling green
- croquet lawn
- facility ancillary to a sporting club

- football oval
- passive recreation area
- spectator stand
- sporting club.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/25 - Alberton Oval Recreation Zone* such that:

(a) buildings, structures and formal car parking are confined with the '**Activity Focus Area**' and integrated so that car parking is shared between all facilities

(b) the open space reserve along Seventh Avenue is

(i) retained primarily for informal passive recreation purposes

(ii) used only for temporary car parking associated with sporting events provided the primary function is not hindered

(c) the '**Landscape Buffer**' is:

(i) retained as open space

(ii) incorporates visual, acoustic and landscape treatment between the adjoining residential properties and the facilities within the zone.

(d) the local heritage listed Fos Williams Grandstand is conserved.

4 Buildings and structures should be of a modern, efficient design and intended where practical for multi-purpose use.

5 Development should be designed and located to preserve the character and amenity of adjacent residential areas. In particular, development should:

(a) be set back a sufficient distance from public roads to enable the planting of vegetation to minimise the appearance of building(s) and/or paved areas

(b) be designed and constructed in materials and colours that complement the existing buildings and character of the area

(c) have regard to the historic character of the adjoining **Historic Conservation Area** and the adjoining suburb of Cheltenham

(d) enhance the safety, convenience and amenity of the adjacent residential areas, particularly in terms of minimising visual and light intrusion, noise and vibration

(e) minimise impacts on adjacent dwellings having regard to bulk, scale, appearance, overshadowing, overlooking, light spill, and building design.

6 Development adjacent to or in close proximity to the Fos Williams Grandstand should maintain the historic character and amenity of the grandstand and its curtilage.

Western Regional Park Policy Area 36

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The development of an attractive landscaped park incorporating a range of land and water-based activities for use by the local and regional community.

2 A gateway to the City of Port Adelaide Enfield and a major recreational focus area for the western region of Metropolitan Adelaide.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area is a unique sporting and recreation area. Dissected by Old Port Road, the eastern portion is dedicated to active sport pursuits, whilst the western portion has a passive recreation, conservation, cultural and heritage focus.

Development in the activity focus area will continue to be for active sports, clubrooms and public conveniences ancillary to the sporting function. New development is of a contemporary character and is of a scale consistent with the land form.

Car-parking will be provided to maximise shared use with access points off Langham Place and Baynes Place. Access from Bower Road is not appropriate.

A landscape buffer on the perimeter of the activity focus area will consist of indigenous low lying shrubbery and upper canopy trees to ensure passive surveillance is maintained.

Development in the western portion of the policy area on the western side of Port River will have a conservation and community focus.

Access to the community uses area will primarily be from Causeway Road, with minimal indent parking available off Bower Road. New development in the south west portion will be of contemporary design using materials that are considerate of the adjoining zone. Further development will be sympathetic and not detrimentally impact on the conservation focus of Mangrove Cove.

The landscape buffer is located between the mangrove conservation area and along Causeway and Bower Roads. The buffer will consist of locally indigenous species taking into consideration the scale and form of the urban realm whilst having regard to flora within Mangrove Cove.

Mangrove Cove has a distinctive landscape that will be maintained. Mangrove Cove provides habitat for a range of wading and fishing birds. Development in this area is limited to unobtrusive boardwalks and interpretive signage. These also provide opportunity for passive recreation activities such as bird watching and nature appreciation.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should include:

(a) a range of outdoor and indoor activities and facilities on land that also utilise the Old Port Reach and Old Port Canal

(b) compatible uses such as cafes or restaurants in locations associated with the waterfront

(c) public promenades and paths along the waterfront and extending over the water and within the park.

3 Development should provide for pedestrian, cyclist and vehicular access from adjoining residential areas.

4 Landscaping should:

(a) take advantage of sites with frontage to the waterfront

(b) screen unattractive structures such as the railway embankment

(c) focus and/or encourage pedestrian movement between the northern and southern section of the park

(d) be planted in a manner that it does not affect the line of sight of trains using the rail corridor.

5 Development should be in accordance with *Concept Plan Map PAdE/26 - Western Regional Park Recreation Zone* such that:

(a) the landscape buffer:

(i) is retained as open space

(ii) incorporates visual, acoustic and landscape treatments between the adjoining residential properties and the facilities within the park

(b) the open space reserve:

(i) is developed for the purpose of passive recreation

(ii) includes following facilities:

(A) cyclist and pedestrian paths

(B) play areas

(C) exercise trails

(D) shade trees

(E) visual impact trees

(F) seating

(G) picnic facilities

(H) water fountains

(c) the institution and community uses area is developed for one or more of the following:

(i) community uses

(ii) educational uses

(iii) places of worship

(iv) recreational uses.

6 The '**Mangrove and Conservation Area 1**' identified on *Concept Plan Map PAdE/26 - Western Regional Park Recreation Zone* should incorporate boardwalks and plantings, and development should minimise human impacts on the mangrove community to maximise regeneration potential.

7 Boardwalks and pedestrian and bicycle routes developed in the Mangrove Conservation Area and the '**Basin Area 3**' identified on *Concept Plan Map PAdE/26 - Western Regional Park Recreation Zone)* should link with the promenade and pedestrian and cyclist links shown on *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area* .

8 Development adjacent to the '**Mangrove and Conservation Area 1**' identified on *Concept Plan Map PAdE/26 - Western Regional Park Recreation Zone* should be designed to minimise the impact of untreated stormwater on the mangrove ecosystem.

9 New car parks, buildings and structures should be primarily developed within the '**Activity Focus Area 5**' and the '**Institution and Community Uses Area 2**', defined on *Concept Plan Map PAdE/26 - Western Regional Park Recreation Zone)*.

10 Formal car parking should be developed in an integrated manner to ensure car parking can be shared between facilities.

11 Development should encourage and facilitate the provision of a continuous pedestrian and cyclist '**Inner Harbour Ring Route**' as shown on *Concept Plan Map PAdE/26 - Western Regional Recreation Zone* through the establishment of a link between **Avicennia Waters Policy Area 37** promenade and the **Old Port Reach Policy Area 47** promenade, utilising the existing rail bridge.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	Except within the **Alberton Oval Policy Area 35.**
Camping area	
Caravan park	
Consulting room	
Crematorium	
Dairy	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Dwelling	
Educational establishment	
Electricity substation	
Emergency services facility	

Form of development	Exceptions
Entertainment facility	
Fuel depot	
Horticulture	
Hospital	
Hotel	Except where one of the following applies: (a) in association with the licensed footballers club where located within the **Alberton Oval Policy Area 35** (b) a licensed club in any location.
Indoor recreation centre where located within the **Western Regional Park Policy Area 36.**	
Industry	
Intensive animal keeping	
Land division	Except where no additional allotments are created partly or wholly within the zone.
Motel	
Motor repair station	
Nursing home	
Office	Except where associated with community or recreation facilities where located within the **Alberton Oval Policy Area 35**.
Petrol filling station	
Place of worship	
Pre-school	
Public service depot	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where one of the following applies: (a) the total cumulative gross leasable area of all shops (existing and proposed) is 250 square metres or less in one of the following locations: (i) Angle Park Sporting Facility (ii) Regency Park Golf Course and Recreation Area (iii) **Alberton Oval Policy Area 35** (b) a restaurant where located within the **Alberton Oval Policy Area 35** (c) a restaurant where located within the **Western Regional Park Policy Area 36** where the total cumulative gross leasable area of all restaurants (existing and proposed) is 250 square metres or less.
Stock sales yard	

Form of development	Exceptions
Stock slaughter works	
Store	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding where the height is not more than 2 metres above natural ground level.	Any development that involves the construction, alteration or addition to any building within the '**Activity Focus Area**' as delineated in *Concept Plan Map PAdE/25 - Alberton Oval Recreation Zone* .
Parking area (except within the **Alberton Oval Policy Area 35**).	Bowling green
Recreation area (except within the **Alberton Oval Policy Area 35**).	Croquet lawn
	Football oval
	Function room
	Grandstand
	Licensed premises
	Shop or group of shops (other than restaurant) with a gross leasable area up to 250 square metres.
	Telecommunications facility

Regional Centre Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.

2 A centre providing a focus for public transport interchanges and networks.

3 Development of a visually and functionally cohesive and integrated regional centre.

4 A substantial increase in the number of residential dwellings, resident population and provision of accommodation and services for a wide range of people and household types, including the provision of affordable housing for low to moderate income households.

5 A centre accommodating high density residential development in conjunction with non-residential development.

6 A more intense optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.

7 A centre accommodating a range of residential development types including high density in conjunction with non residential development.

8 The further development of tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.

9 The conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.

10 The reinforcement of those parts of the zone which have distinctive and valued architectural and townscape characters with compatibly designed new buildings, where their scale, height, mass, setbacks and materials enhance the character of the zone.

11 The temporary use of vacant or under-developed land which is not likely to be the subject of long term development in the short term.

12 The establishment of a safe and convenient pedestrian movement network within the zone, incorporating pedestrian access along streets, safe road crossings, malls, arcades and squares, waterfront promenades and paths, together with increased public access to the waterfront and appropriate links to areas adjoining the zone.

13 The improvement of the zone's image and amenity through:

(a) upgrading and landscaping of public streets and spaces

(b) reduction of conflicts between incompatible activities

(c) reduction of conflicts between vehicular and pedestrian movements.

14 The establishment of strategically located and accessible car parks to serve Centre users and visitors.

15 The establishment of an '**Inner Harbour Ring Route**', in the form of a continuous off-road path, enabling pedestrians and recreational cyclists to safely travel along the waterfront which connect to surrounding bicycle routes, residential areas, shops, schools, train stations, transport hubs, museums, markets and other tourist attractions, as shown on the following concept plan maps:

(a) *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area*

(b) *Concept Plan Map PAdE/31 - Cruickshank's Corner Policy Area*

(c) *Concept Plan Map PAdE/32 - Dock One Policy Area*

(d) *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area*

(e) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*

(f) *Concept Plan Map PAdE/36 - Mainstreet Policy Area*

(g) *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area*

(h) *Concept Plan Map PAdE/38 - Newport Quays Policy Area*

(i) *Concept Plan Map PAdE/39 - North Bank Policy Area*

(j) *Concept Plan Map PAdE/40 - Old Port Reach Policy Area*

(k) *Concept Plan Map PAdE/42 - Port Approach Policy Area* .

16 Development that contributes to the desired character of the zone.

17 The rehabilitation of blighted and underutilised waterfront land.

DESIRED CHARACTER

Port Adelaide was South Australia's first commercial Port. The zone captures and celebrates this history while embracing new ideas, innovation and development and supporting a vibrant, creative and sustainable community.

The heritage of the Port Adelaide Centre will be valued in its revitalisation, focusing on active main streets, waterfront promenades and the Port Adelaide River.

The centre will be an easily accessible regional centre within metropolitan Adelaide offering lively cafes, shops and pubs together with residential, commercial, tourism, cultural and leisure activities providing rich and rewarding experiences.

Investment in commercial enterprise and residential activity will provide an attractive opportunity to live, work and play in a unique environment.

The centre will be a collection of pedestrian friendly and inspirational spaces to explore, savour and enjoy, allowing locals and visitors alike to soak up the unique atmosphere, a melting pot of historic quality and new found confidence.

A strategic approach to the centre's future will energise the area and facilitate iconic development on key sites that support economic and residential growth.

The Port Adelaide Centre will:

(a) celebrate the waterfront, with the centre actively connecting with the Port Adelaide River

(b) feature enhanced city streets, with green space, trees and street furniture

(c) support a diverse community that respects its indigenous heritage

(d) promote the Port's history, with the history of the area brought alive to frame a modern, progressive city

(e) provide a welcome for visitors, and a family friendly destination providing a range of experiences

(f) facilitate coming and going, as an easily accessible centre and tourist destination

(g) ensure a city for people, with promenades and streets for people to stroll, pause and enjoy.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone within suitable policy areas:

- affordable housing
- bank
- child care centre
- civic centre
- community centre
- consulting room
- department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- hospital
- hotel
- indoor games centre
- library
- motel
- motor repair station
- office
- place of worship
- playing field
- pre-school
- residential flat building in conjunction with non-residential development
- restaurant
- shop
- supermarket
- swimming pool
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

3 High-density residential development, including affordable housing, and development comprising a variety of residential and non-residential uses should not prejudice the operation of existing or future retail activity within the zone.

Form and Character

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

5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.

6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.

7 Development should occur in accordance with the following concept plan maps:

(a) *Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport*

(b) *Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas)*

(c) *Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements*.

8 Development should be located, staged and designed such that vacant or under utilised land and buildings are redeveloped or recycled for more appropriate uses.

9 The consolidation of compatible uses should be achieved through:

(a) the provision of shared car parking and service areas

(b) provision of pedestrian arcades and paths.

10 Land adjacent to the Port Adelaide River not required for port or shipping activities should be progressively redeveloped for a range of the following uses where consistent with the intent for each policy area:

(a) community uses

(b) medium and higher density residential uses

(c) recreation

(d) tourism.

11 Recreational and tourism development, such as the following, should be developed on the Port Adelaide River in locations where boating and harbour activities can be undertaken safely and conveniently:

(a) marinas

(b) maritime museum uses

(c) ferry services.

12 Tourist development should be situated in defined and readily accessible nodes, particularly adjacent to, and on the Port Adelaide River and associated public promenade within the following policy areas:

(a) **Dock One Policy Area 39**

(b) **East End Policy Area 40**

(c) **Fletcher's Haven Policy Area 41**

(d) **Hart's Mill Policy Area 42**

(e) **Mainstreet Policy Area 43**

(f) **McLaren's Wharf Policy Area 44**

(g) **Newport Quays Policy Area 45**

(h) **North Bank Policy Area 46**

(i) **Port Adelaide State Heritage Area Policy Area 48**

(j) **Port Approach Policy Area 49**.

13 Major shops and groups of shops should be concentrated within the **Mainstreet Policy Area 43** and within the **Retail Core Policy Area 51**.

14 Residential accommodation at medium and higher densities should be encouraged within suitable parts of the zone and especially adjacent to the Port Adelaide River and within those policy areas which encourage such development.

15 Public open space should be:

(a) provided in a variety of forms including a publicly accessible waterfront promenade, public reserves and public plazas

(b) designed as an integral part of the overall development proposed for each policy area.

16 Public reserves should be designed to ensure that at least 50 per cent of the reserve receives a minimum of 3 hours of direct solar access in mid winter.

17 Public reserves, plazas, promenades and other open space should be designed to include public art and clearly defined nodal points which relate to existing site features and contemporary features and interpretative elements.

18 Development should provide for and facilitate pedestrian access between compatible adjoining developments through one or more of the following:

(a) arcades

(b) courtyards

(c) malls

(d) paths through parking areas.

19 Development should provide sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality. The provision of lesser amounts of car parking may be appropriate where:

(a) the site is located within the designated area of a gazetted car parking fund established under the *Development Act 1993*

(b) an agreement is reached between the Council and the applicant for a financial contribution in lieu of the shortfall of required car parking spaces at a contribution rate per car parking space in accordance with the gazetted car parking fund.

20 Car parking areas, including decked car parking, should not:

(a) intrude upon, or interrupt the continuity of built-form desired along major street frontages in the zone

(b) detract from areas of architectural or townscape value.

21 Multi-level car parks should:

(a) be designed as buildings that contribute to the built form character within the policy area in which they are located

(b) take account of the desired character of adjacent policy areas, particularly within the:

(i) **Port Adelaide State Heritage Area Policy Area 48**

(ii) **Woolstores Policy Area 54**

(c) include ground level uses adjacent to street frontages, such as:

(i) office

(ii) shop

(iii) tourist development.

22 Development should be compatible with and reinforce the rich, historical and highly urbanised townscapes within the zone.

23 Development should respect, but not mimic, existing 19th century building forms and townscapes of significance.

24 Development within the areas for '**Townscape Conservation**' shown on *Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas* should conserve and enhance the existing 19th and early 20th century building forms.

25 Buildings should be situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the zone.

26 Development should be sited to ensure that original grid street layouts within the centre are retained and wherever possible, re-established.

27 Large landscaped or other open areas should not be developed fronting on to Commercial Road and St Vincent Street.

28 Development should be sited to provide view lines and reinforce existing vistas indicated on *Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements*. The view corridors should:

(a) take the form of one or more of the following:

(i) public road reservations

(ii) public reserves

(iii) wider spaces between buildings

(b) incorporate pedestrian linkages

(c) have a minimum width of 17.5 metres if identified as a major view corridor

(d) have a minimum width of 12 metres if identified as a minor view corridor.

29 The siting, form and scale of buildings on corner sites should be designed to:

(a) increase the presence of built form on street intersections

(b) address both street frontages

(c) minimise unusable open space on the street frontages.

30 Development abutting St Vincent Street, Commercial Road, Church Place and Dale Street, public spaces and pedestrian malls indicated on *Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements* should have facades of no less than two storeys and no more than three storeys along the street frontage.

31 Free-standing advertisements should have a maximum height of 10 metres above natural ground level, but only if such a height is consistent with the height and scale of adjoining buildings and the objectives and/or desired character of the zone and/or policy areas.

32 Street furniture, including lighting, advertisements, advertising hoardings, litter bins, seats, bicycle parking facilities and bollards, should be designed and located so as to complement the townscape character of the policy area and respond to its maritime locality.

33 Development should be designed to minimise undesirable microclimatic and solar access effects on other land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.

34 Materials incorporated in development should reflect, and reinforce, the historic, maritime character of the zone wherever practicable.

35 Landscaping and vegetation should achieve a balance between the use of indigenous and exotic plants and trees.

36 Development should incorporate a high degree of architectural quality with building design adequately addressing:

(a) compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area

(b) interest and diversity

(c) public domain interface

(d) a high quality streetscape

(e) building height

(f) massing and proportion

(g) facade articulation

(h) elements such as eaves, sun shading devices, entries and balconies.

37 Roof designs should:

(a) contribute to the overall design and performance of buildings

(b) be integrated into the overall facade and composition of buildings

(c) be articulated by breaking down mass in order to relate to the context of surrounding buildings

(d) screen air conditioning and building services plants from ground level public views

(e) minimise their visibility from adjacent buildings.

38 Balconies should:

(a) be designed to provide all apartments with private open space thereby promoting the enjoyment of outdoor living for apartment residents

(b) be functional and responsive to the environment

(c) be integrated into the overall architectural form and detail of residential flat buildings

(d) should contribute to the safety and liveliness of the street by allowing for casual overlooking of public spaces.

39 Overlooking from upper level windows, external balconies, terraces and decks into habitable rooms (all rooms excluding bathrooms, laundries and hallways) and the useable private open spaces of other dwellings should be minimised by:

(a) building layout

(b) location and design of windows and balconies

(c) screening devices

(d) landscaping

(e) adequate building separation.

40 Direct views from upper level habitable windows (all rooms excluding bathrooms, laundries and hallways), decks, balconies, patios and terraces into habitable windows or usable open space of other dwellings should be minimised and restricted by either:

(a) permanently fixed translucent glazing in the part of the window below 1.5 metres above floor level

(b) window sill heights of 1.5 metres above floor level

(c) permanently fixed external screens to at least 1.5 metres above floor level and no more than 25 per cent transparent

(d) external screens including wing walls, planter boxes, solid or translucent panels or perforated panels or trellises which have a maximum 25 per cent openings.

41 Windows and balconies within a residential flat building should be designed to prevent overlooking of more than 50 per cent of the usable private open space of a lower level dwelling within the building.

42 Entertainment venues should be sited and/or designed to prevent unreasonable interference with the amenity of the local environment.

43 Solar access to apartments within residential flat buildings of four or more storeys should be achieved by incorporating the following principles into the design of the building:

(a) use open plan apartments where possible in east/west alignments as well as south facing blocks to provide for flow through ventilation

(b) maximise the number of corner apartments to maximise solar access.

44 Dwellings should minimise the need for mechanical heating and cooling, by:

(a) providing an internal day living area with a north facing window where possible

(b) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun

(c) allowing for cross ventilation to enable cooling breezes to reduce internal temperatures in summer.

(d) Ceiling heights should be sufficient to allow adequate daylight into living areas.

45 Private open space should be provided at the following rates:

Parameter	Minimum Private Open Space (square metres)
Ground level or roof top space	Minimum dimension 3 metres.
Upper level balconies or terraces	Minimum dimension 2.5 metres.
Detached, semi-detached, row or group dwelling with a site area over 250 square metres	At least 20 per cent of the site area. Balconies, roof patios, etc. can comprise part of this area provided the area of each balcony, roof patio, etc. is 10 square metres or greater. One part of the space is directly accessible from a habitable room (all rooms excluding bathrooms, laundries and hallways), and has an area equal or greater than 10 per cent of the site area.
Dwellings on sites less than 250 square metres	At least 35 square metres. Balconies, roof patios, etc. can comprise part of this area provided the greater area of each balcony, roof patio, etc. is 8 square metres or greater. One part of the space is directly accessible from a habitable room (all rooms excluding bathrooms, laundries and hallways), and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.
Residential flat building	At least 8 square metres per dwelling is required as total private open space.

46 Development with frontages to areas of the public domain including promenades, plazas and public reserves should be designed and of a height to achieve a human scale and to maximise solar access to the public areas.

47 Buildings constructed adjacent to the public promenade, public plazas, public reserves, main roads and edges of public spaces should be designed to:

(a) maintain an active interface through architectural detail and interest in skyline and pedestrian levels

(b) maintain the continuity of streetscape with streets and public spaces defined by consistent building frontages at the street alignment

(c) maximise solar access and limit overshadowing of these areas

(d) protect the amenity of residents at ground level

(e) protect pedestrian amenity

(f) not result in visual domination

(g) provide for varied and attractive building elevations.

48 Larger landmark buildings should be broken into smaller vertical sections by appropriate facade treatments and distribution of mass, setbacks and ground level articulation/uses.

49 Larger landmark buildings should be at an appropriate scale at ground level to create a pleasant, comfortable and well-proportioned pedestrian environment at a human scale.

50 Larger landmark or tower buildings should incorporate a podium level or secondary/adjoining building element to the street, plaza or promenade edge to:

(a) preserve a pleasant pedestrian environment

(b) create consistent building frontages at the street, plaza or promenade alignment

(c) assist to deflect wind downdrafts from penetrating to street level plazas and promenades.

51 Marinas, wharfs, jetties, piers or boat moorings should:

(a) provide permanent and temporary docking facilities for residents and the public

(b) provide moorings suitable to a variety and varying sizes of watercraft and vessels

(c) provide a visually stimulating environment

(d) add vitality and maritime activity to waterfront areas

(e) provide a continuation (literal or thematic) of the historic maritime uses of the Port

(f) maintain a strong link and physical integration between the Port Adelaide River and land based public reserves, plazas, promenades and other public and private features comprising the waterfront

(g) integrate with development built directly on or over the river

(h) avoid or minimise any negative impacts on:

(i) natural riverine ecology and processes

(ii) dolphin safety within the dolphin sanctuary area

(iii) riverine or other water quality.

52 Marinas, wharfs, jetties, piers or boat mooring facilities and associated development should, where appropriate, provide for:

(a) serviced moorings to allow for floating retail activity

(b) functional requirements of public transport and water navigation including berthing and wharf facilities for ferry and water taxi stopping points that are coordinated with land based services

(c) modal interface with land-based public and private transport services and infrastructure

(d) connection to shore-based service requirements and support facilities such as boat repair and servicing, amenities, accommodation and shelter structures.

53 Development should encourage and facilitate the provision of a continuous pedestrian and cyclist '**Inner Harbour Ring Route**' including connections to nearby bicycle routes, schools and stations as shown on following concept plan maps:

(a) *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area*

(b) *Concept Plan Map PAdE/31 - Cruickshank's Corner Policy Area*

(c) *Concept Plan Map PAdE/32 - Dock One Policy Area*

(d) *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area*

(e) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*

(f) *Concept Plan Map PAdE/36 - Mainstreet Policy Area*

(g) *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area*

(h) *Concept Plan Map PAdE/38 - Newport Quays Policy Area*

(i) *Concept Plan Map PAdE/39 - North Bank Policy Area*

(j) *Concept Plan Map PAdE/40 - Old Port Reach Policy Area*

(k) *Concept Plan Map PAdE/42 - Port Approach Policy Area* .

Waterfront Development

54 The following Principles of Development Control apply to the waterfront development area shown on *Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas*. They are additional to those expressed for the **Regional Centre Zone** and those expressed for the whole of the Council area.

55 Development should be staged to provide for the orderly redevelopment of all policy areas along the waterfront.

56 Development should create and enhance a public promenade with a minimum width of 8 metres along the waterfront that achieves:

(a) continuous public pedestrian and cyclist access

(b) convenient, safe and attractive linkages between sections in areas of high pedestrian or cycle traffic and in front of key tourism uses

(c) allowance for infrastructure provision and flood mitigation.

57 Where appropriate development should provide and facilitate access from the public promenade, shown in *Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport*, to the water for fishing and other recreational activities.

58 Parts of the waterfront adjacent to the public promenade shown in *Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport* should be made available for:

(a) active public uses for tourist related and harbour activities

(b) the use of small river craft and tourist boats.

59 Public promenades, plazas and reserves should incorporate public art and remnant port related archaeological or industrial infrastructure items which are easily identifiable and fully integrated into the public environment.

60 The development of marinas, restaurants, cafes and other tourism and public recreational uses in appropriately designed structures on the Port Adelaide River and projecting from the waterfront may be developed provided they do not interfere with harbour activities, the free movement of pedestrians and cyclists along the promenade, nor threaten the role of the core centres in **Mainstreet Policy Area 43** and **Retail Core Policy Area 51**.

61 Public promenades should accommodate, where appropriate:

(a) wharf infrastructure

(b) street furniture

(c) alfresco dining

(d) landscaping.

62 Public plazas and public reserves should be provided adjacent to the pedestrian promenade to provide for larger outdoor public events and gathering spaces adjacent to the waterfront in accordance with concept plans for all policy areas within the zone.

63 Public reserves, other than those located within the **North Bank Policy Area 46**, should have a minimum area of 2000 square metres.

64 Public plazas should have a minimum of 1500 square metres other than where a public plaza abuts a promenade, where the area of the promenade should be inclusive in the calculation of the area (for the length that the promenade abuts the plaza).

65 Development within 8 metres of the waters edge should not have a habitable floor level less than AHD (Australian Height Datum) 3.95 metres. Where basement or under croft car parking is proposed, it should be designed to provide a sill height of not less than 0.25 metres lower than the habitable floor level or a barrier to prevent inundation of the basement or under croft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.

66 Development set-back 8 metres or more from the waters edge should be protected against wave effects and not have a habitable floor level less than AHD (Australian Height Datum) 3.65 metres. Where basement or under croft car parking is proposed, it shall be designed to provide a sill height of not less than 0.25 metres lower than the habitable floor level or a barrier to prevent inundation of the basement or under croft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.

67 Over water development should have a floor level of not less than AHD 4.65 metres. Where basement or under croft car parking is proposed, it should be designed to provide a sill height of not less than AHD 4.4 metres or a barrier to prevent inundation of the basement or under croft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection.

68 Development protected, through design and siting, or other protective works, against flooding caused by 0.3 metres of sea level rise, land subsidence and wave effects to the year 2050.

69 Buildings should not exceed the number of storeys as indicated on the following relevant concept plan maps:

(a) *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area*

(b) *Concept Plan Map PAdE/32 - Dock One Policy Area*

(c) *Concept Plan Map PAdE/33 - East End Policy Area*

(d) *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area*

(e) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*

(f) *Concept Plan Map PAdE/36 - Mainstreet Policy Area*

(g) *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area*

(h) *Concept Plan Map PAdE/38 - Newport Quays Policy Area*

(i) *Concept Plan Map PAdE/39 - North Bank Policy Area*

(j) *Concept Plan Map PAdE/40 - Old Port Reach Policy Area*

(k) *Concept Plan Map PAdE/41 - Port Adelaide State Heritage Area Policy Area*

(l) *Concept Plan Map PAdE/42 - Port Approach Policy Area*

(m) *Concept Plan Map PAdE/43 - Railways Policy Area*

(n) *Concept Plan Map PAdE/44 - Retail Core Policy Area*

(o) *Concept Plan Map PAdE/45 - Southern Approach Policy Area*

(p) *Concept Plan Map PAdE/46 - Southern Gateway Policy Area*

(q) *Concept Plan Map PAdE/47 - Woolstores Policy Area*.

For the purpose of this principle, undercroft car parking constructed partially or wholly below finished ground level with a ceiling height less than 1.5 metres above finished ground level, and plant rooms on top of buildings, is not included as a storey. Any car parking floors constructed wholly above finished ground level are regarded as a 'storey'. A storey does not include an attic of no more than 50 per cent of the building footprint, a mezzanine, roof top plant or mechanical equipment.

70 Building depth should enable views for apartments and promote natural ventilation where possible.

71 Development should be sited to take advantage of waterfront views and activities.

72 Road types and road reserve widths should be provided in accordance with the tables below (*Table A - Road Classification and Purpose* and *Table B - Design of Streets and Roads in the Waterfront Area*). Lesser widths may be appropriate depending on the form of the development proposed and its interconnection with existing adjoining roads:

Table A - Road Classification and Purpose

Road classification	Purpose of road
Major Collector	To collect traffic from the minor collector roads and distribute it to the arterial roads. Major collector roads should be short lengths with divided carriageways.
Minor Collector Street	To collect traffic from local streets and distribute it to major collector roads.
Local Street	To provide access to residential neighbourhoods and individual allotments.

Table B - Design of Streets and Roads in the Waterfront Area

Road type	Maximum 24-hour traffic volume (vehicles)	Road reserve width (metres)	Recommended carriageway width (metres)
Bus Route (Major Collector)	Over 3000	23.2 (including bike lanes)	7 (carriageway takes into account provision for parallel car parking provided both sides)
Bus Route (Minor	1500-3000	20.2	7 (carriageway takes into

Road type	Maximum 24-hour traffic volume (vehicles)	Road reserve width (metres)	Recommended carriageway width (metres)
Collector)			account provision for parallel car parking provided both sides)
Major Collector	Over 3000	19.2 (22 with bike lanes)	6
Minor Collector	1500-3000	16.1	7.5
Local Street	500-1500	15	7
Local Street with rear lane access	0-1500	14 (provides for indented car parking)	5.5

73 Local public roads may be developed at a width less than that prescribed above, but not less than 12.4 metres provided that the road:

(a) services no greater than 500 vehicles per day

(b) is no greater than 60 metres in length

(c) has a carriage width of no less than 5 metres

(d) is not contiguous with a road of lesser dimension described in the above table.

74 No access place or lane (as defined in *Table PAdE/6 - Road Hierarchy and Function* less than 12.4 metres wide are to be provided in the waterfront area as public roads, but may be provided as part of a community title. Any dwelling served by an access lane should also have a frontage to a public road.

75 Development of detached, semi-detached or row dwellings should provide on-street parking at the rate of 0.3 spaces per dwelling within the following policy areas:

(a) **Avicennia Waters Policy Area 37**

(b) **Cruickshank's Corner Policy Area 38**

(c) **Dock One Policy Area 39**

(d) **McLaren's Wharf Policy Area 40**

(e) **Newport Quays Policy Area 45**

(f) **North Bank Policy Area 46**

(g) **Old Port Reach Policy Area 47**

(h) **Port Approach Policy Area 49**.

76 Garages or carports with direct access and facing the primary street should be avoided. Where there is no practical alternative to their location they should:

(a) not dominate the streetscape

(b) not dominate views of the dwelling from the street

(c) provide for adequate on-site car parking.

77 Car parking and access ways should not dominate the site and should be screened from view from the street.

78 Above ground car parking should not be visible from primary street frontages or public places.

79 Half basement or undercroft car parking should be:

(a) integrated into the building form

(b) screened and landscaped where ventilation is required for half basement parks

(c) located and designed to enable residential and other land uses to address streets at footpath level.

80 Rear court parking should not be visible from the street.

81 Within **Fletcher's Haven Policy Area 41** and within **Newport Quays Policy Area 45**, buildings in excess of seven storeys in height should be designed as attractive, high quality landmark buildings incorporating architectural elements characteristic of the Port Adelaide waterfront environment.

82 Development along the waterfront should comprise bold, robust architectural forms with articulated and modelled facades which may incorporate pitched roofs, balconies, verandas, and other design elements and materials which reflect the character of older maritime/industrial buildings nearby.

83 The design scale and form of new buildings should integrate with the design, form and scale of adjacent heritage buildings, using design elements reflecting maritime themes associated with typical port operations.

84 Within **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Dock One Policy Area 39**, and within **Port Approach Policy Area 49**, the ground floor of development adjacent to the public promenade, public plazas and public reserves should accommodate, where possible, mixed uses, including small scale home office uses to increase the level of public activity at the edges of these spaces and provide diversity in the urban environment.

85 Development should encourage and facilitate the provision of a continuous '**Major Pedestrian/Cycle Path**' and '**Inner Harbour Ring Route**' public promenade including connections to nearby bicycle routes, schools and stations as shown on the following concept plan maps:

(a) *Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport*

(b) *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area* .

86 Vehicle access to the waterfront should be avoided, except for use by emergency and service vehicles.

Avicennia Waters Policy Area 37

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Development in accordance with *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area* .

2 The development of medium density residential development with associated open space areas.

3 The provision of a public waterfront promenade encouraging pedestrians and cyclists.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This Area will create a unique urban environment comprising medium density residential development enhanced by a high level of landscaped and paved open space. Residential development will integrate private open space and public recreation areas, relate well to the waterfront along Old Port Reach and the public reserve (Mangrove Conservation Area) to the south.

Residential development will reflect contemporary design and the history and uniqueness of the Port environment. Work from home uses, such as ancillary home office activities, are considered appropriate if compatible with residential amenity and the Port Area. Development will vary in height up to five storeys, however, waterfront buildings and those on the western edge of the policy area facing existing residential areas west of Causeway Road will not exceed three storeys. Buildings will be sited to provide for views across the river from outside of the policy area by creating view corridors as shown on *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area* . A public promenade will form the edge of the waterfront providing access for pedestrians and cyclists and linking Avicennia Waters to Newport Quays to the north, the Regional Open Space to the south.

A high degree of pedestrian activity will be maintained throughout the area with a particular focus on the waterfront promenade and an associated public reserve. The public reserve will not be divided by a road. Vehicle access will be off the Wirra Drive rail crossing with primary access occurring parallel to the rail corridor. Vehicle traffic will be primarily for local access to serve the residential dwellings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- dwelling
- marina berth
- public place
- recreation area
- residential flat building.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area* .

4 Residential development adjacent the waterfront should comprise low to medium density development in the form of apartment and town house buildings which take advantage of the waterfront views.

5 A vibrant residential environment should be created through the mix of residential and recreational areas focussed on the waterfront areas.

6 Residential development should be orientated towards the waterfront with open space penetrating the development to provide adequate open space and views of the waterfront.

7 The existing continuous public promenade along the waterfront should be retained and should:

(a) provide convenient, safe and attractive links to adjoining areas

(b) be varied in width and be a minimum of 8 metres wide with clearly defined zones for pedestrians and cyclists

(c) locate the pedestrian zone adjacent the waterfront and provide a variety of waterfront experiences

(d) clearly define destination nodal points which relate to existing site features or contemporary features created by the development

(e) provide pedestrian facilities such as seating, shade and shelter

(f) provide a pedestrian and cyclist connection to the residential area along the east/west view corridor

(g) link with the **Newport Quays Policy Area 45**

(h) provide direct pedestrian and cyclist connection to Ethelton Station

(i) support a connection to the Portside Community Centre and the off-road path on the southern side of Bower Road and link with the nearby Regional Open Space Mangrove Conservation Area.

8 Vehicle access should primarily be via the existing rail crossing (Rennie Road) and via a new road parallel to the rail corridor.

9 Development should support the creation of a pedestrian and cyclist bridge linking the eastern and western banks of the Old Port Reach.

10 Development should reflect contemporary design and take advantage of waterfront views.

11 A linear building form with associated open space and pedestrian links should define the waterfront promenade and ensure that the scale and setback of development reinforces the amenity of the public realm.

12 Views across to the River from outside the policy area, using the view corridors shown on *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area* should be retained.

13 Development should accord with the following setbacks:

(a) 3 metre residential building setback

(b) 5.5 metre garage setback

(c) 2 metre development setback on street corners.

14 The public reserve should not be divided by a road.

Cruickshank's Corner Policy Area 38

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The retention of land for future development.

2 Development in accordance with *Concept Plan Map PAdE/31 - Cruickshank's Corner Policy Area* .

3 The continued operation of existing uses and essential harbour activities.

4 The provision of public access adjacent to the waterfront through the provision of:

(a) public open space

(b) a public promenade.

5 The availability of an area of natural grade beach for boating activities.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The southern part of the policy area will continue to be used for a range of harbour and marine activities, while the remainder will be regarded as deferred.

Birkenhead Tavern will continue to be a landmark within the policy area, and will provide the focal point for visitors. Sight lines to it from policy areas across the river will be maintained. A public car parking will serve users of the area. Development will respect the close proximity of industrial land uses. Open space along the waterfront will comprise development of a public waterfront promenade providing access for pedestrians and cyclists and linking to adjacent policy areas.

The majority of the policy area will remain undeveloped in the short to medium term until further research and evaluation determines its preferred long term future use. In the meantime that part of the policy area to be deferred from further development will be managed in a tidy condition until it is required for urban development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development should be limited so the majority of the land is retained for future development involving non-sensitive land uses.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/31 - Cruickshank's Corner Policy Area*.

4 Development associated with the Birkenhead Tavern should:

(a) retain the existing built form

(b) conserve and respect the historic character of the building

(c) enable the tavern to function as an important facility for the local community and visitors.

5 Development should integrate with adjacent areas and facilitate the provision of public access to the Port Adelaide River.

6 New development should not occur unless it demonstrates that it would not conflict with or impair long term future development opportunities.

7 Public access to the river water level should be facilitated, including opportunities for the launching of small boats.

8 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:

(a) convenient, safe and attractive linkages to adjoining areas

(b) a minimum 8 metres width

(c) clearly defined zones for pedestrians and cyclists

(d) the pedestrian zone adjacent the waterfront and a variety of waterfront experiences

(e) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development

(f) pedestrian facilities such as seating, shade and shelter

(g) a link to **Fletcher's Haven Policy Area 41**

(h) an opportunity for a pedestrian and cyclist connection between the Port Expressway off-road path and the Elder Road bicycle route, passing under the Port Expressway road and rail bridges.

9 Signs should be limited primarily to directional and information signs compatible with the historic Birkenhead Tavern.

10 Development should incorporate landscaping and facilitate the creation of the public promenade along the waterfront.

Dock One Policy Area 39

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Medium to high density residential development that includes mixed uses at ground floor level that:

(a) take advantage of and are compatible with the waterfront

(b) do not threaten the role of core centre activities in **Mainstream Policy Area 43** and in **Retail Core Policy Area 51**.

2 Development in accordance with *Concept Plan Map PAdE/32 - Dock One Policy Area* .

3 Development compatible with the adjoining **Historic Conservation Area**s and **Port Adelaide State Heritage Area Policy Area 48**.

4 The creation of an exciting, publicly accessible and visible waterfront environment.

5 The development of small craft mooring facilities for the use of:

(a) residential apartments on the former dock

(b) public and commercial use.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development will be of a primarily residential nature except at ground level facing the waterfront promenade, where mixed use development can occur provided it does not dilute core centre activities in **Mainstream Policy Area 43** and in **Retail Core Policy Area 51**. Work from home uses, such as ancillary home office activities, are considered appropriate if compatible with the residential amenity and the Port area.

The public reserve will form a node of tourist activity incorporating new small-scale tourist related buildings on the edges of the reserve.

Development fronting St Vincent Street will incorporate mixed uses including boutique, backpacker or other tourist accommodation at the ground level fronting St Vincent Street, and will be designed as fine grained infill development reflective of the St Vincent Street's main street character.

Development facing or adjacent to the heritage areas and the historic Woolstores townscape immediately to the south, east and west of the policy area will take a form, height and scale that acknowledges, respects and reflects the historic integrity of the forms of development within those areas. Buildings in the remainder of the Policy Area will be innovative and contemporary in design.

Buildings will vary in height from three to seven storeys. Zero setbacks from streets are envisaged to reflect the character of adjacent heritage areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- dwelling
- public place
- recreation area
- residential flat building
- restaurant
- shop
- tourist accommodation.

Form and Character

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

3 Development should provide for:

(a) an attractive medium density residential environment adjacent the waterfront

(b) a public reserve and tourism node along a continuous waterfront promenade

(c) building height that:

(i) is taller in the centre and south of the policy area

(ii) scales down in height at the interface with the adjoining **Port Adelaide State Heritage Area Policy Area 48** and the **Historic Conservation Areas**.

4 Overwater development should:

(a) be limited to the areas identified on *Concept Plan Map PAdE/32 - Dock One Policy Area*

(b) provide a major view line along the length of Dock one between Cruickshank's Corner and the State Heritage listed Woolstores.

5 New development should vary in size and scale to create visual interest.

6 The existing seven-level former Department of Marine and Harbours building should be refurbished, where possible, for tourist and/or residential accommodation or for commercial use.

7 A continuous public promenade for pedestrians and cyclists should be created that:

(a) is developed in accordance with *Concept Plan Map PAdE/32 - Dock One Policy Area*

(b) provides convenient, safe and attractive linkages to adjoining areas

(c) facilitates a direct pedestrian and cyclist connection between:

(i) the northeast corner of the Dock 1 promenade

(ii) the off-road pedestrian and cyclist path on the Port Expressway bridge.

8 Development should enable the provision of a pedestrian bridge that:

(a) connects to the **Port Approach Policy Area 49** to the north

(b) is clearly visible from surrounding areas, including Divett Street

(c) links the public reserve with the reserve designated in *Concept Plan Map PAdE/42 - Port Approach Policy Area*

(d) provides a high level of feature lighting.

9 New buildings should:

(a) respect the form, scale and design of the historic townscapes immediately adjacent

(b) utilise contemporary architecture, which is innovative, functional and attractive

(c) achieve a high level of pedestrian amenity.

10 Linear building forms should define the waterfront promenade and provide frequent pedestrian spaces and links which:

(a) enable public access

(b) provide views to the waterfront.

11 Development should have zero street and corner setbacks.

12 The following types of advertisements should not be erected:

(a) pylon signs

(b) sky signs

(c) roof signs.

13 Public car parking areas servicing shops or offices and car parking required for taller residential/mixed use buildings should:

(a) be provided off-street and within buildings

(b) ensure that the car park is well-screened from surrounding areas.

14 Development should:

(a) be of a high architectural standard

(b) take advantage of waterfront views

(c) provide generous views and passages through to the Port Adelaide River.

East End Policy Area 40

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The redevelopment of under utilised railway and industrial land for more appropriate tourism, administrative and institutional uses.

2 Development undertaken in accordance with *Concept Plan Map PAdE/33 - East End Policy Area* .

3 The conservation of historic townscapes and buildings.

4 The progressive upgrading and redevelopment of land fronting Lipson Street with high quality development that reinforces the historic townscape.

5 An area for mixed offices, commercial and institutional uses and tourism facilities.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Old Port Dock Railway Station and yards will remain the primary focus for this area. There will be further development of under utilised railway and industrial land for appropriate tourism, administrative and institutional uses.

Other historic buildings will also be conserved and upgraded to reinforce historic streetscapes, particularly in the north-west portion of the policy area. Lipson Street will be upgraded with new development that conserves and reinforces the existing historic townscape and buildings, respecting the scale, massing, siting and proportions of historic buildings.

Vehicle and pedestrian permeability through the area will create stronger links with surrounding areas.

An opportunity for further public car parking will be provided through the establishment of appropriately designed decked car parking in the northern portion of the policy area between the Old Port Dock Railway Station and the rear of buildings fronting St Vincent Street.

Depending on future commitments to transport infrastructure, a landscaped light rail corridor linking St Vincent Street and the adjacent **Railways Policy Area 50** may be provided.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development situated in the northern and south western parts of the policy area should comprise small offices, professional chambers and similar uses which reinforce existing uses and are suited to the conversion or rehabilitation of historic buildings in this area.

2 Development of the Old Port Dock Railway Station and yards should be primarily for tourism, museum uses and car parking, but the frontages to St Vincent Street and Lipson Street should be developed for office, commercial and institutional uses which complement development opposite.

3 Light industry, service industry, warehouse or storage uses generally should be confined to the southern portion of the policy area.

Form and Character

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

5 Medium to large scale shopping development should not be situated in this policy area.

6 Direct vehicular access to car parking areas or service areas should not be provided from St Vincent Street.

7 Development should ensure that an opportunity for the establishment of a possible future light rail corridor running along the eastern side of the policy area is retained.

8 Development of the former Old Port Dock Railway Station and yards should:

(a) establish an edge of two to three storeys along the frontages to Lipson Street

(b) result in strong corner building elements that incorporate large-scale verandas or balconies along the frontages

(c) make use of existing traditional building materials seen in the locality

(d) conserve the historic railway structures and items where practicable.

9 Development should have a:

(a) maximum building height of three storeys

(b) minimum building height of two storeys for facades along St Vincent Street.

10 The following types of advertisements should not be erected along St Vincent Street and the north western part of the policy area:

(a) pylon signs

(b) sky or roof signs.

11 Development, including the placement of major public car parking, should be consistent with *Concept Plan Map PAdE/33 - East End Policy Area*.

Fletcher's Haven Policy Area 41

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Development comprising medium to high density residential dwellings.

2 Small scale marine related businesses and tourism activity directed in suitable locations.

3 Development in accordance with *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area*.

4 Development of waterfront marina berths to encourage recreational boating adjacent residential apartments.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area will develop as a unique waterfront primarily residential environment within a garden setting. Waterfront marina berths adjacent attractive wharf-side apartments and terraces will provide residents with the opportunity to live right on the water's edge with access to boats. Work from home uses, such as ancillary home office activities, are considered appropriate if compatible with residential amenity and the Port Area Housing will extend over the piers and finger wharfs creating an environment focused on the marina. Marina activities such as a sailing club will add to the maritime feel and will create an added tourist attraction.

Medium to high density residential accommodation will strongly reflect the rich and colourful heritage of Port Adelaide and celebrate its strong physical and visual connections with the waterfront. Development will vary in height from three to seven storeys, with over-water development being limited to three storeys. Landmark buildings of 12 levels, visible from across the river and adjacent areas, will frame the public plaza overlooking the waters edge. Views from Semaphore Road through to the river and finger wharfs will be maintained through the location of the buildings.

The public plaza will be an active and vital area and will open out along a view corridor to Semaphore Road. This will provide solar access and a strong visual opening to the policy area. Surrounding buildings will be designed to ensure passive surveillance of the plaza.

Pedestrian connectivity will be maintained linking with adjoining policy areas and will include a public promenade close to the River as shown in *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area*, providing views to the River. An internal public promenade removed from the waterfront may facilitate shared vehicle, bicycle and pedestrian movements, negating the need for a separate road reserve.

Car parking will be provided to adequately support residential activities. Car parking will be contained off-street within the buildings, facilitating active street frontages and building edges.

Residential or other forms of sensitive development is appropriate within the policy area on the basis that a separation distance of 800 metres exists between the policy area and the main plant (stack) area of the cement manufacturing operations to the north east. It is recognised that this separation distance of 800 metres in adequate to address potential impacts from these operations on future residents. From a staging perspective, however, development of the policy area for residential or other forms of sensitive development should not proceed until measures are implemented to control fugitive emissions from the stockpile areas south of the main operating plant area to the maximum extent economically and technically achievable. This may include relocation, removal and/or best practice management of the stockpiles and associated areas.

These measures, when implemented, will not only improve the amenity for future residents within the policy area, but will also benefit the existing residential areas of Birkenhead which are located closer to the plant.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- community centre in the form of a clubroom
- dwelling
- marina berth
- marine-related office
- marine-related shop
- public place
- recreation area
- residential flat building
- restaurant
- shop.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area*.

4 Residential development should be in the form of apartments and terrace homes.

5 Residential development extending over the piers and finger wharfs should provide appropriate services without adversely affecting the environment.

6 Residential development incorporating buildings with heights in excess of three storeys fronting the public promenade should be designed to provide opportunity for public activities, including outdoor dining, provision of seating and shade.

7 Development should reflect the unique maritime character of the locality and develop strong physical and visual connections with the waterfront and the port.

8 Development should support recreational boating activities.

9 A public plaza should be:

(a) developed close to the water's edge

(b) provided with associated small-scale commercial and tourist activities.

10 Residential or other forms of sensitive development should not proceed until measures have been implemented to control fugitive emissions from the stockpile areas on the southern side of the main plant area of the cement manufacturing operations which are located north east of the policy area.

11 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:

(a) convenient, safe and attractive linkages to adjoining areas

(b) a minimum 8 metres width to cater for areas of high pedestrian usage

(c) a pedestrian and cyclist connection from the public promenade to the **North Bank Policy Area 46** promenade

(d) a connection to the off-road path on the Port Expressway road bridge, through **Cruickshank's Corner Policy Area 38**.

12 Vehicle access should be via Semaphore Road at locations designated on *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area* and should not affect traffic flow along Semaphore Road.

13 Development should accommodate required car and bicycle parking on site, and where practicable should be contained within a building to achieve an active street frontage and building edge.

14 New development should be contemporary in design whilst reflecting the maritime character of the locality.

15 Development along Semaphore Road and Nelson Street should be articulated to provide visual interest.

16 New development should be sited to take advantage of waterfront views and activities.

17 Landmark buildings not exceeding 12 Storeys in height should be:

(a) generally located next to the public plaza

(b) set back sufficiently from either side of the public plaza to ensure that the human scale, amenity and reasonable solar access within the plaza is protected.

18 Development should provide a fully integrated design from streetscapes, public plazas and public promenade through to private residential spaces. Landscaping should provide shade, vertical form, complement new development, frame views and integrate ecological issues into its design.

19 The development of the waterfront should be in the form of finger-wharf structures reflecting the traditional wharf structures of the Port.

Hart's Mill Policy Area 42

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Protect and retain the historic character and importance of the Hart's Mill complex of buildings and remnant stone walls.

2 Development in accordance with *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*.

3 Development of residential dwellings and mixed uses compatible with the historic character of the policy area.

4 The creation of a public plaza adjacent to the waterfront.

5 Ensure the Hart's Mill complex of historic buildings is a focal point for key 'line of sight' terminations from across the Port Adelaide River.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The Hart's Mill group of heritage buildings, incorporating Hart's Mill and the adjacent Hart's Mill Packing Shed building, the taller Adelaide Milling Company Mill and associated stone walls, all act as a major landmark to the Port Adelaide waterfront area. Land to the north of these buildings will be kept relatively free of new development, other than for small-scale commercial/retail related buildings and opportunities for an over-water development site. This will be a primarily residential precinct, having regard to the heritage value of the existing buildings.

The Hart's Mill building and the Packing Shed front elevation will be fully restored to cater for mixed use activity at ground level, with potential studio workshops, residential and tourist accommodation. Restoration and re-use of the Adelaide Milling Company Mill building will include a flexible range of uses, provided that ground floor uses support the tourism focus of this part of the policy area but do not dilute the core tourism activities within **McLaren's Wharf Policy Area 44**.

Medium to high density residential development will predominate to the south of the heritage buildings, and will range from three to five storeys in height. The design of residential development will be sympathetic to the existing heritage character and ensure the creation of an environment that is intimate and of a human scale. Work from home uses, such as ancillary home office activities, are considered appropriate if compatible with residential amenity and the Port Area. The heritage buildings will be perceived separately from proposed new development in this policy area.

Development fronting St Vincent Street will be of a minimum two storeys and maximum three storeys in height, and incorporate mixed uses at the ground level, reinforcing St Vincent Street's role as a main street within Port Adelaide but not dilute the core centre activities in **Mainstreet Policy Area 43** and in **Retail Core Policy Area 51**. Tourist accommodation is also envisaged.

View corridors will provide sight lines between adjacent Policy Areas and those on the western and northern side of the river in accordance with *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*.

A high degree of pedestrian activity will be maintained with a particular focus on the waterfront promenade and the public plaza surrounding the heritage buildings. Pedestrian/cyclist activity will link to adjoining policy areas. The public plaza will have a strong urban feel, with trees creating shape, shade and vertical form to the space.

Adequate car parking will be provided for residents and commercial activities. Some open landscaped car parking could be provided immediately to the south of the heritage buildings within the plaza area, with larger car park facilities predominantly located within buildings and not dominating the street environment.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- art/craft complex
- art gallery
- dwelling
- office
- public place
- recreation area
- residential flat building
- restaurant
- shop
- tourist accommodation.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*.

4 Residential development should be designed to respect and be compatible with the existing historic buildings.

5 A mix of tourism-related and recreational facilities should be developed along the waterfront promenade.

6 Hart's Mill and the Adelaide Milling Company building should:

(a) be converted into residential, tourism facilities, tourist accommodation or other commercial uses that complement the existing character of the buildings

(b) incorporate mixed uses at the ground level.

7 Development fronting St Vincent Street should:

(a) include tourist accommodation

(b) incorporate commercial and or tourist related uses at the ground level

(c) reinforce the main street character of St Vincent Street.

8 The ground floor of over-water development should allow mixed use activity at ground floor level.

9 Development should provide for the creation of view corridors shown on *Concept Plan Map PAdE/35 - Hart's Mill Policy Area* that have the following dimensions:

(a) major corridors with minimum width of 17.5 metres

(b) minor corridors with a minimum width of 12 metres.

10 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:

(a) convenient, safe and attractive linkages to adjoining areas

(b) a minimum 8 metres width to cater for areas of high pedestrian usage

(c) pedestrian and cyclist paths varying in width according to anticipated functional use and demand

(d) clearly defined zones for pedestrians and cyclists

(e) the pedestrian zone adjacent the waterfront and a variety of waterfront experiences

(f) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development

(g) pedestrian facilities such as seating, shade and shelter

(h) for a pedestrian and cyclist connection from the Hart's Mill promenade to the Harbourside Quay (within **Old Port Reach Policy Area 47**) promenade via a safe crossing of St Vincent Street.

11 A public plaza should support pedestrian and cyclist access between Hart's Mill and new development providing appropriate shade, seating and shelter flexible enough for large gatherings of the community.

12 Vehicle access to the policy area should be via St Vincent Street and Mundy Street.

13 Vehicle parking in association with development should be located within buildings or at basement level.

14 Open and landscaped public car parking areas located to the south of the heritage buildings should not adversely impact on the heritage qualities of adjacent buildings.

15 Vehicle access to the waterfront should be avoided, except for use by emergency and service vehicles.

16 Development should incorporate pitched roofs and articulated facades to complement the existing historic buildings.

17 Development in proximity to the State Heritage listed Hart's Mill complex should:

(a) respect the architectural and historical qualities of the site

(b) ensure that the Hart's Mill building complex remains visually dominant from relevant view corridors as shown on concept plan maps:

(i) *Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements*

(ii) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*

(c) utilise materials which do not visually compete with the materials of the Mill complex

(d) incorporate contemporary architectural solutions provided they complement the existing structures

(e) be sited with sufficient set-backs from the heritage listed buildings to allow for clear vistas

(f) incorporate building profiles which reflect the pitched roof form of the heritage listed buildings.

18 Development over the water to the north of the Hart's Mill complex should:

(a) be sited to allow for clear views of the heritage listed buildings as shown on concept plan maps:

(i) *Concept Plan Map PAdE/29 -Port Adelaide Key Visual Elements*

(ii) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area*

(b) be of a utilitarian design reflecting the former industrial and maritime character of the area

(c) incorporate contemporary, high quality architectural solutions which reflect the industrial maritime qualities and activities of the area

(d) be in the form of light weight framed glass and other cladding buildings set on piles over the water.

19 Development should provide a fully integrated design from streetscapes, public plazas and public promenade through to private residential spaces. Landscaping should provide shade, vertical form, complement new development, frame views and integrate ecological issues into its design.

Mainstreet Policy Area 43

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The establishment of an attractive area which upgrades its existing environment and respects the townscapes of St Vincent Street and Commercial Road.

2 Development in accordance with *Concept Plan Map PAdE/36 - Mainstreet Policy Area*.

3 The establishment of an attractive area which upgrades its existing environment and respects the townscapes of St Vincent Street and Commercial Road.

4 Development in St Vincent Street and Commercial Street that:

(a) utilises the area's tourism attraction and high volumes of passing traffic to accommodate a range of visitor based retail and commercial activities

(b) includes small scale shops, offices, showrooms and consulting rooms

(c) complements major shopping facilities in **Retail Core Policy Area 51**.

5 Development that enhances the public environment and provides activity and interest at street level.

6 Development designed to promote pedestrian activity on St Vincent Street and Commercial Road.

7 Development, above ground floor level, of sensitively designed residential accommodation, which protects the unique, historic built character and streetscapes of St Vincent Street, Commercial Road and Dale Street.

8 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The renaissance of the main street areas and linking these to the rest of the Port Adelaide Centre and the waterfront will be a critical component of the Port Adelaide Centre's revitalisation.

Historic buildings and the historic streetscape character of St Vincent Street, Commercial Road and Dale Street will be conserved and enhanced and the fine grain fabric of small scale tenancies featuring narrow frontages and verandas over footpaths, will be reinforced and rejuvenated.

New development will be sympathetic to existing historic buildings and streetscapes and feature consistent height, detailing with respect to frontage widths and window proportioning, setbacks, extensive use of balconies and verandas over footpaths, materials and active shop frontages.

St Vincent Street and Commercial Road will be vibrant walking and shopping areas comprising small scale shops, cafés, outdoor dining, specialty shops and offices.

Small-scale residential development will be located above active ground floor uses rather than at ground level and be sympathetic and consistent with the fine-grained form of historic buildings in the streetscape.

The pedestrian environment on St Vincent Street and Commercial Road will be upgraded and provide a pleasant and safe environment, especially with respect to north-south movements across St Vincent Street linking both sides of the street and the adjacent policy areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- consulting room
- dwelling in conjunction with shop or office
- office
- shop.

Form and Character

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

3 Development fronting St Vincent Street or Commercial Road should:

(a) be designed to create active street frontages that provide activity and interest to passing pedestrians

(b) contribute to the liveliness, vitality and security of the public realm

(c) locate car parking and service areas behind buildings

(d) be of relatively uniform height

(e) incorporate wide verandas and/or balconies to provide shelter for pedestrians

(f) ensure that ground floor facades:

(i) are rich in architectural detail

(ii) are consistent with the existing fine grain detail of existing facades in the locality

(g) have continuous lines, with few gaps or interruptions which enclose and address the street

(h) allow for casual surveillance of the public realm through windows and door placement

(i) consist of narrow frontage buildings or tenancies that achieve a vertical rhythm to the street

(j) provide continuous shelter for pedestrians

(k) not create voids between buildings.

4 Residential development should be sensitively designed and integrated above ground floor envisaged uses.

5 Development should not occur if it is incompatible with the townscape character and amenity of the policy area in terms of:

(a) scale

(b) appearance

(c) traffic generation.

6 New industrial development or the expansion of existing industrial development should not occur.

7 The development of new, and expansion of existing, storage, warehousing and service trades should not occur in the policy area.

8 Development likely to generate significant volumes of traffic or parking of large commercial vehicles should not be accessible from Quebec Street, Nile Street, Church Place or Nelson Street.

9 Direct vehicular access to car parking and service areas from St Vincent Street and Commercial Road should not occur.

10 Development should contribute to the creation of cohesive streetscapes and respect the existing built form in respect of the following design attributes:

(a) design

(b) siting

(c) scale

(d) building and roof shape

(e) bulk

(f) height

(g) building materials and colours

(h) advertisements

(i) external illumination.

11 Development fronting Quebec Street should provide a scale of development which will be complementary to residential development in the **Old Port Reach Policy Area 47**.

12 Development should be in accordance with building guidelines contained in *Table PAdE/3 - Conservation Design Guidelines*.

13 Development along Church Place should include verandas or balconies constructed over the footpath.

14 Development on corner sites should:

(a) be built on or close to both road boundaries

(b) incorporate building elements that reinforce the existing streetscape.

15 Development should not exceed a building height of three storeys.

16 The following types of advertisements should not be erected:

(a) pylon signs

(b) sky or roof signs.

17 Building elements such as verandas should be reinstated according to early evidence as shown in early photographs, or if being constructed to recent buildings, should follow the scale and proportions of earlier verandas existing in the locality.

McLaren's Wharf Policy Area 44

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Mixed tourism, recreational and residential development of diverse character which capitalises on its access to the waterfront.

2 Development in accordance with *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area*.

3 The development of an effective visual and physical connection between the traditional centre of Port Adelaide and the waterfront areas.

4 Conserve and re-use the majority of Wharf Shed 1 and buildings of heritage significance.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will be the cornerstone identity of the Port Adelaide Waterfront, comprising an appealing location and a gateway leading people to the Port Adelaide River. The termination of Commercial Street at the Waterfront, Lighthouse Square, together with the full or partial retention of Wharf Shed 1, will be the focus of the policy area, with tourism activities, markets and small scale retailing located around the Square.

Buildings immediately to the west of Wharf Shed 1 will be of a mixed use nature, and of a height, scale and architectural form that reinforce the waterfront character and protect and respect the historic character of development in adjacent policy areas.

Buildings developed along the waterfront will create strong visual links back to St Vincent Street and the core of the heritage centre beyond. Buildings and spaces will be sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the policy area.

Waterfront activity will complement and regenerate activity within the Port Adelaide Centre whilst contributing to the vitality of adjacent developments including the Douglas Mawson TAFE.

An integrated transport network for this area will involve both public and private transport. Public transport will serve the end of Commercial Street, drawing visitors right into the heart of the Port from the City of Adelaide. A high degree of pedestrian activity and amenity will occur throughout the policy area with particular focus on the waterfront promenade. Pedestrian activity will be encouraged to link with adjoining policy areas. Off street parking areas including multi-level decks accessed from Nile Street will support traders and visitors.

Public car parking areas will be provided within the TAFE site adjacent to Nile Street and on land to the south-west of Wharf Shed 1, either in the form of attractively landscaped open car parks or as covered car parking within two and three storey buildings, with building elevations designed to disguise the car parking function within. Street frontages to any car parking facilities to the east of Nelson Street will have active land uses to reinforce the level of tourist and pedestrian activity.

Envisaged land-uses in the Policy Area include a range of tourism development, recreation and education uses as well as residential accommodation that overlooks the Port Adelaide River. Expansion of civic and community facilities from adjacent policy areas are also suitable.

The development of marinas and restaurants, cafes and other tourism and public recreational uses in appropriately designed structures on the Port Adelaide River and projecting from the waterfront is encouraged, provided it does not interfere with harbour activities.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- art/craft complex
- art gallery
- civic facility
- dwelling
- fish market
- marina
- maritime museum
- public place
- recreation area
- residential flat building
- restaurant
- shop
- tertiary institution
- tourist accommodation
- tourist development.

Form and Character

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

3 Development should be consistent with *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area*.

4 Shops other than markets should be small-scale primarily serving tourists and future residents.

5 Development overlooking the Port Adelaide River should include medium density to high density residential development.

6 New industrial development and the expansion of existing industrial development, other than that associated with art/craft production, should not occur.

7 Offices should not be developed unless they are ancillary to and in association with another development.

8 Development immediately to the west of the retained part of Wharf Shed 1 should:

(a) complement the architectural form of the Wharf Shed 1 building

(b) include non-residential uses at ground level to promote tourist activity.

9 Vacant or under utilised land should be used for car parking and other temporary uses such as markets until more permanent uses can be established.

10 A continuous public promenade should:

(a) be created along the waterfront in accordance with *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area*

(b) incorporate a clearly defined area for pedestrians and cyclists

(c) provide adequate shade, shelter, and public seating areas

(d) provide convenient, safe and attractive links to adjoining areas

(e) incorporate urban elements to support and facilitate water activities and public events

(f) have a minimum width of 12 metres, extending to 15 metres in front of key tourism uses.

11 Development should avoid the generation of high traffic volumes at the intersection of North Parade and Nelson Street.

12 The public transport network should be incorporated into the urban plaza at the termination of Commercial Street providing an attractive, vibrant and safe public facility with adequate seating and shelter to transport and shops.

13 Development should encourage and facilitate a safe and direct crossing for pedestrians and cyclists at the southern end of the Birkenhead Bridge, to provide a continuous public pedestrian and cyclists promenade across the entire policy area.

14 Development should take advantage of waterfront views and provide generous views and passages through to Port Adelaide River from the **Port Adelaide State Heritage Area Policy Area 48**.

15 New buildings should respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. Architectural themes evocative of the area's maritime and industrial heritage should be incorporated.

16 Development adjacent to Black Diamond Square should:

(a) enhance its spatial qualities and amenity

(b) maintain the visual dominance of the lighthouse as the major landmark at the end of Commercial Road.

17 Buildings should be sited so as to create a variety of interesting pleasant and useful public spaces along the waterfront.

18 Linear building forms should define the waterfront promenade and provide frequent pedestrian spaces and links which:

(a) enable public access

(b) provide views to the waterfront.

19 Development adjacent to Nelson Street, Nile Street and St Vincent Street should be situated close to or abutting these frontages.

20 Development along the waterfront and abutting Nelson Street, Nile Street and Lighthouse Square should incorporate building facades not less than two storeys high.

21 The following types of advertisements should not be erected:

(a) pylon signs

(b) sky or roof signs.

22 Development should provide adequate landscaping within each site, and landscaped public spaces where appropriate. At the waterfront, a durable paved, carefully detailed, continuous and well finished public promenade should be provided. Particular care should be taken to ensure that the landscape interface between this area and the adjoining **Historic Conservation Area** is compatible with the heritage value of that policy area.

Newport Quays Policy Area 45

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The creation of the active gateway to the Port River Waterfront from the west.

2 Development should be in accordance with *Concept Plan Map PAdE/38 - Newport Quays Policy Area*.

3 Development of medium to high density residential and small scale mixed use activities including some small scale tourist accommodation contributing to the vitality of the area.

4 The provision of public recreation areas, including a publicly accessible waterfront promenade, for uses such as walking and cycling.

5 Landmark buildings up to 12 storeys high designed to:

(a) capitalise on their location

(b) terminate vistas from Torrens Road

(c) act as portals to frame views into and out of the inner harbour

(d) have an architectural quality that recognises their prominent role in the urban identity of this area and the north western metropolitan area more generally.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will provide a medium to high density residential development forming a gateway to the Port with strong vistas to link with Semaphore Road. A market square will form the heart of the policy area and will provide small-scale retailing, cafes and restaurant areas, as appropriate for use by local residents. Public recreation areas will be created in the form of a waterfront promenade, a small marina and a public reserve adjacent the Jervois Bridge. The latter reserve will acknowledge the significance of this area to the Kaurna people, and will be served by a small car park. A public transport hub and parking area will focus on the existing Glanville Railway Station.

A diverse range of housing types will be developed. The buildings will be bold and contemporary in design and will be sited to take advantage of views across the waterfront and to create an attractive facade to Causeway Road. The design of buildings will reflect high environmental standards with acceptable solar and energy ratings. Landmark buildings of 12 storeys in height will create icon buildings visible from across the river and framing the view corridor from Semaphore Road. The operation and hours of commercial activities will not affect the amenity enjoyed by residents. Work from home uses, such as ancillary home office activities, are considered appropriate if compatible with residential amenity and the Port Area.

A high degree of pedestrian activity will be maintained throughout the policy area with a particular focus on the waterfront promenade. Pedestrian activity will be encouraged to link with adjoining policy areas. The waterfront promenade will link Avicennia Waters in the south to **North Bank Policy Area 46** and Semaphore Road to the north, in accordance with *Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport* at the northern end. A public plaza will reinforce a view corridor from Semaphore Road through the waterfront promenade, along the public deck beside the proposed over-water development and across the water to Hart's Mill. The public plaza will have active edges promoting safe and vibrant pedestrian/cyclist circulation zone through the development site. The operation hours of commercial activities will ensure the plaza is a vital and active area without detrimentally affecting the amenity enjoyed by residents.

A publicly accessible deck or pier is envisaged to extend over the Port Adelaide River in alignment with the major view corridor. It will provide access to over-water development, with mixed use, as appropriate at ground floor level.

Car parking will be provided to support residential and commercial activities. Car parking for the use of residents will not be visible from the street.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area, directed to the public plaza and overwater development site:

- affordable housing
- dwelling
- marina berth
- office
- personal service establishment
- public place
- recreation area
- residential flat building
- restaurant
- shop
- tourist development.

2 A diverse range and distribution of housing types should be developed.

Form and Character

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

4 Development should be consistent with *Concept Plan Map PAdE/38 - Newport Quays Policy Area*.

5 Development should create a vibrant environment through the incorporation of a public plaza and an active street level frontage.

6 Small-scale retail and commercial development should:

(a) be located on the ground floor of multi storey residential flat buildings adjacent to the public plaza

(b) have a minimum floor to ceiling height of 3 metres to facilitate non-residential development at ground level.

7 The total retail, office and commercial gross leasable area throughout the policy area should be limited to 3000 square metres.

8 Development for the purposes of an overwater landing should:

(a) be located as indicated on *Concept Plan Map PAdE/38 - Newport Quays Policy Area*

(b) form a continuation of the public plaza shown on *Concept Plan Map PAdE/38 - Newport Quays Policy Area*

(c) be publicly accessible for its entire length

(d) where adjacent to the pier, be sited so it does not interrupt the full view corridor created from Semaphore Road/Causeway Road intersection along the public plaza through to the Hart's Mill complex.

9 Residential development incorporating buildings with heights in excess of three storeys fronting the public promenade should be designed to provide opportunity for public activities, including outdoor dining, provision of seating and shade.

10 Development with frontages to areas of the public domain including promenades, plazas and public reserves should be designed, sited and of a height to achieve a human scale and to maximise solar access to the public areas.

11 Multistorey development should accommodate mixed uses at ground floor level if such uses:

(a) take advantage of and are compatible with the waterfront

(b) do not threaten the role of the core centre activities within **Mainstreet Policy Area 43** and within **Retail Core Policy Area 51**.

12 The ground level of all over-water development should be used for non-residential purposes including retail, tourism and commercial uses.

13 The area to the west of the railway line should be developed as a mixed use transport hub to service the local residential community.

14 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:

(a) convenient, safe and attractive linkages to adjoining areas

(b) a minimum 8 metres width to cater for areas of high pedestrian usage

(c) pedestrian and cyclist paths varying in width according to anticipated functional use and demand

(d) clearly defined zones for pedestrians and cyclists

(e) the pedestrian zone adjacent the waterfront and a variety of waterfront experiences

(f) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development

(g) pedestrian facilities such as seating, shade and shelter

(h) connections for cyclists to the Mead Street bicycle route, the Semaphore Road bicycle route, Glanville Station and the Carlisle Street bicycle route

(i) a pedestrian and cyclist connection to the **Fletcher's Haven Policy Area 41** promenade

(j) continuation with the **Avicennia Waters Policy Area 37** promenade

(k) an extension along the northern side of the proposed over-water finger development where appropriate.

15 A new public plaza should be integrated into the residential development along the view corridor towards the Port Adelaide River and include the following design attributes:

(a) active surrounding edges

(b) shade and shelter for pedestrians

(c) a clearly defined cyclist zone

(d) feature lighting that provides a safe pedestrian space at night.

16 Vehicle access should primarily be via Semaphore Road and adjoining **Avicennia Waters Policy Area 37**.

17 Vehicle access to the waterfront should be avoided, except for use by emergency and service vehicles.

18 Development should be robust and bold in character, with articulated linear modelled facades and building forms, to take advantage of the waterfront views.

19 Landmark buildings should:

(a) be of a contemporary design

(b) symbolise aspects associated with maritime elements with simple bold treatments resulting in a crisp silhouette

(c) integrate balconies into the overall design and not protrude from wall planes.

20 Landmark buildings not exceeding 12 storeys in height should be:

(a) generally located next to the public plaza

(b) set back sufficiently from either side of the public plaza to ensure that the human scale, amenity and reasonable solar access within the plaza is protected.

21 Advertisements and/or advertising hoardings should not be detrimental to the character of residential development but should contribute to an active plaza recognisable as a local and visitor destination.

22 Development should provide a fully integrated design from streetscapes, public plazas and public promenade through to private residential spaces.

23 Intensively landscaped buffers should be established along the eastern side of the railway line to provide residents with adequate noise protection and should not impact upon the sight lines for trains.

North Bank Policy Area 46

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 In the short term an area primarily for maritime, marina and recreational boating uses, and marine related commercial and industrial uses compatible with adjacent areas.

2 The progressive redevelopment of redundant, under utilised and vacant land and buildings with residential accommodation where practicable.

3 Development in accordance with *Concept Plan Map PAdE/39 - North Bank Policy Area*.

4 The provision of areas for public recreation and access in the form of a waterfront promenade and public reserve linking with adjoining waterfront development.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This area will develop as a unique mixed use area predominantly comprising medium to high density residential development. Small-scale maritime related businesses that do not negatively impact on residential amenity or dilute the role of the core centre activities in **Retail Core Policy Area 51** and in **Mainstreet Policy Area 43** are possible.

Historic buildings associated with Fletcher's Slipway will be restored and converted to suitable uses, while development around Fletcher's Slip will reinforce its historic significance and provide an attractive setting for residents and visitors.

Buildings will be sited to take advantage of views across the waterfront and to reinforce vistas through to the Hart's Mill complex of buildings. Buildings will range from three to seven storeys in height, with buildings fronting Semaphore Road being of lower scale and articulated to provide visual interest and diversity.

The design of medium to high density residential accommodation will strongly reflect the rich and colourful heritage and celebrate strong physical and visual connections with the waterfront. Housing may extend over the piers and finger wharfs creating an environment focussed on the marina. Work from home uses, such as ancillary home office activities, are considered appropriate if compatible with residential amenity and the Port Area

A public reserve will be provided adjacent to the historic slipway and fronting the waterfront, and will provide recreation opportunities and contribute to the functionality and vitality of the policy area. A pedestrian and cyclist promenade will provide public access to the waterfront and link with the pedestrian and cyclist networks in adjoining policy areas.

Car parking will be provided to adequately support residential and commercial activities. Car parking will be contained off-street within buildings, facilitating active street frontages and building edges that do not dominate the street environment.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- light industry in association with the repair and maintenance of boats
- office in association with a maritime use
- recreation area in association with the waterfront
- residential flat building
- dwelling
- store in association with a maritime use
- warehouse in association with a maritime use.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/39 - North Bank Policy Area* .

4 Residential development at medium and higher densities should be located and designed to:

(a) take advantage of views across Port Adelaide River

(b) minimise potentially detrimental effects from commercial or industrial uses in the vicinity in respect of noise, odours, traffic generation and hours of operation.

5 Shops should not be developed unless for one or more of the following:

(a) cafes

(b) marine businesses

(c) restaurants.

6 Small scale maritime activities may occur in appropriate locations.

7 Development with frontages to areas of the public domain including promenades, plazas and public reserves should be designed and of a height to achieve a human scale and to maximise solar access to the public areas.

8 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:

(a) convenient, safe and attractive linkages to adjoining areas

(b) a minimum 8 metres width

(c) pedestrian and cyclist paths varying in width according to anticipated functional use and demand

(d) clearly defined zones for pedestrians and cyclists

(e) the pedestrian zone adjacent the waterfront and a variety of waterfront experiences

(f) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development

(g) pedestrian facilities such as seating, shade and shelter.

9 Direct vehicular access for individual dwellings to Semaphore Road should not occur.

10 Development should create attractive linear building forms along the frontages to adjacent arterial roads, and where practicable, overlooking the waterfront.

11 Development should be contemporary in design and screen any service or working areas from view of the waterfront.

12 The siting of buildings should enable views through to the Port Adelaide River from Semaphore Road in accordance with *Concept Plan Map PAdE/39 - North Bank Policy Area*.

13 Land not required for buildings, car parking, access or storage purposes should be attractively landscaped.

14 Development should provide a fully integrated design from streetscapes, public plazas and public promenade through to private residential spaces. Landscaping should provide shade, vertical form, complement new development, frame views and integrate ecological issues into its design.

Old Port Reach Policy Area 47

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The conservation of historic dwellings and further development of a range of residential accommodation compatible with historic buildings and townscapes within the area.

2 Development in accordance with *Concept Plan Map PAdE/40 - Old Port Reach Policy Area*.

3 The redevelopment of under-utilised sites for appropriate medium to high-density residential development, including affordable housing, particularly in the south eastern part of the policy area.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will contain a variety of dwellings including detached houses and cottages, semi-detached dwellings, row dwellings and residential flat buildings.

Medium to high density residential accommodation, including affordable housing, will be located to capitalise on the policy area's close proximity to retail and other facilities in the adjoining **Retail Core Policy Area 51**.

Existing heritage buildings will be retained and conserved with older housing stock and under-utilised sites in close proximity to the **Retail Core Policy Area 51** developed for medium to high density residential development. The design of development will be sympathetic to existing heritage buildings and heritage character within the policy area and positively contribute to the amenity of local streets.

Residential development will make a positive contribution to the streetscape through the use of setbacks, street elevation articulation, landscaping, materials and colours and screened car parking areas consistent with the character of the area.

The grid street pattern will be enhanced and provide the basis for the desired character, movement arrangements and view corridors.

Public access and movement through the area will be improved through identifiable pedestrian and cycle routes connecting this area with the adjoining **Retail Core Policy Area 51** to the east and St Vincent Street to the north.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- dwelling
- recreation area
- residential flat building.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/40 - Old Port Reach Policy Area*.

4 New industrial development or the expansion of existing industrial development, should not occur.

5 Development west of Minories Street should:

(a) provide and facilitate access to a continuous pedestrian and cyclist waterfront promenade alongside the Old Port Road and historic Old Port Canal

(b) be connected by suitable paths and landscaped areas to:

(i) Minories Street

(ii) public reserves

(iii) the **Hart's Mill Policy Area 42** public promenade

(iv) St Vincent Street

(c) contribute to the creation of a pedestrian cyclist bridge linking the eastern and western banks of the Old Port Reach.

6 The original grid street pattern should be retained and wherever possible, re-established.

7 Development east of Minories Street should:

(a) respect existing historic townscapes and buildings

(b) utilise gable, hip or hip-gable combination roof forms

(c) have roof pitches between 25 to 45 degrees

(d) verandas along street frontages

(e) avoid extensive areas of glazing.

8 Development west of Minories Street and north and east of the railway should:

(a) establish an edge of residential buildings along the frontage to Minories street

(b) create and frame a series of interesting and attractive vistas to the Old Port Reach from Dale Street, and if practicable, also from:

(i) Quebec Street

(ii) Cannon Street

(iii) Leadenhall Street

(c) establish an edge of residential buildings overlooking the Old Port Reach with open space areas between groups of buildings to provide pedestrian access and views to the river.

9 Buildings should be situated close to the frontages of public streets and other significant open spaces.

10 In any comprehensive redevelopment of that part of the policy area to the east of Minories Street and south of Leadenhall Street, the siting of new buildings should:

(a) be consistent with the establishment of a street pattern aligned with the existing grid street pattern of the remainder of the policy area

(b) ensure that a substantial area of well designed and located public open space is available to serve the needs of the local community.

11 Signs should be restricted to directional and information signs which are compatible with the amenity and character of a residential environment.

12 Buildings in that part of the area to the east of Minories Street should not exceed three storeys in height except to the south of Leadenhall St where residential development:

(a) is undertaken as a comprehensive redevelopment of that part of the policy area

(b) provides at least 15 per cent affordable housing

(c) does not exceed five storeys.

13 Buildings in that part of the area to the west of Minories Street should not exceed three storeys in height.

14 Buildings greater than three storeys should provide human scale street frontages through one or more of the following methods:

(a) stepped reduction of building heights towards street frontages

(b) use of the podium level

(c) use of secondary/adjoining building elements to the street.

15 Development of that part of the area to the west of Minories Street should incorporate:

(a) generous landscaped public promenades along the waterfront

(b) public squares or plazas along the waterfront and, in particular, on the projection of the Dale Street axis

(c) landscaped courtyards and other spaces for residents and visitors

(d) a variety of soft and hard landscaping treatments compatible with the area's maritime heritage and waterfront opportunities.

Port Adelaide State Heritage Area Policy Area 48

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The conservation and enhancement of the area's unique historic buildings and townscapes.

2 Development in accordance with *Concept Plan Map PAdE/41 - Port Adelaide State Heritage Area Policy Area*.

3 An area primarily for civic and administrative uses, small-scale offices, shipping agents and related commercial uses, and tourist facilities compatible with its historic townscape character.

4 The rationalisation of under utilised land and buildings and provision of additional community and tourism facilities.

5 The development of Black Diamond Square as a focal point and vibrant community gathering place connecting the Waterfront and St Vincent Street.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This area will be a vibrant pedestrian precinct where the unique historic buildings and streetscapes are conserved and enhanced. The public spaces in the policy area will provide a key link between the waterfront and St Vincent Street and adjacent policy areas.

New development will be sympathetic to and reinforce the existing historic streetscapes and buildings and respect the scale, massing and proportions of surrounding buildings of historic character. It will match the setbacks established by existing historic buildings and complement and reinforce traditional materials such as stone, render, brick and corrugated iron.

The rationalisation of underutilised land and buildings and provision of additional small scale retail, office and tourism facilities is envisaged. Residential development may be appropriate in locations where it neither compromises, nor is compromised by, non-residential development. Industrial land use in this policy area is inappropriate.

Black Diamond Square is envisaged as a significant pedestrian orientated place and focal point for the Port Adelaide Centre. Development fronting this Square will feature ground floor uses which engage the public and support a place for sitting, strolling, eating, tourist information, outdoor events and markets.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- art gallery
- hotel
- museum
- office
- public place
- recreation area
- restaurant

- shop
- tourist accommodation.

2 The use of existing and new buildings for residential accommodation should ensure that such development is not unreasonably compromised by, nor compromise adjacent and nearby non residential land uses.

Form and Character

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

4 Development should be consistent with *Concept Plan Map PAdE/41 - Port Adelaide State Heritage Area Policy Area*.

5 New industrial development, or the expansion of existing industrial development, should not occur.

6 Car parking required by development should be provided on alternative suitable sites if it would otherwise require the demolition of buildings of heritage significance on the subject land.

7 Buildings should be simple in form and incorporate gable, hip, or hip-gable combination roofs, parapets or cornices and, where appropriate, wide balconies and/or verandas.

8 Roof pitches of 25 to 45 degrees should be used with lower pitch roofs used in the manner of 'lean to' additions to existing buildings or behind parapets.

9 Buildings should reflect the load-bearing masonry construction evident in the area's stock of 19th Century commercial and maritime architecture.

10 External building materials and finishes should:

(a) be consistent with the area's 19th Century architecture

(b) where employing decoration and ornament on facades, be handled with restraint

(c) not use mirrored glass or make extensive use of glass along street frontages.

11 Development fronting Black Diamond Square should assist in the creation of a vibrant and lively streetscape through the use of one or more of the following:

(a) active ground floor uses

(b) lighting

(c) moveable outdoor items such as umbrellas, flags, signs and chairs.

12 Buildings on corner sites should reinforce the solidity of the area's townscapes and street pattern by creating firm edges of built-form, possibly incorporating vertical elements to emphasise their corner location.

13 Buildings, other than ancillary buildings, should abut street frontages and maintain the continuity of built-form which clearly defines public streets in the area.

14 Car parking areas and landscaped areas should be located behind buildings or suitable walls and not intrude onto street frontages within the area.

15 Development should not exceed a building height of three storeys.

16 The facades of buildings fronting Commercial Road, St Vincent Street, Nelson Street and Nile Street should not be less than two storeys high.

17 Signs should be compatible with the character of the area's historic buildings and townscapes. Pylon signs, sky or roof signs, large signs, flashing and animated signs, and hoardings should not occur.

18 Trees should be used sparingly within development and public streets with preference given to species similar to those used during the 19th Century.

Port Approach Policy Area 49

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The development of light industrial and commercial business park activities with opportunities for tourist infrastructure such as the maritime museum, tourist accommodation, offices and low impact commercial activities adjacent Dock One.

2 Development in accordance with *Concept Plan Map PAdE/42 - Port Approach Policy Area*.

3 The provision of a major road and rail transport corridor linking the Lefevre Peninsula and the wider region.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will establish a new business park, with tourist development, light industrial, commercial, and office uses. The third bridge crossing which traverses this area will accelerate the physical, economic, environmental and social future of Port Adelaide. Development will provide a buffer for the residential activities in **Dock One Policy Area 39** to the south from industrial activities to the north and east.

Commercial, office and tourist activities and tourist accommodation will primarily be located south of the third bridge crossing in a high quality, contemporary business park setting taking advantage of the waterfront and views of **Dock One Policy Area 39** and **McLaren's Wharf Policy Area 44**. Buildings to the south of the bridge will range in height from two to four storeys other than a landmark building in the south west corner adjacent Dock One. Buildings to the north of the bridge crossing will range from one to three storeys. North of the Bridge, the waterfront area will accommodate tall ships, tourist related development, office, storage, warehousing, and light industry. A transport service hub (vehicle fuelling, maintenance, cleaning), car parking, light industry, warehouse, storage, commercial, office and possibly convenience facilities is envisaged within the parcel of land bounded by the road/rail reserve of the Port River Expressway bridges over the Port Adelaide River.

A high degree of pedestrian activity will be maintained throughout the policy area with a particular focus on linking public car parks with the Port Centre. Pedestrian activity will be encouraged to link with adjoining policy areas including via the possible pedestrian bridge linking Dock One adjacent the waterfront.

The pedestrian waterfront promenade will connect to the areas to the north of the proposed new road and rail bridges over the Port River, by passing under those bridges.

Adequate space for car parking, manoeuvring, loading and unloading will be provided for on site and will be screened from public view. Public car parking servicing commercial/mixed uses will cater for tourism parking on weekends and be provided in the eastern portion of the policy area.

An opportunity exists for over-water development to be established over No 1 Dock as shown in *Concept Plan Map PAdE/42 - Port Approach Policy Area*.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- light industry
- maritime museum
- office
- shop
- store
- tourist accommodation
- transport depot
- warehouse.

2 Development to the north of the road and rail bridges should be primarily for light industrial, warehouse and storage activities.

Form and Character

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

4 Development in accordance with *Concept Plan Map PAdE/42 - Port Approach Policy Area*.

5 Industrial development should not occur south of the road and rail bridges nearby residential activities.

6 Development to the south of the bridge/transport corridor should primarily be for commercial office and tourist activities.

7 Commercial business activities should be of a small to medium scale.

8 Residential development should be limited to the area identified for over water development shown on *Concept Plan Map PAdE/42 - Port Approach Policy Area.*

9 A continuous public promenade for pedestrians and cyclists should be created along the waterfront, where possible, and provide:

(a) convenient, safe and attractive linkages to adjoining areas

(b) pedestrian and cyclist paths varying in width according to anticipated functional use and demand

(c) a minimum 8 metres width

(d) clearly defined zones for pedestrians and cyclists

(e) the pedestrian zone adjacent the waterfront and a variety of waterfront experiences

(f) clearly defined destination nodal points which relate to existing site features or contemporary features created by the development

(g) pedestrian facilities such as seating, shade and shelter

(h) a pedestrian and cyclist connection between:

(i) the northeast corner of the Dock 1 promenade

(ii) the off-road pedestrian and cyclist path on the Port River Expressway road bridge

(i) an opportunity for a cyclist connection between Ocean Steamers Road south and Ocean Steamers Road north, passing under the Port River Expressway road and rail bridges.

10 Development should accommodate required car and bicycle parking, manoeuvring, loading and unloading within site, to minimise impact on adjoining neighbours.

11 A transport service hub on the eastern edge of the policy area should:

(a) only be established once safe pedestrian access to this part of the policy area has been established

(b) accommodate vehicle fuelling, maintenance, and cleaning, car parking, light industrial, warehousing, storage commercial, office and convenience retail facilities.

12 New light industrial development should range in height from one to three storeys.

13 New commercial and office development should range in height from two to four storeys except for the landmark corner site to the south west corner of the policy area.

14 Landscaping should be provided between the road/rail bridge and industrial and commercial land uses to act as a buffer.

15 Open spaces areas should be extensively landscaped and designed to support recreational activities, including the provision of street furniture and feature lighting for safety and convenience of workers and the general public.

16 Development should provide a fully integrated design from streetscapes, public plazas and public promenade through to private spaces. Landscaping should provide shade, vertical form, complement new development, frame views and address ecological issues into its design.

17 Development adjacent the waterfront should:

(a) create strongly defined and consistent built edges

(b) facilitate interaction between the enclosed and open spaces.

Railways Policy Area 50

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area for railway activities and associated commercial and industrial uses.

2 Development in accordance with *Concept Plan Map PAdE/43 - Railways Policy Area*.

3 The development and more economic use of surplus railway land.

4 The provision of important road, rail and pedestrian routes.

5 The retention of opportunities to create a substantial public open space area.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This area will provide important road, rail and pedestrian links into the Port Adelaide Centre. The appearance of the policy area will be improved through the provision of landscaping around its boundaries and around buildings, road edges, transport corridors and development sites.

Development on either side of the existing rail corridor will provide facilities for railway activities and commercial, warehousing and storage uses associated with railway operations.

Further museum facilities may be located close to and connected to the Railway museum in the adjoining **East End Policy Area 40** and form part of a linked cluster of museums enhancing the appeal of the Port Adelaide Centre as a tourist destination.

The location of buildings and road, rail and pedestrian linkages will ensure that the amount of land available for potential future open space purposes is maximised.

Views to the historic Woolstores buildings in the adjacent **Woolstores Policy Area 54** from Perkins Drive will be retained with development in this part of the policy area limited to landscaping complementary to the retention of these views.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- light industry in association with railway activities
- museum (in the northwest portion of the policy area)
- office in association with railway activities
- railway activities
- store in association with railway activities
- warehouse in association with railway activities.

2 Shop, office and residential development should not occur in this area.

Form and Character

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

4 Development should be in accordance with *Concept Plan Map PAdE/43 - Railways Policy Area*.

5 Development situated adjacent to the **Woolstores Policy Area 54** and the **Historic Conservation Area** should not be detrimental to the amenity of residential uses within that area.

6 Land to the west of Perkins Drive should be set aside for landscaping and ensure that views of the Woolstores buildings are not impaired.

7 Development should provide car parking and service areas on site instead of on the street.

8 Direct vehicular access to Bower Crescent in the **Woolstores Policy Area 54** should not occur.

9 Development should ensure that an opportunity for the establishment of a possible future bypass road linking Perkins Drive to Commercial Road is retained. The route of this bypass road should be located as far north as practicable to maximise the amount of land in the policy area available for other uses including open space.

10 Development should ensure that an opportunity for the establishment of a possible future light rail corridor running through the policy area and linking to the adjacent **East End Policy Area 40** is retained.

11 Buildings should not exceed three storeys.

12 Development should be sited to ensure that the opportunity to create a substantial public open space area to the south of Bower Crescent is retained.

13 Buildings fronting Lipson Street should be built close to the street frontage.

14 Landscaping in the form of screen planting should be provided adjacent to that part of the southern boundary of the **Woolstores Policy Area 54** and the **Historic Conservation Area** formed by Bower Crescent.

Retail Core Policy Area 51

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area where major supermarkets and discount department stores, together with associated specialty shops, consulting rooms, offices and community service facilities are concentrated to form the retail and commercial core of the **Regional Centre Zone**.

2 Development conducted in accordance with *Concept Plan Map PAdE/44 - Retail Core Policy Area*.

3 An area where medium to high-density residential development may be located above active ground floor uses in suitable locations.

4 The further development and consolidation of shops, offices, community facilities and consulting rooms.

5 The rationalisation of vehicular access, car parking areas and major pedestrian movement paths to provide a safer, more efficient, more attractive and more vibrant environment.

6 The conservation and enhancement of historic townscapes and buildings, especially along Dale Street.

7 The area west of Church Street to provide a transition to the adjacent residential area.

8 Improved pedestrian linkages both throughout the policy area and with adjacent policy areas.

9 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will be an active and vibrant area for the shopping and administrative needs of the Port Adelaide Centre and surrounding areas.

It will feature a revitalised and reinvigorated tenancy mix of retail and commercial uses with residential development above active ground floor uses in appropriate locations further supporting the area's economic viability, vibrancy and safety.

The area will provide important links to the rest of the Port Adelaide Centre through effective, quality pedestrian linkages, improved visual legibility, vehicle circulation, car parking and public transport.

The grid street pattern will be re-established with Church Street and Dale Street functioning as major, active streets. These and other cross centre streets such as Robe Street, Quebec Street and Cannon Street will provide an attractive, functional and pedestrian friendly public domain and connect this policy area and the adjacent waterfront policy areas. They will support active ground level uses in abutting development and provide rationalised vehicular movement and access arrangements.

New development will be sited to respect the grid street pattern, with buildings built to street boundaries and designed to respect the heritage character of the Port Adelaide Centre. It will provide active ground level uses and provide ground level verandas over footpaths and public walkways.

Decked car parking with active ground floor uses will be provided in convenient locations for customers, visitors, business operators and residents and rationalise vehicle movement and the location of parking.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- community facility
- consulting room
- dwelling in conjunction with shop or office
- entertainment facility
- hall
- indoor recreation centre
- library
- office
- recreation area
- residential flat building in association with non-residential use at ground level
- residential flat building in conjunction with shop or office
- shop.

2 Shops, restaurants, cafes and similar uses which generate pedestrian activity should be located along pedestrian routes, with more passive activities located above these or in areas of less significance to the pedestrian network.

Form and Character

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

4 Development should be in accordance with *Concept Plan Map PAdE/44 - Retail Core Policy Area*.

5 Commercial uses should be compatible with a predominantly pedestrian based shopping environment.

6 Industrial development should be limited to minor modifications and enhancements to existing industrial development within its existing site and should only occur if it will not be detrimental to the character and amenity of its locality. New industrial development should not occur.

7 The former Formby's stone warehouse built in 1865 and the three storey masonry W Thomas & Co warehouse built circa 1927, both fronting the southern side of Thomas Place, should be retained and adapted for uses consistent with the aims of this policy area.

8 Pedestrian links should be established, maintained and improved between policy areas.

9 Development should enhance and not impede the establishment of two north-south pedestrian malls/linkages along Robe Street and the existing walkway between Dale Street and Thomas Place.

10 Decked car parking should:

(a) be conveniently located

(b) form part of retail developments or be established as dedicated decked parking stations

(c) contribute to the enhancement of the streetscape in which it is located

(d) have leasable floor space at ground level for non-parking uses to promote pedestrian activity.

11 Direct vehicular access to car parking areas or service areas should not be provided from Church Place, or across pedestrian malls.

12 Development along Dale Street should maximise the opportunity for public transport facilities.

13 Development along the following frontages should create or extend continuous and cohesive edges of built form:

(a) Leadenhall Street

(b) south of Leadenhall Street

(c) Church Street.

14 Development west of Church Street should respect the scale and amenity of residential development in the **Old Port Reach Policy Area 47**.

15 Development should maintain and re-establish where necessary, the relative continuity of built form situated abutting or close to major street frontages and public pedestrian malls.

16 Development should not exceed a building height of:

(a) three storeys fronting Dale Street and Church Street

(b) five storeys elsewhere.

17 Advertisements should not be located above roof level.

Land Division

18 The grid street pattern within the policy area should be retained and enhanced. Development should enable land that was formerly part of the grid street pattern to be reincorporated back into this street pattern.

Southern Approach Policy Area 52

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area primarily for retail, showrooms, commercial, institutional development, and residential development.

2 Development in accordance with *Concept Plan Map PAdE/45 - Southern Approach Policy Area*.

3 Increased residential development, including affordable housing, within the north-western part of the policy area.

4 The creation of an attractive and visually cohesive area and entrance to the **Regional Centre Zone**.

5 The redevelopment or rehabilitation of underdeveloped and unattractive land and buildings fronting Commercial Road and Grand Junction Road.

6 The rehabilitation of Montpelier Square as an attractive public space and upgrading of its environs.

7 The rationalisation of vehicular traffic movement and reduction of heavy vehicle and through-traffic volumes.

8 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is a mixed-use area consisting of retail, showrooms and commercial, residential, educational and significant public open space areas.

A visually cohesive entrance to the Port Adelaide Centre will be created through high quality, consistent built form along the Commercial Road and Grand Junction Road frontages.

Residential development, including affordable housing, will be focussed to the north of Gracechurch Street and to the west of Clare Street to capitalise on this part of the policy area's close proximity to the Retail Core policy area and public transport. It will include medium density development of up to three storeys and higher density development of up to five storeys where the five storey development replaces industrial and warehouse buildings, is located on appropriately sized sites created through the amalgamation of allotments and provides affordable housing.

The design of development will help to enhance the use of Montpelier Square as a public space and recognise and contribute to the creation of College Street as a high quality pedestrian thoroughfare to the adjoining **Retail Core Policy Area 51**.

The design of development will be sympathetic to the heritage character within the policy area and the Port Adelaide Centre in general and make a positive contribution to the streetscape through the use of active street frontages with appropriate setbacks, street elevations, articulation, bulk and scale, landscaping, materials and colours and screened car parking areas.

To the south of Montpelier Square, development will consist primarily of well designed and landscaped commercial and showrooms uses that present attractive frontages to Grand Junction Road.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- dwelling
- office
- residential flat building
- bulky goods outlet
- shop.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/45 - Southern Approach Policy Area*.

4 Existing warehouses, storage and similar commercial uses to the west of Clare Street and North of Gracechurch Street should:

(a) not be expanded

(b) be replaced with medium and higher density and residential development, including affordable housing, wherever possible.

5 Warehousing and storage activities should be limited to the storage of materials and products that do not require licensing under relevant environmental protection legislation or dangerous substances legislation.

6 Existing industrial development within the area should not be expanded and should be replaced with retail, showroom and commercial uses along the frontages to Commercial Road and Grand Junction Road wherever possible.

7 General industrial development should not occur in the area.

8 Development should provide car parking on site rather than on the street.

9 Development fronting Commercial Road should have car parking areas located behind the building fronting Commercial Road.

10 Vehicular access points catering for significant traffic movements should not occur close to the intersection of Commercial Road with Grand Junction Road.

11 Buildings fronting Commercial Road and Grand Junction Road should have relatively consistent heights and setbacks relative to existing development in the locality.

12 Buildings should utilise gable, hip or hip-gable combination roof forms with pitches between 25 and 45 degrees and verandas to street frontages.

13 Extensive areas of glazing in residential flat buildings should be avoided.

14 Buildings adjacent to residential development should respect the height, scale and amenity of that development.

15 The design of development fronting College Street should maximise opportunities to access this street as a key pedestrian and cycle link to the **Retail Core Policy Area 51** and contribute to the creation of a high quality streetscape.

16 Except for properties abutting Commercial Road, buildings should not have minimal or zero setback to the primary street frontage unless landscaped open space is provided between adjacent buildings.

17 Buildings should not exceed three storeys except in that part of the policy area bounded by Providence Place, Clare Street, Gracechurch Street and College Street where residential development:

(a) is undertaken as a comprehensive redevelopment of the whole of that part of the policy area

(b) provides at least 15 per cent affordable housing

(c) does not exceed five storeys.

18 Buildings greater than three storeys should provide human scale street frontages through one or more of the following methods:

(a) stepped reduction of building heights towards street frontages

(b) the use of a podium level

(c) the use of secondary/adjoining building elements to the street.

19 The following types of advertisements should not be erected:

(a) large pylon signs

(b) sky signs

(c) flashing signs.

20 Development should provide appropriate landscaping along the frontage to Grand Junction Road and between residential and non-residential uses.

Southern Gateway Policy Area 53

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Accommodation of a mixture of land uses consisting of offices, commercial, showrooms, service trade premises, shops and residential development.

2 Development in accordance with *Concept Plan Map PAdE/46 - Southern Gateway Policy Area* .

3 Medium to high density residential development, including affordable housing, on sites in close proximity to major public transport facilities.

4 Enhancement of the appearance of the policy area.

5 Redevelopment of the train station environs to improve safety, accessibility, attractiveness and functionality.

6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This is a policy area with a strong visual presence that will define the southern end of a major view corridor along Commercial Road between the Port Adelaide Train Station and Black Diamond Square.

Development in this area will recognise the prominence of its location from southern approaches to the Port Adelaide Centre and the proximity of public transport facilities and comprise a mixture of land uses consisting of offices, commercial, showrooms, service trade premises, shops and residential development.

Higher density residential development, including affordable housing, will be located in close proximity to major public transport and retailing facilities, particularly in landmark buildings located to the south of the site of the Port Adelaide Train Station.

Development along frontages to Commercial Road will be sympathetic to and reinforce historic streetscapes with buildings built to the street boundary and verandas located over footpaths.

Land and buildings on Commercial Road to the south of Charlotten Street and Thomas Place will be upgraded with more intense, appropriate and attractive development characterised by active street frontages comprising offices, shops, showrooms and appropriate commercial uses.

Depending on future Government commitments to public transport infrastructure, the Port Adelaide Train Station and environs may be a revitalised transport hub for the Port Adelaide Centre.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- dwelling in conjunction with non-residential development
- office
- bulky goods outlet
- residential flat building in conjunction with non-residential development
- service trade premises

- shop.

Form and Character

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

3 Development should be in accordance with *Concept Plan Map PAdE/46 - Southern Gateway Policy Area*.

4 Medium to high density residential development, including affordable housing should be located in landmark buildings on the southern side of the Port Adelaide Train Station.

5 New industrial land uses should not be developed.

6 Development along Commercial Road should create relatively continuous and cohesive edges to built form facing these streets.

7 Buildings greater than three storeys should:

(a) provide human scale street frontages through the stepped reduction of building heights towards street frontages and/or the use of podium level or secondary/adjoining building elements to the street

(b) where fronting Commercial Road, be designed to provide a streetscape character consistent with the Commercial Road streetscape.

8 Development should maintain and re-establish where necessary, the relative continuity of built form situated abutting or close to Commercial Road.

9 To the north of the train station site, buildings generally should not exceed three storeys.

10 To the south of the train station site, buildings should not exceed six storeys except where residential development:

(a) provides at least 15 per cent affordable housing

(b) does not exceed eight storeys.

11 Freestanding signs should:

(a) be limited to one per site

(b) not exceed 6 metres in height

12 Signs attached to buildings should not extend above the roof line of the building.

Woolstores Policy Area 54

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The conservation and enhancement of under utilised and vacant former Woolstore buildings of historical and architectural significance and their conversion to uses which promote the economic viability and unique character of the area.

2 Development in accordance with *Concept Plan Map PAdE/47 - Woolstores Policy Area* .

3 The retention of the building envelopes of existing historic warehouses.

4 The conservation and protection of the existing historic cottages located predominantly in the south east of the policy area particularly those existing in original construction materials.

5 An area for mixed uses primarily comprising low impact commercial, warehouse and storage activities with residential development in suitable locations subject to compatibility with nearby land uses.

6 The provision of pedestrian and cycle links to the adjoining **East End Policy Area 40**.

7 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The existing Woolstores buildings, their relationship to each other and the street and the small scale workers cottages in the southern portion of the area, define the character of this policy area. This character will be retained and respected.

New development will respect and reference the existing forms and materials predominant in the area, particularly the larger masonry Woolstores and other significant buildings, a number of which are constructed of corrugated iron.

The policy area is large and will include a wide range of land uses in appropriate locations consistent with the unique opportunities and constraints inherent to different parts of the policy area.

Over time, land use will gradually shift from predominantly industry and warehousing to low impact warehousing, storage, office and bulky goods outlets with residential development in appropriate parts of the Policy Area subject to compatibility with non residential uses.

Residential development will remain confined to the south of Brock Street. The potential for residential development to the north of Brock Street, in the form of conversions of existing warehouse buildings, will be constrained by existing non residential land uses within the policy area and the proximity of a major fertiliser facility in the adjoining zone. Residential development in this part of the policy area will not be appropriate while this major fertiliser facility remains operational and compatibility with existing non residential land uses within the policy area cannot be clearly demonstrated.

Industrial activities will be limited to light and service type industries in the southern portion of the policy area and will not prejudice the potential transition of the area to accommodate additional residential development in the longer term.

Bulky goods outlets and offices and offices with active ground floor retailing and improved streetscaping are envisaged in those parts of the policy area fronting St Vincent Street East and Perkins Drive.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- office
- store
- warehouse.

2 Offices should have frontage onto one of the following streets:

(a) Santo Parade

(b) St Vincent Street

(c) St Vincent Street East.

Form and Character

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

4 Development should be consistent with *Concept Plan Map PAdE/47 - Woolstores Policy Area* .

5 Warehousing and storage activities should be limited to the storage of products that do not require licensing under relevant environmental protection legislation or dangerous substances legislation.

6 New general industrial development and the expansion of existing general industrial development, should not occur.

7 Light industry, service industry and home industry should generally be confined to that portion of the policy area to the south of Brock Street.

8 Shops should be limited to:

(a) bulky goods outlets fronting St Vincent Street East and Perkins Drive

(b) small scale convenience retail facilities in the remainder of the policy area.

9 Residential development should not occur in that part of the policy area north of Brock Street whilst the major fertiliser facility in the adjoining industrial zone north of the Port River Expressway remains operational.

10 Residential development should not occur except where it can be clearly demonstrated that it is compatible with adjacent and nearby non residential land uses.

11 Direct vehicular access to car parking and service areas from St Vincent Street East should be avoided.

12 Former Woolstore buildings of historical and/or architectural significance should be conserved, rehabilitated and converted for new uses where practicable. Particular care should be taken to maintain the architectural integrity of the Woolstores and other historical buildings fronting St Vincent Street East, Santo Parade and Perkins Drive. The form and siting of new development should be sympathetic to the existing streetscape and built form character.

13 Development fronting Barlow Street should respond to the opportunity to create a distinctive townscape incorporating buildings of relatively uniform height, scale and set-back, around the curve of the crescent.

14 Development should:

(a) reflect the bold, robust forms and load bearing construction used in the historical Woolstores

(b) utilise innovative and creative architectural design solutions.

15 Development of existing buildings should conserve the significant materials used in the construction of the major warehouses including stone, brick, corrugated iron and timber.

16 Development in the area bounded by Brock Street, Crozier Street, Bower Crescent and Aberdeen Street should:

(a) conserve, restore and rehabilitate the existing enclave of old cottages for residential purposes

(b) not involve new buildings unless the form and scale is compatible with the existing built form in that part of the policy area

(c) have regard to and reference the architectural design and detailing present in the existing historic cottages, being:

(i) setbacks

(ii) materials

(iii) colours

(iv) scale

(v) roof form

(vi) fencing

(d) use original materials such as corrugated iron and pressed metal.

17 Buildings should:

(a) be sited close to or abutting the street frontage

(b) create defined edges to corner sites in order to reinforce the streetscape through the built form.

(c) be consistent with the height of adjoining development

(d) not exceed the maximum building height shown on *Concept Plan Map PAdE/47 - Woolstores Policy Area*.

18 Sky signs and roof signs should not occur in this policy area.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) moves, rotates or incorporates flashing light(s) (b) projects above the roof line when roof mounted (c) when attached to a building, has any part projecting above the walls, fascia or parapet (d) displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed (e) has a height greater than 12 metres above natural ground level.	Except, in regards to subclause (d), advertisements that display third party content where: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) it is a temporary City of Port Adelaide Enfield advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
All forms of development where located within the **Cruickshank's Corner Policy Area 38**.	Except one or more of the following: (a) car park (b) maintenance and redevelopment of the Birkenhead Tavern, but not including accommodation (c) public promenade (d) recreation area (e) shop or group of shops with a gross leasable area of greater than 200 square metres (f) small scale tourism use (g) expansion of an existing use by up to 50 per cent of current area as at 9 July 2004.
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Fuel depot	
Horticulture	
General industry	Except where located within **Port Approach Policy Area 49.**

Form of development	Exceptions
Major public service depot	
Road transport terminal	Except where located within **Port Approach Policy Area 49.**
Shop or group of shops with a gross leasable area of greater than 450 square metres where located within the **Old Port Reach Policy Area 47**	
Shop or group of shops with a gross leasable area of greater than 200 square metres where located within the **Avicennia Waters Policy Area 37**	
Special industry	
Stock sales yard	
Stock slaughter works	
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) the **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisements and/or advertising hoardings where the height is not more than 10 metres above natural ground level. All development within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49** except where one or more of the following apply: (a) where that development is proposed to exceed the maximum heights identified on Concept Plan Maps: (i) *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area*	All development within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49**, which: (a) proposes to exceed the maximum heights identified on Concept Plan Maps: (i) *Concept Plan Map PAdE/30 - Avicennia Waters Policy Area* (ii) *Concept Plan Map PAdE/32 - Dock One Policy Area* (iii) *Concept Plan Map PAdE/33 - East End Policy Area* (iv) *Concept Plan Map PAdE/34 -*

Category 1	Category 2
(ii) *Concept Plan Map PAdE/32 - Dock One Policy Area* (iii) *Concept Plan Map PAdE/33 - East End Policy Area* (iv) *Concept Plan Map PAdE/34 - Fletcher's Haven Policy Area* (v) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area* (vi) *Concept Plan Map PAdE/36 - Mainstreet Policy Area* (vii) *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area* (viii) *Concept Plan Map PAdE/38 - Newport Quays Policy Area* (ix) *Concept Plan Map PAdE/39 - North Bank Policy Area* (x) *Concept Plan Map PAdE/40 - Old Port Reach Policy Area* (xi) *Concept Plan Map PAdE/41 - Port Adelaide State Heritage Area Policy Area* (xii) *Concept Plan Map PAdE/42 - Port Approach Policy Area* (b) telecommunications facility where the proposed development is located greater than 100 metres from a residential zone (c) telecommunication antennae where the proposed development is located greater than 30 metres from a residential zone.	*Fletcher's Haven Policy Area* (v) *Concept Plan Map PAdE/35 - Hart's Mill Policy Area* (vi) *Concept Plan Map PAdE/36 - Mainstreet Policy Area* (vii) *Concept Plan Map PAdE/37 - McLaren's Wharf Policy Area* (viii) *Concept Plan Map PAdE/38 - Newport Quays Policy Area* (ix) *Concept Plan Map PAdE/39 - North Bank Policy Area* (x) *Concept Plan Map PAdE/40 - Old Port Reach Policy Area* (xi) *Concept Plan Map PAdE/41 - Port Adelaide State Heritage Area Policy Area* (xii) *Concept Plan Map PAdE/42 - Port Approach Policy Area* (b) telecommunications facility where the proposed development is located greater than 30 metres and less than 100 metres from a residential zone (c) telecommunication antennae where the proposed development is located less than 30 metres from a residential zone.

Residential Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.

2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.

3 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.

4 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone covers a substantial portion of the Council area and is home to a large and diverse population. It includes heritage dwellings and character areas dating from the 1850s, significant public housing estates that have been redeveloped and former institutional and agricultural land that will provide new housing estates.

The diversity of the zone is reflected in the identification of separate policy areas, each with a distinctive character. New development will be consistent with and contribute to the character of the policy area in which it is located.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing and housing for the aged in appropriate locations. The overall quality and amenity of the zone will progressively improve as housing at the end of its economic life cycle is replaced as part of comprehensive area redevelopment projects and smaller scale infill development. This will result in a gradual increase in the density of development and the provision of additional public open space to provide greater amenity and recreation opportunities.

As part of the increase in residential densities there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas.

Land division in the form of battleaxe or hammerhead allotments are not desirable and are generally only appropriate if they comply with the stated minimum dimensions, do not detract from the prevailing streetscape character and provide a good level of amenity for residents.

Aside from housing and open space, the zone will also contain a variety of community related, non residential land uses that contribute to the creation of pleasant, well serviced and socially inclusive neighbourhoods.

Parts of the zone are historically located in close proximity to existing industrial areas and may be subject to impacts from nearby industrial activities. Residential development in such areas will be cognisant of the potential impacts of nearby industry and designed and sited to help minimise these impacts.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- affordable housing
- domestic outbuilding in association with a dwelling
- domestic structure
- dwelling
- dwelling addition
- small scale non-residential use that serves the local community, for example:
  - child care facility
  - consulting room in association with a dwelling
  - office in association with a dwelling
  - open space
  - primary and secondary school
  - recreation area
  - shop in association with a dwelling
  - shop no greater than 250 square metres floor area within the **Northgate Policy Area 60**.
- supported accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice and maximise the development potential of the land, whilst ensuring compatibility with adjoining residential development.

4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

(a) serves the local community

(b) is consistent with the character of the locality

(c) does not detrimentally impact on the amenity of nearby residents.

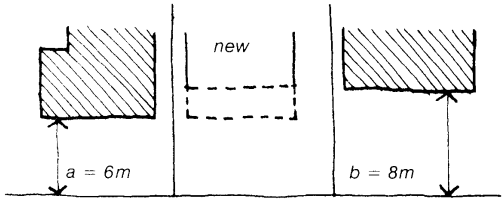
5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

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

7 Except where otherwise stated in the relevant policy area, dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from arterial road	7 metres
Minimum setback from primary road frontage (principal address of a dwelling to the road) in areas where there is no established setback	5 metres (on non-arterial roads)

<table>
<tr><th>Parameter</th><th>Value</th></tr>
<tr><td>Minimum setback from primary road frontage in established areas where the setback difference between dwellings on adjacent allotments is less than 2 metres</td><td>The same setback as one of the adjacent buildings, as illustrated below: (on non arterial roads)
 

When b - a≤ 2, setback of new dwelling = a or b</td></tr>
<tr><td>Minimum setback from primary road frontage in established areas where the setback difference between dwellings on adjacent allotments is greater than 2 metres</td><td>At least the average setback of the adjacent buildings (on non arterial roads)</td></tr>
<tr><td>Minimum setback from secondary road frontage (any road frontage other than the principal address of a dwelling to the road)</td><td><table>
<tr><th>No of storeys</th><th>Minimum side setback (metres)</th></tr>
<tr><td>1</td><td>1.5</td></tr>
<tr><td>2</td><td>4 (if side frontage is onto an arterial road)
2 (if side frontage is onto any other road)</td></tr>
<tr><td>3 or more</td><td>The greater of (a) or (b):
(a) 2 plus any additional increase in wall height above 6 metres
(b) 4 (if side frontage is onto an arterial road)</td></tr>
</table></td></tr>
<tr><td>Minimum setback from rear boundary (single storey component)</td><td>0 metres (where the rear boundary adjoins a service lane)
3 metres (all other cases)</td></tr>
<tr><td>Minimum setback from rear boundary (two storey component)</td><td>8 metres</td></tr>
<tr><td>Maximum number of storeys</td><td>2</td></tr>
<tr><td>Maximum building height (from natural ground level)</td><td>9 metres</td></tr>
</table>

8 Dwellings not sited on side boundaries should have side walls that are set back at least:

(a) 1 metre where the maximum height of the wall is 3 metres

(b) 2 metres where the maximum height of the wall is 6 metres

(c) 2 metres (plus any increase in wall height above 6 metres) where the maximum height of the wall is above 6 metres.

9 Side boundary walls should be limited in length and height to:

(a) minimise their visual impact on adjoining properties

(b) minimise the overshadowing of adjoining properties

(c) achieve the following parameters:

Parameter	Dimension (metres)
Maximum height	3
Maximum length	9 or equal to the length of an immediately adjacent wall on an adjacent allotment
Siting	Allow for pedestrian access to the rear of the site along one side of the dwelling

10 Side boundary walls should be devoid of windows.

11 Eaves should project not more than 1 metre into the setback area of the primary frontage (principal address of the dwelling to the street) or secondary frontage (any street frontage other than that of the principal address of the dwelling).

12 Building design and appearance should have particular regard to the following design elements in the locality:

(a) building height, mass and proportion

(b) external materials, finishes, patterns, textures, colours and decorative elements

(c) finished floor levels

(d) roof form and pitch

(e) facade articulation, detailing, window and door proportions

(f) verandas, eaves and parapets

(g) driveway crossovers, fence style and alignment.

Affordable Housing

13 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Land Division

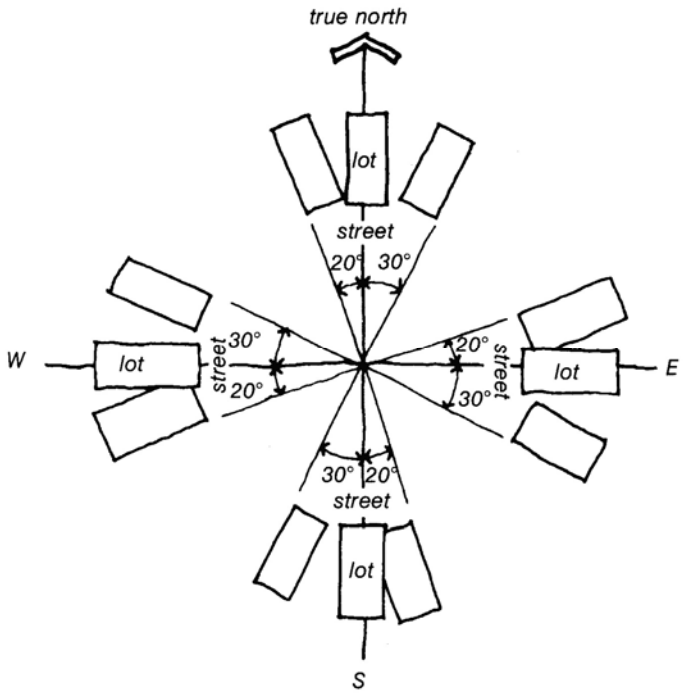
14 Major collector roads should be designed in accordance with one of the following options:

Road type	Option 1	Option 2
Minimum width of carriageway	7 metres plus additional space required for: (a) indented bays on bus routes (b) indented parking bays where on-street parking is required (c) bicycle lanes or off-street paths.	10 metres (comprising two carriageways with a minimum width of 5 metres each), plus additional space required for: (a) a minimum 3-metre median that separates the carriageways and provides sheltered right-hand lanes (b) indented bays on bus routes (c) indented parking bays where on-street parking is required (d) bicycle lanes or off-street paths.

15 All other roads should be designed in accordance with the following:

Road Type	Minimum width
Minor collector road	7 metres plus additional width to accommodate indented bus bays on bus routes
Local street or access place	7 metres (with parking against the kerb) 6 metres (where indented parking bays are provided)
Access lane	5 metres (with additional width indented parking bays if required)

16 Residential land division comprising more than 20 allotments should provide for at least 80 per cent of allotments that have their long axis in accord with the diagram below:



Comprehensive Development Policy Area 55

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The development of each component of the policy area in accordance with a comprehensive plan that:

(a) allows for the complete or staged development or redevelopment of the area

(b) identifies dwellings or buildings which should be retained and the purpose for which those buildings will be used

(c) aggregates public open space, including resumed road reserve into usable recreation areas

(d) identifies an appropriate hierarchy of roads to reduce through traffic movements

(e) minimises direct access to arterial roads.

2 A policy area accommodating a wide range of dwelling types but with emphasis on single-storey detached dwellings on a range of allotment sizes.

3 An orderly sequence of development within Northfield, Northgate, Oakden and Gilles Plains that facilitates:

(a) the effective provision of public infrastructure and services

(b) the use of existing underutilised public services

(c) the early establishment of a centrally located neighbourhood centre

(d) the continued operation of institutions within existing or consolidated sites, subject to:

(i) adequate separation being maintained between the institutional use and adjoining residential development

(ii) appropriate screening in the form of fencing and landscaping is provided as a physical and visual separation between institutional and residential land uses

(iii) development adjoining the boundary of an institutional land use not exceeding one storey

(e) an orderly transition of land use from institutional to residential and associated urban uses (where such land is no longer required for institutional use)

(f) the development of institutional uses on the southern side of Grand Junction Road between Fosters Road and Northfield Fire Station

(g) the development of educational establishments on large sites which provide an open landscaped character on Grand Junction Road and Fosters Road

(h) the preservation of an open character on Grand Junction Road with:

(i) buildings set back at least 20 metres from the road reserve

(ii) screening vegetation.

4 The discouragement of through traffic.

5 The aggregation of small areas of public open space into larger, more useful areas

6 Improved pedestrian and bicycle links

7 Integration of appropriate stormwater drainage works into the public open space network.

8 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area includes those Housing Trust residential estates of the 1950s and 1960s which primarily accommodate low-density, three bedroom, double unit houses. Many of the dwellings in these areas are nearing the end of their economic life and opportunities exist to make more efficient use of the land in these areas, improve housing and environmental quality, and produce housing which can meet the changing demographic and financial needs of the community.

The planned redevelopment of these areas will permit the Housing SA to realise the value of its holdings and to encourage improved social mix by promoting private housing initiatives.

The Northfield development area is also included in this policy area as a planned, greenfields development site. It is necessary that the development of the policy area is undertaken on a structured basis to permit the most efficient use of land, the extension or expansion of infrastructure services and the timely provision of community facilities.

The policy area will be distinguished by cohesive built form, predominantly including single-storey dwellings at low to medium densities, with medium density development in locations which are in close proximity to shops, public open space or public transport.

It will be characterised by open or low-fenced front gardens that are extensively landscaped. Streets will be well landscaped and pedestrian dominated with a high level of amenity enriched by co-ordinated street landscaping, street furniture and paving treatments.

Vehicular intrusion will be minimised through a defined hierarchy of roads, which protect residential areas from through traffic.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Allotments abutting the boundary of the **Mixed Use (Oakden) Zone** should have a minimum:

(a) depth of 40 metres

(b) dwelling setback of 10 metres from the zone boundary.

3 Buildings on allotments adjoining the **Mixed Use (Oakden) Zone** should be designed to avoid overlooking land in that zone, particularly outdoor recreation areas associated with institutional uses.

4 The State Heritage listed Mortuary Building should be developed for a residential and/or community facility.

5 Subject to the subsequent Principle of Development Control, a dwelling should have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:

Dwelling type	Site area (square metres excluding common areas)	Minimum frontage (metres)
Detached	300 minimum	9
Semi-detached	270 minimum	8
Group dwelling	250 minimum	15
Residential flat building	250 average	15
Row dwelling	250 minimum	7

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

(a) an integrated stormwater master plan for the site has been prepared in accordance with the **Residential Zone** and General Provisions

(b) any part of the allotment or proposed allotment is located:

(i) direct frontage to a public reserve greater than 2000 square metres or to a public road (other than an Arterial Road) adjacent to a public reserve greater than 2000 square metres

(ii) less than 100 metres from a **Neighbourhood Centre Zone** or **District Centre Zone**:

Dwelling TYPE	Site area other than for affordable housing (square metres excluding common areas)	Minimum frontage (metres)
Detached	270 minimum	9
Semi-detached	240 minimum	8
Group dwelling	200 minimum	15
Residential flat building	200 average	15
Row dwelling (single storey)	220 minimum	6
Row dwelling (2 or more storey)	180	6

7 Dwellings should have a maximum total building height (measured from natural ground level to the highest point of the building) of 9 metres. Additional height should not be developed unless:

(a) any part of the subject land is located:

(i) with direct frontage to a public reserve greater than 2000 square metres or to a public road (other than an arterial road) adjacent to a public reserve

(ii) less than 100 metres from a **Neighbourhood Centre Zone** or **District Centre Zone**.

(b) the development does not create significant overshadowing or overlooking of adjoining land and contributes to the desired character of the policy area.

8 Two storey components of dwellings should be set back a minimum of 5.5 metres from their rear boundary.

9 Dwellings not sited on side boundaries should have side walls that are set back at least:

(a) 1 metre where the maximum height of the wall is 3 metres

(b) 1.5 metres where the maximum height of the wall is 6 metres

(c) 2 metres (plus any increase in wall height above 6 metres) where the maximum height of the wall is above 6 metres.

10 Allotments should be designed in accordance with one of the following, either (a), (b), or (c):

(a) allotments with an area of 450 square metres or more should be capable of containing a rectangle measuring 10 metres by 15 metres provided the rectangle is:

(i) located no closer to the front property boundary than 6 metres other than land located with frontage to an arterial road where the rectangle should be located no closer than 8 metres

(ii) located a minimum of 6 metres from the rear boundary.

(b) allotments between 300 square metres and 450 square metres should be capable of containing a rectangle measuring 9 metres by 15 metres provided the rectangle is:

(i) located no closer to the front property boundary than 6 metres other than land located with frontage to an arterial road where the rectangle should be located no closer than 8 metres

(ii) located a minimum of 6 metres from the rear boundary.

(c) allotments with an area of 300 square metres or less should be square or rectilinear in shape with a minimum dimension of 6 metres.

11 Dwellings and residential flat buildings at ground level, should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or more	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a lounge room, dining room or living room (excluding a bedroom) and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	40 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a lounge room, dining room or living room (excluding a bedroom) and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

12 Residential development on those allotments immediately abutting Jack Watkins Reserve (along Carroll Avenue) should be designed to maximise surveillance of public open space by:

(a) avoiding use of high walls, screens and carports that obscure direct views to public areas

(b) incorporating landscaping and permeable fencing that maintains visibility onto the public open space, whilst maintaining privacy

(c) arranging living areas, windows, access ways and balconies to overlook recreation areas and provide observation points to the public open space.

Land Division

13 Allotments should be separated from the boundaries of that portion of the **Institutions Policy Area 20** of the **Mixed Use (Oakden) Zone** containing the James Nash House Complex and the Services to the Elderly facility by landscaped buffers 3 metres wide incorporated within a road reserve.

Fort Largs Policy Area 56

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The transformation of the area to residential use with housing at medium densities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is envisaged to be redeveloped, if the existing uses are discontinued, for residential development in a comprehensive and integrated manner. Other uses such as education, limited retail, holiday and tourist accommodation, recreation and community facilities may also be appropriate either separately or in association with residential development. Redevelopment of the site will take advantage of the special characteristics of the policy area including its coastal location, topography and the State heritage listed 'Fort Largs Police Academy (Fort Largs and Rifled Muzzle Loading & Breech Loading Guns only)'..

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development, including land division, should be consistent with a comprehensive site redevelopment plan prepared for the policy area in its entirety.

Lefevre Peninsula East Policy Area 57

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Infill development at low to medium densities to achieve an increase in the number and diversity of dwellings.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area, comprising a large portion of the older coastal suburbs of Lefevre Peninsula, is intended for redevelopment through infill redevelopment at low to medium densities. New residences are expected to reinforce the mixed character of the area with a wide range of housing types and styles. The main focus for larger medium density developments is near to adjoining railway stations and centres. Access to open space will be an important consideration for larger developments in the suburbs of Birkenhead, Largs North and Peterhead.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 250 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 250 square metres, excluding common areas.

Lefevre Peninsula West Policy Area 58

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Gradual redevelopment of the area at medium densities.

2 An increase in the number of houses and diversity of housing stock by the redevelopment of older housing stock.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Within this policy area, poorer quality housing stock will be redeveloped and the density and range of housing increased.

New buildings will be designed to blend in with existing higher quality housing stock.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 300 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 300 square metres, excluding common areas.

North Haven (South of Victoria Road) Policy Area 59

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The retention of the majority of existing housing stock.

2 A marginal increase in the number of dwellings through infill development of vacant or underutilised sites.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is characterised by single and double storey dwellings on relatively large allotments. The majority of these dwellings were established in the 1970s and 1980s and contain generous front setbacks of between 6 and 8 metres that are complemented with extensive landscaping.

There is some scope for infill development (particularly on vacant and redeveloped sites) but a key consideration is for the existing setback pattern to be generally maintained. The same applies for building materials.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 350 square metres, excluding common areas.

3 Residential flat buildings should have an average minimum site area per residence of 350 square metres, excluding common areas.

Northgate Policy Area 60

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Development in accordance with a comprehensive plan that allows for the complete or staged development of the policy area, which:

(a) provides for a network of linked public open spaces

(b) incorporates a pedestrian and cycle movement system which provides direct and safe pedestrian and cycle access from neighbourhoods and the open space network to schools, and community facilities and shopping

(c) provides for drainage swales and ponding basins within the public open space network in a manner that is compatible with its recreation function

(d) identifies a hierarchy of roads to:

(i) reduce through traffic movements

(ii) minimise direct access to arterial roads.

2 The accommodation of a wide range of dwelling types and allotment sizes, with a predominance of two and three storey dwellings.

3 Development that provides an appropriate transition to residential and non-residential allotments immediately abutting the policy area.

4 Development in accordance with *Concept Plan Map PAdE/48 - Northgate Residential*.

5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will deliver a high quality master planned residential development with an integrated system of housing, open spaces and services.

Traffic generated by the development within the policy area will not negatively impact upon local streets in adjacent suburbs. Additionally, the south-west to north-east road will function as the pre-eminent movement corridor that is identifiable as a major landscaped avenue feature in the policy area.

Residential development will comprise a wide diversity of dwelling types and sizes on both large and small housing allotments, with allotments below stated minimums accommodating medium density housing, affordable housing and social housing. Housing diversity will be supported by innovative design solutions for access and parking from either the front or rear of residences.

Development will generally achieve higher dwelling densities than those in more recently developed neighbouring suburbs, with an emphasis on two and three storey buildings and medium density housing forms.

Higher density housing will be located in proximity to public transport routes, shopping precincts, open space and other facilities. Development at the policy area boundary will provide a transition between higher density housing within the policy area and the conventional 'low rise' residences in adjacent suburbs.

Development of three or more storeys will be located adjacent to public open space or along extensively landscaped movement corridors that join open spaces. This will provide residents in these areas with easy access to public reserves, an aesthetically pleasant setting and facilitate passive surveillance of the reserves and corridors.

The north-eastern corner of the policy area is close to shopping, community services and multiple bus routes, making it suitable for housing for aged persons. This site has been set aside for this purpose, and may comprise a retirement village and residential aged care facility, incorporating multi-level accommodation and associated facilities.

Non-residential development will be limited to services that meet the needs of local residents, including a small shop/café, community centre and/or child care facilities, which do not negatively impact on nearby retail centres.

Open space will be provided in the form of dispersed reserves that provide a focal point for residents and are designed to be usable for people of all ages and for people with disabilities.

Development within the policy area will promote the most efficient use of land, the expansion of infrastructure and the timely provision of community facilities.

Development within the policy area will be undertaken on a structured basis and comprehensive plans will be prepared for the development of either an entire component of the Policy Area, a residential block, or a smaller area. The plans will incorporate an integrated approach to land division, the provision of open space and building/landscaping design.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should be consistent with *Concept Plan Map PAdE/48 - Northgate Residential*.

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

Dwelling type	***Site area** **(square metres excluding common areas)**
Detached	270 minimum
Semi-detached	220 minimum
Group dwelling	200 minimum
Residential flat building	200 average
Row dwelling	180 minimum (1 storey) 150 minimum (2 storey)

* The above site area requirements can be reduced where a proposed plan of division is accompanied by a building envelope plan detailing building footprint and wall heights and it can be demonstrated that the development contributes to the achievement of the desired character of the policy area.

4 A dwelling having a site area (or the average site area per dwelling in the case of sites containing a number of dwellings) less than 180 square metres should be located at one of the following:

(a) within 300 metres of public open space with a minimum area of 2000 square metres

(b) immediately adjacent to an extensively landscaped corridor linking public open space areas

(c) less than 300 metres from a **Neighbourhood Centre Zone**.

5 Buildings should have a minimum setback from the primary street frontage of:

(a) 7 metres from an arterial road

(b) 5 metres from Redward Avenue

(c) 2 metres where:

(i) any part of the allotment or proposed allotment has a direct frontage to one of the following:

(A) public reserve greater than 2500 square metres

(B) non-arterial public road adjacent to a public reserve greater than 2500 square metres

(ii) no part of the frontage is required for vehicle access and parking purposes (excluding on-road parking)

(iii) immediately adjacent to an extensively landscaped corridor linking public reserves

(d) 3.5 metres in all other cases.

6 Buildings with two or more storeys should be set back from the rear boundary as follows:

(a) for two storey components of buildings, a minimum of 5.5 metres unless one of the following apply:

(i) the rear boundary adjoins a service or access lane in which case the setback may be reduced to 0 metres

(ii) it can be demonstrated that a lesser setback to a minimum of 3 metres:

(A) maintains solar access for adjoining properties

(B) minimises the loss of visual and acoustic privacy for future residents

(C) avoids direct overlooking of private open space areas of any adjoining sites from upper level lounge rooms, dining rooms or living rooms (excluding a bedroom).

(b) for components of buildings in excess of two storeys, the minimum required setback determined by part (a) plus any increase in wall height above the second storey.

7 Two storey components of dwellings should be set back a minimum of 5.5 metres from their rear boundary.

8 The height of buildings should:

(a) not exceed two storeys and 9 metres in total building height where the proposed development is on an allotment where one of the following applies:

(i) is immediately abutting an allotment containing a dwelling or dwellings not within the boundary of the policy area, either partly or wholly

(ii) has a frontage to Redward Avenue

(b) only exceed two storeys and 9 metres in total building height where part of the subject land is located in one of the following locations:

(i) with direct frontage to a public reserve greater than 2000 square metres or to a public road (other than an arterial road) adjacent to a public reserve

(ii) immediately adjacent to an extensively landscaped corridor linking public open space areas

(iii) less than 300 metres from a **Neighbourhood Centre Zone**.

9 Dwellings not sited on side boundaries should have side walls that are set back at least:

(a) 1 metre where the maximum height of the wall is 3 metres

(b) 1.5 metres where the maximum height of the wall is 6 metres, unless an existing building on an adjoining site is setback from the side boundary in which case the minimum is 1 metre

(c) 2 metres (plus any increase in wall height above 6 metres) where the maximum height of the wall is above 6 metres.

10 Side boundary walls should be limited in length and height to:

(a) minimise their visual impact on adjoining properties

(b) minimise the overshadowing of adjoining properties

(c) achieve the following parameters:

Parameter	**Dimension (metres)**
Maximum height	3 metres
Maximum length	9 metres, except where where (a) or (b) applies: (a) the side boundary wall is equal to the length of an immediately adjacent wall on an adjacent allotment (b) a building envelope plan for the adjoining land provides for a boundary wall to be constructed to the same or lesser length and height.
Siting	Allow for pedestrian access to the rear of the site along one side of the dwelling, except where (a) or (b) applies: (a) access is provided directly via a carport or garage and avoids the need to enter other parts of a dwelling (b) an acceptable alternative method of gaining access to the rear of a dwelling is provided, including a rear access or service lane.

11 Dwellings should include private open space which conforms to the requirements of the table below:

Allotment area of dwelling (square metres)	**Minimum area and characteristics of private open space**
Greater than 250 square metres	(a) 20 per cent of the allotment, of which balconies, roof patios, etc can comprise part of this area provided the area of each balcony, roof patio, etc. is 8 square metres or greater (b) one part of the space is directly accessible from a lounge room, dining room or living room (excluding a bedroom) and has an area equal to or greater than 10 per cent of the allotment area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.

Allotment area of dwelling (square metres)	Minimum area and characteristics of private open space
250 square metres or less	One part of the space is directly accessible from a lounge room, dining room or living room (excluding a bedroom) and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10, plus either (a) or (b): (a) 40square metres, where part of this area can comprise balconies, roof patios, and similar open space areas provided each area is greater than 8 square metres (b) 25 square metres where: (i) the dwelling has no more than two bedrooms (or rooms that could reasonably be used as bedrooms) and a total floor area of not more than 110 square metres (ii) separate areas are provided for the provision of a rainwater tank and the storage of refuse and recycling bins (iii) part of this area can comprise balconies, roof patios, and similar open space areas provided each area is at least 8 square metres.

Land Division

12 Allotments with an area less than 300 square metres should:

(a) be square or rectilinear in shape, rather than of an irregular shape

(b) have a minimum dimension of 6 metres.

Parking Provision

13 A lesser on-site car parking requirement than specified in *Table PAdE/5 - Off Street Vehicle Parking Requirements* may be applied to dwellings having no more than two bedrooms and not exceeding 110 square metres in total floor area, provided at least one on-site car park space is provided per dwelling and sufficient off-site car parking is available adjacent to the site

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Ottoway Policy Area 61

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A mix of detached and other types of dwellings at low and medium densities.

2 New infill development and the redevelopment of older and poorer quality housing stock.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is suitable for redevelopment of some of the existing housing stock that is old and/or in poor condition. New infill development is also appropriate on vacant land or new housing sites made available either through re-subdivision of larger lots or relocation of non-residential uses. New development will provide a mixture of housing styles and densities to complement the existing stock of predominantly detached dwellings.

Development will ensure the adequate provision of open space for residents, or alternatively, be located within close proximity to public open space.

Additional public open space and community services and facilities will increase the level of provision of these facilities to residents.

Development within this area will recognise the proximity of the nearby industrial areas and railway corridor and ensure that suitable buffers are provided.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 300 square metres per dwelling, excluding common areas, except where multiple titles are amalgamated, in which case dwellings should have a minimum site area per dwelling of 250 square metres per dwelling.

3 Residential flat buildings should have a minimum average site area of 300 square metres per residence, excluding common areas, except where multiple titles are amalgamated, in which case residential flat buildings should have a minimum average site area of 250 square metres per residence.

4 The development of dwellings on sites less than 450 square metres in area should:

(a) not occur within 200 metres of a railway line or industrial activity that is likely to impair the amenity of future residents

(b) be located within reasonable proximity to suitable public open space or contain within the site of the development adequate open space to meet the likely needs of future residents.

Portland Policy Area 62

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An increase in housing stock and densities (from low to medium/high density) through:

(a) the redevelopment of existing housing

(b) development of sites not currently used for residential purposes.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Over time, this policy area will evolve into a medium to higher density residential area with new development that complements the existing older residential stock.

Redevelopment will occur through amalgamation of sites, the replacement of poor quality buildings, and replacement of industrial activities with new residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 200 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 200 square metres, excluding common areas.

Queenstown/Alberton/Rosewater Policy Area 63

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 An area suitable for redevelopment of some of the older and poorer quality housing stock with a diversity of new dwelling types at low and medium densities.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is suitable for gradual redevelopment at medium densities to reinforce the existing mixed character of housing types and styles due to the age and condition of housing and the proximity to community facilities and public transport. Narrow allotments will be amalgamated to form wider allotments prior to their development with residential flat buildings and group dwellings.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 250 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 250 square metres, excluding common areas.

4 Development in the suburb of Queenstown comprising three or more dwellings should not occur unless the site has a:

(a) depth greater than 30 metres

(b) width of 20 metres or greater

(c) road frontage of 20 metres or greater.

Residential East Policy Area 64

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area accommodating a variety of dwellings on a range of allotment sizes but with a predominance of single-storey detached dwellings.

2 Medium density housing located within 500 metres of centres and shops or public transport routes or areas of public open space.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is largely characterised by detached dwellings on allotments averaging 700 to 800 square metres, constructed in the 20 year period immediately after the second World War. The area is also characterised by ample street and side boundary set-backs which, together with wide road reserves imparts a spacious, suburban quality.

This policy area will be distinguished by a predominance of single-storey dwellings that are orientated towards the road, with open or low-fenced front gardens that are extensively landscaped. Areas that have a distinctive and recognisable character and a high level of amenity will be retained. Areas that have a low-level of amenity will be redeveloped and upgraded.

The opportunities for re-development within this policy area are limited to small pockets of land and it is important that infill housing gives due recognition to the character of the area in which it is located by having regard to the scale and siting characteristics of adjoining buildings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development should be primarily single-storey detached dwellings on a range of allotment sizes.

Form and Character

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

3 Development on the boundaries of the policy area should have regard to the character and scale of development in adjoining residential policy areas, and the policies applicable to those policy areas to ensure a gradual transition in character from one policy area to the next.

4 Dwellings should have a minimum site area per dwelling of 300 square metres, excluding common areas.

5 The land bounded by Dauntless Avenue and Ramsay Avenue and identified on *Concept Plan PAdE/50 - Residential East* is appropriate for residential development up to three storeys in height.

Restricted Residential Policy Area 65

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The continuation of existing residential uses but no new residential development until the potential hazard impact from nearby industry is reduced to a level compatible with residential development.

DESIRED CHARACTER

This policy area is located in close proximity to significant industrial activities. The impacts of these industrial activities will constrain development opportunities in the area. Existing dwellings at the end of their economic life cycle will be replaced but there will be no additional dwellings built until the hazard risk associated with nearby industry has been reduced to acceptable levels.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development should be for the maintenance of existing residential development.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) is illuminated (internally, externally or indirectly) (b) moves, flashes or rotates (c) when freestanding, exceeds 2 metres above natural ground level at any point (d) when attached to a building, has any part protruding above the highest level of that building (e) exceeds 3 square metres in area (when displayed for a sporting club) (f) exceeds 0.35 square metres in area (when displayed for any other purpose) (g) includes third party content relating to services, messages or products that are not directly related to the primary activity on the site.	Except, in regards to subclause (g), one or more of the following apply: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) a temporary City of Port Adelaide advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
All development within the **Restricted Residential Policy Area 65**	Except one of the following: (a) maintenance and repair of an existing building (b) additions, renovations and modifications to an existing dwelling where the dwelling density is not increased (c) one dwelling on an existing vacant allotment (d) outbuilding in association with an existing dwelling or other land uses (e) land division of an existing semi-detached dwelling that creates a separate title for each dwelling.
Amusement machine centre	
Boarding house in the area shown in *Concept Plan Map PAdE/49 - Boarding Houses*.	Except an extension to an existing boarding house where one of the following applies: (a) the extension is required to meet the standards of a State or Commonwealth Act (b) there is no increase in the number of persons able to be accommodated on the property.
Bus depot	
Caravan park	
Consulting room	Except where:

Form of Development	Exceptions
	(a) the total floor area is 50 square metres or less (b) the consulting room is attached to and integrated with a dwelling.
Crematorium	
Dairy	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*	
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*	
Electricity generating station	
Emergency services facility	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	
Motel	
Motor repair station	
Multiple dwelling in the area shown in *Concept Plan Map PAdE/49 - Boarding Houses*.	Except an extension to an existing multiple dwelling where one of the following applies: (a) the extension is required to meet the standards of a State or Commonwealth Act (b) there is no increase in the number of persons able to be accommodated on the property.
Nursing home in the area shown in *Concept Plan Map PAdE/49 - Boarding Houses*.	Except an extension to an existing nursing home where one of the following applies: (a) the extension is required to meet the standards of a State or Commonwealth Act (b) there is no increase in the number of persons able to be accommodated on the property.
Office or group of offices	Except where: (a) the total floor area is 50 square metres or less (b) the office is attached and integrated with a dwelling.

Form of Development	Exceptions
Petrol filling station	
Plant nursery	
Prescribed mining operations	
Public service depot	
Pumping station	
Restaurant	Except in association with a shop located within the **Northgate Policy Area 60**.
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where either (a) or (b) applies: (a) a shop where: (i) the gross leasable area is 50 square metres or less (ii) the shop is attached and integrated with a dwelling (b) a shop or group of shops where: (i) the gross leasable area is 250 square metres or less (ii) located within the **Northgate Policy Area 60**.
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Supported residential facility as defined in the *Supported Residential Facilities Act 1992* in the area shown in *Concept Plan Map PAdE/49 - Boarding Houses*.	Except an extension to an existing supported residential facility where one of the following applies: (a) the extension is required to meet the standards of a State or Commonwealth Act (b) there is no increase in the number of persons able to be accommodated on the property.
Telecommunications facility	Except where located at least 100 metres from: (a) any **Historic Conservation Area** (b) **Port Adelaide State Heritage Area Policy Area 48** (c) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (d) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Warehouse	
Waste reception, storage, treatment or disposal	
Water treatment plant	
Wrecking yard	

Public Notification

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

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

Category 1	Category 2
Advertisement and/or advertising hoarding that: (a) has a height of not more than 2 metres (b) is located on the site of an existing lawful shop and/or bulky goods outlet. Carport where located within the **Northgate Policy Area 60**. Domestic outbuilding where located within the **Northgate Policy Area 60.** Dwelling where located within the **Northgate Policy Area 60** that: (a) has a building height of two storeys or less (b) does not abut a dwelling that is immediately outside the boundary of the **Northgate Policy Area 60**. Excavation and/or filling in association with a building where located within the **Northgate Policy Area 60**. Garage where located within the **Northgate Policy Area 60**. Land division where located within the **Northgate Policy Area 60**. Recreation area Retaining wall where located within the **Northgate Policy Area 60**. Spa pool Swimming pool Veranda where located within the **Northgate Policy Area 60**.	Community centre Dwelling that achieves either (a) or (b): (a) dwelling of greater than two storeys: (i) where located within the **Northgate Policy Area 60** (ii) that abuts a dwelling that is immediately outside the boundary of **Northgate Policy Area 60** (b) dwelling of two storeys: (i) where located outside of **Northgate Policy Area 60** (ii) where the two storey component is located on a boundary of the subject land. Educational establishment Nursing home Pre-school Retirement village

Residential Character Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A residential zone ensuring the preservation of the existing desirable development patterns and built form.

2 Development that is designed to reflect the traditional character elements of the area, particularly as presented to the streetscape.

3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone is a residential area that includes a number of distinct areas with a strong heritage character based around original subdivision patterns, low density character and street layouts and concentrations of early dwelling styles particularly bungalows, cottages and villas.

The detailed differences in the character of different parts of the zone are reflected in the designation of distinct policy areas. Development will be primarily for dwellings and will be consistent with and contribute to the character of the policy area in which it is located.

The existing desirable features that contribute to the character of the area will be retained and conserved.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- affordable housing
- domestic outbuilding in association with a dwelling
- domestic structure
- dwelling
- dwelling addition
- non-residential uses that serve the local community, for example:
  - child care facility
  - consulting room in association with a dwelling
  - office in association with a dwelling
  - open space
  - primary and secondary school
  - recreation area
  - shop in association with a dwelling
- supported accommodation.

2 Development listed as non-complying is generally inappropriate.

3 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

(a) serves the local community

(b) is consistent with the character of the locality

(c) does not detrimentally impact on the amenity of nearby residents.

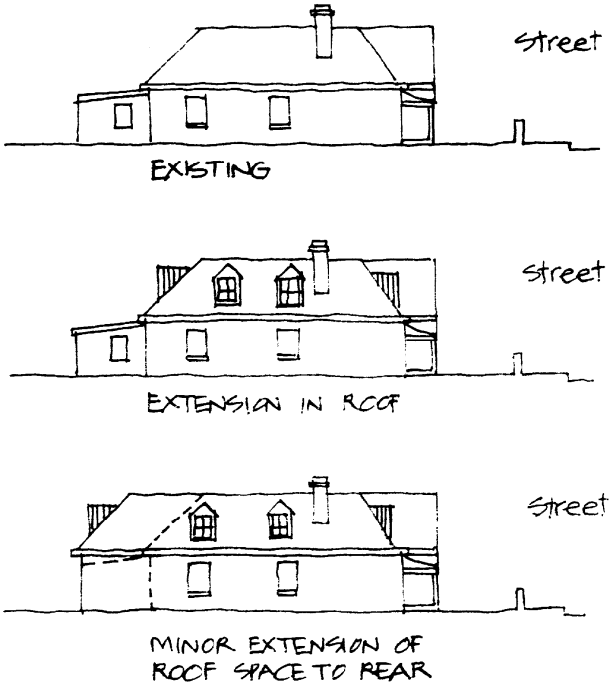
4 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

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

6 Development should be limited to one storey, except where otherwise indicated in the relevant policy area, or where a dwelling faces a public road (ie is not sited on a battleaxe allotment or at the rear of a development site) and any of the following is proposed:

(a) sympathetic two-storey additions that use existing roof space or incorporate minor extensions of roof space to the rear of the dwelling (refer to the figure below)



(b) in new dwellings, a second storey within the roof space where the overall building height, scale and form is compatible with existing single-storey development in the locality (refer to the figure below)

(c) dormer windows with a total length less than 30 per cent of the total roof length along each elevation.

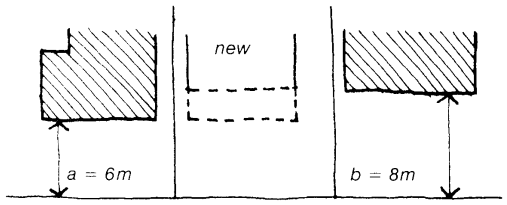
7 Development should preserve and enhance streetscapes within the zone by:

(a) the incorporation of fences and gates in keeping with the height, scale and type of fences in the locality

(b) limiting the number of driveway crossovers.

8 Where a new dwelling is constructed alongside or within a group of older style residential buildings, the new dwelling should be of a similar height, scale and proportions and be constructed of materials that complement and reinforce the desirable character and design elements of existing buildings.

9 Except where otherwise stated in the relevant policy area, dwellings should be designed within the following parameters:

<table>
<tr><th>Parameter</th><th>Value</th></tr>
<tr><td>Minimum setback from arterial road</td><td>7 metres</td></tr>
<tr><td>Minimum setback from primary road frontage (the principal address of a dwelling to the road) in areas where there is no established setback</td><td>5 metres (on non-arterial roads)</td></tr>
<tr><td>Minimum setback from primary road frontage in established areas where the setback difference between dwellings on adjacent allotments is less than 2 metres</td><td>The same setback as one of the adjacent buildings, as illustrated below: (on non arterial roads)
 

When b - a≤ 2, setback of new dwelling = a or b</td></tr>
<tr><td>Minimum setback from primary road frontage in established areas where the setback difference between dwellings on adjacent allotments is greater than 2 metres</td><td>At least the average setback of the adjacent buildings (on non arterial roads)</td></tr>
<tr><td>Minimum setback from secondary road frontage (any road frontage other than that of the principal address of the dwelling)</td><td><table><tr><th>Storeys</th><th>Minimum side setback (metres)</th></tr><tr><td>1</td><td>1.5</td></tr><tr><td>2</td><td>4 (if side frontage is onto an arterial road)
2 (if side frontage is onto any other road)</td></tr></table></td></tr>
<tr><td>Minimum setback from rear boundary (single storey component)</td><td>0 metres (where the rear boundary adjoins a service lane)

3 metres (in all other cases)</td></tr>
<tr><td>Minimum setback from rear boundary (two storey component)</td><td>8 metres</td></tr>
<tr><td>Maximum number of storeys</td><td>2</td></tr>
<tr><td>Maximum building height (from natural ground level)</td><td>9 metres</td></tr>
</table>

10 Dwellings not sited on side boundaries should have side walls that are set back at least:

(a) 1 metre where the maximum height of the wall is 3 metres

(b) 2 metres where the maximum height of the wall is 6 metres

(c) 2 metres (plus any increase in wall height above 6 metres) where the maximum height of the wall is above 6 metres.

11 Side boundary walls should be limited in length and height to:

(a) minimise their visual impact on adjoining properties

(b) minimise the overshadowing of adjoining properties

(c) achieve the following parameters:

Parameter	Dimension
Maximum height	3 metres
Maximum length	9 metres or equal to the length of an immediately adjacent wall on an adjacent allotment
Siting	Allow for pedestrian access to the rear of the site along one side of the dwelling

12 Side boundary walls should be devoid of windows.

13 Eaves should project not more than 1 metre into the primary frontage (the principal address of the dwelling to the street) or secondary frontage (any street frontage other than the principal address of the dwelling) setback area.

Alberton/Rosewater Policy Area 66

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Development that contributes to the historic character of the policy area.

DESIRED CHARACTER

The character of this policy area derives from the original subdivision pattern and reflects key early town planning concepts with Glebe land and squares linked by wide streets. The variation in sizes of allotments indicates the intention to accommodate both working and middle class residents in the suburb at the time of its subdivision.

The area features consistent residential buildings with pockets of important early houses in Queen Street and King Street dating from the 1860s. It also includes substantial Victorian stone and brick houses grouped around two squares, Company Square and St Patricks Square, with good examples of substantial corner villas.

The Alberton station complex is another important feature in the area and contains the earliest railway station in South Australia and shops of a consistent design.

The double line of trees along the railway line that divides the area and the established street trees, particularly, Plane trees, Ash trees, Jacarandas, White Cedars and some mature Canary Island Date Palms also make an important contribution to the character of the area.

Development will ensure that the features and historic character that define this area are not compromised.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 450 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 450 square metres, excluding common areas.

4 Development should not exceed two storeys.

5 Development should primarily comprise dwellings that utilise architectural design and detailing consistent with the following elements of existing buildings that contribute to the historic character of the area:

(a) materials

(b) colours

(c) scale and massing

(d) roof form

(e) pattern of fenestration

(f) fencing.

6 Development on sites with frontage to Company Square or St Patrick's Square should:

(a) be simple detached dwellings

(b) reflect the height, scale, roof pitch and materials of adjacent dwellings

(c) match front and side set-backs of adjacent dwellings

(d) utilise landscape and garden elements compatible with the historic character of the area

(e) retain the existing allotment size, subdivision pattern and frontages to the squares.

7 Development with frontage to King Street or Queen Street should complement the scale and proportions of existing dwellings of historic character.

Enfield Policy Area 67

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 A policy area accommodating primarily detached dwellings on individual allotments.

2 Development undertaken to ensure that new buildings and structures are compatible with adjoining developments in terms of design, scale and construction materials, street and side set-backs and the overall character predominant within the locality.

3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development within the policy area is characterized by a range of pre-war housing styles of a type which are generally rare throughout the remainder of the council area. Dwelling types and their typical period of construction include:

- Bluestone Villas (1880 to 1915)
- State Bank Bungalows (1918 to 1930)
- Tudor Style Dwellings (1928 to 1938)
- Conventional - both hip roofed and gable fronted (1935 to 1946)
- The latter housing style is by far the most common.

Housing condition throughout the policy area is good and this aspect is reinforced by mature, well landscaped gardens and generally well maintained road verges which contribute to an open and high quality residential character.

Infill housing opportunities are limited primarily to the development of existing allotments. This form of infill housing is appropriate where the new dwelling is able to reflect the building characteristics of the locality, as well as meeting the ample street and side building set-backs which are essential to maintaining the character of the policy area.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Development should be primarily detached dwellings on individual allotments.

3 Existing pre-war housing should be retained and upgraded where possible.

4 Development should adopt building design elements such as scale, massing roof form, fenestration patterns and colours and materials evident in older style dwellings in the locality.

5 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from primary road frontage (the principal address of a dwelling to the road)	(a) equal to the average street setback of the two adjoining dwellings (b) 8 metres (where adjoining dwellings do not exist)
Minimum setback from side boundaries	1.5 metres (not including an open sided carport)

6 In localities where the predominant dwelling type is detached, the roof form and design of semi-detached dwellings should achieve the general appearance of a detached dwelling.

7 Dwellings should have a minimum site area per dwelling of 450 square metres, excluding common areas.

8 Residential flat buildings should have a minimum average site area per residence of 450 square metres, excluding common areas.

Exeter Policy Area 68

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The conservation and retention of a relatively homogenous collection of early workers cottages in a village-like setting.

2 The maintenance of the existing built form, subdivision pattern and density of development.

3 Development that contributes to the historic character of the policy area.

DESIRED CHARACTER

This policy Area is primarily a residential area containing places of local heritage significance, and a large number of contributory dwellings and landscape elements.

The character of this area derives from the original subdivision pattern and features early cottages and neighbourhood shops with verandas extending over footpaths, a collection of intact early buildings characterised by stone and brick residences, early timber houses and later corrugated iron houses.

The part of the policy area on the south side of Semaphore Road has a local village character featuring single storey brick and stone cottages and a two storey hotel and semi-detached terrace.

Development will ensure that the historic character and features that define this area are not compromised.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 250 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 250 square metres, excluding common areas.

4 Development should not exceed two storeys.

5 Development should primarily comprise dwellings that utilise architectural design and detailing consistent with the following elements of existing buildings that contribute to the historic character of the area:

(a) materials

(b) colours

(c) scale and massing

(d) roof form

(e) patterns of fenestration

(f) fencing.

Glanville (East of Carlisle Street) Policy Area 69

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Redevelopment that increases the stock of housing.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area contains many old workers cottages on small allotments generally in the range of 100 square metres to 300 square metres that are representative of the early settlement and historical development of Port Adelaide. They will be maintained as they play an important role in defining the special character of this area. New development will respect the area's existing built form and streetscape character and be consistent with the siting, scale and form of these older dwellings.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 250 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 250 square metres, excluding common areas.

Largs/Largs North Policy Area 70

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The allowance of minor infill development where it maintains the character, pattern and scale of existing development.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is a special character area where new development is required to complement and reinforce the existing cohesive character featuring detached dwellings comprising bungalow, art deco and art and craft styles of the 1920s to 1960s. It is therefore necessary for new development to complement the siting, building form, materials, finishes and landscaping of these housing styles. Large and bulky dwellings and attached or multiple dwellings would generally be inappropriate.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 450 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 450 square metres, excluding common areas.

Rosewater Policy Area 71

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 The maintenance of the existing housing stock, pattern, character and scale of development.

2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area has a special character featuring early worker's cottages on small allotments constructed mainly prior to 1900.

Redevelopment of properties will be for residential use and retain the existing allotment pattern.

Development will be in keeping with the generally small, detached building forms and feature consistent setbacks, complementary building materials and finishes.

Large buildings and two storey development are not envisaged.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling of 300 square metres, excluding common areas.

3 Residential flat buildings should have a minimum average site area per residence of 300 square metres, excluding common areas.

Semaphore/Largs Policy Area 72

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Conservation of the following attributes that contribute to historical significance of the policy area:

(a) streetscape character

(b) subdivision pattern

(c) building setbacks

(d) site layout, landscaping and fencing.

2 Development that contributes to the desired historic character of the policy area.

DESIRED CHARACTER

The character of this policy area derives from a large number of valued elements, particularly with respect to built form and landscaping.

The continuous run of high quality residential buildings set among mature Norfolk Island Pines along the Esplanade are particularly significant. The low scale of the Esplanade set against the open view of the sea opposite contains individual houses of historical and architectural importance built as seaside residences. Also, the pockets of mature street planting provide important settings for these early houses, particularly along the Esplanade, Union Street, Clare Street, Hall Street and others. It is important that development does not detract from the visual prominence of these trees.

There is a range of housing types in the area, which vary from substantial villas of wealthy merchants through to modest workers row cottages. Three particular groups stand out, the first being the concentration of early houses around Newman Street and Blackler Street associated with the development of Semaphore during the 1860s. These early residences date from the 1860s and provide now rare examples of early timber and masonry houses from this period; these houses required retaining walls to hold back the sand dunes.

Secondly, there are the consistent substantial villas from the 1870s and 1880s, particularly along the Esplanade and Military Road and within the residential areas next to Semaphore Road. This intense residential development was due to its proximity to the railway line from Port Adelaide, opened in 1878.

Thirdly, there is an important sub-precinct along Military Road running from Fort Glanville through to Largs containing both public and private buildings.

The above landscaping and building characteristics make a significant contribution to the valued historic character of the area. New development will need to ensure that these characteristics are not compromised.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

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

2 Dwellings should have a minimum site area per dwelling, excluding common areas, as follows:

(a) 150 square metres per dwelling, where adjoining the Esplanade between South Terrace and Hall Street

(b) 600 square metres per detached dwelling in the remainder of the policy area

(c) 250 square metres for all other dwellings in the remainder of the policy area.

3 Residential flat buildings should have a minimum average site area per residence, excluding common areas, as follows:

(a) 150 square metres, where adjoining the Esplanade between South Terrace and Hall Street

(b) 250 square metres elsewhere in the policy area.

4 Development adjoining the Esplanade should:

(a) be designed, sited, and landscaped in a manner that does not detract from the Norfolk Island pine trees along the Esplanade

(b) be designed and orientated to take advantage of the extensive coastal views and provide an attractive built-form edge that contributes to the streetscape which has high public exposure

(c) be orientated to face the Esplanade and Foreshore

(d) avoid the removal of any Norfolk Island pine trees within the public road reserve

(e) have a built form consisting of robust, simple designs composed of right angles in a terrace form

(f) incorporate:

(i) gabled and hipped roof forms

(ii) eave overhangs

(iii) wide front balconies and verandas

(g) minimise the number of access points to the Esplanade.

5 Development generally should be limited to two-storeys above ground level, except for development between South Terrace and Hall Street which should be a maximum of three storeys.

PROCEDURAL MATTERS

Complying Development

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding where one or more of the following applies: (a) is illuminated (internally, externally or indirectly) (b) moves, flashes or rotates (c) when freestanding, exceeds 2 metres above natural ground level at any point (d) when attached to a building, has any part protruding above the highest level of that building (e) exceeds 3 square metres in area (when displayed for a sporting club) (f) exceeds 0.35 square metres in area (when displayed for any other purpose) (g) includes third party content relating to services, messages or products that are not directly related to the primary activity on the site.	Except, in regards to subclause (g), one or more of the following apply: (a) integrated with a bus shelter or public telephone booth located on a primary arterial road (b) a temporary City of Port Adelaide advertisement relating to a religious, educational, cultural, social or recreational feature of the City.
Amusement machine centre	
Bus depot	
Caravan park	
Consulting room	Except where: (a) the total floor area is 50 square metres or less (b) the consulting room is attached and integrated with a dwelling.
Crematorium	
Dairy	
Demolition of any part of an element described in the extent of listing within *Table PAdE/8 - Local Heritage Places*.	

Form of Development	Exceptions
Demolition of a State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993.*	
Electricity generating station	
Emergency services facility	
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Indoor recreation centre	
Industry	
Intensive animal keeping	
Motel	
Motor repair station	
Office or group of offices	Except where: (a) the total floor area is 50 square metres or less (b) the consulting room is attached and integrated with a dwelling.
Petrol filling station	
Plant nursery	
Prescribed mining operations	
Public service depot	
Pumping station	
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except a shop where the: (a) gross leasable area is 50 square metres or less (b) shop is attached and integrated with a dwelling.
Stadium	
Stock sales yard	

Form of Development	Exceptions
Stock slaughter works	
Store	
Telecommunications facility	Except where located at least 100 metres from any: (a) **Historic Conservation Area** (b) any Local Heritage Place described in the extent of listing within *Table PAdE/8 - Local Heritage Places* (c) any State Heritage Place described in the extent of listing within *Table PAdE/9 - State Heritage Places* or listed within the *South Australian Heritage Register* established under the *Heritage Places Act 1993*.
Warehouse	
Waste reception, storage, treatment or disposal	
Water treatment plant	
Wrecking yard	

Public Notification

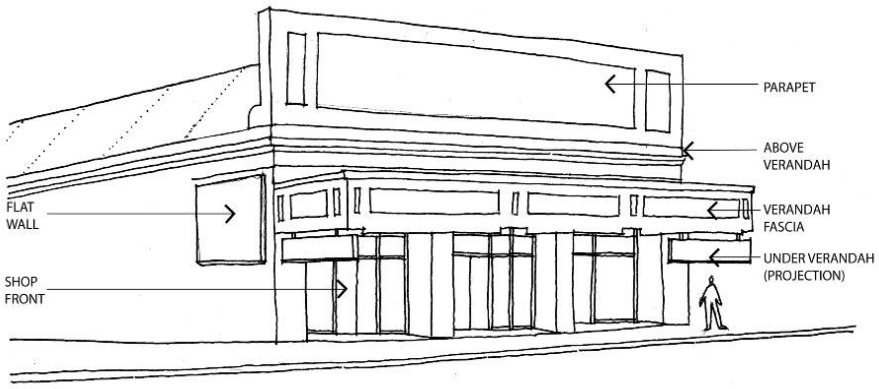
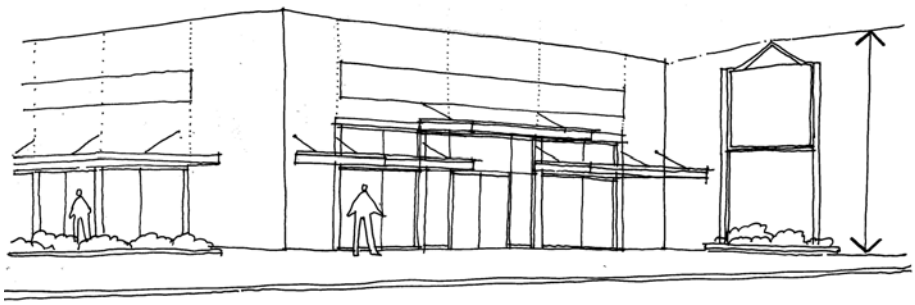
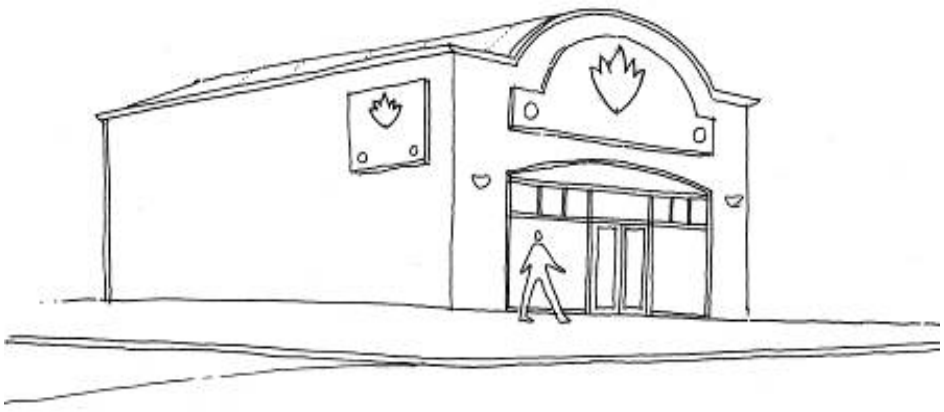
Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

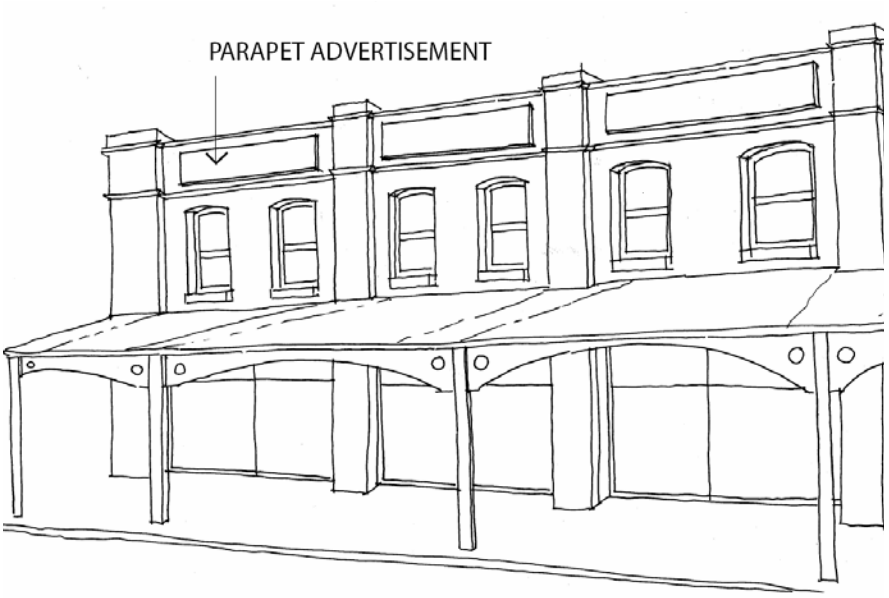
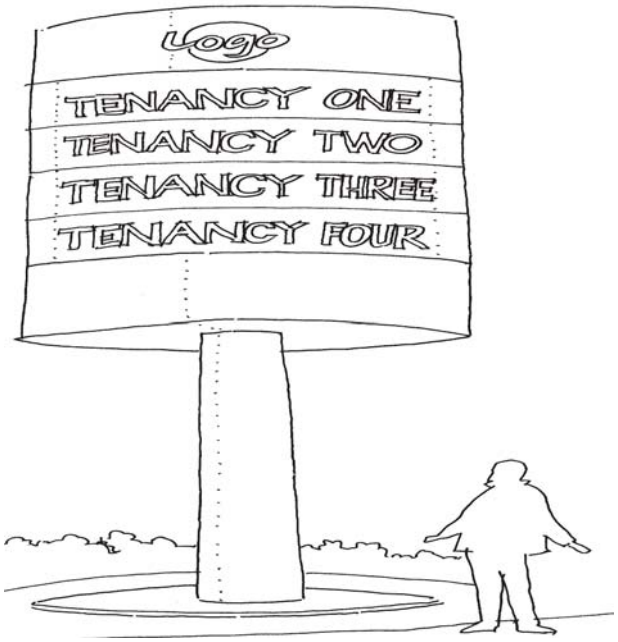
Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
Advertisement and/or advertising hoarding that: (a) has a height of not more than 2 metres (b) is located on the site of an existing lawful shop and/or bulky goods outlet.	Community centre
Recreation area	Educational establishment
Spa pool	Nursing home
Swimming pool	Pre-school
	Retirement village

Table Section

Table PAdE/1 - Advertisement Design Guidelines

No.	Advertisement Type and Criteria	Example
1	Advertisement types.	
2	Clearance and height of advertisements.	
3	Advertisements should not exceed the height of the building that the advertisement relates to provided this too doesn't exceed the height limit for the respective zone.	
4	Placement and size of advertisements in scale and integrated with the architectural features and elements of the building gable and wall.	

No.	Advertisement Type and Criteria	Example
5	Advertisements positioned not to conceal architectural features or detailing.	
6	Only one freestanding advertising hoarding per site is desired. The hoarding should be designed to accommodate all tenancies on the site. The face area of a freestanding advertisement (on each side of the advertisement) should be no greater than 2 times the maximum allowable height for advertisements as specified in the relevant zone or policy area.	

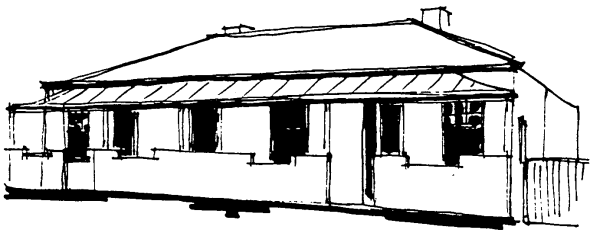
No.	Advertisement Type and Criteria	Example
7	Where projecting advertisements are not discouraged by policies, they may be located below the top of the parapet.	

* Guidelines for advertisements in commercial heritage streetscapes are contained within *Table PAdE/3 - Conservation Design Guidelines*.

Table PAdE/2 - Conditions for Complying Development

Form of Development	Compliance Criteria / Conditions
Telecommunications antennae	1 Is located a minimum of 100 metres from an adjoining residential, environmental, recreation or coastal zone. 2 Is located a minimum of 100 metres from all **Historic Conservation Area**s and **Port Adelaide State Heritage Area Policy Area 48**. 3 Is located a minimum of 100 metres from all State Heritage Places listed within *Tables PAdE/8 - Local Heritage Places* and Local Heritage Places listed within *Table PAdE/9 - State Heritage Places* or within the *State Heritage Register* published under the *Heritage Places Act 1993.* 4 Has a maximum height of 30 metres where not attached to a building.
Telecommunications facility	1 Is located a minimum of 250 metres from an existing tower, or that which has received a valid consent. 2 Is located a minimum of 250 metres from a residential, environmental, recreation or coastal zone. 3 Has a maximum height of 30 metres where not attached to a building. 4 Monopole construction is grey or powder blue in colour. 5 Associated equipment buildings have a maximum base area of 10 square metres, a maximum building height of 3 metres, and pre-colour treated sheet metal of colours that are matched to the surrounding area. 6 Is located a minimum of 100 metres from all **Historic Conservation Area**s and **Port Adelaide State Heritage Area Policy Area 48.** 7 Is located a minimum of 100 metres from all State Heritage Places listed within *Tables PAdE/8 - Local Heritage Places* and Local Heritage Places listed within *Table PAdE/9 - State Heritage Places* or within the *State Heritage Register* published under the *Heritage Places Act 1993.* 8 Is located a minimum of 100 metres from an arterial road shown on *Overlay Maps -Transport.* 9 Has a minimum landscape buffer of 2 metres which incorporates a combination of low shrubs with a mature height less than 1 metre and tree species that will grow to a mature height in excess of 3 metres, where the development has frontage to a public road. 10 Where fencing is proposed, is of plastic coated cyclone wire mesh and a maximum of 2.4 metres in height.

Table PAdE/3 - Conservation Design Guidelines

Component / aspect / issue	Guidelines for development
1 Conservation	Colours and finishes should be appropriate to the style of the house. Appropriate colour schemes or appropriate combinations of colours should be determined through paint scrapes where possible, or through the use of colours compatible with the original style of the house. These can be chosen from widely available Heritage Paint charts. Original building materials should be retained where practicable and missing elements should be reinstated if possible. These include: ▪ original materials and finishes of walls, particularly unpainted brickwork or stonework ▪ original roofing materials such as corrugated iron or terra cotta roofing tiles (later aluminium roof tiles should be replaced with corrugated profile steel sheeting) ▪ ogee gutters or D-profile gutters (as appropriate to the era of the house), round metal downpipes ▪ elements such as verandas, windows and doors, which form part of the original style of the house ▪ original paint colours - later paint work should be carefully removed and repainted to match the original. Additionally, check for a damp proof course, ensure good site drainage and keep gardens away from walls to protect deterioration of dwellings from dampness. *Typical features of pre 1870s residences to be protected, maintained and reinstated:*  ▪ *generally simple structure and plan - simple front elevation* ▪ *corrugated iron roof* ▪ *timber casement or sash windows* ▪ *unpainted stone or brickwork* ▪ *timber elements, particularly weatherboard walls.*

Component / aspect / issue	Guidelines for development

Typical features of 1870s to 1890s residences to be protected, maintained and reinstated:

- *hipped and or gabled roof forms*
- *chimneys*
- *unpainted stone or brick walls*
- *corrugated iron roof, ogee gutters and round downpipes*
- *timber sash windows and panelled doors*
- *verandas - cast iron or timber*
- *original masonry and cast iron front fences.*

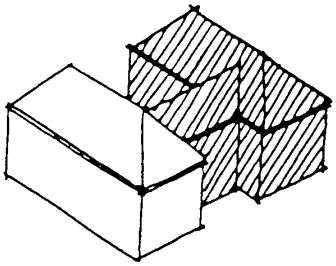
Typical features of 1890s to 1910s residences to be protected, maintained and reinstated:

- *complicated roof form with goose neck finials, ridge cresting and terra cotta tiles or galvanised iron*
- *ogee gutters and round downpipes*
- *tall chimneys with decorative elements*
- *gables with timber strapped, rough rendered infill, ogee guttering, wide barge boards*
- *verandas with timber posts and brackets*
- *asymmetrical plan with entry off one end of veranda*
- *walls of stone with brick or rendered dressing or of face brickwork.*

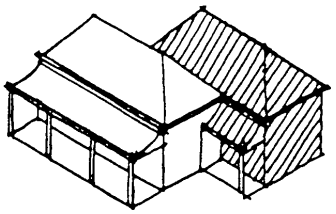
Component / aspect / issue	Guidelines for development
	Typical features of 1920s to 1930s residences to be protected, maintained and reinstated: ▪ *large expanse of roof with Marseille tiles or corrugated iron* ▪ *typical strapped gables to roof, veranda and porch, often rough cast render panels* ▪ *D-profile gutters and round downpipes* ▪ *generous verandas often incorporated under the main roof with substantial veranda supports - columns, masonry posts or plinths* ▪ *original masonry and iron front fences*
2 Extensions and Additions to Residences	Extensions to heritage listed buildings should consider the character and structure of the original building and seek to minimise the impact of change. The scale and bulk of new extensions should not dominate the old, and should be appropriate to the style and scale of the original building. Careful consideration of extensions is particularly encouraged when adding to buildings of state or local heritage significance, or those which contribute to the character of the zone. Possible forms of extensions which are appropriate include the following: ▪ extension of existing roof form ▪ attached wing additions ▪ separate but linked pavilion form extensions. Additions or extensions should not exceed two storeys in height. This may only be appropriate if the extensions do not dominate the original form of the building. This also applies to attic rooms. Roof-form and pitch should be compatible with the style of the existing building. The size and proportions of windows, doors and other openings should complement the existing building. Materials used for the walls and roofs of extensions should be compatible with the materials of construction of the original house. For walls this could include face stone or brickwork, rendered masonry, timber or corrugated steel. For roofs, corrugated steel is appropriate. Terra cotta tiles may be appropriate. Timber fascias with scribed beading and scotia under ogee profile gutters are recommended for places constructed prior to 1920.

Component / aspect / issue	Guidelines for development

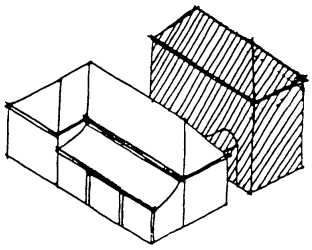
Pre 1870s Residences:



Extension repeats form

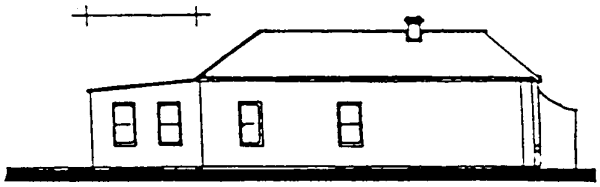


Extension repeats form and veranda element

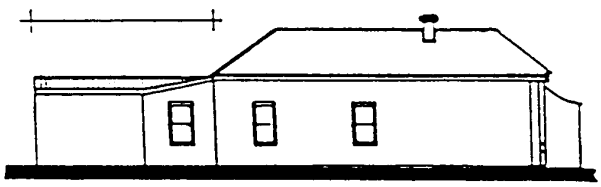


Two-storey extension - not dominant from the street

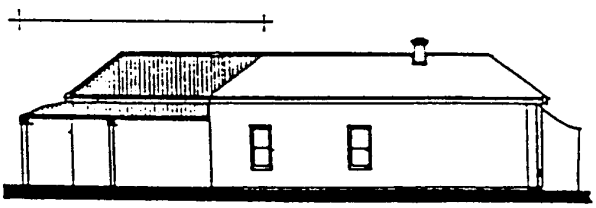
1870s to 1890s Residences:



Lean-to extension with skillion roof addition

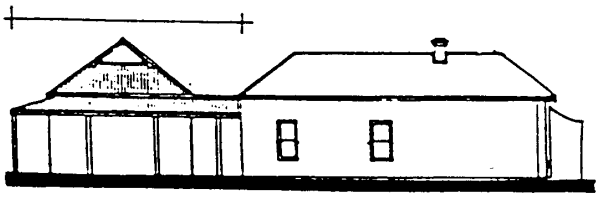


Lean-to extension with wing addition



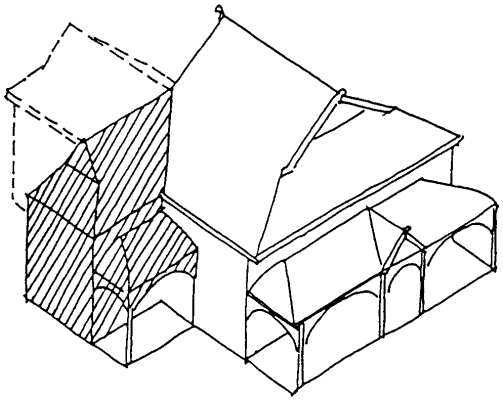
Component / aspect / issue	Guidelines for development

Wing addition

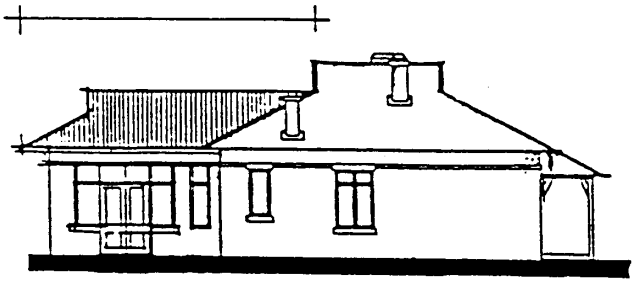


Pavilion Addition

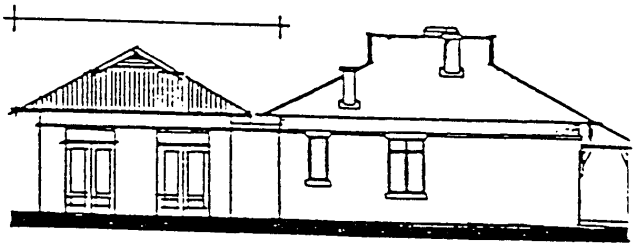
1890s to 1910s Residences:



Original detailing reflected in extension
at side or rear of the house
(shown shaded and outlined)

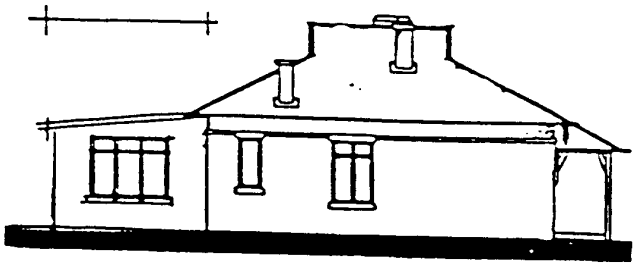


Wing addition
(pitched roof repeating pitch of roof to body of house)



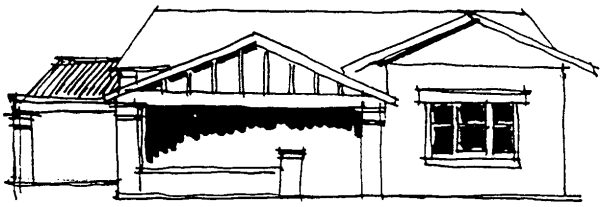
Pavilion addition
(extension with separate roof from main house)

Component / aspect / issue	Guidelines for development

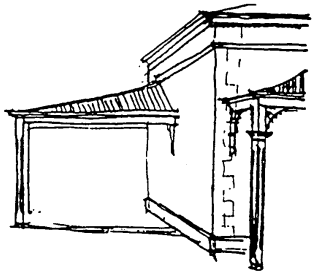


Lean-to addition
(a less successful, cheaper form with lower ceiling heights)

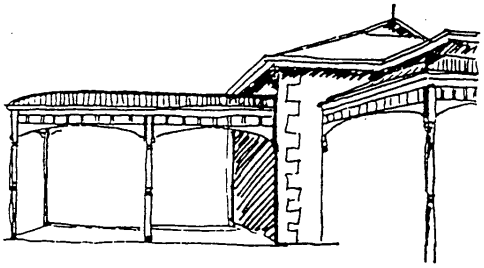
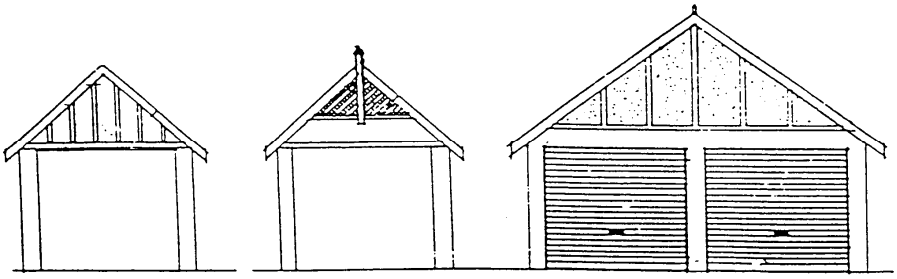
3	Carports, Garages and Other Outbuildings	Houses built prior to the 1920s did not incorporate garages or carports. Many earlier houses had stables, but these have mostly been removed. New carports, garages and other outbuildings should be designed to compliment the original house and be located so they do not detract from the original form, scale and style of the house. Carports and garages attached to the original house should be set-back a minimum of 500 millimetres from the main building façade to allow the original form of the building to be read clearly. The roof height of carports and garages should match that of the veranda. Architectural detailing should be restrained and should not replicate ornate detailing on the original dwelling. Freestanding garages should preferably be located towards the rear of the property. Double width garage door openings should be broken down in scale by either staggering the garages or providing two separate doors separated by a pier.



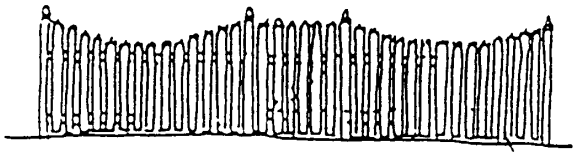
Carport with masonry pier to complement veranda piers



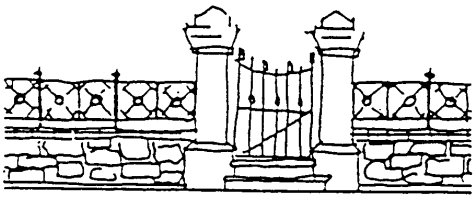
Single Carport - with hipped roof

Component / aspect / issue	Guidelines for development
	 *Double Carport - with bull nose roof*  *Appropriate freestanding garages or carports with pitched roof, and detailing to suit the house*
4 Fences and Gardens	Front fences should be compatible in height, design and materials to the existing buildings on the site. Fence styles derived from an earlier era than the dwelling it is associated with, should not be used on heritage listed buildings. Residences in **Historic Conservation Area**s retain excellent examples of original fences which were constructed with the houses on the property. These should be retained and repaired where possible. Where evidence regarding the original fence is not available, a fence of a style sympathetic to the design of the house should be erected. Victorian and Edwardian houses had pickets, paling, masonry and cast iron and other traditional fence forms. Houses from the 1920s used capped timber palings, post and wire or woven wire fences. Hedges were an acceptable alternative to constructed fences and the many hedges which remain should be retained, restored and where appropriate extended, utilizing the same species of planting currently in existence. Duranta, coprosma, plumbago, cypress and other bushy shrubs were common hedge species. High solid masonry or profile metal sheeting should not be used as fence material, as these may compromise the open character of the residential streetscape. Many gardens within the policy areas contain mature trees which form landmarks within the area. These should be retained, wherever possible. *Typical fence styles:*

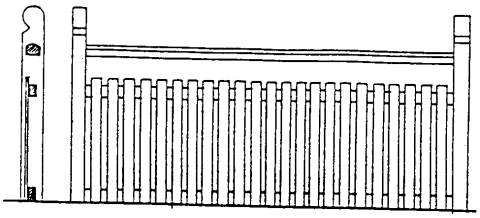
Component / aspect / issue	Guidelines for development



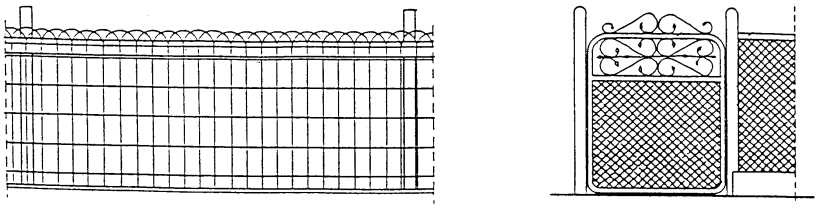
Timber picket (height 1200 millimetres)
1870s to 1890s residences



Stone, brick, cast iron (height 1300 to 1650 millimetres)
1870s to 1890s residences



Timber paling fence (height 1200 millimetres)
1900 to 1920s residences



Woven wire and timber fences and gates (height 1000 millimetres)
1920s to 1930s residences

5	New Residential Development	New residential development in **Historic Conservation Area**s should be well mannered and consider the established historic character of the area. When designing a new building to fit in to a residential streetscape the following principles should be adopted: ▪ **Pattern of subdivision** – where a consistent pattern of subdivision and allotment size is an important part of the established character of the locality then this should be maintained. ▪ **Setbacks** - the predominant set-back of residences within the street should be taken into account. If a consistent set-back applies in the street, new development should echo this set-back. In general, new development should not project further forward than existing character residences on either side. ▪ **Scale** - new development should respect the established scale of buildings in the street. Ceiling heights in character residences were

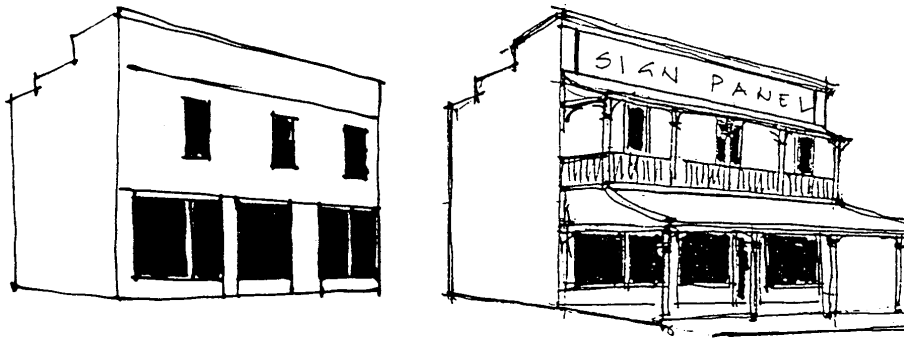
Component / aspect / issue	Guidelines for development
	generally constructed to 3.3 metres. A 3 metre ceiling height is generally recommended. ▪ **Roof** – form, pitch and materials should be sympathetic to the established character of the area. Corrugated iron was traditionally used for roofing. New development should use corrugated profile steel sheeting with a galvanised or appropriate pre-coloured finish. Zinc aluminium alloy roof sheeting *Zincalume* ™ is not considered appropriate due to the long lasting brightness of the finish. ▪ **Materials and finishes** - rendered masonry, face red brickwork, and stone may all be appropriate for front and side elevations of new dwellings, depending on the context. Timber windows and doors to visible elevations are recommended. Replication of historical designs including ornate plasterwork and elaborated quoins is not recommended. ▪ **Proportions of openings** - New development should feature vertically proportioned openings to complement dwellings of historic character. Consideration should also be given to the placement of openings in walls (i.e. pattern of fenestration to complement that of the dwellings of historic character). ▪ **Verandas** - in general the incorporation of a veranda to the front elevation is appropriate for new development as these reflect traditional verandas in historic streetscapes. ▪ **Carports and garages** - It is recommended that garage doors be set-back from the front wall of houses, and double garages are set back a minimum of 500 millimetres from the main building façade. Double width garage door openings where considered appropriate should be broken down in scale by either staggering the garages or providing two separate doors separated by a pier. ▪ **Fencing** - low open fencing is encouraged to new development to continue the generally low, open fencing character of traditional residential areas. The use of simple timber pickets, steel pickets, and/or accompanying hedges (such as Duranta, Coposma, Plumbago, etc) is appropriate. High, solid masonry or profile metal sheeting should not be used as these may compromise the open character of the residential streetscape.
6 New Commercial Development	New commercial development in **Historic Conservation Area**s should be well mannered and consider the established character of the area, particularly the context of new development to old. When designing a new building to fit in to a commercial streetscape, the following principles should be considered: ▪ **Roofs** - throughout Port Adelaide buildings are generally roofed in corrugated iron or steel and most shops have parapets that serve to hide the roof from the street. These parapets are generally masonry often featuring urns, balustrades and rendered mouldings. In some cases this decoration has been removed. The roofs are usually steeply pitched at 30 to 35 degrees, and simple in form, either hipped or gabled, or a combination of both. Additions should complement the existing roof form, pitch and materials.

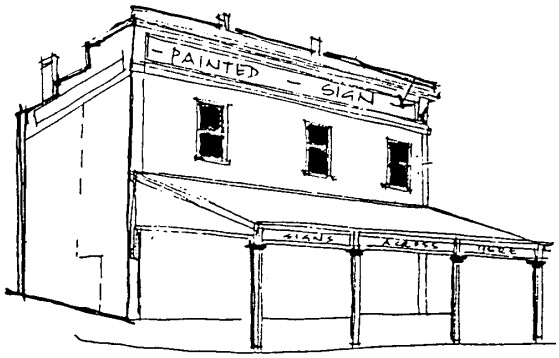
Component / aspect / issue	Guidelines for development

- **Walls** - many of the commercial buildings in Port Adelaide are stone, particularly early warehouses. Other buildings utilize red brick, which were sometimes rendered. Corrugated iron was also an important building material for warehouse structures, for both walls and roof, and particularly in the State Heritage Area and the Woolstores precinct.

- **Verandas** - many early verandas survive in the commercial streetscapes of Port Adelaide and Semaphore, but early photographs show many which have since been demolished. Reinstatement of these verandas where now missing should be seen as a long-term objective for these commercial frontages to continue the veranda character of the streetscape. There are a number of 1920s-30s buildings which retain cantilevered awnings, installation of post supported verandas is not appropriate where awnings were part of the original design.

Example of buildings in Commercial Road - there are various options for veranda building but designs should be sympathetic to building design:





Verandas

The following principles should be followed when designing a veranda for an existing building:

- refer to any early photographs of the building which may show the original design of the veranda.
- look for evidence on the building itself which may indicate where original fixing or flashings of a veranda was located.
- inspect other similar buildings which can provide clues for the reconstruction of an appropriate veranda.

Component / aspect / issue	Guidelines for development

- avoid fancy roof shapes and elaborate details where these are not part of the original design.
- relate the height to any adjoining verandas - consider continuing the height of the adjacent veranda, or decide whether the height should be different.

Shopfronts

Many original shopfronts in Port Adelaide have been removed but there are also many original shopfronts which still survive. Original shopfronts should generally be retained and restored. Intact shopfronts to existing early buildings are characterised by the following elements:

- timber shop fittings
- paired or single entry doors
- masonry or timber stall boards (sometimes accompanied by internal display shelf).

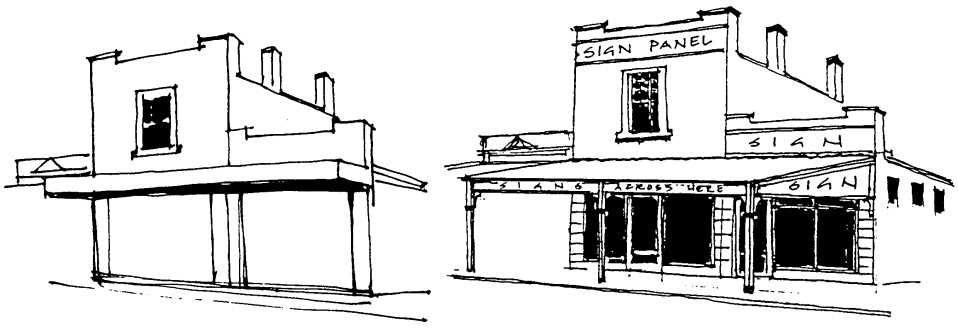
Shopfronts of a later 1920s period are also significant and are characterised by the following elements:

- metal shop fittings
- paired or single entry doors
- tiled stall boards and shop front divisions
- recessed entrees.

New shopfronts in new development within historic character areas:

- should be constructed in timber or powder coated aluminium with vertically proportioned divisions
- incorporate a stall board at the base in rendered masonry or panelled timber as appropriate.

Example of Semaphore Road frontage - concept sketches for facade improvements and sign placement:



When designing a new building to fit in to the commercial streetscape such as St Vincent Street or Commercial Road, Port Adelaide) the following principles should be considered:

- **Scale, mass and height** - the general scale of adjacent buildings should be considered. The height of new buildings should continue the predominant height of surrounding buildings. Consideration should be given to lining up of parapets and string courses (new

Component / aspect / issue	Guidelines for development
	building elements). ▪ **Surface decoration** - large walls in new development should be broken up with surface decoration and large areas of glass or unrelieved walls area generally not appropriate. ▪ **Siting and setback** - the general character for existing buildings is that constructed to front and side street boundaries. New commercial buildings should generally be erected to the footpath alignment, with the veranda over the footpath, particularly where these are located within a consistent streetscape. Associated car parking should be located at the rear of the development. ▪ **Streetscape form and general proportions** - existing proportion and rhythm of architectural elements such as verandas, parapets, windows, doors and pilasters should be repeated in new development. Consider continuing the alignment and form of the adjoining parapet or taking cues for new designs from such elements.
7 Advertisements	Advertisements on buildings within commercial heritage streetscapes should be simple and clear. There are logical places for the location of advertisements on buildings and the clutter of advertisements does not contribute to the streetscape or make for clear and effective advertising. Adopt the following procedures: **Advertisements above Verandas** Internally illuminated advertisements above veranda level should not be approved. Appropriate advertisements above verandas include: ▪ Advertisement sign writing in the advertising panel on the parapet with a simple clear lettering style ▪ Where carefully considered, on a hoarding erected on the veranda roof (as seen in early photographs) ▪ Advertisements should be illuminated using external spotlights. Internally unilluminated advertisements should not be permitted above veranda level. ▪ Advertisements should not be erected which detract from the architectural elements of the building and dominate the streetscape. No advertisements should be erected to the face of the building if windows and decorative elements allow no space.

Component / aspect / issue	Guidelines for development

Typefaces suitable for advertisements:

ABCDEF *Times New Roman*

ABCDEF *Colonna MT*

ABCDEF *Courier New*

ABCDEF *MS Line Draw*

An excellent example of advertisements on an early shop in, with clear space allocated to advertisements on the veranda

Advertisements on Verandas

Appropriate advertisements on verandas include:

- those erected perpendicular to the post on a bracket (appropriate for certain businesses and restaurants).
- sign writing on the veranda fascia board. This provides the most effective and clear advertising space. New verandas should provide fascia advertisement panels.
- advertisements suspended on end spandrel panel of verandas.

For advertisements requiring the use of corporate colours (which are often bright primary colours) the following steps should be taken:

- advertisement panels should be set within a 'frame', the colour of which relates to the colour scheme of the building.
- internally illuminated advertisements should be restricted to under the veranda. Above veranda advertisements on the building face should be externally illuminated.

Advertisements below Verandas

Painted advertisements on shopfronts are appropriate but should not dominate or clutter the shopfront window. Early shop windows often had discreet advertisements painted on the glass which did not obscure the view of the interior display. For buildings without verandas, consideration could also be given to a separate corporate pole advertisement, not attached to the building.

Table PAdE/4 - Off Street Bicycle Parking Requirements

Type of development	Employee/resident parking spaces*	Security Level**	visitor/shopper parking space	Security level
Amusement machine centre	N/A		2 plus 1 per 50 square metres gfa	3
Group dwelling	1 per 3 group dwellings	1	1 per 12 group dwellings	3
Multiple dwelling	1 per 4 bedrooms	1	1 per 16 bedrooms	3
Residential flat building	1 per 3 flats	1	1 per 12 flats	3
Community centre	1 per 1500 square metres gfa	2	2+1 per 1500 square metres gfa	3
Office	1 per 200 square metres	1 or 2	1 per 750 square metres gfa if gfa is over 1000 square metres	3
Restaurant	1 per 100 square metres	1 or 2	2 spaces	3
Restaurant “café”	1 per 25 square metres public area	2	2 spaces	3
Consulting room	1 per 8 practitioners	2	1 per 4 practitioners	3
Retail show room	1 per 750 square metres sales floor	1	1 per 1000 square metres sales floor	3
Hospital	1 per 15 beds	1	1 per 30 beds	3
General industry	1 per 150 square metres gfa	1 or 2	N/A	N/A
Indoor recreation facility	1 per 4 employees	1 or 2	1 per 200 square metres gfa	3
Major sports ground	1 per 1500 spectator places	1	1 per 250 spectator places	3
Hotel	1 per 25 square metres bar floor area and 1 per 100 square metres lounge, beer garden	1	1 per 25 square metres bar floor area and 1 per 100 square metres lounge, beer garden	3
Light industry	1 per 1000 square metres gfa	1 or 2	N/A	N/A
Market	N/A	N/A	1 per 10 stalls	3
Motel	1 per 40 rooms	1	N/A	N/A
Nursing home	1 per 7 beds	1	1 per 60 beds	3
Educational establishment “school”	1 per 5 pupils over year 4	3	N/A	N/A
Educational establishment “Tech Institute/University”	2 per 100 full time students 2 per 100 full time students	1 or 2 2	N/A	N/A

Type of development	Employee/resident parking spaces*	Security Level**	visitor/shopper parking space	Security level
Service industry	1 per 800 square metres Gfa	1	N/A	N/A
Service trade premises	1 per 200 square metres	1	N/A	N/A
Shop	1 per 300 square metres gfa	1	1 per 500 square metres gfa over 1000 square metres gfa	3
Special Industry	1 per 800 square metres gfa		N/A	
Store	1 per 800 square metres gfa		N/A	
Warehouse	1 per 800 square metres gfa		N/A	

Notes:

* *gfa refers to gross floor area*

** *Security levels are defined in Australian Standard AS 2890.3 - Parking facilities - Bicycle parking facilities*

Table PAdE/5 - Off Street Vehicle Parking Requirements

Form of development	Number of required car parking spaces
Amusement machine centre	One space for every 15 metres of total floor area
Bank	One space per 25 square metres of total floor area with a minimum of 4 spaces per establishment
Boat storage and berthing facilities	Two spaces for every 3 boat storage spaces or marina berths
Bowling club	Ten spaces per bowling green
Bulky goods outlet	Three spaces per 100 square metres of gross leasable area in the **Industry/Business (Gepps Cross Gateway) Zone, Mixed Use (Islington) Zone, Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49** One per 40 square metres of total floor area in the rest of the Council area
Bulky goods outlet in the form of a retail hardware outlet	One per 20 square metres of total floor area
Caravan park	One visitor car parking space per 10 sites to be used for accommodation, for parks with less than 100 sites OR One visitor car parking space per 15 sites to be used for accommodation, for parks with greater than 100 sites
Community centre	One space for every 5 people able to be seated or accommodated
Consulting room	One space for every 25 square metres of total floor area, with a minimum of four spaces per establishment
Dwelling	In the **Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49:** Detached dwelling — 2 spaces per dwelling Semi-detached dwelling — 2 spaces per dwelling Row dwelling — 2 spaces per dwelling In the rest of the Council area: Two on site spaces per dwelling containing up to 3 bedrooms one of which is to be covered (2nd space can be tandem) OR

<table>
<tr><th>Form of development</th><th>Number of required car parking spaces</th></tr>
<tr><td></td><td>Three on site spaces per dwelling containing 4 bedrooms or more one of which is to be covered (additional spaces can be tandem)</td></tr>
<tr><td>Funeral parlour</td><td>One per 5 seats in a chapel or where no chapel is developed one per 25 square metres of total floor area plus provision for the storage of vehicles operated by the parlour</td></tr>
<tr><td>Group dwelling</td><td>In the Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49:
<table><tr><td>2 or less bedrooms</td><td>1 space per dwelling</td></tr><tr><td>3 or more bedrooms</td><td>2 spaces per dwelling</td></tr><tr><td>Visitors</td><td>1 space per 3 dwellings</td></tr></table>In the rest of the Council area:

One covered on site resident space per dwelling and one on site visitor space per dwelling of which 50 per cent should be:
(a) independently accessible
(b) grouped for shared use.</td></tr>
<tr><td>Indoor recreation centre</td><td>One space for every 10 square metres of total floor area plus any additional provision for restaurant, bar, hotel or other facilities in accordance with the Table</td></tr>
<tr><td>Indoor recreation centre in the form of a squash court</td><td>Four spaces for each squash court, plus any additional provision for restaurants, bars or other facilities in accordance with this Table</td></tr>
<tr><td>Indoor recreation centre in the form of a squash court</td><td>Four spaces for each squash court, plus any additional provision for restaurants, bars or other facilities in accordance with this Table</td></tr>
<tr><td>Hall</td><td>One space for every 5 people able to be seated or accommodated</td></tr>
<tr><td>Hospital</td><td>One per 2 beds</td></tr>
<tr><td>Hostel</td><td>One per 3 beds</td></tr>
<tr><td>Industry</td><td>Whichever of the following two options produces the greater number of car parking spaces:

(a) per the table below:
<table><tr><th></th><th>Office component/Non-office compnent</th><th>0-200 square metres</th><th>201-2000 square metres</th><th>2001 square metres +</th></tr><tr><td rowspan="2">Car parking spaces per every 100 square metres of floor space</td><td>Office component</td><td>3.3</td><td>3.3</td><td>3.3</td></tr><tr><td>Non-office component</td><td>2</td><td>1.33</td><td>0.67</td></tr></table>(b) 0.75 spaces for every employee (inclusive of office component)</td></tr>
</table>

<table>
<tr><th>Form of development</th><th>Number of required car parking spaces</th></tr>
<tr><td>Light industry</td><td>Within the Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49:

1.33 spaces per 100 square metres and 3.33 spaces per 100 square metres of associated office space.

Within the rest of the Council area, whichever of the following two options produces the greater number of car parking spaces:

(i) car parking in accordance as per the table below:

<table>
<tr><th></th><th>Office component/Non-office compnent</th><th>0-200 square metres</th><th>201-2000 square metres</th><th>2001 square metres +</th></tr>
<tr><td rowspan="2">Car parking spaces per every 100 square metres of floor space</td><td>Office component</td><td>3.3</td><td>3.3</td><td>3.3</td></tr>
<tr><td>Non-office component</td><td>2</td><td>1.33</td><td>0.67</td></tr>
</table>
(ii) 0.75 spaces for every employee (inclusive of office component).</td></tr>
<tr><td>Marine service</td><td>One space for every 140 square metres of total floor area, plus seven spaces for 100 square metres of gross retail floor space</td></tr>
<tr><td>Multiple dwelling</td><td>One space per bedroom, half of which are independently accessible visitor spaces grouped for shared use</td></tr>
<tr><td>Nursing home</td><td>One space for every 3 beds</td></tr>
<tr><td>Office</td><td>One space for every 30 metres of total floor area in the Cast Metals Policy Area 9

One space for every 25 square metres of total floor area in the rest of the Council area.</td></tr>
<tr><td>Petrol filling station</td><td>Four spaces per service bay, plus five per 100 square metres or retail floor space</td></tr>
<tr><td>Place of worship</td><td>One space for every 5 people able to be seated or accommodated</td></tr>
<tr><td>Pre-school</td><td>One space per full-time staff member, plus 10 spaces for visitors and students</td></tr>
<tr><td>Primary school</td><td>One space for each full time staff member, plus 10 spaces for visitors and students</td></tr>
<tr><td>Residential accommodation for seniors and people with disabilities (excluding a nursing home)</td><td>One space per residential unit; and
(a) one individually accessible car parking space per two units for visitor car parking
(b) provision being made for the parking of boats, trailers and caravans in a secure area at a rate of not less than one such space per 6 independent living units.</td></tr>
</table>

<table>
<tr><th>Form of development</th><th>Number of required car parking spaces</th></tr>
<tr><td>Residential flat building</td><td>Within the Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Old Port Reach Policy Area 47 (east of Minories Street and south of Leadenhall Street), Port Adelaide State Heritage Area Policy Area 48, Port Approach Policy Area 49, Southern Approach Policy Area 52 and Southern Gateway Policy Area 53:
<table><tr><td>3 storeys or less</td><td>1 bedroom: 1 space per dwelling</td></tr><tr><td></td><td>2 bedrooms: 1.2 spaces per dwelling</td></tr><tr><td></td><td>3 bedrooms or more: 1.5 spaces per dwelling</td></tr><tr><td></td><td>Visitors: 1 space per 4 dwellings</td></tr><tr><td>4 storeys or more</td><td>1 bedroom: 0.75 spaces per dwelling</td></tr><tr><td></td><td>2 bedrooms: 1 space per dwelling</td></tr><tr><td></td><td>3 bedrooms or more: 2 spaces per dwelling</td></tr><tr><td></td><td>Visitors: 1 space per 5 dwellings</td></tr></table>Within the rest of the Council area, one covered on site resident space per dwelling and one on site visitor space per dwelling of which 50 per cent should be:
(a) independently accessible
(b) grouped for shared use.</td></tr>
<tr><td>Residential park</td><td>One visitor car parking space per 10 sites to be used for accommodation, for parks with less than 100 sites
OR
One visitor car parking space per 15 sites to be used for accommodation, for parks with greater than 100 sites</td></tr>
<tr><td>Restaurant</td><td>One per 4 seats in the Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49.

One per 3 seats provided or capable of being provided in the rest of the Council area.</td></tr>
<tr><td>Sail making</td><td>One space for every 140 square metres of total floor area, plus seven spaces for 100 square metres of gross retail floor space</td></tr>
<tr><td>Secondary school</td><td>One space for full-time staff member plus 10 spaces for visitors and students</td></tr>
<tr><td>Service trade premise in the form of a car lot or motor showroom</td><td>One space for every 10 vehicles able to be displayed for sale on the lot or in the showroom</td></tr>
<tr><td>Service trade premises</td><td>2.5 spaces per 100 square metres of gross leasable floor area in the Mixed Use (Islington) Zone

One per 150 square metres of outdoor display area in the rest of the Council area.</td></tr>
</table>

<table>
<tr><th>Form of development</th><th>Number of required car parking spaces</th></tr>
<tr><td>Ships chandlery</td><td>One space for every 140 square metres of total floor area, plus seven spaces for 100 square metres of gross retail floor space</td></tr>
<tr><td>Shop</td><td>Five spaces per 100 square metres of gross leasable area in the Mixed Use (Islington) Zone

Five spaces per 100 square metres of gross leasable area and 3.33 spaces per 100 square metres of associated office space in the Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49.

Seven spaces for every 100 square metres gross retail floor area in the rest of the Council area.</td></tr>
<tr><td>Slipping</td><td>One space for every 140 square metres of total floor area, plus seven spaces for 100 square metres of gross retail floor space</td></tr>
<tr><td>Spar rigging</td><td>One space for every 140 square metres of total floor area, plus seven spaces for 100 square metres of gross retail floor space</td></tr>
<tr><td>Store</td><td>Within the Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49:

(a) 1.33 spaces per 100 square metres and 3.33 spaces per 100 square metres of associated office space.

Within the rest of the Council area, whichever of the following two options produces the greater number of car parking spaces:
(i) as per the table below:

<table>
<tr><th></th><th>Office component/Non-office compnent</th><th>0-200 square metres</th><th>201-2000 square metres</th><th>2001 square metres +</th></tr>
<tr><td rowspan="2">Car parking spaces per every 100 square metres of floor space</td><td>Office component</td><td>3.3</td><td>3.3</td><td>3.3</td></tr>
<tr><td>Non-office component</td><td>2</td><td>1.33</td><td>0.67</td></tr>
</table>
(ii) 0.75 spaces for every employee (inclusive of office component).</td></tr>
<tr><td>Tertiary institution</td><td>0.6 spaces per full time student, plus 0.2 spaces per part-time student</td></tr>
<tr><td>Tourist accommodation</td><td>One space per room providing accommodation, plus:

(a) one space per 2 square metres of bar floor area
(b) one space per 6 square metres of lounge bar or beer garden area
(c) seven spaces per 100 square metres of retail floor area
(d) one space per 10 square metres of floor area available to the</td></tr>
</table>

<table>
<tr><th>Form of development</th><th>Number of required car parking spaces</th></tr>
<tr><td></td><td>public in a restaurant.</td></tr>
<tr><td>Tourist accommodation</td><td>One space per room providing accommodation, plus:

(a) one space per 2 square metres of bar floor area
(b) one space per 6 square metres of lounge bar or beer garden area
(c) seven spaces per 100 square metres of retail floor area
(d) one space per 10 square metres of floor area available to the public in a restaurant.</td></tr>
<tr><td>Tourist park</td><td>One visitor car parking space per 10 sites to be used for accommodation, for parks with less than 100 sites

OR

One visitor car parking space per 15 sites to be used for accommodation, for parks with greater than 100 sites</td></tr>
<tr><td>Warehouse</td><td>Within the Avicennia Water Policy Area 37, Dock One Policy Area 39, Fletcher's Haven Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, Newport Quays Policy Area 45, North Bank Policy Area 46, Port Adelaide State Heritage Area Policy Area 48 and Port Approach Policy Area 49:

(a) 1.33 spaces per 100 square metres and 3.33 spaces per 100 square metres of associated office space

Within the rest of the Council area, whichever of the following two options produces the greater number of car parking spaces:
(i) as per the table below:

<table>
<tr><th></th><th>Office component/Non-office compnent</th><th>0-200 square metres</th><th>201-2000 square metres</th><th>2001 square metres +</th></tr>
<tr><td rowspan="2">Car parking spaces per every 100 square metres of floor space</td><td>Office component</td><td>3.3</td><td>3.3</td><td>3.3</td></tr>
<tr><td>Non-office component</td><td>2</td><td>1.33</td><td>0.67</td></tr>
</table>
(ii) 0.75 spaces for every employee (inclusive of office component).</td></tr>
</table>

Table PAdE/6 - Road Hierarchy and Function

Road Classification	Road Function	Maximum Vehicles Per Day	Maximum Design Speed km/h
Arterial Road			
Primary Arterial Road	To distribute traffic throughout the Metropolitan Area over long distances and at consistent speeds.	60000	60
Secondary Arterial Road	To supplement Primary Arterial Road movements through the Metropolitan Area.	30000	60
Collector Road			
Major Collector Road	To collect traffic from the minor collector roads and distribute it to the Arterial Roads. Major collector roads should accommodate bus routes where required and accommodate on-road or off-road cycle paths. Fronting development should still be permitted, but with siting conditions which ensure acceptable amenity and safety (i.e. vehicles should be able to enter and exit the allotment in a forward direction).	6000	60
Minor Collector Street	To collect traffic from local streets and distribute it to major collector roads. A reasonable level of residential amenity and safety is maintained by restricting traffic volumes and vehicle speeds. Vehicle speeds are controlled by street alignment, intersection design and, in some cases, by speed control measures.	3000	50
Access Street			
Local Street	To provide access to residential neighbourhoods and individual allotments. Any one local street should serve no more than 100 dwellings. Generally streets where the residential environment is dominant, traffic speed and volumes are relatively low and pedestrians and cycle movement are facilitated.	1000	50
Access Place	To provide local access to allotments without any traffic generated by sites in other streets. Shared traffic, pedestrian and recreation use, with pedestrian emphasis. No more than 20 dwellings should be served by any one access place. The main focus in this type of street is the residential and pedestrian environment.	200	50
Access Lane	A rear or side land or short driveway providing access to less than five dwellings.	100	-

Table PAdE/7 - Contributory Items

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
4 Angas St ALBERTON		CT 5610/180	2689
6 Angas St ALBERTON		CT 5630/367	2690
8 Angas St ALBERTON		CT 5403/712	2691
9 Angas St ALBERTON		CT 5733/170	2692
13 Angas St ALBERTON		CT 5698/558	2693
21 Angas St ALBERTON		CT 5815/196	2694
23 Angas St ALBERTON		CT 5788/178	2695
24 Angas St ALBERTON		CT 5183/353	2696
25 Angas St ALBERTON		CT 5796/350	2697
26 Angas St ALBERTON		CT 5420/835	2698
29 Angas St ALBERTON		CT 5372/874	2699
30 Angas St ALBERTON		CT 5121/18	2700
31-31a Angas St ALBERTON		CT 5263/234 CT 5263/299	2701
32 Angas St ALBERTON		CT 5297/295	2702
33 Angas St ALBERTON		CT 5392/537	2703
34 Angas St ALBERTON		CT 5834/872	2704
35 Angas St ALBERTON		CT 5876/389	2705
36 Angas St ALBERTON		CT 5681/233	2706
38 Angas St ALBERTON		CT 5421/174	2707
48 Buller Tce ALBERTON		CT 5171/564	2708
49 Buller Tce ALBERTON		CT 5286/619	2709
50 Buller Tce ALBERTON		CT 5754/127	2710
56 Buller Tce ALBERTON		CT 5422/315	2711
57 Buller Tce ALBERTON		CT 5671/128	2712
58 Buller Tce ALBERTON		CT 5602/978	2713
59 Buller Tce ALBERTON		CT 5649/6	2714
62 Buller Tce ALBERTON		CT 5655/526	2715
63 Buller Tce ALBERTON		CT 5431/954	2716
64 Buller Tce ALBERTON		CT 5087/797	2717
1 Caire St ALBERTON		CT 5546/204	2718

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
4 Caire St ALBERTON		CT 5104/266	2719
7 Caire St ALBERTON		CT 5571/891	2720
9 Divett Pl ALBERTON		CT 5769/278	2722
16 Divett Pl ALBERTON		CT 5395/733	2721
20 Divett Pl ALBERTON		CT 5459/387	2723
1 Duke St ALBERTON		CT 5417/679	2724
2 Duke St ALBERTON		CT 5219/904	2725
5 Duke St ALBERTON		CT 5137/310	2726
7 Duke St ALBERTON		CT 5137/964	2727
8 Duke St ALBERTON		CT 5772/582	2728
9 Duke St ALBERTON		CT 5795/783	2729
11 Duke St ALBERTON		CT 5788/829	2730
11A Duke St ALBERTON		CT 5390/966	2731
12 Duke St ALBERTON		CT 5171/252	2732
17 Durham Tce ALBERTON		CT 5679/882	2733
1 Fussell Pl ALBERTON		CT 5481/321 CT 5502/10	2734
3 Fussell Pl ALBERTON		CT 5844/73	2736
3A Fussell Pl ALBERTON		CT 5141/430 CT 5593/734	2737
6 Fussell Pl ALBERTON		CT 6022/103	2740
8 Fussell Pl ALBERTON		CT 5976/993	2741
10 Fussell Pl ALBERTON		CT 5480/179	2742
12 Fussell Pl ALBERTON		CT 5780/385 CT 5824/164	2743
13 Fussell Pl ALBERTON		CT 5552/358	2744
14 Fussell Pl ALBERTON		CT 5545/842	2745
15 Fussell Pl ALBERTON		CT 5258/572	2746
16 Fussell Pl ALBERTON		CT 5709/51	2747
18 Fussell Pl ALBERTON		CT 5293/551	2748
21 Fussell Pl ALBERTON		CT 5227/24	2749
22A Fussell Pl ALBERTON		CT 1710/16	2750
23 Fussell Pl ALBERTON		CT 5360/340	2751
24 Fussell Pl ALBERTON		CT 5416/899	2752

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
25 Fussell Pl ALBERTON		CT 5197/40	2753
36 Fussell Pl ALBERTON		CT 5236/85	2754
42 Fussell Pl ALBERTON		CT 5824/833	2755
25 King St ALBERTON		CT 5886/560	2756
30 King St ALBERTON		CT 5225/778	2757
32 King St ALBERTON		CT 5225/491	2758
40 King St ALBERTON		CT 6017/429	2759
48 King St ALBERTON		CT 5659/112	2760
49 King St ALBERTON		CT 5672/875	2761
51 King St ALBERTON		CT 5790/481	2762
52 King St ALBERTON		CT 5600/991	2763
67 King St ALBERTON		CT 5687/740	2764
70 King St ALBERTON		CT 5415/62	2765
72 King St ALBERTON		CT 5620/656	2766
73 King St ALBERTON		CT 6034/906	2767
78 King St ALBERTON		CT 5667/23	2768
80 King St ALBERTON		CT 5271/475	2769
81 King St ALBERTON		CT 5316/585	2770
83 King St ALBERTON		CT 5386/100	2771
87 King St ALBERTON		CT 5739/422	2772
89 King St ALBERTON		CT 5752/259	2773
91 King St ALBERTON		CT 5590/652	2774
3 Kingscote St ALBERTON		CT 5725/47	2775
6 Kingscote St ALBERTON		CT 5820/505	2776
7 Kingscote St ALBERTON		CT 5556/425	2777
9 Kingscote St ALBERTON		CT 5767/973	2778
11 Kingscote St ALBERTON		CT 5304/757	2779
15 Kingscote St ALBERTON		CT 5424/62	2780
21 Kingscote St ALBERTON		CT 5148/312 CT 5148/350	2781
21 Melbourne Pl ALBERTON		CT 5827/927	2783
23 Melbourne Pl ALBERTON		CT 5718/977	2784

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
25 Melbourne Pl ALBERTON		CT 5717/368 CT 5875/197	2785
27 Melbourne Pl ALBERTON		CT 5923/653	26043
29 Melbourne Pl ALBERTON		CT 5923/654	26044
31 Melbourne Pl ALBERTON		CT 5589/218	2787
41 Melbourne Pl ALBERTON		CT 5676/856	2788
45 Melbourne Pl ALBERTON		CT 5679/213	2789
47 Melbourne Pl ALBERTON		CT 5828/467	2790
52 Melbourne Pl ALBERTON		CT 5564/976	2791
53 Melbourne Pl ALBERTON		CT 5717/942	2792
54 Melbourne Pl ALBERTON		CT 5808/965	2793
55 Melbourne Pl ALBERTON		CT 5623/547	2794
3 Ozone St ALBERTON		CT 5498/838	2795
17 Ozone St ALBERTON		CT 5664/356	2796
19 Ozone St ALBERTON		CT 5222/767	2797
23 Ozone St ALBERTON		CT 5794/871	2798
1 Prince St ALBERTON		CT 5653/175	2799
3 Prince St ALBERTON		CT 5786/610	2800
5 Prince St ALBERTON		CT 5790/825	2801
7 Prince St ALBERTON		CT 5239/766	2802
9 Prince St ALBERTON		CT 5698/460	2803
11 Prince St ALBERTON		CT 5256/683 CT 5310/271	2804
13 Prince St ALBERTON		CT 5310/270	2805
15 Prince St ALBERTON		CT 5433/980	2806
17 Prince St ALBERTON		CT 5866/249	2807
19 Prince St ALBERTON		CT 5692/569	2808
21 Prince St ALBERTON		CT 5810/512	2809
23 Prince St ALBERTON		CT 5111/580	2810
29 Prince St ALBERTON		CT 5072/776	2811
31 Prince St ALBERTON		CT 5073/258	2812
33 Prince St ALBERTON		CT 5581/668	2813
35 Prince St ALBERTON		CT 5128/463	2814

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
37 Prince St ALBERTON		CT 5204/340	2815
39 Prince St ALBERTON		CT 5195/320	2816
41 Prince St ALBERTON		CT 5532/571	2817
43 Prince St ALBERTON		CT 5457/211	2819
47 Prince St ALBERTON		CT 5457/171	2821
48 Prince St ALBERTON		CT 5878/486 CT 5878/487	2822
49 Prince St ALBERTON		CT 5813/541	2824
51 Prince St ALBERTON		CT 5754/225	2825
53 Prince St ALBERTON		CT 5216/123	2826
54 Prince St ALBERTON		CT 5203/507	2827
55 Prince St ALBERTON		CT 5695/906	2828
58 Prince St ALBERTON		CT 5896/43	2829
60 Prince St ALBERTON		CT 5167/266	2830
61 Prince St ALBERTON		CT 5185/212	2831
62 Prince St ALBERTON		CT 5263/64	2832
63 Prince St ALBERTON		CT 6006/270	2833
64 Prince St ALBERTON		CT 5278/183	2834
66 Prince St ALBERTON		CT 5697/527	2835
68 Prince St ALBERTON		CT 5776/905	2836
70 Prince St ALBERTON		CT 5210/32	2837
76 Prince St ALBERTON		CT 5666/522	2838
78 Prince St ALBERTON		CT 5751/140	2839
82 Prince St ALBERTON		CT 5616/777	2840
84 Prince St ALBERTON		CT 5688/11	2841
13 Queen St ALBERTON		CT 5551/429	2842
17 Queen St ALBERTON		CT 5656/503	2843
18 Queen St ALBERTON		CT 5190/508	2844
19 Queen St ALBERTON		CT 5439/30	2845
20 Queen St ALBERTON		CT 5448/874	2846
21 Queen St ALBERTON		CT 5789/314	2847
23 Queen St ALBERTON		CT 5339/558	2848
24 Queen St ALBERTON		CT 5301/988	2849

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
27 Queen St ALBERTON		CT 5824/21	2850
28 Queen St ALBERTON		CT 5216/605	2851
29 Queen St ALBERTON		CT 5810/544	2852
32 Queen St ALBERTON		CT 5807/703 CT 5827/664	2853
33 Queen St ALBERTON		CT 5368/682	2854
35 Queen St ALBERTON		CT 5792/851	2855
36 Queen St ALBERTON		CT 5230/974	2856
37 Queen St ALBERTON		CT 3916/70	2857
38 Queen St ALBERTON		CT 5177/658	2858
39 Queen St ALBERTON		CT 5558/887	2859
40 Queen St ALBERTON		CT 5224/338	2860
41 Queen St ALBERTON		CT 5812/952	2861
42 Queen St ALBERTON		CT 5273/630	2862
43 Queen St ALBERTON		CT 5802/325	2863
44 Queen St ALBERTON		CT 5192/442	2864
45 Queen St ALBERTON		CT 5782/856	2865
49 Queen St ALBERTON		CT 5760/891	2866
53 Queen St ALBERTON		CT 5881/216	2867
53A Queen St ALBERTON	Shop and house	CT 5804/359	2868
55 Queen St ALBERTON		CT 5344/471	2869
57 Queen St ALBERTON		CT 5558/723	2870
64 Queen St ALBERTON		CT 5709/540	2871
66 Queen St ALBERTON		CT 5709/539	2872
68 Queen St ALBERTON		CT 5709/541	2873
70-72 Queen St ALBERTON		CT 5952/294 CT 5952/295	2874
74 Queen St ALBERTON		CT 5805/120	2875
76 Queen St ALBERTON		CT 5741/455	2876
77 Queen St ALBERTON		CT 5857/370	2877
81 Queen St ALBERTON		CT 5344/757	2878
10 St Georges Pl ALBERTON		CT 5344/303	2879
10 St Georges Pl ALBERTON		CT 5344/336	2879

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
11 St Georges Pl ALBERTON		CT 5821/343	2881
12 St Georges Pl ALBERTON		CT 5432/799	2882
13 St Georges Pl ALBERTON		CT 5240/51	2883
15 St Georges Pl ALBERTON		CT 5824/820	2884
16 St Georges Pl ALBERTON		CT 4393/210	2885
17 St Georges Pl ALBERTON	Shop and house	CT 5137/648	2886
18 St Georges Pl ALBERTON		CT 5544/121	2887
19 St Georges Pl ALBERTON		CT 5813/129	2888
20 St Georges Pl ALBERTON		CT 5336/405	2889
22 St Georges Pl ALBERTON		CT 5378/136	2890
17 Sussex St ALBERTON		CT 5392/808	2891
19 Sussex St ALBERTON		CT 5537/431	2892
21 Sussex St ALBERTON		CT 5950/313	2893
23 Sussex St ALBERTON		CT 5731/542	2894
25 Sussex St ALBERTON		CT 5570/913	2895
34 Sussex St ALBERTON		CT 5681/986	2896
36 Sussex St ALBERTON		CT 5777/278	2897
37 Sussex St ALBERTON		CT 5143/937	2898
38 Sussex St ALBERTON		CT 5519/329	2899
40 Sussex St ALBERTON		CT 5864/782	2900
42 Sussex St ALBERTON		CT 5857/908	2901
44 Sussex St ALBERTON		CT 5864/786	2902
48 Sussex St ALBERTON		CT 5339/633	2903
2 Todd St ALBERTON		CT 5714/106	2904
4 Todd St ALBERTON		CT 5285/956	2905
10 Todd St ALBERTON		CT 5797/543	2906
12A Todd St ALBERTON		CT 5360/658	2907
14 Todd St ALBERTON		CT 5779/111	2908
16 Todd St ALBERTON		CT 5810/281	2909
18 Todd St ALBERTON		CT 5234/752	2910
20 Todd St ALBERTON		CT 5372/878	2911
773 Torrens Rd ALBERTON		CT 5454/106	2912
775 Torrens Rd ALBERTON		CT 5175/839	2913

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
781 Torrens Rd ALBERTON		CT 5466/117	2914
783 Torrens Rd ALBERTON		CT 5174/759	2915
785 Torrens Rd ALBERTON		CT 5841/887	2916
789 Torrens Rd ALBERTON		CT 5113/193	2917
791 Torrens Rd ALBERTON		CT 5406/659	2918
797-799 Torrens Rd ALBERTON		CT 5419/826	2919
805 Torrens Rd ALBERTON		CT 5422/407	2920
809 Torrens Rd ALBERTON		CT 5680/806	2921
811 Torrens Rd ALBERTON		CT 5672/277	2922
813 Torrens Rd ALBERTON		CT 5267/24	2923
20 Wellington St ALBERTON		CT 5638/404	2924
26 Wellington St ALBERTON		CT 5458/747	2925
28 Wellington St ALBERTON		CT 4038/87	2926
30 Wellington St ALBERTON		CT 5545/500	2927
9 Denman St EXETER		CT 5278/753	2628
10 Denman St EXETER		CT 5660/396	2629
11 Denman St EXETER		CT 5395/335	2630
13 Denman St EXETER		CT 5098/978	2631
16 Denman St EXETER		CT 5458/231	2632
17 Denman St EXETER		CT 5524/13	2633
18 Denman St EXETER		CT 5328/752	2634
19 Denman St EXETER		CT 5482/427	2635
20 Denman St EXETER		CT 5302/631	2636
21 Denman St EXETER		CT 5702/631	2637
22 Denman St EXETER		CT 5625/921	2638
24 Denman St EXETER		CT 5463/801	2639
25 Denman St EXETER		CT 5437/874	2640
26 Denman St EXETER		CT 5450/419	2641
28 Denman St EXETER		CT 5305/659	2642
29 Denman St EXETER		CT 5811/589	2643
30 Denman St EXETER		CT 5430/774	2644
31 Exmouth Rd EXETER		CT 5440/11	2645
31A-33 Exmouth Rd EXETER		CT 5167/703	2646

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
4 Harris St EXETER		CT 5840/160	2647
8 Harris St EXETER		CT 5751/957	2648
9 Harris St EXETER		CT 5782/613	2649
10 Harris St EXETER		CT 5245/579	2650
11 Harris St EXETER		CT 5845/866	2651
12 Harris St EXETER		CT 5448/62	2652
21 Harris St EXETER		CT 6044/783	2653
22 Harris St EXETER		CT 5116/459	2654
23 Harris St EXETER		CT 5399/42	2655
25 Harris St EXETER		CT 5175/915	2656
27 Harris St EXETER		CT 5129/320	2657
28 Harris St EXETER		CT 5507/879	2658
29 Harris St EXETER		CT 5099/109	2659
30 Harris St EXETER		CT 5439/970	2660
31 Harris St EXETER		CT 5776/888	2661
34 Harris St EXETER		CT 5797/708	2662
35 Harris St EXETER		CT 5488/841	2663
36 Harris St EXETER		CT 5330/846	2664
37 Harris St EXETER		CT 5488/841	2665
39 Harris St EXETER		CT 5843/528	2666
40 Harris St EXETER	Shop and house	CT 5203/251	2667
41 Harris St EXETER		CT 5502/610	2668
43 Harris St EXETER		CT 5678/499	2669
45 Harris St EXETER		CT 5090/14	2670
47 Harris St EXETER		CT 5847/669	2671
48-50 Harris St EXETER		CT 5001/578 CT 5001/579 CT 5001/580	2672
52 Harris St EXETER		CT 5367/100 CT 5367/101	2674
7 Montpelier St EXETER		CT 5114/229	2675
9 Montpelier St EXETER		CT 5274/698	2676
11 Montpelier St EXETER		CT 5062/233	2677
15 Montpelier St EXETER		CT 5147/314	2678

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
17 Montpelier St EXETER		CT 5071/299	2679
18 Montpelier St EXETER		CT 5825/452	2680
19-19a Montpelier St EXETER		CT 5464/840	2681
21 Montpelier St EXETER		CT 5436/306	2682
23 Montpelier St EXETER		CT 5836/286 CT 5836/287 CT 5836/288 CT 5836/289	2683
24 Montpelier St EXETER		CT 5453/497	2684
25 Montpelier St EXETER		CT 5496/102	2685
12 Woolnough Rd EXETER		CT 5606/811	1927
28 Woolnough Rd EXETER		CT 5465/506	1928
30 Woolnough Rd EXETER		CT 5238/85	1929
32 Woolnough Rd EXETER		CT 5199/403	1930
34 Woolnough Rd EXETER		CT 5120/265	1931
36 Woolnough Rd EXETER		CT 5102/529	1932
40 Woolnough Rd EXETER		CT 5488/212	1933
44 Woolnough Rd EXETER		CT 5510/440	1934
46 Woolnough Rd EXETER		CT 5845/565	1935
48 Woolnough Rd EXETER		CT 5234/264	1936
68 Woolnough Rd EXETER		CT 5841/511	1937
70 Woolnough Rd EXETER		CT 5841/511 CT 5841/512	1938
78 Woolnough Rd EXETER		CT 5614/526	1939
82 Woolnough Rd EXETER		CT 5566/591 CT 5788/267	1940
86 Woolnough Rd EXETER		CT 5841/510	1942
88 Woolnough Rd EXETER		CT 5136/225	1943
40 Exmouth Rd GLANVILLE		CT 5414/229	2686
42 Exmouth Rd GLANVILLE		CT 5655/118	2687
44 Exmouth Rd GLANVILLE		CT 5840/174	2688
12 Alexander St LARGS BAY		CT 5781/165	1944
14 Alexander St LARGS BAY		CT 5781/164	1945
18 Alexander St LARGS BAY		CT 5760/62	1946
24 Alexander St LARGS BAY		CT 5780/140	1947

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
27 Alexander St LARGS BAY		CT 5784/799	1948
28 Alexander St LARGS BAY		CT 5701/799	1949
29 Alexander St LARGS BAY		CT 5086/536	1950
33 Alexander St LARGS BAY		CT 5784/798	1951
34 Alexander St LARGS BAY		CT 5452/173	1952
35 Alexander St LARGS BAY		CT 5706/906	1953
38 Alexander St LARGS BAY		CT 5221/869	1954
39 Alexander St LARGS BAY		CT 5138/167	1955
43 Alexander St LARGS BAY		CT 5393/868	1956
18 Anthony St LARGS BAY		CT 5113/55	1957
21 Anthony St LARGS BAY		CT 5163/963	1958
23 Anthony St LARGS BAY		CT 5817/523	1959
27 Anthony St LARGS BAY		CT 5386/395	1960
28 Anthony St LARGS BAY		CT 5658/205	1961
31 Anthony St LARGS BAY		CT 5327/466	1962
33 Anthony St LARGS BAY		CT 5739/649	1963
34 Anthony St LARGS BAY		CT 5255/581	1964
37 Anthony St LARGS BAY		CT 5470/10	1965
38 Anthony St LARGS BAY		CT 5156/106	1966
39 Anthony St LARGS BAY		CT 5843/884	1967
8 Claire St LARGS BAY		CT 5248/86	1968
10 Claire St LARGS BAY		CT 5841/66	1969
11 Claire St LARGS BAY		CT 5152/992	1970
12-14 Claire St LARGS BAY		CT 5201/313 CT 5201/314	1971
15 Claire St LARGS BAY		CT 5573/502	1973
19 Claire St LARGS BAY		CT 6046/42	1974
20 Claire St LARGS BAY		CT 5814/844	1975
5 Drake St LARGS BAY		CT 5328/554	1976
135 Esplanade LARGS BAY		CT 5235/859	1978
140 Esplanade LARGS BAY		CT 5285/175	1979
142 Esplanade LARGS BAY		CT 5839/812	1980
143 Esplanade LARGS BAY		CT 5170/383	1981

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
145 Esplanade LARGS BAY		CT 5100/192	1982
146 Esplanade LARGS BAY		CT 5429/147	1983
147 Esplanade LARGS BAY		CT 5108/42	1984
156 Esplanade LARGS BAY		CT 5071/733	1985
173 Esplanade LARGS BAY		CT 5728/631	1986
179 Esplanade LARGS BAY		CT 5153/322	1987
9 Hannay St LARGS BAY		CT 5966/187	1988
11 Hannay St LARGS BAY		CT 5217/792	1989
12 Hannay St LARGS BAY		CT 5175/444	1990
14 Hannay St LARGS BAY		CT 5269/796	1991
15 Hannay St LARGS BAY		CT 5091/505	1992
17 Hannay St LARGS BAY		CT 5427/413	1993
18 Hannay St LARGS BAY		CT 5353/956	1994
22 Hannay St LARGS BAY		CT 5719/971	1995
23 Hannay St LARGS BAY		CT 5146/505	1996
24 Hannay St LARGS BAY		CT 5528/837	1997
27 Hannay St LARGS BAY		CT 5492/464	1998
28 Hannay St LARGS BAY		CT 5164/281	1999
29 Hannay St LARGS BAY		CT 5292/340	2000
30 Hannay St LARGS BAY		CT 5784/764	2001
33 Hannay St LARGS BAY		CT 5815/587	2002
34 Hannay St LARGS BAY		CT 5396/426	2003
36 Hannay St LARGS BAY		CT 5218/789	2004
39 Hannay St LARGS BAY		CT 5814/922	2005
40 Hannay St LARGS BAY		CT 5837/129	2006
41 Hannay St LARGS BAY		CT 5302/832	2007
13 Hargrave St LARGS BAY		CT 5797/840	2008
15 Hargrave St LARGS BAY		CT 5443/757	2009
17 Hargrave St LARGS BAY		CT 5797/846	2010
23 Hargrave St LARGS BAY		CT 5260/50	2011
25 Hargrave St LARGS BAY		CT 5471/273	2012
27 Hargrave St LARGS BAY		CT 5431/26	2013
21 Jetty Rd Rd LARGS BAY		CT 5888/406	2014

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
23 Jetty Rd Rd LARGS BAY	Shop and house	CT 5251/943	2015
25 Jetty Rd Rd LARGS BAY		CT 5132/884	2016
26 Jetty Rd Rd LARGS BAY		CT 5521/916	2017
28 Jetty Rd Rd LARGS BAY		CT 5121/174	2018
30 Jetty Rd Rd LARGS BAY		CT 5301/76	2019
34 Jetty Rd Rd LARGS BAY		CT 5329/411	2020
38 Jetty Rd Rd LARGS BAY		CT 5256/634	2021
40 Jetty Rd Rd LARGS BAY		CT 5842/328	2022
9 Kalgoorlie Rd LARGS BAY		CT 5260/413	2023
11 Kalgoorlie Rd LARGS BAY		CT 5268/620	2024
12 Kalgoorlie Rd LARGS BAY		CT 5785/304	2025
14 Kalgoorlie Rd LARGS BAY		CT 5692/355	2026
17 Kalgoorlie Rd LARGS BAY		CT 5579/332	2027
18 Kalgoorlie Rd LARGS BAY		CT 5581/285	2028
20 Kalgoorlie Rd LARGS BAY		CT 5162/434	2029
22 Kalgoorlie Rd LARGS BAY		CT 5834/397	2030
23 Kalgoorlie Rd LARGS BAY		CT 5290/471	2031
24 Kalgoorlie Rd LARGS BAY		CT 5501/826	2032
25 Kalgoorlie Rd LARGS BAY		CT 5297/966	2033
26 Kalgoorlie Rd LARGS BAY		CT 5841/582	2034
28 Kalgoorlie Rd LARGS BAY		CT 5783/746	2035
29 Kalgoorlie Rd LARGS BAY		CT 5235/48	2036
31 Kalgoorlie Rd LARGS BAY		CT 5818/7	2037
32 Kalgoorlie Rd LARGS BAY		CT 5479/133	2038
33 Kalgoorlie Rd LARGS BAY		CT 5620/30	2039
36 Kalgoorlie Rd LARGS BAY		CT 5657/858	2040
37 Kalgoorlie Rd LARGS BAY		CT 5806/682	2041
38 Kalgoorlie Rd LARGS BAY		CT 5298/1	2042
41 Kalgoorlie Rd LARGS BAY		CT 5504/531	2043
42 Kalgoorlie Rd LARGS BAY		CT 5419/516	2044
9 Kanowna Rd LARGS BAY		CT 5254/409	2045
10 Kanowna Rd LARGS BAY		CT 5510/521	2046
11 Kanowna Rd LARGS BAY		CT 5742/82	2048

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
12 Kanowna Rd LARGS BAY		CT 5251/25	2047
15 Kanowna Rd LARGS BAY		CT 5783/896	2049
16 Kanowna Rd LARGS BAY		CT 5231/479	2050
17 Kanowna Rd LARGS BAY		CT 5793/882	2051
18 Kanowna Rd LARGS BAY		CT 5488/152	2052
19 Kanowna Rd LARGS BAY		CT 5444/517	2053
20 Kanowna Rd LARGS BAY		CT 5137/790	2054
22 Kanowna Rd LARGS BAY		CT 5599/250	2055
23 Kanowna Rd LARGS BAY		CT 5880/386	2056
24 Kanowna Rd LARGS BAY		CT 5132/738	2057
25 Kanowna Rd LARGS BAY		CT 5200/703	2058
26 Kanowna Rd LARGS BAY		CT 5218/721	2059
27 Kanowna Rd LARGS BAY		CT 5209/796	2060
30 Kanowna Rd LARGS BAY		CT 5841/69	2061
32 Kanowna Rd LARGS BAY		CT 5790/902	2062
35 Kanowna Rd LARGS BAY		CT 5776/392	2063
36 Kanowna Rd LARGS BAY		CT 5617/945	2064
37 Kanowna Rd LARGS BAY		CT 5451/855	2065
38 Kanowna Rd LARGS BAY		CT 5617/946	2066
41 Kanowna Rd LARGS BAY		CT 5270/137	2067
42 Kanowna Rd LARGS BAY		CT 5680/688	2068
296 Military Rd LARGS BAY		CT 5170/639	2070
302 Military Rd LARGS BAY	Shop and House	CT 5109/416	2071
306 Military Rd LARGS BAY		CT 5085/9	2072
308 Military Rd LARGS BAY		CT 5475/982	2073
312 Military Rd LARGS BAY		CT 5640/720	2074
314 Military Rd LARGS BAY		CT 5599/731	2075
322 Military Rd LARGS BAY		CT 5361/184	2076
323-325 Military Rd LARGS BAY		CT 5567/140 CT 5912/417	2077
330 Military Rd LARGS BAY		CT 5255/126 CT 5255/127	2079
331 Military Rd LARGS BAY		CT 5315/734	2080

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
336 Military Rd LARGS BAY		CT 5160/977	2081
337 Military Rd LARGS BAY		CT 5713/31	2082
339 Military Rd LARGS BAY		CT 6000/312	2083
345 Military Rd LARGS BAY		CT 5881/857	2084
347 Military Rd LARGS BAY		CT 5778/73	2085
351 Military Rd LARGS BAY		CT 5208/42	2086
357 Military Rd LARGS BAY		CT 5326/794	2087
363 Military Rd LARGS BAY		CT 903/17	2088
392-394 Military Rd LARGS BAY		CT 5218/364	2089
393 Military Rd LARGS BAY		CT 5349/509	2090
396 Military Rd LARGS BAY		CT 5322/358	2091
397 Military Rd LARGS BAY		CT 5112/181	2092
401 Military Rd LARGS BAY		CT 5841/581	2093
402 Military Rd LARGS BAY		CT 5783/215	2094
403 Military Rd LARGS BAY		CT 5446/228	2095
404-406 Military Rd LARGS BAY	Shops	CT 5461/852	2096
409 Military Rd LARGS BAY		CT 5508/975	2097
410 Military Rd LARGS BAY	Shop and house	CT 5150/21	2098
412-414 Military Rd LARGS BAY	Shops	CT 5102/214	2099
413 Military Rd LARGS BAY		CT 5264/935	2100
417 Military Rd LARGS BAY		CT 5422/520	2101
420 Military Rd LARGS BAY		CT 5498/727	2102
424 Military Rd LARGS BAY		CT 5374/925 CT 5375/15	2103
425 Military Rd LARGS BAY		CT 5342/689	2104
428 Military Rd LARGS BAY		CT 5449/545	2105
429 Military Rd LARGS BAY		CT 5246/682	2106
432 Military Rd LARGS BAY		CT 5570/385	2107
433 Military Rd LARGS BAY		CT 5812/547	2108
435 Military Rd LARGS BAY	Shop and house	CT 5059/962	2109
443 Military Rd LARGS BAY		CT 5215/204	2110
445 Military Rd LARGS BAY		CT 5572/978	2111

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
446 Military Rd LARGS BAY		CT 5066/913 CT 5066/914	2112
449 Military Rd LARGS BAY	Shop and house	CT 5825/73	2114
9 Musgrave St LARGS BAY		CT 5208/83	2115
10 Musgrave St LARGS BAY		CT 5066/758	2116
12 Musgrave St LARGS BAY		CT 5890/602	2117
16 Musgrave St LARGS BAY		CT 5785/981	2118
19 Musgrave St LARGS BAY		CT 5818/744	2119
20 Musgrave St LARGS BAY		CT 5501/665	2120
21 Musgrave St LARGS BAY		CT 5365/245	2121
22 Musgrave St LARGS BAY		CT 5492/504	2122
24 Musgrave St LARGS BAY		CT 5969/678	2123
25 Musgrave St LARGS BAY		CT 5330/321	2124
26 Musgrave St LARGS BAY		CT 5296/735	2125
29 Musgrave St LARGS BAY		CT 5201/58	2126
30 Musgrave St LARGS BAY		CT 5624/474	2127
32 Musgrave St LARGS BAY		CT 5786/336	2128
36 Musgrave St LARGS BAY		CT 5816/917	2129
38 Musgrave St LARGS BAY		CT 5664/224	2130
17 Ralston St LARGS BAY		CT 5461/286	2131
20 Ralston St LARGS BAY		CT 5159/183	2132
22 Ralston St LARGS BAY		CT 5308/375	2133
24 Ralston St LARGS BAY		CT 5081/495	2134
28 Ralston St LARGS BAY		CT 5212/519	2135
32 Ralston St LARGS BAY		CT 5266/31	2136
34 Ralston St LARGS BAY		CT 5233/962	2137
35 Ralston St LARGS BAY		CT 5815/581	2138
37 Ralston St LARGS BAY		CT 5815/582	2139
38 Ralston St LARGS BAY		CT 5349/291	2140
41 Ralston St LARGS BAY		CT 5281/587	2141
9 Union St LARGS BAY		CT 5617/641	2142
15 Union St LARGS BAY		CT 5220/468	2143
19 Union St LARGS BAY		CT 5801/380	2144

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
21 Union St LARGS BAY		CT 5164/842	2145
33 Union St LARGS BAY		CT 5083/834	2146
35 Union St LARGS BAY		CT 5801/295	2147
96 Woolnough Rd LARGS BAY		CT 5788/900	2148
102 Woolnough Rd LARGS BAY		CT 5419/814	2149
108 Woolnough Rd LARGS BAY		CT 5522/147	2150
110 Woolnough Rd LARGS BAY		CT 5170/894	2151
111 Woolnough Rd LARGS BAY		CT 5226/234	2152
115 Woolnough Rd LARGS BAY		CT 5275/674	2153
117 Woolnough Rd LARGS BAY		CT 5373/260	2154
118 Woolnough Rd LARGS BAY		CT 5947/962	2155
121 Woolnough Rd LARGS BAY		CT 5205/468	2156
123 Woolnough Rd LARGS BAY		CT 5113/47	2157
127 Woolnough Rd LARGS BAY		CT 5424/46	2158
131 Woolnough Rd LARGS BAY		CT 5836/943	2159
137 Woolnough Rd LARGS BAY		CT 5105/260	2160
143 Woolnough Rd LARGS BAY		CT 5300/422	2161
1-5 Barlow St PORT ADELAIDE		CT 5311/415	1889
1-5 Barlow St PORT ADELAIDE		CT 5311/416	1889
2-10 Brock St PORT ADELAIDE		CT 5164/506	1894
1-3 Butler St PORT ADELAIDE		CT 5774/512	1911
19 Church Pl PORT ADELAIDE		CT 5495/495	1912
106 Commercial Rd PORT ADELAIDE		CT 5274/48	1913
20-30 Crozier St PORT ADELAIDE		CT 6050/923	1903
17-25 Crozier St PORT ADELAIDE		CT 5149/168	1900
27-33 Crozier St PORT ADELAIDE		CT 5242/898 CT 5242/994	1904
16-18 Crozier St PORT ADELAIDE		CT 6050/922	1897
16-20 St Vincent St PORT ADELAIDE	Former Jacketts Flour Mill	CT 5841/517 CT 5841/518	1915
50-58 St Vincent St PORT ADELAIDE	Recreation centre	CT 5501/661 CT 5501/662 CT 5836/398	1916
60-64 St Vincent St PORT ADELAIDE	Shops	CT 5474/216	1917

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
82-84 St Vincent St PORT ADELAIDE	Dangle & Dive shop	CT 5147/150	1919
71 St Vincent St PORT ADELAIDE	Shop	CT 5791/896 CT 5791/897	1918
94 St Vincent St PORT ADELAIDE	Office	CT 5064/447	1920
96 St Vincent St PORT ADELAIDE	Store	CT 5163/553	1921
98 St Vincent St PORT ADELAIDE	Shop	CT 5079/144	1923
316 St Vincent St PORT ADELAIDE	Corrugated iron warehouse	CT 5315/162	1909
766 Torrens Rd ROSEWATER		CT 5778/247	2928
772 Torrens Rd ROSEWATER		CT 575/5	2929
774 Torrens Rd ROSEWATER		CT 5523/360	2930
776 Torrens Rd ROSEWATER		CT 5471/993	2931
778 Torrens Rd ROSEWATER		CT 5840/254	2932
784 Torrens Rd ROSEWATER		CT 5438/576	2933
786 Torrens Rd ROSEWATER		CT 5795/812	2934
790 Torrens Rd ROSEWATER		CT 5474/231	2935
792 Torrens Rd ROSEWATER		CT 5605/288	2936
794 Torrens Rd ROSEWATER		CT 5802/654	2937
796 Torrens Rd ROSEWATER		CT 5106/835	2938
798 Torrens Rd ROSEWATER	Shop and house	CT 5945/413	2939
800-802 Torrens Rd ROSEWATER	Shop and house	CT 4124/974	2940
810 Torrens Rd ROSEWATER		CT 5685/40 CT 5806/983	2941
816 Torrens Rd ROSEWATER		CT 5353/305	2942
818 Torrens Rd ROSEWATER		CT 5498/596	2943
820 Torrens Rd ROSEWATER		CT 5479/55	2944
822 Torrens Rd ROSEWATER		CT 5217/179	2945
824 Torrens Rd ROSEWATER		CT 5401/975	2946
834 Torrens Rd ROSEWATER		CT 5663/998	2947
11 Albert St SEMAPHORE		CT 5108/235	2163
16 Albert St SEMAPHORE		CT 5158/146	2164
20 Albert St SEMAPHORE		CT 5320/379	2165
22 Albert St SEMAPHORE		CT 5075/759	2166
25 Albert St SEMAPHORE		CT 5416/624	2167
27 Albert St SEMAPHORE		CT 5357/878	2168

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
30 Albert St SEMAPHORE		CT 5828/881	2169
34 Albert St SEMAPHORE		CT 5097/617	2170
36 Albert St SEMAPHORE		CT 5500/282	2171
39 Albert St SEMAPHORE		CT 5601/648	2172
40 Albert St SEMAPHORE		CT 5260/571	2173
43 Albert St SEMAPHORE		CT 5122/666 CT 5122/667	2174
4 Alsop St SEMAPHORE		CT 5346/229	2176
8 Alsop St SEMAPHORE		CT 5493/94	2177
9 Alsop St SEMAPHORE		CT 5175/245	2178
10 Alsop St SEMAPHORE		CT 5440/294	2179
12 Alsop St SEMAPHORE		CT 5244/297	2180
13 Alsop St SEMAPHORE		CT 5110/200	2181
15 Alsop St SEMAPHORE		CT 5377/370	2182
19 Alsop St SEMAPHORE		CT 5815/592	2183
20 Alsop St SEMAPHORE		CT 5839/559	2184
25 Alsop St SEMAPHORE		CT 5582/478	2185
27 Alsop St SEMAPHORE		CT 5807/686	2186
29 Alsop St SEMAPHORE		CT 5807/685	2187
30 Alsop St SEMAPHORE		CT 5466/634	2188
33 Alsop St SEMAPHORE		CT 5797/811	2189
34 Alsop St SEMAPHORE		CT 5364/981	2190
7 Ansell St SEMAPHORE		CT 5532/854	2191
9 Ansell St SEMAPHORE		CT 5687/278	2192
17 Ansell St SEMAPHORE		CT 5177/955	2193
19 Ansell St SEMAPHORE		CT 5704/205	2194
20 Ansell St SEMAPHORE		CT 5873/522	2195
22 Ansell St SEMAPHORE		CT 5313/536	2196
26 Ansell St SEMAPHORE		CT 5568/839	2197
27 Ansell St SEMAPHORE		CT 5234/190	2198
29 Ansell St SEMAPHORE		CT 5676/994	2199
31 Ansell St SEMAPHORE		CT 5810/681	2200
32 Ansell St SEMAPHORE		CT 6006/223	2201

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
40 Ansell St SEMAPHORE		CT 5073/877	2202
45-47 Ansell St SEMAPHORE		CT 5014/663 CT 5014/664 CT 5014/665	2203
51 Ansell St SEMAPHORE		CT 5816/705	2204
52 Ansell St SEMAPHORE		CT 5208/837	2205
55 Ansell St SEMAPHORE		CT 5458/880	2206
57 Ansell St SEMAPHORE		CT 5503/238	2207
5 Benson St SEMAPHORE		CT 5503/397	2208
7 Benson St SEMAPHORE		CT 5105/138	2209
11 Benson St SEMAPHORE		CT 5625/184	2210
15 Benson St SEMAPHORE		CT 5506/400	2211
17 Benson St SEMAPHORE		CT 5082/177	2212
21 Benson St SEMAPHORE		CT 5323/426	2213
23 Benson St SEMAPHORE		CT 5692/687	2214
25 Benson St SEMAPHORE		CT 5104/360	2215
27 Benson St SEMAPHORE		CT 5500/11	2216
29 Benson St SEMAPHORE		CT 5308/30	2217
31 Benson St SEMAPHORE		CT 5789/228 CT 5511/991	2218
32 Blackler St SEMAPHORE		CT 5238/742	2220
35 Blackler St SEMAPHORE		CT 5390/688	2221
41 Blackler St SEMAPHORE		CT 5495/987	2222
42 Blackler St SEMAPHORE		CT 5502/785	2223
43 Blackler St SEMAPHORE		CT 5305/309	2224
44 Blackler St SEMAPHORE		CT 5182/849	2225
45 Blackler St SEMAPHORE		CT 5502/727	2226
46 Blackler St SEMAPHORE		CT 5106/877	2227
12 Brown St SEMAPHORE		CT 5442/721	2228
14 Brown St SEMAPHORE		CT 5134/121	2229
16 Brown St SEMAPHORE		CT 5109/465	2230
18 Brown St SEMAPHORE		CT 5438/985	2231
20 Brown St SEMAPHORE		CT 5079/889	2232
22 Brown St SEMAPHORE		CT 6032/767	2233

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
22A Brown St SEMAPHORE		CT 5056/837	2234
24 Brown St SEMAPHORE		CT 5991/275 CT 5991/276	2235
28 Brown St SEMAPHORE		CT 5413/508	2237
30 Brown St SEMAPHORE		CT 5439/57	2238
32 Brown St SEMAPHORE		CT 5075/669	2239
42 Brown St SEMAPHORE		CT 5125/562	2240
20 Cave St SEMAPHORE		CT 5423/214	2241
40 Cave St SEMAPHORE		CT 5390/103	2242
14 Cavendish St SEMAPHORE		CT 5196/630	2243
15 Cavendish St SEMAPHORE		CT 5428/477	2244
21 Cavendish St SEMAPHORE		CT 5073/902	2245
23 Cavendish St SEMAPHORE		CT 5818/369	2246
24 Cavendish St SEMAPHORE		CT 5732/961	2247
26 Cavendish St SEMAPHORE		CT 5732/960	2248
28 Cavendish St SEMAPHORE		CT 5697/401	2249
29 Cavendish St SEMAPHORE		CT 5470/534	2250
30-32 Cavendish St SEMAPHORE		CT 5011/470 CT 5011/471 CT 5011/472	2251
31 Cavendish St SEMAPHORE		CT 5139/784	2252
5 Company St SEMAPHORE		CT 5268/983	2253
6 Company St SEMAPHORE		CT 5840/426	2254
10 Company St SEMAPHORE		CT 5634/736	2255
11 Company St SEMAPHORE		CT 5788/292	2256
11a Company St SEMAPHORE		CT 5233/364	2257
15-17 Company St SEMAPHORE		CT 5236/475 CT 5291/652	2258
16 Company St SEMAPHORE		CT 5915/802	2260
19 Company St SEMAPHORE		CT 5957/543	2261
29 Company St SEMAPHORE		CT 5415/455	2263
33 Company St SEMAPHORE		CT 5782/204	2264
41 Company St SEMAPHORE		CT 5254/598	2265
47 Company St SEMAPHORE		CT 5841/136	2266

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
49 Company St SEMAPHORE		CT 5445/417	2267
9 Coppin St SEMAPHORE		CT 5147/486 CT 5147/614	2268
16 Coppin St SEMAPHORE		CT 5575/64	2269
29 Coppin St SEMAPHORE		CT 5867/231	2270
31 Coppin St SEMAPHORE		CT 5710/658	2271
32 Coppin St SEMAPHORE		CT 5595/630	2272
33 Coppin St SEMAPHORE		CT 5209/907	2273
35 Coppin St SEMAPHORE		CT 5606/185	2274
36 Coppin St SEMAPHORE		CT 5496/931	2275
37 Coppin St SEMAPHORE		CT 5682/332	2276
38 Coppin St SEMAPHORE		CT 5200/900	2277
40 Coppin St SEMAPHORE		CT 5741/609	2278
41 Coppin St SEMAPHORE		CT 5304/964	2279
42 Coppin St SEMAPHORE		CT 5223/832	2280
43 Coppin St SEMAPHORE		CT 5432/180	2281
44 Coppin St SEMAPHORE		CT 5090/191	2282
12 Derby St SEMAPHORE		CT 5680/960	2283
18 Derby St SEMAPHORE		CT 6015/250	2284
19 Derby St SEMAPHORE		CT 5112/4	2285
20 Derby St SEMAPHORE		CT 5176/226	2286
22 Derby St SEMAPHORE		CT 5402/808	2287
24 Derby St SEMAPHORE		CT 6015/253	2289
25 Derby St SEMAPHORE		CT 5839/809	2288
28 Derby St SEMAPHORE		CT 5698/528	2290
40 Derby St SEMAPHORE		CT 5847/746	2291
1 Dudley St SEMAPHORE		CT 5665/163	2292
6 Dudley St SEMAPHORE		CT 5636/845	2293
8 Dudley St SEMAPHORE		CT 5521/827	2294
10 Dudley St SEMAPHORE		CT 5832/445	2295
11 Dudley St SEMAPHORE		CT 5443/586	2296
12 Dudley St SEMAPHORE		CT 5122/671	2297
14 Dudley St SEMAPHORE		CT 5106/974	2298

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
15 Dudley St SEMAPHORE		CT 5162/248	2299
16 Dudley St SEMAPHORE		CT 5452/72	2300
19 Dudley St SEMAPHORE		CT 5108/450	2301
20 Dudley St SEMAPHORE		CT 5502/832	2302
21 Dudley St SEMAPHORE		CT 5624/483	2303
22 Dudley St SEMAPHORE		CT 5510/167	2304
23 Dudley St SEMAPHORE		CT 5484/348	2305
24 Dudley St SEMAPHORE		CT 5985/346	2306
25 Dudley St SEMAPHORE		CT 5282/177	2307
26 Dudley St SEMAPHORE		CT 5985/347	2308
27 Dudley St SEMAPHORE		CT 5277/940	2309
28 Dudley St SEMAPHORE		CT 5186/889	2310
28 Dudley St SEMAPHORE		CT 5186/890	2310
29 Dudley St SEMAPHORE		CT 5141/227	2311
30 Dudley St SEMAPHORE		CT 5488/770	2313
32 Dudley St SEMAPHORE		CT 5641/125	2314
33 Dudley St SEMAPHORE		CT 5419/77	2315
34 Dudley St SEMAPHORE		CT 5725/645 CT 5725/646	2316
35 Dudley St SEMAPHORE		CT 5094/791	2317
38 Dudley St SEMAPHORE		CT 5338/436	2318
40 Dudley St SEMAPHORE		CT 5426/74	2319
43 Dudley St SEMAPHORE		CT 5442/887	2320
45-45a Dudley St SEMAPHORE		CT 5826/949 CT 5829/950	2321
49 Dudley St SEMAPHORE		CT 5149/748	2322
51 Dudley St SEMAPHORE		CT 5168/382	2323
52 Dudley St SEMAPHORE		CT 5230/26	2324
57 Dudley St SEMAPHORE		CT 5494/164 CT 5494/661	2325
58 Dudley St SEMAPHORE		CT 5721/770	2326
60 Dudley St SEMAPHORE		CT 5496/546	2327
62 Dudley St SEMAPHORE		CT 5503/225	2328
65 Dudley St SEMAPHORE		CT 5500/642	2329

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
67 Dudley St SEMAPHORE		CT 5128/604	2330
17 Dunn St SEMAPHORE		CT 5224/374	2331
18 Dunn St SEMAPHORE		CT 5696/765	2333
21 Dunn St SEMAPHORE		CT 5139/833	2334
25 Dunn St SEMAPHORE		CT 5501/397	2335
29 Dunn St SEMAPHORE		CT 5066/212	2336
31 Dunn St SEMAPHORE		CT 5102/90	2339
33 Dunn St SEMAPHORE		CT 5679/605	2340
35 Dunn St SEMAPHORE		CT 5961/856	2341
39 Dunn St SEMAPHORE		CT 5837/566	2343
41 Dunn St SEMAPHORE		CT 6057/488	2345
38 Esplanade SEMAPHORE		CT 5990/332	2347
39 Esplanade SEMAPHORE		CT 5244/748	2348
41 Esplanade SEMAPHORE		CT 5778/771	2349
43 Esplanade SEMAPHORE		CT 5415/276	2350
50 Esplanade SEMAPHORE		CT 5187/541	2351
52 Esplanade (fronting Albert St) SEMAPHORE		CT 4158/246	2162
53 Esplanade SEMAPHORE		CT 5612/314	2353
59 Esplanade SEMAPHORE		CT 5013/241	2354
60 Esplanade SEMAPHORE		CT 5013/240	2355
96 Esplanade SEMAPHORE		CT 5785/108	2356
101 Esplanade SEMAPHORE		CT 5499/828	2357
102 Esplanade SEMAPHORE		CT 5108/787	2358
105 Esplanade SEMAPHORE		CT 5425/553	2359
106 Esplanade SEMAPHORE		CT 5425/552	2360
108 Esplanade SEMAPHORE		CT 5167/436	2361
108 Esplanade SEMAPHORE		CT 5167/437	2361
111 Esplanade SEMAPHORE		CT 5253/660	2362
115 Esplanade SEMAPHORE		CT 5739/153	2363
116 Esplanade SEMAPHORE		CT 5445/272	2364
120-122 Esplanade SEMAPHORE		CT 5295/80	2365
128 Esplanade SEMAPHORE		CT 5393/696	2366

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
8 Germein St SEMAPHORE		CT 5095/927	2367
17 Germein St SEMAPHORE		CT 5199/831	2368
22 Germein St SEMAPHORE		CT 5095/382	2369
24 Germein St SEMAPHORE		CT 5151/972	2370
27 Germein St SEMAPHORE		CT 5506/297	2371
28 Germein St SEMAPHORE		CT 5160/769	2372
29 Germein St SEMAPHORE		CT 5457/832	2373
5 Hall St SEMAPHORE		CT 5673/797	2374
7 Hall St SEMAPHORE		CT 5133/431	2375
12 Hall St SEMAPHORE		CT 5505/123	2377
15 Hall St SEMAPHORE		CT 5342/354	2378
16 Hall St SEMAPHORE		CT 5500/153	2379
17 Hall St SEMAPHORE		CT 5240/476	2380
18 Hall St SEMAPHORE		CT 5963/343	2381
19 Hall St SEMAPHORE		CT 5353/603	2382
20 Hall St SEMAPHORE		CT 5785/105	2383
24 Hall St SEMAPHORE		CT 5495/359	2386
25 Hall St SEMAPHORE		CT 5358/344	2387
26 Hall St SEMAPHORE		CT 5413/493	2388
29 Hall St SEMAPHORE		CT 5152/251	2389
30 Hall St SEMAPHORE		CT 2710/228 CT 2710/631	2391
35 Hall St SEMAPHORE		CT 5298/619	2392
36 Hall St SEMAPHORE		CT 5565/119	2393
37 Hall St SEMAPHORE		CT 5841/143	2394
38 Hall St SEMAPHORE		CT 5659/774	2395
40 Hall St SEMAPHORE		CT 5516/59	2397
41 Hall St SEMAPHORE		CT 5496/959 CT 5497/313	2398
42 Hall St SEMAPHORE		CT 5516/58	2399
43 Hall St SEMAPHORE		CT 5259/312	2400
44 Hall St SEMAPHORE		CT 5516/57	2401
63 Hall St SEMAPHORE		CT 5831/228	2402

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
64 Hall St SEMAPHORE		CT 5196/337	2403
66 Hall St SEMAPHORE		CT 5503/464	2404
68 Hall St SEMAPHORE		CT 5104/104	2405
78 Hall St SEMAPHORE		CT 5837/867	2406
81-87 Hall St SEMAPHORE		CT 6015/711	2409
82 Hall St SEMAPHORE		CT 5837/869	2407
86 Hall St SEMAPHORE		CT 5837/870	2408
88 Hall St SEMAPHORE		CT 5837/871	2410
90 Hall St SEMAPHORE		CT 5687/787	2411
92 Hall St SEMAPHORE		CT 5468/985	2412
94 Hall St SEMAPHORE		CT 5787/865	2413
95 Hall St SEMAPHORE		CT 5225/383 CT 5225/384	2414
96 Hall St SEMAPHORE		CT 5364/97	2415
97 Hall St SEMAPHORE		CT 5478/740	2416
102 Hall St SEMAPHORE		CT 5839/717	2417
104 Hall St SEMAPHORE		CT 5232/860	2418
106 Hall St SEMAPHORE		CT 5410/847	2419
108 Hall St SEMAPHORE		CT 5606/810	2420
4 Hargrave St SEMAPHORE		CT 5795/421	2421
10 Hargrave St SEMAPHORE		CT 5069/830	2422
18 Hargrave St SEMAPHORE		CT 5072/886	2423
20 Hargrave St SEMAPHORE		CT 5113/195	2424
28 Hargrave St SEMAPHORE		CT 5083/608	2425
15 Hart St SEMAPHORE		CT 5080/541	2426
19 Hart St SEMAPHORE		CT 5500/491	2427
25 Hart St SEMAPHORE		CT 5566/904	2428
37 Hart St SEMAPHORE		CT 5087/414	2429
10 Jagoe St SEMAPHORE		CT 6005/504	2430
11 Jagoe St SEMAPHORE		CT 5166/779	2431
21 Jagoe St SEMAPHORE		CT 5451/533	2432
23 Jagoe St SEMAPHORE		CT 5610/364	2433
25 Jagoe St SEMAPHORE		CT 5098/184	2434

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
29 Jagoe St SEMAPHORE		CT 5164/820	2435
118 Military Rd SEMAPHORE		CT 5201/201	2436
122 Military Rd SEMAPHORE		CT 5238/282	2437
124 Military Rd SEMAPHORE		CT 5823/398	2438
129 Military Rd SEMAPHORE		CT 5171/218	2439
131 Military Rd SEMAPHORE		CT 5298/850	2440
132 Military Rd SEMAPHORE		CT 5674/494	2441
135 Military Rd SEMAPHORE		CT 5858/62	2442
136 Military Rd SEMAPHORE		CT 5807/53	2443
137 Military Rd SEMAPHORE		CT 5307/999	2444
138 Military Rd SEMAPHORE		CT 5168/158	2445
141 Military Rd SEMAPHORE		CT 5588/863	2446
142 Military Rd SEMAPHORE		CT 5684/953	2447
145 Military Rd SEMAPHORE		CT 5112/437	2448
146a Military Rd SEMAPHORE		CT 5082/497	2449
149 Military Rd SEMAPHORE		CT 5200/430	2450
150 Military Rd SEMAPHORE		CT 5461/800	2451
153 Military Rd SEMAPHORE		CT 5284/517	2452
154 Military Rd SEMAPHORE		CT 5249/831	2453
159 Military Rd SEMAPHORE		CT 5097/959	2454
160 Military Rd SEMAPHORE		CT 5841/614	2456
164 Military Rd SEMAPHORE		CT 5443/565	2457
171 Military Rd SEMAPHORE		CT 5840/150	2458
173 Military Rd SEMAPHORE		CT 5428/984	2459
177 Military Rd SEMAPHORE		CT 5840/146	2460
179 Military Rd SEMAPHORE		CT 5784/825	2461
181 Military Rd SEMAPHORE		CT 5840/144	2462
185 Military Rd SEMAPHORE		CT 5105/160	2463
188 Military Rd SEMAPHORE		CT 5200/451	2464
189 Military Rd SEMAPHORE		CT 5502/644 CT 5502/645	2465
191 Military Rd SEMAPHORE		CT 5171/842	2466
230 Military Rd SEMAPHORE		CT 5154/484	2467

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
238 Military Rd SEMAPHORE		CT 5236/298	2468
240 Military Rd SEMAPHORE		CT 5243/825	2469
247 Military Rd SEMAPHORE		CT 5692/573 CT 5839/735 CT 5840/323	2470
258 Military Rd SEMAPHORE		CT 5135/523	2471
267 Military Rd SEMAPHORE		CT 5785/978	2472
268 Military Rd SEMAPHORE		CT 5598/946	2473
273 Military Rd SEMAPHORE		CT 5572/651	2474
276 Military Rd SEMAPHORE		CT 5643/351	2475
288 Military Rd SEMAPHORE		CT 5082/448	2476
291 Military Rd SEMAPHORE		CT 5104/765	2477
293 Military Rd SEMAPHORE		CT 5858/305	2478
299 Military Rd SEMAPHORE		CT 5847/749	2479
301 Military Rd SEMAPHORE		CT 5704/685	2480
307 Military Rd SEMAPHORE		CT 5465/669 CT 5847/747	2481
315 Military Rd SEMAPHORE		CT 5065/701	2482
321 Military Rd SEMAPHORE		CT 5080/99	2483
14 Newman St SEMAPHORE		CT 5157/772	2484
24 Newman St SEMAPHORE		CT 5086/712	2485
30 Newman St SEMAPHORE		CT 5685/159	2486
32 Newman St SEMAPHORE		CT 5144/281	2487
34 Newman St SEMAPHORE		CT 5499/314	2488
35 Newman St SEMAPHORE		CT 5288/854	2489
36 Newman St SEMAPHORE		CT 5086/537	2490
37 Newman St SEMAPHORE		CT 5141/589	2491
39 Newman St SEMAPHORE		CT 5195/861	2492
39 Newman St SEMAPHORE		CT 5195/964	2492
41 Newman St SEMAPHORE		CT 5837/997	2494
42 Newman St SEMAPHORE		CT 5352/835	2495
43 Newman St SEMAPHORE		CT 5289/503	2496
44 Newman St SEMAPHORE		CT 5202/836	2497
45 Newman St SEMAPHORE		CT 5836/44	2498

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
56-58a Semaphore Rd SEMAPHORE	Two storey row shops	CT 5448/633 CT 5448/634 CT 5448/648	1924
49 Newman St SEMAPHORE		CT 5500/612	2499
8 Percy St SEMAPHORE		CT 5512/681	2500
22 Percy St SEMAPHORE		CT 5785/526	2501
9 South Tce SEMAPHORE		CT 5326/344	2502
10 South Tce SEMAPHORE		CT 5826/369	2503
11 South Tce SEMAPHORE		CT 5237/841	2504
12 South Tce SEMAPHORE		CT 5099/980	2505
14 South Tce SEMAPHORE		CT 5081/687	2506
15 South Tce SEMAPHORE		CT 5340/581	2507
17 South Tce SEMAPHORE		CT 5226/92	2508
19 South Tce SEMAPHORE		CT 5631/959	2509
22 South Tce SEMAPHORE		CT 5068/644	2510
23 South Tce SEMAPHORE		CT 5500/971	2511
26 South Tce SEMAPHORE		CT 5070/746	2512
28 South Tce SEMAPHORE		CT 5153/890	2513
29 South Tce SEMAPHORE		CT 5290/685	2514
32 South Tce SEMAPHORE		CT 5499/531	2515
33 South Tce SEMAPHORE		CT 5652/923 CT 5784/829	2516
34 South Tce SEMAPHORE		CT 5499/546	2517
40 South Tce SEMAPHORE		CT 6028/903	2518
41 South Tce SEMAPHORE		CT 6044/815	2519
42 South Tce SEMAPHORE		CT 5232/864	2520
43 South Tce SEMAPHORE		CT 5233/438	2521
11 Swan St SEMAPHORE		CT 5062/996	2523
12 Swan St SEMAPHORE		CT 5189/991	2522
1 Turton St SEMAPHORE		CT 5138/440	2524
5 Turton St SEMAPHORE		CT 5075/226	2525
6 Turton St SEMAPHORE		CT 5372/140	2526
7 Turton St SEMAPHORE		CT 5498/777	2527
10 Turton St SEMAPHORE		CT 5282/217	2528

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
11 Turton St SEMAPHORE		CT 5468/775	2529
15 Turton St SEMAPHORE		CT 5080/229	2530
16 Turton St SEMAPHORE		CT 5074/205	2531
17 Turton St SEMAPHORE		CT 5125/76	2532
18 Turton St SEMAPHORE		CT 5340/812	2533
14 Union St SEMAPHORE		CT 5313/165	2534
16 Union St SEMAPHORE		CT 5859/374	2535
18 Union St SEMAPHORE		CT 5321/589	2536
22 Union St SEMAPHORE		CT 5492/344	2537
36 Union St SEMAPHORE		CT 5511/320	2538
8 Vassall St SEMAPHORE		CT 5192/910	2539
8a-10 Vassall St SEMAPHORE		CT 5015/392 CT 5015/393 CT 5015/394	2540
11 Vassall St SEMAPHORE		CT 5966/296	2541
13 Vassall St SEMAPHORE		CT 5966/295	2542
14 Vassall St SEMAPHORE		CT 6020/304	2543
15 Vassall St SEMAPHORE		CT 5211/932	2544
15a Vassall St SEMAPHORE		CT 5340/430	2545
16 Vassall St SEMAPHORE		CT 6026/303	2546
17 Vassall St SEMAPHORE		CT 5500/388	2547
18 Vassall St SEMAPHORE		CT 5276/896	2548
19 Vassall St SEMAPHORE		CT 5123/256	2549
20 Vassall St SEMAPHORE		CT 5841/144	2550
22 Vassall St SEMAPHORE		CT 5841/142 CT 5852/352	2551
23 Vassall St SEMAPHORE		CT 5508/204	2552
24 Vassall St SEMAPHORE		CT 5789/225	2553
25 Vassall St SEMAPHORE		CT 5192/936	2554
26 Vassall St SEMAPHORE		CT 5446/265	2555
28 Vassall St SEMAPHORE		CT 5391/213	2556
29 Vassall St SEMAPHORE		CT 5578/368	2557
31 Vassall St SEMAPHORE		CT 5702/305	2558
32 Vassall St SEMAPHORE		CT 5789/227	2559

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
34 Vassall St SEMAPHORE		CT 5847/748	2560
1 Ward St SEMAPHORE		CT 5449/431	2561
6 Ward St SEMAPHORE		CT 5761/690	2562
10 Ward St SEMAPHORE		CT 5071/487	2563
19 Ward St SEMAPHORE		CT 5113/294	2564
21 Ward St SEMAPHORE		CT 5396/348	2565
9 Water St SEMAPHORE		CT 5264/856	2566
10 Water St SEMAPHORE		CT 5095/715	2567
11 Water St SEMAPHORE		CT 5132/578	2568
15 Water St SEMAPHORE		CT 5078/756	2569
15 Water St SEMAPHORE		CT 5439/448	2569
17 Water St SEMAPHORE		CT 5262/749	2570
19 Water St SEMAPHORE		CT 5411/446	2571
20 Water St SEMAPHORE		CT 5996/154	2572
22 Water St SEMAPHORE		CT 5996/153	2573
24 Water St SEMAPHORE		CT 5127/593	2574
25 Water St SEMAPHORE		CT 5928/501	2575
26 Water St SEMAPHORE		CT 5248/500	2576
28 Water St SEMAPHORE		CT 5510/902	2577
29 Water St SEMAPHORE		CT 5306/35	2578
30 Water St SEMAPHORE		CT 5511/57	2579
32 Water St SEMAPHORE		CT 5841/132	2580
11 Woolnough Rd SEMAPHORE		CT 5583/867	2581
13-15 Woolnough Rd SEMAPHORE		CT 5530/474	2582
17 Woolnough Rd SEMAPHORE		CT 5821/683	2583
21 Woolnough Rd SEMAPHORE		CT 5395/142	2584
23 Woolnough Rd SEMAPHORE		CT 5118/812	2585
27 Woolnough Rd SEMAPHORE		CT 5330/948	2586
29 Woolnough Rd SEMAPHORE		CT 5178/685	2587
47 Woolnough Rd SEMAPHORE		CT 5126/88	2588
49 Woolnough Rd SEMAPHORE		CT 5122/24	2589
51-53 Woolnough Rd SEMAPHORE		CT 5841/133	2590
55 Woolnough Rd SEMAPHORE		CT 6020/916	2591

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
63 Woolnough Rd SEMAPHORE		CT 5248/365	2592
67 Woolnough Rd SEMAPHORE		CT 5106/947	2593
69-73 Woolnough Rd SEMAPHORE		CT 6033/724	2594
73 Woolnough Rd SEMAPHORE		CT 6033/724	2595
75 Woolnough Rd SEMAPHORE		CT 5343/853	2596
79 Woolnough Rd SEMAPHORE		CT 5190/48	2597
81 Woolnough Rd SEMAPHORE		CT 5190/195	2598
85 Woolnough Rd SEMAPHORE		CT 5131/11	2599
9 Yeo St SEMAPHORE		CT 5573/637	2600
10 Yeo St SEMAPHORE		CT 5567/967	2601
12 Yeo St SEMAPHORE		CT 5250/470	2602
27 Yeo St SEMAPHORE		CT 5157/134	2603
29 Yeo St SEMAPHORE		CT 5154/473	2604
30 Yeo St SEMAPHORE		CT 5874/945	2605
36 Yeo St SEMAPHORE		CT 5364/440	2606
38 Yeo St SEMAPHORE		CT 5443/665	2607
27 Esplanade SEMAPHORE SOUTH		CT 5136/257	2608
29 Esplanade SEMAPHORE SOUTH		CT 5126/505	2609
30 Esplanade SEMAPHORE SOUTH		CT 5760/218	2610
31 Esplanade SEMAPHORE SOUTH		CT 5760/217	2611
34 Esplanade SEMAPHORE SOUTH		CT 5343/818	2612
35 Esplanade SEMAPHORE SOUTH		CT 5863/262	2613
36 Esplanade SEMAPHORE SOUTH		CT 5193/820	2614
20 Hart St SEMAPHORE SOUTH		CT 5817/395	2615
24 Hart St SEMAPHORE SOUTH		CT 5018/649	2616
26 Hart St SEMAPHORE SOUTH		CT 5018/650	2617
30 Hart St SEMAPHORE SOUTH		CT 5361/854	2618
34 Hart St SEMAPHORE SOUTH		CT 5759/245	2619
179 Robin Rd SEMAPHORE SOUTH		CT 5757/544	2620
181 Robin Rd SEMAPHORE SOUTH		CT 5088/343	2621
185 Robin Rd SEMAPHORE SOUTH		CT 6003/863	2622
188 Robin Rd SEMAPHORE SOUTH		CT 5836/688	2623
190 Robin Rd SEMAPHORE SOUTH		CT 5785/492	2624

Property Address	Description of Contributory Item	Certificates of Title	DPLG ID
191 Robin Rd SEMAPHORE SOUTH		CT 5696/646	2625
192 Robin Rd SEMAPHORE SOUTH		CT 5785/491	2626
195 Robin Rd SEMAPHORE SOUTH		CT 5158/379	2627

Table PAdE/8 - Local Heritage Places

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
2 Angas Street ALBERTON	House & fence (The Cobbles); The external form of the house including all decorative elements, and the significant stone fence to Angus Street and Company Square should be retained.	A1	D1406	CT 5694/436	a d f	1790
33 Fussell Place ALBERTON	Former Ozone Theatre & Shops; The exterior of the building, including all decorative elements and the shop front details which survive from 1920's.	A237 A238	F20078 F20078	CT 5091/372 CT 5091/373	a b c d f	2989
124 Port Road ALBERTON	Alberton Hotel; The current external form of the hotel should be retained. Any additions should be to the rear or side where they are not visible to Port Road.	A51 A5 A10 A6 A5 A1	F104040 F104002 F104007 F104003 F104002 F125899	CT 5140/733 CT 5140/829 CT 5140/829 CT 5143/345 CT 5143/346 CT 5226/253	a c f	2990
164 Port Road ALBERTON	Funeral Home (former shop & house); All original elements should be retained and maintained. The house and shop have been converted to a Funeral Parlour which has been sensitively undertaken. It is not recommended that further changes be made to the front of the building and all original detailing should be retained.	A238	F210214	CT 5828/533	a c f	1792
184-188 Port Road ALBERTON	Alberton Uniting Church (cnr Glebe Street); The exterior of the church in its current form including all the decorative elements and detailing original to the building should be retained.	A1	F108354	CT 5193/279	a c d f	1791
234 Port Road ALBERTON	Alberton Baptist Church & Halls; The external form, materials and detailing of the Church and Halls should be retained and maintained in their current excellent condition.	A15 A14 A19	F143179 F143178 F143183	CT 5710/58 CT 5710/59 CT 5710/60	a c d f	2991

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
Queen Street ALBERTON	Fos Williams Grandstand, Alberton Oval; The external form of the grandstand and its extensions are included in the listing, particularly any undertaken in red brick which was the original material of the grandstand itself. Any further work to the grandstand should be in the nature of conservation and retention of original fabric.	A101	D48006	CT 5831/47	a b c d e f	2992
78 Queen Street ALBERTON	Semi-detached house; The external form of the house should be retained and any early material, which is identified, be conserved and maintained. The listing does not include adaptations to the interiors of the structure.	A92	F162411	CT 5299/508	a d	2993
80 Queen Street ALBERTON	Semi-detached house; The external form of the house should be retained and any early material, which is identified, be conserved and maintained. The listing does not include adaptations to the interiors of the structure.	A92	F162411	CT 5299/712	a d	2994
St Georges Square ALBERTON	St George's Anglican Church Hall (stone hall at rear); The simple form of the hall should be retained and conserved and early building material properly maintained to ensure the continued use of the structure.	A1	F108139	CT 5194/938	a c d	2995
7 Mead Street BIRKENHEAD	Two storey row house; The external form of the terrace including all original decorative elements and the significant unpainted stone walls should be retained.	A127 A128 A118 A122	F3379 F3379 F3379 F3379	CT 5153/671 CT 5153/991 CT 5153/992 CT 5153/992	a d f	2997
9 Mead Street BIRKENHEAD	Two storey row house; The external form of the terrace including all original decorative elements and the significant unpainted stone walls should be retained.	A126	F3379	CT 5510/272	a d f	1793
11 Mead Street BIRKENHEAD	Two storey row house; The external form of the terrace including all original	A125	F3379	CT 5510/367	a d f	1794

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	decorative elements and the significant unpainted stone walls should be retained.					
3-7 Riverview Street BIRKENHEAD	Birkenhead Tavern; The external form of the Hotel particularly its two storey stone structure and cantilevered balcony to the first floor should be retained.	A9 A5 A6	F103704 F104153 F104153	CT 5136/334 CT 5141/99 CT 5141/99	a c f	2996
207-245 Semaphore Road BIRKENHEAD	Le Fevre Primary School buildings; The external elements, form and materials of the 1907 building facing Shorney Street, and the 1926 building facing Semaphore Road should be retained, and further extensions or external works should be designed to respect the architectural qualities of the building.	A53	F3562	CT 5447/350	a c d	2999
354 Main North Road BLAIR ATHOL	St Clement's Anglican Church; The external elements, form, detail and materials of the 1880s church should be retained.	A72 A73	F13170 F13170	CT 5829/580 CT 5829/580	a c	3001
560 Main North Road BLAIR ATHOL	Gepps Cross Hotel; The external form, detail and materials of the frontage to Main North Road and Grand Junction Road should be retained.	A17	D21886	CT 5722/435	a c f	3000
182-186 Hampstead Road CLEARVIEW	Enfield Hotel; The external form, detail and materials of the 1963 hotel building should be retained.	A1 A24 A117	F119659 F105682 D13235	CT 5218/210 CT 5218/212 CT 5218/213	c d	3002
2-4 Lawson Avenue CLEARVIEW	House; The external form, detail and materials of the c1900 house should be retained.	A369	D3418	CT 5722/43	a d e	3003
51-61 Regency Road CROYDON PARK	House ('Kananda'); The external form, detail and materials of the c1890 house should be retained.	A79	F117961	CT 5800/94	a	3004
312 Torrens Road CROYDON PARK	House; The external form, detail and materials of the c1910 house should be retained.	A69	F117851	CT 5361/926	a c	1795
9 Berwick Avenue	Former Church; The external	A41	D2629	CT 5155/147	a c	1796

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
DEVON PARK	form, detail and materials of the former c1930 brick church should be retained.					
75-77 Churchill Road North DRY CREEK	Warehouse; The external form, detail and materials of the three gable ended brick warehouses should be retained.	A4	D19072	CT 5146/161	a b f	3005
79 Churchill Road North DRY CREEK	Warehouse; The external form, detail and materials of the three gable ended brick warehouses should be retained.	A2	D19072	CT 5454/132	a b f	1797
1 High Street DRY CREEK	Post Office; The external form, detail and materials of the c1910 post office and attached residence should be retained.	A11	F9095	CT 5152/930	a c	1798
76 Pym Street DUDLEY PARK	Factory & Administration building (formerly Beckers); The external form, detail and materials of the 1940s frontages of factory and administration building should be retained.	A24	D54716	CT 5799/525	a e	3006
341 Main North Road ENFIELD	Pioneer Park; The extent of the Park, including memorial elements should be retained.	A53	F663	CT 5695/335	a c	1799
33 Turnbull Road ENFIELD	Folland Park Reserve; The extent of the park, particularly remnant native vegetation should be retained. The park represents an important area of remnant vegetation in the local area.	A293 A86	D4451 F127920	CT 4121/24 CT 5680/909	a c e f	1800
14-16 Carlisle Street 70-72 Old Pelham Street ETHELTON	Ethelton Primary School buildings; The external elements, form and materials of the 1892 building, facing Old Pelham Street, and the 1925 building facing Carlisle Street should be retained, and further extensions or external works should be designed to respect the architectural qualities of the buildings.	F1 F2 F3 F4 F5 F6 F CP F1 Q2 Q5 Q3 Q6 Q4 Q7 CP	C23350 C23350 C23350 C23350 C23350 C23350 C23350 C23514 C23514 C23514 C23514 C23514 C23514 C23514 C23514	CT 5958/378 CT 5958/379 CT 5958/380 CT 5958/381 CT 5958/382 CT 5958/383 CT 5958/384 CT 5965/462 CT 5965/463 CT 5965/463 CT 5965/464 CT 5965/464 CT 5965/465 CT 5965/465 CT 5965/466	a c d	3007

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
23 Denman Street EXETER	House (former shop); The external form of the building as visible from the street should be retained, particularly the raised parapet and exposed bluestone side walls.	A60	F3379	CT 5066/169	a b d	1801
13 Exmouth Road EXETER	Semi-detached houses; The external form of the cottages and their veranda are significant and should be retained. Any extensions or additions to the residences should be undertaken in a sympathetic manner to the rear and the unobstructed frontage of the pair maintained.	U1 U2 UCP	S7059 S7059 S7059	CT 5008/558 CT 5008/559 CT 5008/560	a d	1802
37-39 Exmouth Road EXETER	Lord Exmouth Hotel; The external form and all original detailing which remains particularly the two storey veranda are included on the listing and should be retained. Any further works to the hotel should be in the nature of conservation and the installation of services such as air conditioning should be carefully considered so as not to detract from the street elevations to Exmouth Road.	A309 A308 A310	F17705 F17705 F17705	CT 5830/593 CT 5830/594 CT 5843/724	a c f	3008
3 Harris Street EXETER	House & fence; The external form of the original house should be retained and the form of the two storeyed timber veranda to the front of the house reinstated when possible. Any extensions or additions to the building should be undertaken to the rear and in a sympathetic manner. These should be as unobtrusive as possible when viewed from the street.	A60	F3167	CT 5500/12	a d	1803
144 Semaphore Road EXETER	Two storey flats (former house); The original external form and detailing of this residence should be maintained. All work on the house should be in the	A285	F17705	CT 5464/844	a d	1804

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	nature of conservation and in the long term the reinstatement of the open nature of the long veranda to the frontage should be considered.					
146 Semaphore Road EXETER	Uniting Church (former Wesleyan Church, 1867); The original external form of the Church including the rear transept and schoolroom should be retained. The face bluestone to the original 1867 Chapel should be conserved carefully.	A288 A287 A286	F17705 F17705 F17705	CT 5205/304 CT 5205/477 CT 5205/478	a b d	3009
158 Semaphore Road EXETER	Exeter Hotel; The original form and detailing and all decorative elements which remain should be retained. In the long term the reinstatement of the veranda to its early appearance is recommended.	A292 A295 A293	F17705 F17705 F17705	CT 5118/815 CT 5118/822 CT 5118/813	a b	3010
Main North Road GEPPS CROSS	Former house; The external form, detail and materials of the c1910 brick residence should be retained.	A112	D80169	CT 6030/933	e	3013
25 Castle Street GLANVILLE	Dwelling; The overall external form, detailing and materials of the dwelling should be retained.	A29	F3333	CT 5730/728		20938
50-53 Causeway Road GLANVILLE	Glanville Hotel; The external form and detailing of the hotel should be retained. Any additions should be carried out in manner sympathetic to the style of the 1908 building.	A67 A66 A65	F3333 F3333 F3333	CT 5384/665 CT 5384/666 CT 5384/667	a c f	3011
77-83 Causeway Road GLANVILLE	Cumberland Hotel; The external form of the hotel should be retained. In the long term the removal of paint to the stonework would be an appropriate conservation process.	A2 A1	F3334 F3334	CT 5130/923 CT 5130/924	a c f	3012
489B North East Road HILLCREST	Former Gilles Plains Primary School (red brick building in south-east corner adjacent North East Road); The structure of the face red brick 1907 schoolroom should be	A22	F127356	CT 5774/745	c	3014

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	retained.					
341 Churchill Road KILBURN	Semi-detached houses; The external form, detail and materials of the c1910 cottages should be retained.	A101	D29949	CT 5785/732	a b	3015
506-508 Churchill Road KILBURN	Former Tubemakers Administration Building No. 2; The external form, detail and materials of the c1940 building should be retained. The external form, detail and materials of the c1940 building should be retained.	F2	C23054	CT 6041/546	a d	3016
3 Kintore Avenue KILBURN	House; The external form, detail and materials of the c1910 timber cottage should be retained.	A5	D1515	CT 5441/797	a b d	3017
5 Kintore Avenue KILBURN	House; The external form, detail and materials of the c1910 corrugated iron cottage should be retained.	A6	D1515	CT 5163/704	a b d	3018
36 Kintore Avenue KILBURN	House; The external form, detail and materials of the c1920 corrugated iron cottage should be retained.	A2	D22519	CT 5098/98	a b d	3019
25A-25B Le Hunte Street KILBURN	Convent of Our Lady of the Sacred Heart; The external form, detail and materials of the c1948 brick convent should be retained.	A15	F110593	CT 5803/367	c	3020
43-47 Le Hunte Street KILBURN	Kilburn Progressive Hall; The external form, detail and materials of the c1930 brick and render hall should be retained.	A20 A19	F110599 F110598	CT 5316/171 CT 5713/779	a c e	3021
44-46 Le Hunte Street KILBURN	St Brigid's Catholic Church; The external form, detail and materials of the c1953 brick church should be retained.	A57 A58	D1783 D1783	CT 5358/171 CT 5358/171	c	3022
55 Northcote Street KILBURN	House; The external form, detail and materials of the c1915 masonry cottage should be retained.	A223	D1783	CT 5343/440	a b d	3023
11 Bray Avenue KLEMZIG	House (former Tregoweth residence); The external form, detail and materials of the c1920 masonry residence should be retained.	A19	D7672	CT 5069/781	a	1806

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
17 Clarence Avenue KLEMZIG	House (former DG Weidenhofer residence); The external form, detail and materials of the c1902 stone residence should be retained.	A15	D6098	CT 5336/423	a	1807
7 Murray Avenue KLEMZIG	House; The external form, detail and materials of the earliest sections of the c1915 cottage should be retained.	A17	F101045	CT 5108/324	a	1809
246 North East Road KLEMZIG	O. G. Hotel; The external form, detail and materials of the c1890 stone section of the hotel should be retained.	A81	F127915	CT 6018/312	a c f	3024
85 OG Road KLEMZIG	Klemzig Uniting church; The external form, detail and materials of the 1929 brick church building should be retained.	A1	F127735	CT 5814/546	a c	3025
16 Second Avenue KLEMZIG	House; The external form, detail and materials of the c1900 cottage should be retained.	F1	C23383	CT 6052/205	a	1810
53 Windsor Grove KLEMZIG	House; The external form, detail and materials of the c1880 masonry residence should be retained.	A48	F128382	CT 5692/648	a	3026
161 Esplanade LARGS BAY	House; The external form of the house, including all decorative elements and significant unpainted masonry surfaces should be retained. Any extensions or additions to the buildings should be undertaken in a sympathetic manner at the rear of the house and be as unobtrusive as possible when viewed from the Esplanade.	A127	F3881	CT 5270/819	a d	1811
163 Esplanade LARGS BAY	House; The external form of the house, including all decorative elements and significant unpainted masonry surfaces should be retained. Any extensions or additions to the buildings should be undertaken in a sympathetic manner at the rear of the house and be as unobtrusive as possible when viewed from the Esplanade.	A126	F3881	CT 5170/585	a d	1812

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
181 Esplanade LARGS BAY	House; Due to its location on a corner block and the size of the house, the whole of the external form of the house should be retained, including all external original detailing. Any extensions or additions to the building should be undertaken in a sympathetic manner and in a location which is as unobtrusive as possible when viewed from the Esplanade.	A1	F16252	CT 5482/432	a d	1813
215 Fletcher Road LARGS BAY	Largs Bay Primary School ; The external elements, form and materials of the main school building constructed in 1923, extended in 1927 and reconstructed in 1980 / 81 should be retained.	A109	F4538	CT 5893/496	a c d	1814
9 Jetty Road LARGS BAY	Former Post Office; The external form and original materials and detailing of the former Post Office should be retained and maintained. Any works undertaken on the building should not disturb the Jetty Road elevation and should be undertaken to the rear in a sympathetic manner.	A15	F4238	CT 5160/320	a c d	1815
208 Lady Gowrie Drive LARGS BAY	Kura Yerlo Centre (former orphanage); The external form of this former residence including all original decorative elements and elevations to both the Esplanade and Harold Street should be retained. Any work to the building should be in the nature of reinstatement of original elements and any extensions or additions should be undertaken in a sympathetic manner. These should be as unobtrusive as possible when viewed from the street.	A269 245 246 A243 A244	D1195 D1195 D1195 D1195 D1195	CT 5698/162 CT 5797/870 CT 5797/870 CT 5797/870 CT 5797/870	a d	3027
159 North East Road MANNINGHAM	House; The external form, detail and materials of the c1910 stone and brick residence should be retained.	A7	F112577	CT 5205/950	a b	1816

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
173 North East Road MANNINGHAM	House & fence; The external form, detail and materials of the c1930 two storey residence should be retained.	A33	D3178	CT 5823/951	a d e	1817
175 North East Road MANNINGHAM	House; The external form, detail and materials of the c1930 two storey residence should be retained.	A34	D3178	CT 5592/761	a d	1818
11 Foremost Court NORTH HAVEN	House; The original sections, materials and detailing of the house should be retained.	A1	D18180	CT 5269/159	a d	1822
12 Foremost Court NORTH HAVEN	House; The original sections, materials and detailing of the house should be retained.	A2	D15218	CT 5343/227	a d	1823
13 Foremost Court NORTH HAVEN	House; The original sections, materials and detailing of the house should be retained.	A3	D15218	CT 5223/244	a d	1824
Oliver Rogers Road NORTH HAVEN	Outer Harbor Railway Station; The current form and materials of the building particularly the large overhanging platform canopy is included in the listing. Any further work should be in the form of conservation.	A101	D24406	CT 5703/146	a d	3030
Folland Avenue NORTHFIELD	Row of palm trees (on road reserve); All trees in a row.	A1	D52118	CT 5838/735	f	1820
Grand Junction Road NORTHFIELD	Northfield Hall (Northfield RSL branch, on part EJ Smith Reserve); The external form, detail and materials of the c1910 stone and brick hall should be retained.	S5812	H106100	CT 5757/435	c	3028
524 Grand Junction Road NORTHFIELD	Former shop/post office & dwelling; The external form, detail and materials of the stone and render shop and dwelling should be retained.	A83	F126863	CT 5408/193	a c	1821
71-73 Folland Avenue NORTHGATE	Former Morris Hospital administration building (Lot 302 DP45068); The external form, detail and materials of the c1930 brick and render building including timber verandas stone residence should be retained.	A302	D45086	CT 5423/17	a b d e f	1819
537-541 Victoria Road OSBORNE	Le Fevre Recreation Centre ('Glen Arif', former house);	A11	F142452	CT 5828/234	a d e	3029

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	The external form, details and materials of the house and tower should be retained and maintained. No extensions should be added to the house itself and all new construction should continue to be at a suitable distance to allow the integrity of the house to be retained.					
6 Aberdeen Street PORT ADELAIDE	House; The external form and original detailing and materials of these small houses should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should not compromise the original design of the front of the house.	A66	D933	CT 5364/535	a d e	1825
8 Aberdeen Street PORT ADELAIDE	House; The external form and original detailing and materials of these small houses should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should not compromise the original design of the front of the house.	A67	D933	CT 5334/631	a d e	1826
22 Bower Crescent PORT ADELAIDE	House; The external form and original detailing and materials of the houses should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations	A179	D933	CT 5478/921	a d e	1827

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.					
24 Bower Crescent PORT ADELAIDE	House; The external form and original detailing and materials of the houses should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A180	D933	CT 5060/615	a d e	1828
16 Cannon Street PORT ADELAIDE	House; The external form and original detailing and materials of this house should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and in a manner that does not compromise the original design of the front of the house.	A72	F3471	CT 5068/141	a b	3031
18 Cannon Street PORT ADELAIDE	House; The external form and original detailing and materials of this house should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and in a manner that does not compromise the original design of the front of the house.	A72	F3471	CT 5068/141	a b	3032

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
28 Cannon Street PORT ADELAIDE	St John's Spiritual Church; The external form and original detailing and materials of this building should be retained. Any works on the building should be in the nature of conservation. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original simple design of the front of the church.	A44	F3471	CT 5402/371	a c d	1829
41-45 Cannon Street PORT ADELAIDE	Port Anchor Hotel (former Kent Hotel); The external form and original detailing and materials of this hotel from both the 1870s and 1930s should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Any further development should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the hotel.	A34	F3471	CT 5094/286	a c	1830
Commercial Road PORT ADELAIDE	Railway Bridge & Viaduct; The engineering elements of the Railway Bridge and Viaduct including the approach to the crossing at Commercial Road; the superstructure and arched concrete supports spaced at regular intervals; the structure across Commercial Road; and the elements which remain of the earlier supports particularly the cast iron columns and beams should be retained.	A2 A10 A5 A2 A4 A249 Q3 Q4 Q5 Q6 Q7 Q8 Q9	D30813 D21176 D21176 D23722 D23722 F209435 D58994 D58994 D58994 D58994 D58994 D58994 D58994	CT 5412/232 CT 5441/489 CT 5441/497 CT 5559/146 CT 5559/146 CT 5725/548 CT 6031/350 CT 6031/350 CT 6031/350 CT 6031/350 CT 6031/350 CT 6031/350 CT 6031/350	a c d f	3043
71-75 Commercial Road PORT ADELAIDE	Two storey row shops (cnr. St Vincent St, former address 212-220 St Vincent St.); The external form and original detailing of these shops should be retained. Any	A1	F4169	CT 5505/619	a d	3033

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	works on the building should be in the nature of conservation of these elements. The reinstatement of a two level veranda and traditional shop fronts could be considered in the long term.					
80-82 Commercial Road PORT ADELAIDE	Two storey row shops; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly to the veranda and shop fronts. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the front of the shops.	A16 A20	F103224 F104194	CT 5129/704 CT 5143/348	a c	3034
83 Commercial Road PORT ADELAIDE	Three storey shop (former Crooks & Booker store); The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Any further development should continue to be in a manner which does not compromise the original design of the shop.	A20	F143284	CT 5828/153	a c d	1831
85 Commercial Road PORT ADELAIDE	Two storey shop; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly traditional shopfronts and veranda.	A6	F104686	CT 5149/802	a c d	1832

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	Extensions and alterations should be in a manner which does not compromise the original design of the shop.					
109-113 Commercial Road PORT ADELAIDE	Two storey row shops (former Burton,; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should not compromise the original design of the shops.	A428 A10	F211214 F143274	CT 3699/184 CT 5567/481	a c d	3037
117 Commercial Road PORT ADELAIDE	Single storey row shop; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner that does not compromise the original design of the front of the shop.	A1	D2816	CT 5080/388	a c	1833
118-134 Commercial Road (1 Cannon Street & 29 Marryatt Street) PORT ADELAIDE	Newmarket Hotel & Two storey row shops Building; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner that does not compromise the original	A2 U1 U2 U3 U4 U5 U6 U7 U1 U2 U3	D46994 S14065 S14065 S14065 S14065 S14065 S14065 S14065 S14066 S14066 S14066	CT 5404/540 CT 5411/711 CT 5411/712 CT 5411/713 CT 5411/714 CT 5411/715 CT 5411/716 CT 5411/717 CT 5412/85 CT 5412/86 CT 5412/87	a c d	3041

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	design of the building. Note the current veranda is a reconstruction.					
119-121 Commercial Road PORT ADELAIDE	Single storey row shop; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner that does not compromise the original design of the front of the shop.	A2	D2816	CT 5404/927	a c	3038
123 Commercial Road PORT ADELAIDE	Single storey row shop; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner that does not compromise the original design of the front of the shop.	A3	D2816	CT 5121/990	a c	1834
125-129 Commercial Road PORT ADELAIDE	Single storey row shops; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner that does not compromise the original design of the front of the	A4 A5	D2816 D2816	CT 5210/156 CT 5210/156	a c	3039

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	shop.					
133-137 Commercial Road PORT ADELAIDE	Single storey row shops; The external form and original detailing and materials of these shops should be retained. Listing applies to the front parapet, veranda and the general form of the front section of the building. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the shops.	A7 A8	D2816 D2816	CT 5858/582 CT 5873/943	a c	3040
158-162 Commercial Road PORT ADELAIDE	Two storey row shops; The external form and original detailing and materials of these shops should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should be undertaken to the rear and should be in a manner that does not compromise the original design of the shops.	A2	F101464	CT 5107/520	a c d	3042
286 Commercial Road PORT ADELAIDE	Portland Hotel; The external form, materials and detailing should be retained.	A29 A30 A31 A32	D3 D3 D3 D3	CT 5342/252 CT 5342/252 CT 5342/252 CT 5342/252	a c d e f	3044
19 Dale Street PORT ADELAIDE	Semi-detached house; The external form, detail and materials of this attached house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing	F100	C25524	CT 6054/994	a b	3047

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.					
21 Dale Street PORT ADELAIDE	Semi-detached house; The external form, detail and materials of this attached house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	F101	C25524	CT 6054/995	a b	3046
35 Dale Street PORT ADELAIDE	Shop and dwelling; The external form, detail and materials of this shop and house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the shop and house.	A100	D45223	CT 5396/190	a c d	1835
37 Dale Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the	A62	F3471	CT 5187/715	a b	1836

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	rear and should be in a manner which does not compromise the original design of the front of the house.					
38 Dale Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A109	F3160	CT 5881/218	a d	1837
39 Dale Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A63	F3471	CT 5105/161	a b	1838
40 Dale Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A108	F3160	CT 5501/657	a d	1839

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
42 Dale Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A107	F3160	CT 5847/672	a d	3048
56 Dale Street PORT ADELAIDE	Women's Health Centre (former two storey house); The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A343	F210319	CT 5778/616	a d e	3045
84 Dale Street PORT ADELAIDE	Printers (former Salvation Army Hall); The external form, detail and materials of this building should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Consideration could be given to the removal of paint from the brickwork. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the building.	A67	F142408	CT 5818/414	a c d	3049

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
85 Dale Street PORT ADELAIDE	Two storey semi-detached houses; The external form, detail and materials of these houses should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the houses	A2	D52774	CT 5684/863	a d e	3050
85A Dale Street PORT ADELAIDE	Two storey semi-detached house; The external form, detail and materials of these houses should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the houses.	A1	D52774	CT 5684/862	a d	20944
87 Dale Street PORT ADELAIDE	Two storey house; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A65 A94	F142406 F212993	CT 5617/889 CT 5617/890	a d	3051
88 Dale Street PORT ADELAIDE	Two storey house; The external form, detail and	A69	F142410	CT 5497/507	a d	1840

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	materials of this house which remain should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible particularly the veranda form. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.					
90 Dale Street PORT ADELAIDE	Two storey semi-detached house; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A70	F142411	CT 5552/922	a d	1841
92 Dale Street PORT ADELAIDE	Two storey semi-detached house; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A29	F103990	CT 4081/920	a d	1842
94 Dale Street PORT ADELAIDE	Legacy Hall (former IOOF Hall, including two storey stone building off Marryatt	A71	F142412	CT 5876/369	a c d	1843

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	St.); The external form, detail and materials of this hall and outbuilding should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.					
8 Kyle Place PORT ADELAIDE	Stone warehouse (Quin's-displays no.10) ; The external form, detail and materials of this warehouse should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A24	F143288	CT 5861/664	a d	1844
1 Leadenhall Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A84	F3160	CT 5847/671	a d	1845
3 Leadenhall Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained.	A85	F3160	CT 5510/720	a d	1846

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.					
5 Leadenhall Street PORT ADELAIDE	Semi-detached house; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A86	F3160	CT 5852/866	a d	1847
7 Leadenhall Street PORT ADELAIDE	Semi-detached house; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the house.	A87	F3160	CT 5852/867	a d	1848
1-29 Lipson Street PORT ADELAIDE	Former Port Adelaide Public School; The external form, materials and detailing of the	A1 A14 A15	F146387 F146387 F146387	CT 5266/985 CT 5266/985 CT 5266/985	a c d	3052

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	1870s and the 1920s structures should be retained.	A16 A17 A18	F146387 F146387 F146387	CT 5266/985 CT 5266/985 CT 5266/985		
99 Lipson Street PORT ADELAIDE	Two storey shop; The external form, detail and materials of this shop should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the early shop fronts and veranda. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the building.	A113	F211709	CT 5546/151	a d e	1849
101A Lipson Street PORT ADELAIDE	Single storey shop; The external form, detail and materials of this shop should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the shop.	A25	F143289	CT 5861/644	a d	3053
60 Marryatt Street PORT ADELAIDE	Port Adelaide Medical Centre (including 1856 Presbyterian Church); The external form, detail and materials of all parts of the building should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original	U1 U2 U3 U4 U5 U6 U7 U8 U9 UCP	S7267 S7267 S7267 S7267 S7267 S7267 S7267 S7267 S7267 S7267	CT 5007/729 CT 5007/730 CT 5007/731 CT 5007/732 CT 5007/733 CT 5007/734 CT 5007/735 CT 5007/736 CT 5007/737 CT 5007/738	a c d	1850

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	design of the building.					
13 Nile Street PORT ADELAIDE	House; The external form, detail and materials of this house and fence should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should not compromise the original design of the front of the house.	A2	D40223	CT 5230/200	a d	1851
13 North Parade PORT ADELAIDE	British Hotel; The external form, detail and materials of this hotel should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the hotel.	A103 A104	F3470 F3470	CT 5071/238 CT 5071/239	a c d	3054
4 Quebec Street PORT ADELAIDE	House; The external form, detail and materials of this house should be retained. Any works on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear and should not compromise the original design of the front of the house.	A15	F3471	CT 5264/375	a d	1852
1 Santo Parade PORT ADELAIDE	Colac Hotel; The original external form and detailing of the hotel should be retained and maintained. Any work on the building should be in the	A1	D933	CT 5276/460	a c d	3055

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	nature of conservation.					
32-35 Ship Street PORT ADELAIDE	Single storey row houses; The original external form and detailing of these houses should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Any further extensions and alterations should be undertaken to the rear and should be in a manner which does not compromise the original design of the front of the houses.	U1 U2 U3 U4 UCP	S12456 S12456 S12456 S12456 S12456	CT 5132/169 CT 5132/170 CT 5132/171 CT 5132/172 CT 5132/173	a d	3061
22-32 St Vincent Street PORT ADELAIDE	Jaffer's Furniture Store; The original external form and detailing of this furniture store should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the building.	A27 A28 A29 A26	F3514 F3514 F3514 F3514	CT 5166/389 CT 5166/389 CT 5166/389 CT 5166/401	a c	3060
55 St Vincent Street PORT ADELAIDE	Kembla House; The original external form and detailing of 'Kembla House' should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the House.	U1 A104	S7170 F3470	CT 5026/629 CT 5071/239	a d e	3062
66-72 St Vincent Street PORT ADELAIDE	Lass O'Gowrie stables (stone building at rear off Ship St.); The original external form and detailing of these stables should be retained. Any work on the building should be in the nature of conservation of	A136	F3470	CT 5156/779	a b d	3063

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	these elements and the reinstatement of missing detailing where possible.					
87-91 St Vincent Street PORT ADELAIDE	Two storey row shops (Quin's Yachting Centre building); The original external form and detailing of the two storey 1920's Quin's Yachting Centre building should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the front of the building.	A117	F3470	CT 5712/421	a b d e	3064
126 St Vincent Street PORT ADELAIDE	Two storey shop; The original external form and detailing of the shop should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible.	A79	F142420	CT 5616/570	a c	3065
128-134 St Vincent Street PORT ADELAIDE	Two storey row shops; The original external form and detailing of these shops should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible particularly the veranda.	A4	F130505	CT 5236/631	a c	3066
136 St Vincent Street PORT ADELAIDE	Two storey shop; The original external form and detailing of this shop should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken in a manner which does not	A80	F142421	CT 5548/457	a c d	3067

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	compromise the 1938 design of the front of the shop.					
138-144 St Vincent Street PORT ADELAIDE	Golden Port Tavern & Two storey row shops (former Globe Hotel); The original external form and detailing of the Tavern and shops should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the building.	A71 A72	F40001 F40001	CT 5106/977 CT 5106/977	a d	3068
150-166 St Vincent Street PORT ADELAIDE	Bower Buildings - Two storey row shops; The original external form and detailing of the Bower Buildings should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda and shop fronts. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the building.	A2 A1 A3 A86 A85 A84 A82 A83 A81	F6218 F6218 F6218 F142427 F142426 F142425 F142423 F142424 F142422	CT 5217/687 CT 5217/799 CT 5264/346 CT 5876/834 CT 5876/853 CT 5876/854 CT 5876/855 CT 5876/856 CT 5941/550	a c d e	3069
168-180 St Vincent Street PORT ADELAIDE	A W B Buildings - Two storey row shops; The original external form and detailing of the AWB Buildings should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the building.	A51	D72811	CT 6012/202	a d	3070
226-230 St	Two storey row shops	A14	D14018	CT 5346/123	a c e	3071

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Vincent Street PORT ADELAIDE	(former Jones Brothers); The original external form and detailing of the shops should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible, particularly the veranda. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the shops.					
234 St Vincent Street PORT ADELAIDE	Single storey row shop; The original external form and detailing of this shop should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken in a manner which does not compromise the original design of the shop.	A2	F10445	CT 5306/88	a c e	3072
306 St Vincent Street PORT ADELAIDE	Warehouse; The external form, materials and detailing of the warehouse should be retained.	A2 A3	F4057 F4057	CT 5148/807 CT 5148/871	a b d	3057
308 St Vincent Street East PORT ADELAIDE	Warehouse; The external form, materials and detailing of the warehouse should be retained.	A10	D15861	CT 5926/751	a b d	3058
328-336 St Vincent Street East PORT ADELAIDE	Elders, Smith & Co Woolstore ('E'store); The external form, materials and detailing of the Wool Store should be retained. Internal adaptation is appropriate if a new use is required for the wool stores. However, this should be undertaken sympathetically and retain as much as possible of the original constructional elements.	A9	F112263	CT 5758/184	a d f	3059
20 The Minories	House; The original external	A20	F3471	CT 5686/900	a d	1853

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
PORT ADELAIDE	form and original detailing of this house should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear in a manner which does not compromise the original design of the front of the house.					
22 The Minories PORT ADELAIDE	House; The original external form and original detailing of this house should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear in a manner which does not compromise the original design of the front of the house.	A19	F3471	CT 5060/928	a d	1854
24 The Minories PORT ADELAIDE	House; The original external form and original detailing of this house should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible. Extensions and alterations should be undertaken to the rear in a manner which does not compromise the original design of the front of the house.	A18	F3471	CT 5783/125	a d	1855
26 The Minories PORT ADELAIDE	House; The original external form and original detailing of this house should be retained. Any work on the building should be in the nature of conservation of these elements and the reinstatement of missing detailing where possible.	A17	F3471	CT 5880/20	a d	1856

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	Extensions and alterations should be undertaken to the rear in a manner which does not compromise the original design of the front of the house.					
Broad Street QUEENSTOWN	Alberton Primary School (building fronting portion Broad Street now closed).; The external elements, form and materials of the primary school building, 21 Broad Street Queenstown, should be retained	A140 A141 A142 A143 A138 A806 A139 A86 A85 A81	F212622 F212622 F212622 F212622 F212621 F211592 F212621 F142427 F142426 F142422	CT 5553/995 CT 5553/995 CT 5553/995 CT 5553/995 CT 5553/996 CT 5685/733 CT 5685/733 CT 5876/834 CT 5876/853 CT 5941/550	a c d	3073
129 Port Road QUEENSTOWN	Shop & dwelling; The external form, materials and detailing of the original structure should be retained and maintained.	A65	F142606	CT 5827/987	a d	1857
131 Port Road QUEENSTOWN	House & cell building at rear (former Police Station); The external form, materials and detailing of the original structure should be retained and maintained. The external characteristics of the former Police Station cells are also included in the listing.	S1736	H106100	CT 5413/2	a d	1858
215-221 Port Road QUEENSTOWN	Prince of Wales Hotel; The current external form of the Hotel should be retained including all 1930's detailing and elements. Additional structures to the rear are not considered part of the listing. Any further additions should be to the rear or side where they are not visible to Port Road, and carried out in a manner sympathetic to the current aesthetic style of the hotel.	A94 A93 A96 A97 95 98	F200615 F200614 F200617 F200617 F200616 F200618	CT 5364/143 CT 5364/244 CT 5364/404 CT 5364/404 CT 5364/481 CT 5364/796	a c d f	3074
39 Grand Junction Road ROSEWATER	Soldiers Memorial Hall (former Rosewater District Council Chambers); The current external form of the Hall should be maintained and all detailing repaired where possible. Care should	A66	F143230	CT 5521/897	a b d f	3075

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	be taken to eradicate salt damp where it is evident and the masonry walls should remain unpainted.					
63 Grand Junction Road ROSEWATER	Chapel (former Primitive Methodist church); The exterior of the Chapel in its current form including unpainted stone walls should be retained.	A83	F14257	CT 5223/333	a d	1859
5-7 Mc Nicol Terrace ROSEWATER	Corrugated iron shop & workshop; The exterior form of the current building should be retained, particularly the corrugated iron cladding. Adaptation within the building envelope is appropriate, but the industrial aesthetics should be maintained. Extensions or alterations should be undertaken in similar material and detailing should be as unobtrusive as possible when viewed from the street.	A30	D457	CT 5958/301	a d e	3076
806 Torrens Road ROSEWATER	House & fence; The current external form of the house should be retained and any alterations of additions should be undertaken in a manner which is sympathetic to the form and detailing of the house. All care should be taken to retain all the original detailing.	A18	D961	CT 5342/686	a d	1860
5 Blackler Street SEMAPHORE	House; The external form of the house should be retained and any alterations or additions should be undertaken in a manner which is sympathetic to the early form and detailing of the house and should be constructed in such a way as to be unobtrusive, and not visible from the Esplanade.	A159	F2668	CT 5129/66	a d	1861
11 Blackler Street SEMAPHORE	House; The exterior form of the original house including all decorative elements and detailing should be retained. Any extensions and further	A153	F2668	CT 5510/874	a d	1862

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	additions to the building should be undertaken in a sympathetic manner, and be as unobtrusive as possible when viewed from Blackler Street.					
15 Blackler Street SEMAPHORE	House; The external forms of these small houses should be retained and any extensions or additions to the buildings should allow for the understanding of the two storey construction of the houses at the rear. Any additions should be undertaken in a sympathetic manner and be as unobtrusive as possible. The retention of timber weather boarding to the front sections of the houses is considered essential.	A152	F2668	CT 5240/787	a d	1863
19-21 Blackler Street SEMAPHORE	Semi-detached houses; The external forms of these small houses should be retained and any extensions or additions to the buildings should allow for the understanding of the two storey construction of the houses at the rear. Any additions should be undertaken in a sympathetic manner and be as unobtrusive as possible. The retention of timber weather boarding to the front sections of the houses is considered essential.	A151	F2668	CT 5514/62	a d	3077
23-25 Company Street SEMAPHORE	Two storey flat building (former Kew Hotel); The external form, materials and details of this large structure should be retained. Any extensions or additions to the building should be in the nature of reinstatement of original elements where possible or works sympathetic to the design of the structure. In the long term the removal of paint from the stonework should be	A22 A23	D74503 D74503	CT 5996/622 CT 5996/623	a c d	3078

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	considered.					
65 Esplanade SEMAPHORE	Two storey house; The current external form of both houses should be retained and all adaptations should be internal rather than external.	A161	F2668	CT 5486/637	a d	1865
76 Hall Street SEMAPHORE	Former fire station; The original, form, materials and detailing of the former Fire Station which remain should be retained.	A11	F42211	CT 5837/866	a d	1864
237-239 Military Road SEMAPHORE	Dominican School (cnr Dunn Street); The external form, original materials and detailing of the house and its original fence should be retained. The building should continue to be maintained in its current excellent condition.	A501	D82672	CT 6051/353	a d e	3079
242 Military Road SEMAPHORE	Church of Christ; The external form, original materials and detailing of the Church of Christ should be retained. Any work to the Church should be in the nature of conservation and reinstatement of original elements.	A2	F46121	CT 5930/804	a c d	3080
243 Military Road SEMAPHORE	St Bede's Anglican Church & Rectory; The external form, original materials and detailing of St Bede's should be retained. Any work to the church should be in the nature of conservation and reinstatement of original elements. Any further additions should be to the rear of the building.	A31	D17	CT 5820/480	a c d	1866
257 Military Road SEMAPHORE	Sacred Heart Roman Catholic Church; The external form, original materials and detailing of Sacred Heart Roman Catholic Church should be retained. Any work to the church should be in the nature of conservation and reinstatement of original elements.	27 26 24 A25	F2710 F2710 F2710 F2710	CT 5488/870 CT 5488/871 CT 5489/50 CT 5841/460	a c d	3081

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
10 Newman Street SEMAPHORE	House; The original external form of the house including all decorative elements should be maintained. All work on the house should be in the nature of conservation, and any extensions or additions to the buildings should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Newman Street.	A156	F2668	CT 5734/396	a d	1867
12 Newman Street SEMAPHORE	House; The original external form of the house including all decorative elements should be maintained. All work on the house should be in the nature of conservation, and any extensions or additions to the buildings should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Newman Street.	A155	F2668	CT 5453/404	a d	1868
6 Semaphore Road SEMAPHORE	Former Police Station & cell building; The original external form and detailing of the Police Station should be maintained. Any future work on the building should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner.	S364	H105800	CT 5393/90	a c f	1869
17 Semaphore Road SEMAPHORE	Semaphore Hotel; The external form of the building should be retained and its current circa 1920's appearance be enhanced through conservation work.	A104 A96 A97 A109 A110 A111	F2796 F2796 F2796 F2796 F2796 F2796	CT 5106/975 CT 5106/975 CT 5106/976 CT 5130/118 CT 5130/118 CT 5130/68	a c	3082
21-23a Semaphore Road SEMAPHORE	Semaphore Buildings-Two storey row shops; The original external detailing and extent of the current four shops should be retained. All work on the row should be in the nature of conservation. A consistent paint scheme and signage would enhance the	A106 A108 A105 A107	F2796 F2796 F2796 F2796	CT 5400/462 CT 5402/788 CT 5405/357 CT 5416/94	a c d	1870

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	appearance of the row.					
25 Semaphore Road SEMAPHORE	Federal Hotel & Federal Buildings; The 1920's frontage of the hotel including all veranda elements and original materials including tiled front walls should be retained. All work on the hotel should be in the nature of conservation and any alterations or additions to the building should be undertaken in a sympathetic manner and in no way detract from the architectural qualities of the frontage of the hotel.	A109 A110 A111	F2796 F2796 F2796	CT 5130/118 CT 5130/118 CT 5130/68	a c d	3083
57-57A Semaphore Road SEMAPHORE	Two storey row shops; The original external form and materials of these two storey shops should be retained. The veranda is a later structure and is not included in the listing. In the long term the replacement of a two storey veranda to these shops would be appropriate.	A123	F2711	CT 5510/245	a b d	3084
62 Semaphore Road SEMAPHORE	Baptist church; The external form of the Church including face stone work and render details should be retained. Any further alterations or extensions should be undertaken to the rear, in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A222 A223 A221	F16224 F16224 F16224	CT 5449/35 CT 5454/455 CT 5454/668	a b	3085
63-65A Semaphore Road SEMAPHORE	Odeon Star Cinema (former Wondergraph Picture Palace); The original frontage of the 1920's building should be retained and any original detailing or finishes maintained. Any further work on the building should be in the nature of conservation and any extensions or additions should be undertaken to the rear and in a sympathetic manner.	A125	F2711	CT 5403/572	a c	3086

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
66 Semaphore Road SEMAPHORE	Masonic Buildings; The external form and original detailing of the Masonic Buildings should be retained. Where possible shop fronts should be reinstated to original design.	A4	D46574	CT 5396/347	a c d	3087
69 Semaphore Road SEMAPHORE	Two storey shops; The original external form of the two storey shop building should be retained. The veranda is a later construction. All work on these shops should be in the nature of conservation and the reinstatement of detail to match the original where possible.	A127	F2711	CT 5065/518	a c d	1871
71-73 Semaphore Road SEMAPHORE	Two storey row shops; The original external form and detailing of the two storey shop building should be retained. The original veranda configuration as evident in Jagoe Street should be reinstated in the long term to the Semaphore Road frontage. All further work should be in the nature of conservation and the reinstatement of detail to match the original where possible.	A128	F2711	CT 6016/506	a c d	3088
77 Semaphore Road SEMAPHORE	Shop & dwelling; The original external form, materials and detailing of this shop should be retained and maintained in their current excellent condition. All decorative elements should be carefully conserved.	A167	F2711	CT 5452/600	a d	1872
81 Semaphore Road SEMAPHORE	House; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a	A169	F2711	CT 5490/315	a d	3089

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.					
82 Semaphore Road SEMAPHORE	House; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A89	F2950	CT 5684/708	a d	1873
83 Semaphore Road SEMAPHORE	House; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A170	F2711	CT 5841/146	a d	1874
84 Semaphore Road SEMAPHORE	Funeral Home (former house); The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A90	F2950	CT 5684/709	a d	1875
85 Semaphore Road	House; The original external form of this house including	A171	F2711	CT 5498/275	a d	1876

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
SEMAPHORE	all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.					
87 Semaphore Road SEMAPHORE	House; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A172	F2711	CT 5841/145	a d	1877
89 Semaphore Road SEMAPHORE	House; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A173	F3352	CT 5668/215	a d	1878
92 Semaphore Road SEMAPHORE	House; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building	A252	F16223	CT 5336/306	a d	1879

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.					
94 Semaphore Road SEMAPHORE	Semi-detached house; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A253	F16223	CT 5107/751	a d	1880
96 Semaphore Road SEMAPHORE	Semi-detached house; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A254	F16223	CT 5108/449	a d	1881
98 Semaphore Road SEMAPHORE	House; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A255	F16223	CT 5084/354	a d	1882

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
100 Semaphore Road SEMAPHORE	Semi-detached house; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A256	F16223	CT 5350/191	a d	1883
102 Semaphore Road SEMAPHORE	Semi-detached house; The original external form of this house including all decorative elements and original materials and finishes and any original fences should be retained. All external work should be in the nature of conservation and any extensions or additions to the building should be undertaken in a sympathetic manner and be as unobtrusive as possible when viewed from Semaphore Road.	A257	F16223	CT 5836/134	a d	1884
111 Semaphore Road SEMAPHORE	Dwelling and former chemist shop; The exterior of the building, including all decorative elements and the shopfront details which survive from the 1920s. The interior has been altered and can be further adapted if required, within the current building envelope.	A297	D51467	CT 5666/650	a b	20943
115-117 Semaphore Road SEMAPHORE	Row shops & dwelling; The original external form should be retained and all work undertaken should be in the nature of conservation.	A299	D51467	CT 5666/652	a d	1885
119-121 Semaphore Road SEMAPHORE	Two storey row shops; The original external form should be retained and all work undertaken should be in the nature of conservation. The	A200	F3352	CT 5555/273	a d	3090

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 23(4) Criteria	DPLG ID
	two storey veranda, should be reinstated in the long term.					
10 Union Street SEMAPHORE	House; The external form of the house including all decorative elements and all original materials and finishes should be retained. The house should continue to be maintained in its current excellent condition and further external work on the house should be in the nature of conservation.	A57	F4415	CT 5482/244	a d	1886
6 Nelson Road VALLEY VIEW	House (on part Thomas Turner Reserve); The external form, detail and materials of the c1910 stone and render church building should be retained.	A13	F126898	CT 5294/628	a b	3091
26-30 Lagonda Drive WINDSOR GARDENS	House; The external form, detail and materials of the two storey c1880 stone dwelling should be retained.	A2	D34069	CT 5075/357	a b d	3092
410 North East Road WINDSOR GARDENS	Windsor Hotel; The external form, detail and materials of the c1880 two storey masonry hotel should be retained.	A2	D40893	CT 5245/900	a c f	1887
82-84 Pitman Road WINDSOR GARDENS	House (former Pitman residence); The external form, detail and materials of the c1920 stone residence should be retained.	A15	F101880	CT 5116/548	a	3093
104 Pitman Road WINDSOR GARDENS	House; The external form, detail and materials of the c1910 stone residence should be retained.	A10	F128044	CT 5774/42	a	1888
3-7 River Valley Drive WINDSOR GARDENS	House; The external form, detail and materials of the masonry residence should be retained.	A174	D6702	CT 5620/806	a b	3094

Table PAdE/9 - State Heritage Places

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
Station Place ALBERTON	Alberton Railway Station Building	A102	F47193	CT 5991/954		10934
Station Place ALBERTON	Alberton Railway Station Western Platform and Footbridge	A102	F47193	CT 5991/954	a b	17033
47-49 Sussex Street ALBERTON	Former Shops	A66 A67	F143130 F143131	CT 5444/314 CT 5444/229		14371
51-53 Sussex Street ALBERTON	Former Shops	Q1 Q2 LCP	C23750 C23750 C23750	CT 5972/372 CT 5972/373 CT 5972/374		14439
55-61 Sussex Street ALBERTON	Former Shops	A2 A1	D72941 D72941	CT 5984/797 CT 5984/796		14440
771 Torrens Road ALBERTON	Corner Shop made of corrugated iron	A231	F20078	CT 5465/979		14372
1-7 Fletcher Road BIRKENHEAD	Former Naval Drill Hall, HMAS Encounter	Q1, 21 & 41 Q2, 22 & 42 Q3, 23 & 43 Q4, 24 & 44 Q5, 25 & 45 Q6, 26 & 46 Q7, 27 & 47 Q8, 28 & 48 Q9, 29 & 49 Q10, 30 & 50 Q11, 31 & 51 LCP	C21661 C21661 C21661 C21661 C21661 C21661 C21661 C21661 C21661 C21661 C21661 C21661	CT 5892/274 CT 5892/275 CT 5892/276 CT 5892/277 CT 5892/278 CT 5892/279 CT 5892/280 CT 5892/281 CT 5892/282 CT 5892/283 CT 5892/284 CT 5892/285		14366
230-246 Semaphore Road BIRKENHEAD	The Fletcher's Slip Precinct (including the former Fletcher's and Dunnikier Slipways Sites and Associated Structures)	A6	D54259	CT 5835/307	a c	11872
BIRKENHEAD	Birkenhead Bridge [Metal Double Bascule]	A2027 A52	D79509 D41580	CT 6027/750 CT 5454/993 N/A		14348
North Arm Road DRY CREEK	Southern abutment remains of 1857 North Arm Road Bridge			N/A	a c	14757
2B Gurney Terrace ENFIELD	Dwelling ('Pine Forest')	A99	F127933	CT 5795/37		14288
20 Walker Court	'Barton Vale' House	A41	D39003	CT 5184/423		12364

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
ENFIELD	(sometime Vaughan House)					
23 Denman Street EXETER	Dwelling (Former Port Adelaide and Le Fevre's Peninsula Cooperative Society Ltd Store	A60	F3379	CT 5066/169	b	22794
500 Churchill Road KILBURN	Former Tubemakers of Australia Administration Building No 1	A2	C23054	CT 6041/546	a e	26303
Churchill Road KILBURN	Islington Railway Workshops Apprentice School	A44	D66165	CT 6054/447	a	10708
Churchill Road KILBURN	Islington Railway Workshops Electrical Shop	A44	D66165	CT 6054/447		10709
Churchill Road KILBURN	Islington Railway Workshops Chief Mechanical Engineer's Office	A44	D66165	CT 6054/447	a	14685
Churchill Road KILBURN	Islington Railway Workshops Fabrication Shop	A44	D66165	CT 6054/447	a	14686
Churchill Road KILBURN	Islington Railway Workshops Fabrication Shop Annex	A44	D66165	CT 6054/447	a	14687
Churchill Road KILBURN	Islington Railway Workshops Foundry	A44	D66165	CT 6054/447	a	14688
41 Second Avenue KLEMZIG	Lutheran Cemetery originally associated with the now demolished Klemzig Church	S569	H106100	CT 5726/972		10710
138-139 Esplanade LARGS BAY	Dwelling - Two Storey Duplex (sometime Largs Bay College)	A2 A3	D48189 D48189	CT 5510/522 CT 5510/523		14368
198 Esplanade LARGS BAY	Largs Pier Hotel	A213 & 214	D343	CT 5137/564		10638
Esplanade LARGS BAY	Largs Bay Jetty	B68 A175	H105800 D49719	CT 5471/755 CT 5835/247		14369
11-15 Jetty Road LARGS BAY	Former Largs Bay Land and Investment Company's Shops	A16	F4238	CT 5160/321		14370

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
212 Lady Gowrie Drive LARGS BAY	Dwelling ('Montrose') and Fence	A1	D38818	CT 5165/963		14374
Grand Junction Road NORTHFIELD	Administration Building, Yatala Labour Prison	A12	D31644	CR 5878/830		10711
Grand Junction Road NORTHFIELD	B Division Cell Block, Yatala Labour Prison	A12	D31644	CR 5878/830		10713
Grand Junction Road NORTHFIELD	Former A Division Guards Quarters, Yatala Labour Prison	A12	D31644	CR 5878/830		10714
Grand Junction Road NORTHFIELD	Stone Walls, Yatala Labour Prison	A12	D31644	CR 5878/830		10718
207-255 Hampstead Road NORTHFIELD	Administration Building, Hampstead Centre	A1	D52118	CR 5838/735	a d	10824
Fosters Road OAKDEN	Hillcrest Hospital (former Northfield Mental Hospital) - former Superintendent's House	A300	D45084	CR 5547/146	a g	25913
18 Heritage Court OAKDEN	Hillcrest Hospital (former Northfield Mental Hospital) - former Administration Building ['Stanley House']	A111	D55895	CT 5834/820	a g	14447
Hilltop Drive OAKDEN	Hillcrest Hospital (former Northfield Mental Hospital) - former Mortuary	A361	D48652	CT 5821/613	a g	25912
Oliver Rogers Road OUTER HARBOR	Former Outer Harbor Pilot Station	A114	D56689	CT 5980/66		11904
Black Diamond Square, Commercial Road PORT ADELAIDE	Former South Neptune Island (originally Port Adelaide) Lighthouse	Q106	D47838	CT 5445/53		10313
Church Place PORT ADELAIDE	St Paul's Anglican Church	A49	F3915	CT 5431/147	a b	11893
60-62 College Street PORT ADELAIDE	Former De Souza Bakery	A386 & 387	D3	CT 5619/490		14350

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
142-150 Commercial Road PORT ADELAIDE	Port Adelaide Masonic Centre	A688	F211474	CT 5664/350		10981
169 Commercial Road PORT ADELAIDE	Port Adelaide Uniting (former Congregational) Church	A77 & 79	D133	CT 5760/914	d e g	11189
30 Commercial Road PORT ADELAIDE	Former Port Adelaide Customs House	A110	D50895	CT 5585/358		10882
30 Commercial Road PORT ADELAIDE	Former Port Adelaide Institute (sometime Custom House)	A110	D50895	CT 5585/358		10949
62 Commercial Road PORT ADELAIDE	Port Adelaide Enfield Council Chamber (former Port Adelaide Courthouse)	A2	D48585	CT 5856/225		10881
66 Commercial Road PORT ADELAIDE	Port Adelaide Visitor Centre (former Port Adelaide Police Station, Courthouse and Custom House)	A3	D48585	CT 5856/226		10880
74 Commercial Road PORT ADELAIDE	Central Buildings (incorporating the former White Horse Cellar Inn)	A6	F105450	CT 6019/944	a g	14698
95 Dale Street PORT ADELAIDE	St Mary's Catholic Church & Hall	A98	F213158	CT 5850/183		12609
11-13 Divett Street PORT ADELAIDE	Divett Chambers Offices (originally the Advertiser Building)	A16 A17	D46373 D46373	CT 5403/31 CT 5403/32		10921
15 Divett Street PORT ADELAIDE	Former Bank of Australasia Port Adelaide Branch	A3	F112257	CT 5394/845		10920
1-15 Fisher Street PORT ADELAIDE	Former Dalgety's Wool Store	A121-128 & 143-149	D933	CT 5162/478		14349
Jane Street PORT ADELAIDE	Former Weman's Warehouse and Sail Loft	A38	F143302	CT 5469/476		10923
111-111A Lipson Street PORT ADELAIDE	Former ANZ (former Union) Bank Port Adelaide Branch	A1 A2	D76112 D76112	CT 6007/457 CT 6007/458		10924
114 Lipson Street PORT ADELAIDE	Dwelling (former Bank of Adelaide Port	A1	F103862	CT 5353/578		10755

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
	Adelaide Branch)					
116 Lipson Street PORT ADELAIDE	Former Lewis & Webb Office	A41	F143305	CT 5691/591		10925
117 Lipson Street PORT ADELAIDE	Former Weman's Sailmaker's Shop	A38	F143302	CT 5469/476		10758
126 Lipson Street PORT ADELAIDE	S A Maritime Museum (former Elder's Bond & Free Stores)	A96 A97	F214977 F214977	CR 5598/388 CR 5598/389		10759
67 Lipson Street PORT ADELAIDE	Factory (former BALM Paints Duco Plant)	A1	D16356	CT 5265/188	a d e	14699
83-87 Lipson Street PORT ADELAIDE	Former HL Vosz Ltd Offices and Paint Factory	U1 U2 U3 U4 U5 U6 U7 U8 U9 U10 U11 U12 U13 U14 U15 U16 U17 U18 U20 UCP L1 L2 L3 L4 L5 LCP U19	S14414 C21564 C21564 C21564 C21564 C21564 C21564 S14414	CT 5825/943 CT 5825/944 CT 5825/945 CT 5825/946 CT 5825/947 CT 5825/948 CT 5825/949 CT 5825/950 CT 5825/951 CT 5825/952 CT 5825/953 CT 5825/954 CT 5825/955 CT 5825/956 CT 5825/957 CT 5825/958 CT 5825/959 CT 5825/960 CT 5825/962 CT 5825/963 CT 5887/577 CT 5887/578 CT 5887/579 CT 5887/580 CT 5887/581 CT 5887/582 CT 5825/961		10631
93 Lipson Street PORT ADELAIDE	Former Savings Bank of South Australia Port Adelaide Branch	A3	F156437	CT 5283/173		10641
Lipson Street PORT ADELAIDE	National Railway Museum (former Port Adelaide Railway Goods Shed (c.1885) only)	A2	D24260	CR 5351/447		10444
4 McLaren Parade PORT ADELAIDE	Dockside Tavern (former Britannia Hotel)	A1	F137756	CT 5250/129		10926

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
9A Mundy Street PORT ADELAIDE	Former Hart's (later Adelaide Milling Co.) Flour Mill	A82	F3470	CT 5481/539		10928
9A Mundy Street PORT ADELAIDE	Former Adelaide Milling Company Flour Mill, including southern annexe and former Motor Room, Packing Shed (brick and iron facade only), Stone Wall to west of Hart's (1855) Mill and remnant southern masonry wall east of Adelaide Milling Co Mill	A82	F3470	CT 5481/539	b	19934
11 Nile Street PORT ADELAIDE	Former Waterside Workers' Federation Hall	A104	D36377	CT 5135/307	a d g	14269
29 North Parade PORT ADELAIDE	Former Port Adelaide Telegraph Office	A102	D47220	CT 5446/55		10927
SE cnr St Vincent St & Lipson St intersection PORT ADELAIDE	Formby Memorial Drinking Fountain, Port Adelaide			N/A		10933
3-5 Santo Parade PORT ADELAIDE	Former Elder, Smith & Co ' X' Wool Store (originally D & J Fowler Warehouse)	A6, 7 A8	D933 D933	CT 5993/810 CT 5993/811		10942
7-9 Santo Parade PORT ADELAIDE	Former Elder, Smith & Co 'F' (No 3) Wool Store (former Stilling & Co)	A9	D933	CT 5993/628		10945
7-9 Santo Parade PORT ADELAIDE	Former Elder, Smith & Co 'F' (No 4) Wool Store	A10	D933	CT 5993/627		10946
163 St Vincent Street PORT ADELAIDE	Port Adelaide Enfield Council Offices (Former Port Adelaide Town Hall)	A38	F3915	CT 5574/819		10931
247 St Vincent Street PORT ADELAIDE	Railway Hotel	A40	F143304	CT 5270/389		10932
255-265 St Vincent Street PORT ADELAIDE	St Vincent Chambers Shops and Offices	A701 A702 A703	D66563 D66563 D66563	CT 5938/24 CT 5938/25 CT 5938/26		10633
318-326 St	Former Goldsbrough	A42	D933	CT 5162/476		14354

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
Vincent Street PORT ADELAIDE	Mort Wool Stores	A41 A40 A13 A12 A11 A36 A37 A38 A39 A18 A14 A15 A16 A19 A34 A35 A17	D933 D933 D933 D933 D933 D933 D933 D933 D933 D933 D933 D933 D933 D933 D933 D933 D933	CT 5162/475 CT 5162/474 CT 5162/473 CT 5162/472 CT 5162/471 CT 5466/250 CT 5466/249 CT 5466/248 CT 5466/244 CT 5462/855 CT 5462/806 CT 5462/858 CT 5462/857 CT 5462/854 CT 5462/887 CT 5462/886 CT 5462/856		
10 Todd Street PORT ADELAIDE	Port Dock Brewery Hotel	A100	D13029	CT 5276/106		13289
193-195 Port Road QUEENSTOWN	Queenstown Church of Christ (former Whittaker Memorial Primitive Methodist Church)	A101	D81392	CT 6044/763	f	14343
Pedder Crescent (off Regency Road) REGENCY PARK	Former Straining Shed of Islington Sewage Farm	L555 L556 LCP	C21001 C21001 C21001	CT 5876/529 CT 5876/530 CT 5876/531		11752
Tikalara Road REGENCY PARK	Sunnybrae Farm Complex (Part of former Islington Sewage Farm), including Manager's Residence and Dairymen's Quarters, Cheese Room and Cellars, Stables, Cow Shed and Smoke House	S5857	H106100	CR 5753/974		10757
35 & 37 McNicol Street ROSEWATER	First South Australian Housing Trust Dwellings	A142 &143	F30138	CT 6016/586		13125
40 Blackler Street SEMAPHORE	Dwelling (former Semaphore Water Tower)	A124 & 125	F3055	CT 5840/151		10883
End Semaphore Road SEMAPHORE	Semaphore Soldiers Memorial	B52	H105800	CR 5333/789		14361

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
64 Esplanade SEMAPHORE	Dwelling - Two Storey House	A201	D67104	CT 5943/962		14352
68 Esplanade SEMAPHORE	Dwelling (former home of Richard Jagoe)	A164	F2668	CT 5462/472		11866
74 Esplanade SEMAPHORE	Former Semaphore Customs Boarding Station	A142	F20681	CT 5110/273		10922
Esplanade SEMAPHORE	Semaphore Palais	A102	D42723	CL 1646/36		13952
176-186 Military Road SEMAPHORE	Dwelling ('Bute Terrace')	U1 U2 U3 U7 U9 U11 U12 U10 U8 U6 U5 U4	S1778 S1778 S1778 S1778 S1778 S1778 S1778 S1778 S1778 S1778 S1778 S1778	CT 5060/71 CT 5060/72 CT 5060/73 CT 5060/77 CT 5060/79 CT 5060/81 CT 5060/82 CT 5060/80 CT 5060/78 CT 5060/76 CT 5060/75 CT 5060/74		11865
6 Newman Street SEMAPHORE	Dwelling	A158	F2668	CT 5355/36		14358
10-14 Semaphore Road SEMAPHORE	Semaphore Library & Shops (former Semaphore Ozone Cinema, former Semaphore Institute, sometime Town Hall)	A165	F2668	CT 5841/1		10602
10-14 Semaphore Road SEMAPHORE	Soldiers Memorial Hall	A165	F2668	CT 5841/1		14359
15 Semaphore Road SEMAPHORE	Real Estate Agency (former Semaphore Post and Telegraph Office)	A200	D80801	CT 6036/453		11767
43 Semaphore Road SEMAPHORE	Dwelling ('Warrinilla')(previously Dr Bollen's Surgery)	A17, 18	D117	CT 5275/768		11864
Semaphore Road SEMAPHORE	Semaphore Timeball Tower	S491	H105800	CR 5753/957		10930
Semaphore Road SEMAPHORE	Semaphore Jetty	B52 A174	H105800 D49724	CT 5733/706 CT 5822/118		14360
65 Military Road SEMAPHORE	St Margaret's Hospital (St Andrew's & Angas	A137, 140 & 141	F2570 F2570	CT 5839/534 CT 5989/161		10652

Property Address	Description and/or Extent of Listed Place	Lot No. or Part Sec	Plan No.	Certificate of Title	Section 16 Criteria	SA Heritage Register ID
SOUTH	Wings and Iron Fence)	A138 A139	F2570	CT 183/155		
8 Park Avenue SEMAPHORE SOUTH	Glanville Hall Senior Citizens Clubrooms (former Dwelling 'Glanville Hall')	A4	F2753	CT 5348/935		10929
274 Lady Gowrie Drive TAPEROO	Fort Largs Police Academy (Fort Largs and Rifled Muzzle Loading & Breech Loading Guns only)	A1	F4849	CT 5786/315		10939

Note: this table is an extract from the South Australian Heritage Register established under section 13 (1) of the *Heritage Places Act 1993*. In the event of a discrepancy between this extract and the South Australian Heritage Register, the South Australian Heritage Register shall prevail.

Mapping Section

Map Reference Tables

Spatial Extent Maps

Concept Plan Maps

Map Reference Tables

Index Maps

Index Map Type
Council Index Map

Zone Maps

Zone Name	Zone Map Numbers
Bulk Handling Zone	PAdE/22, PAdE/23
Caravan and Tourist Park Zone	PAdE/39
Coastal Marina Zone	PAdE/4
Coastal Open Space Zone	PAdE/4, PAdE/6, PAdE/10, PAdE/16
Commercial Zone	PAdE/11, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/22, PAdE/23, PAdE/26, PAdE/27, PAdE/28, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/40
Community Zone	PAdE/22, PAdE/29, PAdE/31, PAdE/32, PAdE/36
Conservation Zone	PAdE/5, PAdE/31
District Centre Zone	PAdE/33, PAdE/34, PAdE/37, PAdE/38
Excluded Zone	PAdE/7, PAdE/8, PAdE/11, PAdE/12, PAdE/17
Gepps Cross Gateway Zone	PAdE/22
Home Industry Zone	PAdE/19, PAdE/20, PAdE/33
Industry Zone	PAdE/2, PAdE/3, PAdE/4, PAdE/5, PAdE/7, PAdE/8, PAdE/11, PAdE/12, PAdE/13, PAdE/14, PAdE/15, , PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/26, PAdE/29, PAdE/30, PAdE/33, PAdE/36, PAdE/40, PAdE/41
Industry/Business (Gepps Cross Gateway) Zone	PAdE/22
Light Industry Zone	PAdE/5, PAdE/7, PAdE/11, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/23, PAdE/26, PAdE/29, PAdE/30, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/38, PAdE/39, PAdE/40
Local Centre Zone	PAdE/7, PAdE/10, PAdE/11, PAdE/16, PAdE/18, PAdE/19, PAdE/22, PAdE/23, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39, PAdE/40, PAdE/41
Metropolitan Open Space System Zone	PAdE/2, PAdE/3, PAdE/4, PAdE/5, PAdE/7, PAdE/9, PAdE/11, PAdE/13, PAdE/14, PAdE/15, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/34, PAdE/38, PAdE/39
Mixed Use (Kilburn) Zone	PAdE/30, PAdE/40

Zone Name	Zone Map Numbers
Mixed Use (Islington) Zone	PAdE/30, PAdE/40, PAdE/41
Mixed Use (Oakden) Zone	PAdE/24, PAdE/33
Multi Function Polis Zone	PAdE/7, PAdE/11, PAdE/12, PAdE/13, PAdE/18
Neighbourhood Centre Zone	PAdE/4, PAdE/5, PAdE/16, PAdE/18, PAdE/22, PAdE/25, PAdE/29, PAdE/30, PAdE/31, PAdE/33, PAdE/37, PAdE/38
Recreation Zone	PAdE/16, PAdE/17, PAdE/27, PAdE/29, PAdE/30, PAdE/40
Regional Centre Zone	PAdE/16, PAdE/17, PAdE/18
Residential Zone	PAdE/2, PAdE/4, PAdE/5, PAdE/6, PAdE/7, PAdE/10, PAdE/11, PAdE/16, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39, PAdE/40, PAdE/41
Residential Character Zone	PAdE/6, PAdE/7, PAdE/10, PAdE/11, PAdE/16, PAdE/26, PAdE/27, PAdE/37, PAdE/38

Historic Conservation Area

Area Name	*shown within the following Overlay Maps - Heritage*
Historic Conservation Area	Overlay Map PAdE/10 - Heritage Overlay Map PAdE/16 - Heritage Overlay Map PAdE/17 - Heritage Overlay Map PAdE/26 - Heritage Overlay Map PAdE/27 - Heritage

Policy Area Maps

Policy Area Name	Policy Area Map Numbers
Boat Haven Policy Area 1	PAdE/4
Business Policy Area 2	PAdE/4
Residential Policy Area 3	PAdE/4
Activity Focus Policy Area 4	PAdE/10, PAdE/16
Schools Policy Area 5	PAdE/22
Gilles Plains Policy Area 6	PAdE/33, PAdE/34
Greenacres Policy Area 7	PAdE/33, PAdE/38
Sefton Park Policy Area 8	PAdE/37
Cast Metals Policy Area 9	PAdE/20, PAdE/21
Coastal Resource Recovery Policy Area 10	PAdE/13, PAdE/14
Osborne Maritime Policy Area 11	PAdE/3, PAdE/5

Policy Area Name	Policy Area Map Numbers
Ports Policy Area 12	PAdE/2, PAdE/3, PAdE/4, PAdE/8, PAdE/11, PAdE/12
Commercial/Education Policy Area 13	PAdE/5
Commercial/Light Industry Policy Area 14	PAdE/5
Jetty Road Policy Area 15	PAdE/10
Buffer Policy Area 16	PAdE/2, PAdE/3, PAdE/4, PAdE/5
Conservation Policy Area 17	PAdE/3, PAdE/5, PAdE/9, PAdE/13, PAdE/14, PAdE/15, PAdE/20, PAdE/21
Recreation Policy Area 18	PAdE/7, PAdE/11, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/34, PAdE/38, PAdE/39
Commercial Policy Area 19	PAdE/24, PAdE/33
Institutions Policy Area 20	PAdE/24, PAdE/33
Recreation and Sporting Policy Area 21	PAdE/33
Blair Athol Policy Area 22	PAdE/30
Broadview Policy Area 23	PAdE/37
Enfield Policy Area 24	PAdE/22, PAdE/31
Grand Junction Road Policy Area 25	PAdE/25
Hampstead Gardens Policy Area 26	PAdE/38
Klemzig Policy Area 27	PAdE/38
Northgate Shopping Centre Policy Area 28	PAdE/33
North Haven Policy Area 29	PAdE/4, PAdE/5
Pauls Drive Policy Area 30	PAdE/25
Rosewater Policy Area 31	PAdE/18
Semaphore Road Policy Area 32	PAdE/16
The Parks Policy Area 33	PAdE/29
Windsor Gardens Policy Area 34	PAdE/33
Alberton Oval Policy Area 35	PAdE/27
Western Regional Park Policy Area 36	PAdE/16, PAdE/17
Avicennia Waters Policy Area 37	PAdE/16, PAdE/17
Cruickshank's Corner Policy Area 38	PAdE/17
Dock One Policy Area 39	PAdE/17
East End Policy Area 40	PAdE/17
Fletcher's Haven Policy Area 41	PAdE/17
Hart's Mill Policy Area 42	PAdE/17
Mainstreet Policy Area 43	PAdE/17

Policy Area Name	Policy Area Map Numbers
McLaren's Wharf Policy Area 44	PAdE/17
Newport Quays Policy Area 45	PAdE/16, PAdE/17
North Bank Policy Area 46	PAdE/17
Old Port Reach Policy Area 47	PAdE/17
Port Adelaide State Heritage Area Policy Area 48	PAdE/17
Port Approach Policy Area 49	PAdE/17
Railways Policy Area 50	PAdE/17, PAdE/18
Retail Core Policy Area 51	PAdE/17
Southern Approach Policy Area 52	PAdE/17
Southern Gateway Policy Area 53	PAdE/17
Woolstores Policy Area 54	PAdE/17
Comprehensive Development Policy Area 55	PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/40, PAdE/41
Fort Largs Policy Area 56	PAdE/6, PAdE/7
Lefevre Peninsula East Policy Area 57	PAdE/4, PAdE/5, PAdE/7, PAdE/10, PAdE/11, PAdE/16, PAdE/17
Lefevre Peninsula West Policy Area 58	PAdE/4, PAdE/6, PAdE/7, PAdE/16
North Haven (South of Victoria Road) Policy Area 59	PAdE/2, PAdE/4, PAdE/5, PAdE/6
Northgate Policy Area 60	PAdE/32, PAdE/33
Ottoway Policy Area 61	PAdE/18, PAdE/19
Portland Policy Area 62	PAdE/17, PAdE/26
Queenstown/Alberton/Rosewater Policy Area 63	PAdE/17, PAdE/18, PAdE/26, PAdE/27
Residential East Policy Area 64	PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39, PAdE/40, PAdE/41
Restricted Residential Policy Area 65	PAdE/5, PAdE/7, PAdE/11, PAdE/17
Alberton/Rosewater Policy Area 66	PAdE/26, PAdE/27
Enfield Policy Area 67	PAdE/37, PAdE/38
Exeter Policy Area 68	PAdE/16
Glanville (East of Carlisle Street) Policy Area 69	PAdE/16
Largs/Largs North Policy Area 70	PAdE/6, PAdE/7, PAdE/10, PAdE/11
Rosewater Policy Area 71	PAdE/27
Semaphore/Largs Policy Area 72	PAdE/10, PAdE/16

Precinct Maps

Precinct Name	Precinct Map Numbers
Precinct 1 Co-ordinated Development	PAdE/13, PAdE/14
Precinct 2 Dry Creek Linear Park	PAdE/23, PAdE/24, PAdE/25
Precinct 3 River Torrens Linear Park	PAdE/34, PAdE/38, PAdE/39
Precinct 4 Snowdens Beach	PAdE/7, PAdE/11
Precinct 5 State Sports Park Gepps Cross	PAdE/22, PAdE/23
Precinct 6 Community Focus	PAdE/16
Precinct 7 Local Shopping	PAdE/16
Precinct 8 Major Shopping	PAdE/16
Precinct 9 Mixed Use	PAdE/16

Overlay Maps

Overlay Map - Type	Overlay Map Numbers
Location	PAdE/1, PAdE/2, PAdE/3, PAdE/4, PAdE/5, PAdE/6, PAdE/7, PAdE/8, PAdE/9, PAdE/10, PAdE/11, PAdE/12, PAdE/13, PAdE/14, PAdE/15, PAdE/16, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Transport	PAdE/1, PAdE/2, PAdE/4, PAdE/5, PAdE/6, PAdE/7, PAdE/10, PAdE/11, PAdE/13, PAdE/14, PAdE/15, PAdE/16, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Heritage	PAdE/4, PAdE/5, PAdE/6, PAdE/10, PAdE/11, PAdE/12, PAdE/16, PAdE/17, PAdE/18, PAdE/21, PAdE/22, PAdE/23, PAdE/25, PAdE/26, PAdE/27, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Development Constraints	PAdE/1, PAdE/6, PAdE/7, PAdE/8, PAdE/9, PAdE/10, PAdE/11, PAdE/12, PAdE/13, PAdE/14, PAdE/15, PAdE/16, PAdE/17, PAdE/18, PAdE/19, PAdE/20, PAdE/21, PAdE/22, PAdE/23, PAdE/24, PAdE/25, PAdE/26, PAdE/27, PAdE/28, PAdE/29, PAdE/30, PAdE/31, PAdE/32, PAdE/33, PAdE/34, PAdE/35, PAdE/36, PAdE/37, PAdE/38, PAdE/39
Natural Resources	PAdE/1, PAdE/3, PAdE/5, PAdE/7, PAdE/8, PAdE/9, PAdE/11, PAdE/12, PAdE/13, PAdE/14, PAdE/15, PAdE/17

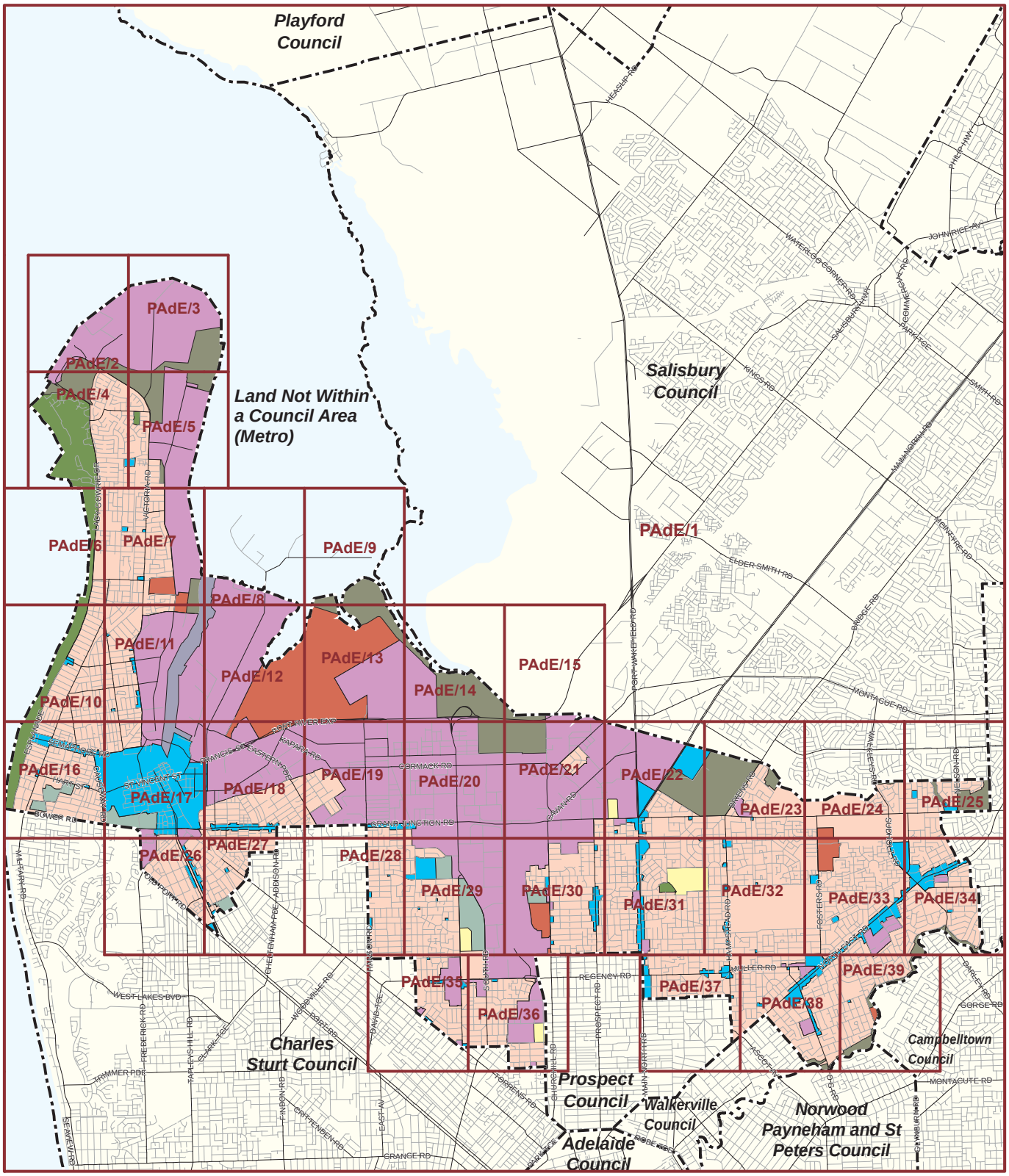
Concept Plan Maps

Concept Plan Title	Concept Plan Map Numbers
North Haven Marina	Concept Plan Map PAdE/1
Barker Inlet Wetlands	Concept Plan Map PAdE/2
Gilles Plains District Centre	Concept Plan Map PAdE/3

Concept Plan Title	Concept Plan Map Numbers
Greenacres District Centre	Concept Plan Map PAdE/4
Sefton Park District Centre	Concept Plan Map PAdE/5
Port Adelaide Stormwater Management	Concept Plan Map PAdE/6
Gillman Coastal Resource Recovery Precinct	Concept Plan Map PAdE/7
Angle Park Light Industry Zone	Concept Plan Map PAdE/8
State Sports Park Precinct	Concept Plan Map PAdE/9
State Sports Park Impervious Areas	Concept Plan Map PAdE/10
Islington Land Use and Interface	Concept Plan Map PAdE/11
Islington Access and Movement	Concept Plan Map PAdE/12
Oakden Mixed Land Use Arrangement	Concept Plan Map PAdE/13
Lefevre Peninsula/Barker Inlet	Concept Plan Map PAdE/14
Blair Athol Neighbourhood Centre	Concept Plan Map PAdE/15
Broadview Neighbourhood Centre	Concept Plan Map PAdE/16
Enfield Neighbourhood Centre	Concept Plan Map PAdE/17
Grand Junction Road Neighbourhood Centre	Concept Plan Map PAdE/18
Hampstead Gardens Neighbourhood Centre	Concept Plan Map PAdE/19
Klemzig Neighbourhood Centre	Concept Plan Map PAdE/20
Northgate Neighbourhood Centre	Concept Plan Map PAdE/21
Pauls Drive Neighbourhood Centre	Concept Plan Map PAdE/22
The Parks Neighbourhood Centre	Concept Plan Map PAdE/23
Windsor Gardens Neighbourhood Centre	Concept Plan Map PAdE/24
Alberton Oval Recreation Zone	Concept Plan Map PAdE/25
Western Regional Park Recreation Zone	Concept Plan Map PAdE/26
Port Adelaide Centre Traffic and Transport	Concept Plan Map PAdE/27
Port Adelaide Townscape and Waterfront Development Areas	Concept Plan Map PAdE/28
Port Adelaide Key Visual Elements	Concept Plan Map PAdE/29
Avicennia Waters Policy Area	Concept Plan Map PAdE/30
Cruickshank's Corner Policy Area	Concept Plan Map PAdE/31
Dock One Policy Area	Concept Plan Map PAdE/32
East End Policy Area	Concept Plan Map PAdE/33
Fletcher's Haven Policy Area	Concept Plan Map PAdE/34
Hart's Mill Policy Area	Concept Plan Map PAdE/35
Mainstreet Policy Area	Concept Plan Map PAdE/36

Concept Plan Title	Concept Plan Map Numbers
McLaren's Wharf Policy Area	Concept Plan Map PAdE/37
Newport Quays Policy Area	Concept Plan Map PAdE/38
North Bank Policy Area	Concept Plan Map PAdE/39
Old Port Reach Policy Area	Concept Plan Map PAdE/40
Port Adelaide State Heritage Area Policy Area	Concept Plan Map PAdE/41
Port Approach Policy Area	Concept Plan Map PAdE/42
Railways Policy Area	Concept Plan Map PAdE/43
Retail Core Policy Area	Concept Plan Map PAdE/44
Southern Approach Policy Area	Concept Plan Map PAdE/45
Southern Gateway Policy Area	Concept Plan Map PAdE/46
Woolstores Policy Area	Concept Plan Map PAdE/47
Northgate Residential	Concept Plan Map PAdE/48
Boarding Houses	Concept Plan Map PAdE/49
Residential East	Concept Plan Map PAdE/50

Spatial Extent Maps



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps PAdE/1 to Map PAdE/41 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

N

0 10 km

Council Index Map

Location Map PAdE/1

PORT ADELAIDE ENFIELD COUNCIL

N

0 10 km

Overlay Map PAdE/1

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

Airport Building Heights

Zone A	All Structures
Zone C	All Structures Exceeding 15 metres above existing ground level
Zone D	All Structures Exceeding 45 metres above existing ground level
Zone E	All Structures Exceeding 100 metres above existing ground level
Zone F	APPROVAL REQUIRED FOR ALL STRUCTURES OVER 30m

N

0 10 km

Overlay Map PAdE/1

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary

Overlay Map PAdE/1

NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

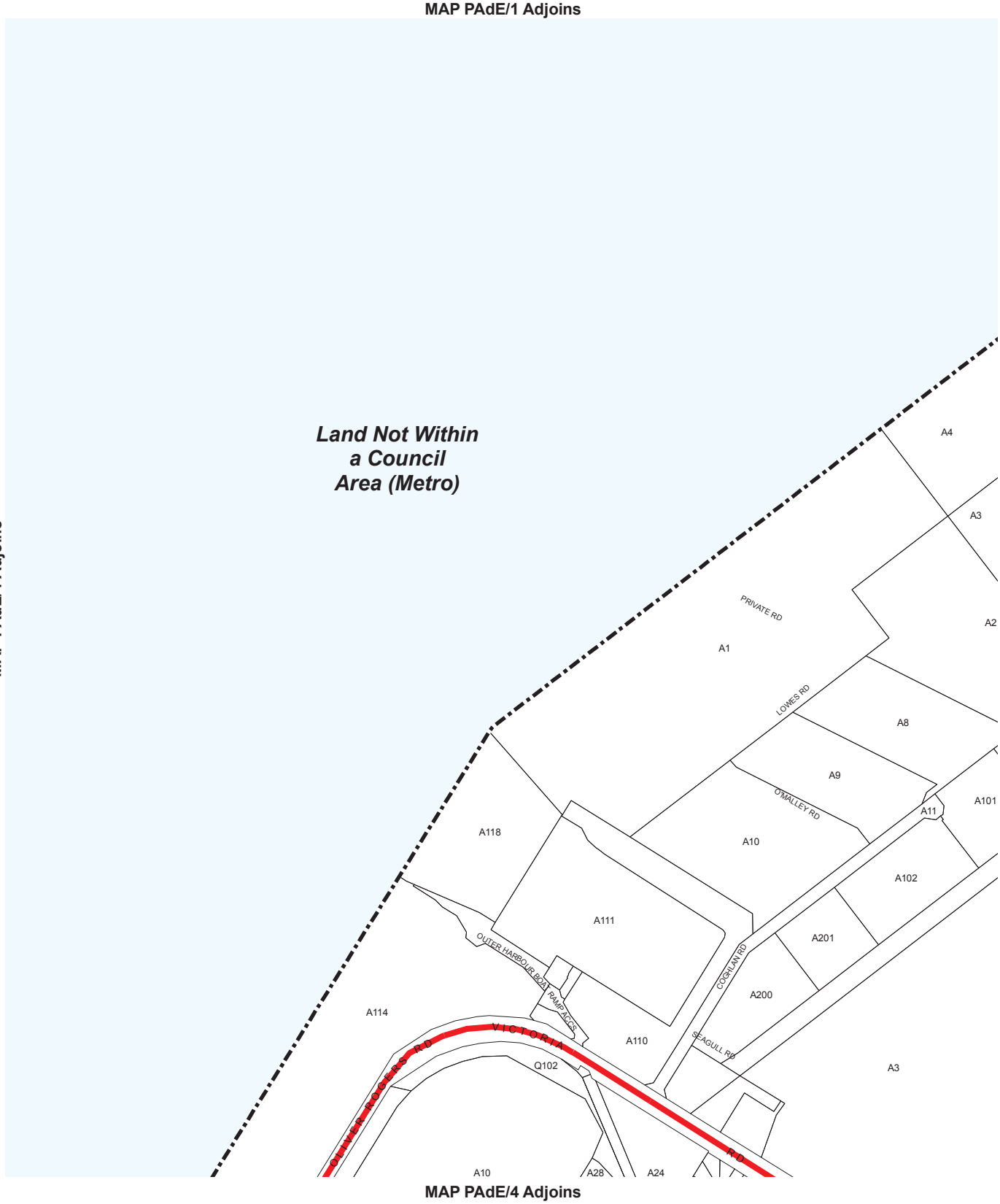
MAP PAdE/1 Adjoins

Location Map PAdE/2

Railways
Waterbodies
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/4 Adjoins

N

0 500 m

Overlay Map PAdE/2

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Development Plan Boundary

MAP PAdE/1 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/3 Adjoins

MAP PAdE/4 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

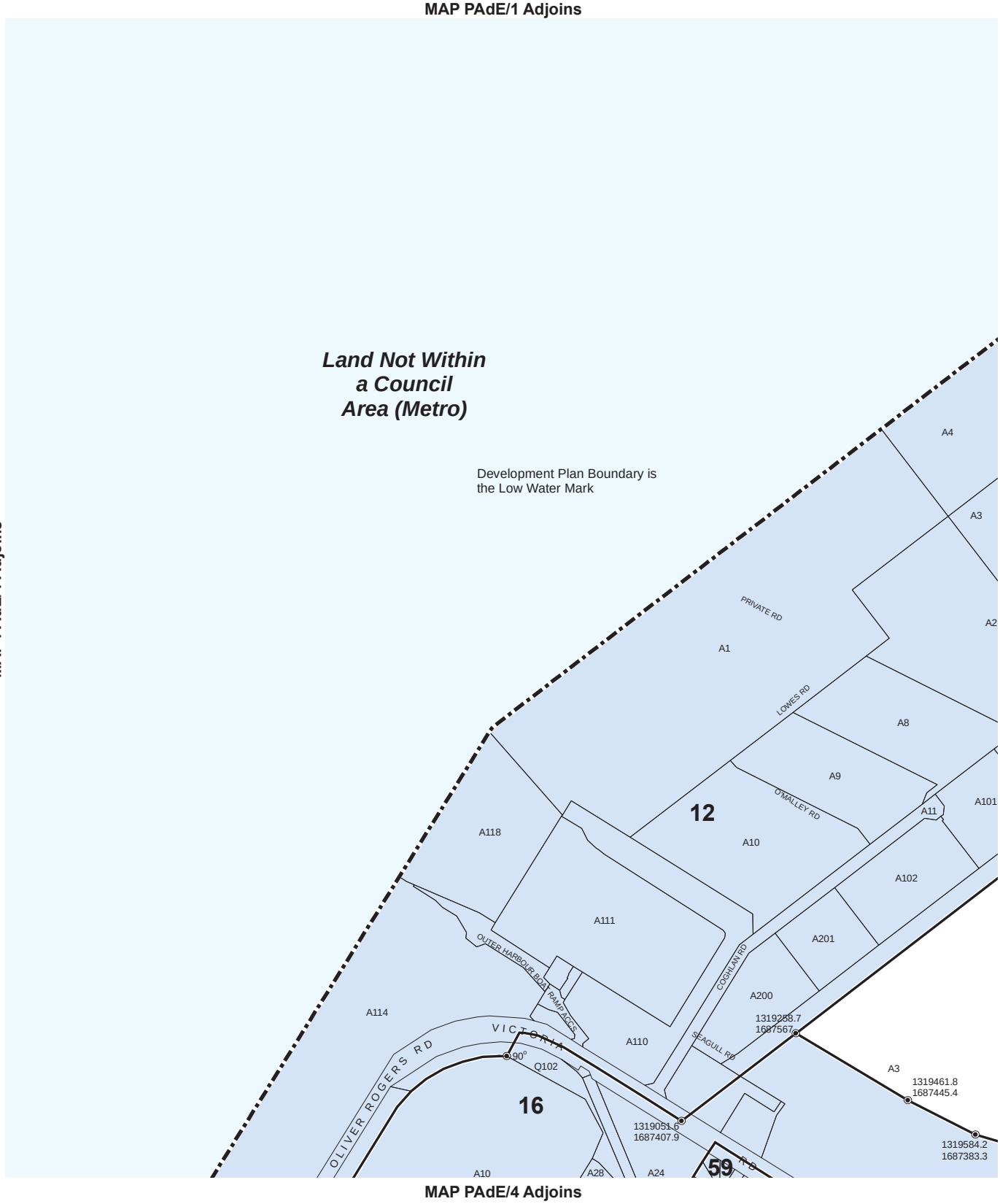
Zones

- In — Industry
- MOSS — Metropolitan Open Space System
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/2

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

12 Ports
16 Buffer
59 North Haven (South of Victoria Rd)

N

0 500 m

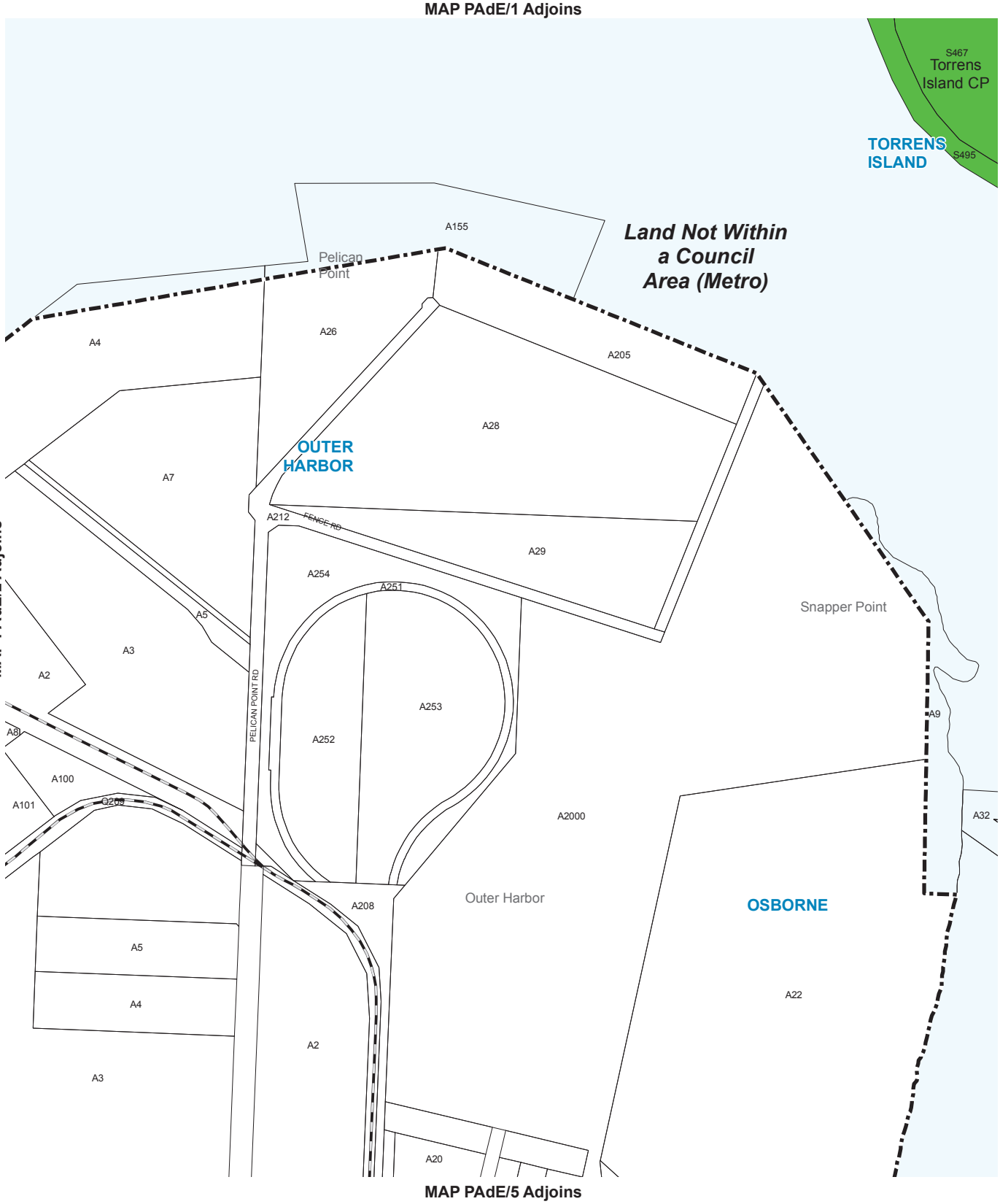
Policy Area Map PAdE/2

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/5 Adjoins

N

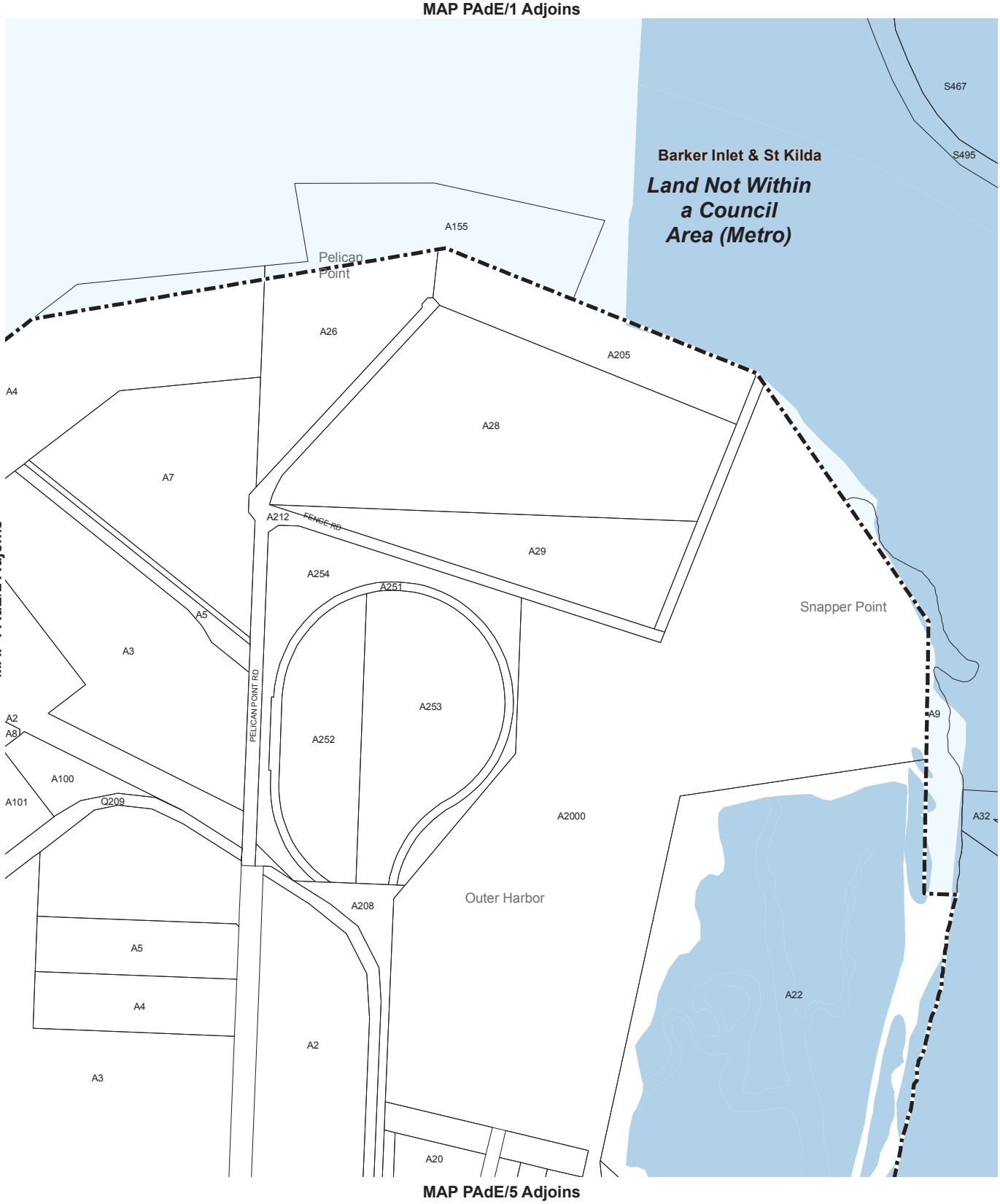
0 500 m

Location Map PAdE/3

Railways
Conservation Park
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



N

0 500 m

Overlay Map PAdE/3

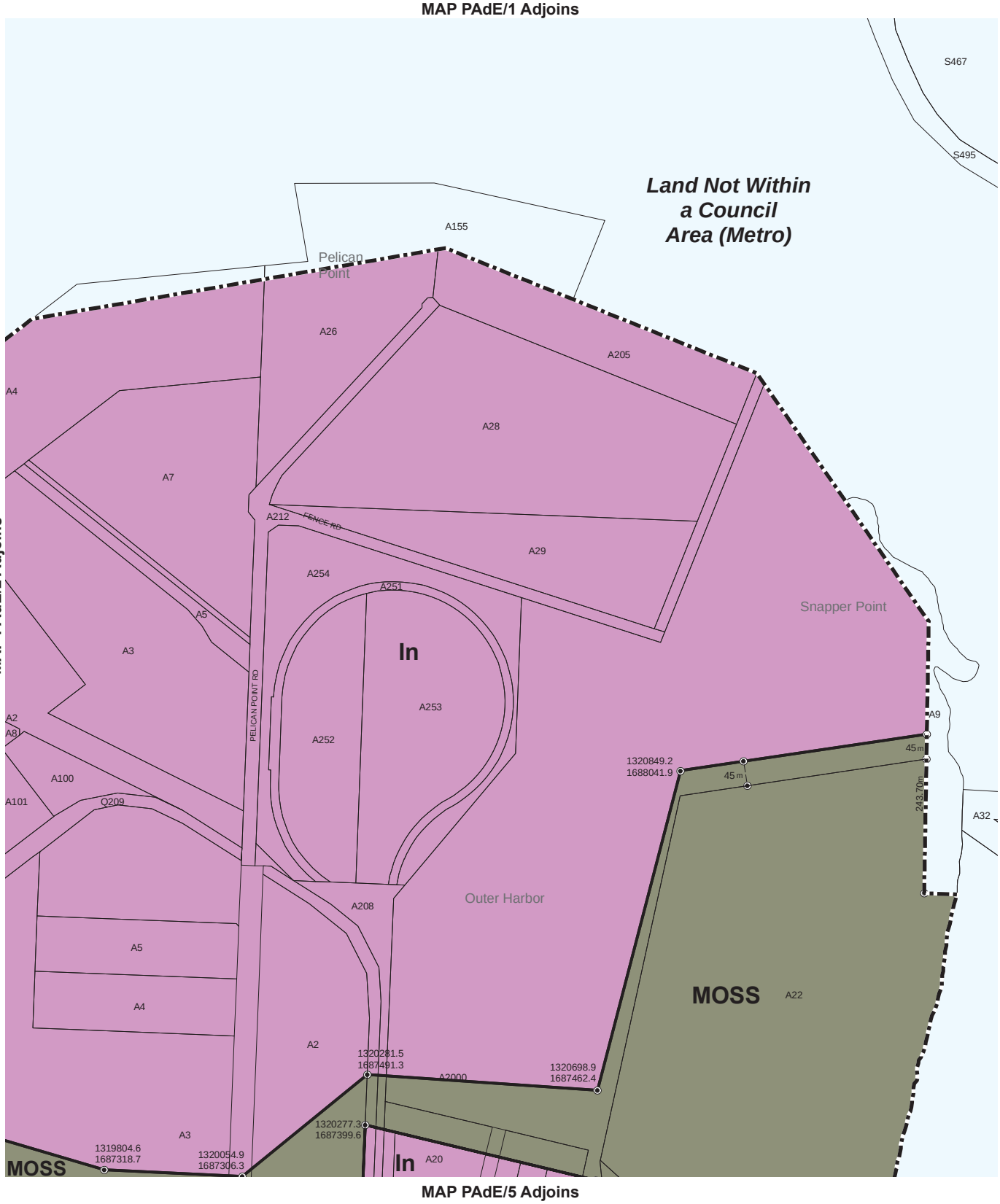
NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

MAP PAdE/1 Adjoins



MAP PAdE/2 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/5 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

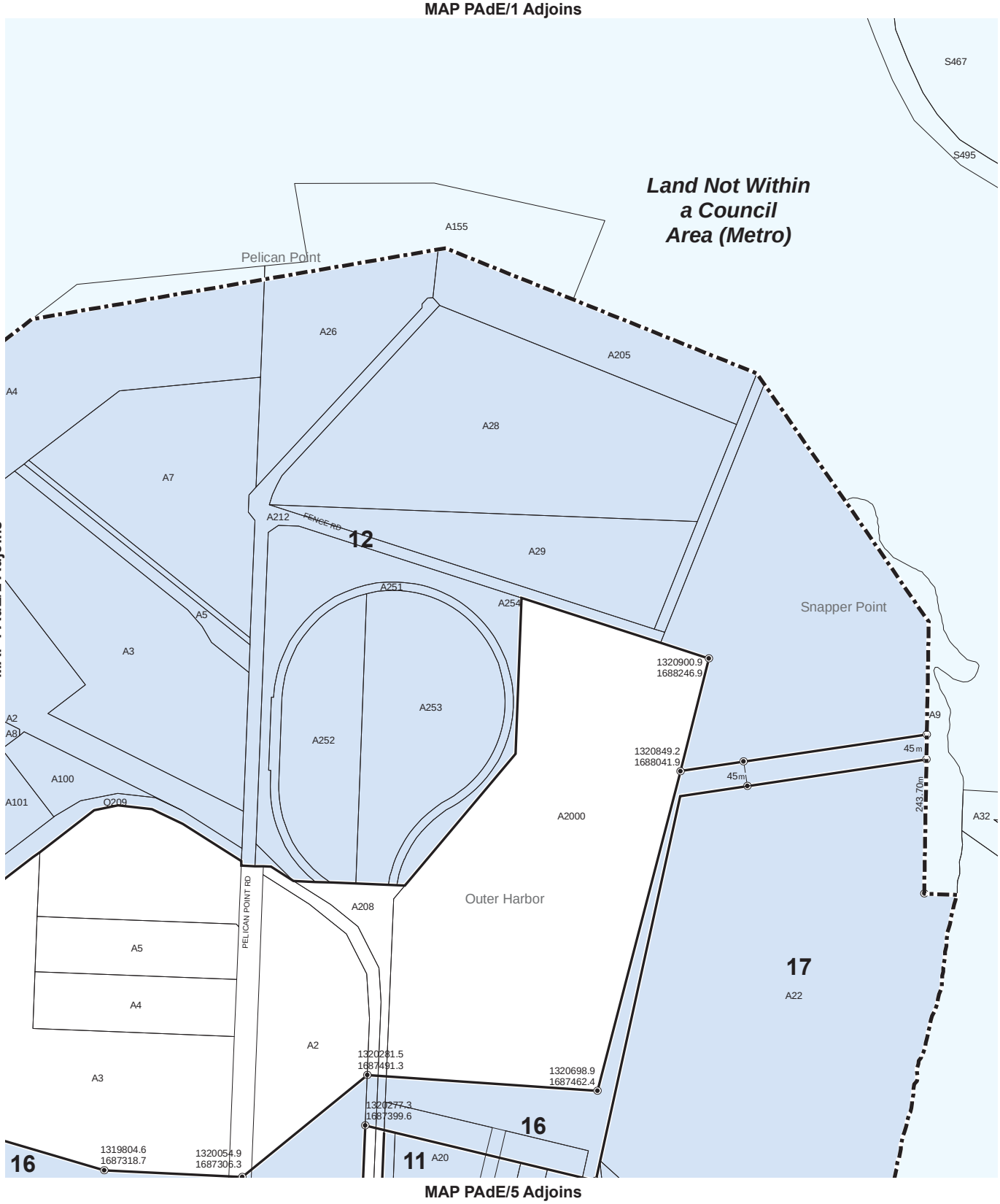
Zone Map PAdE/3

Zones

- In — Industry
- MOSS — Metropolitan Open Space System
- Zone Boundary
- Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

11 Osborne Maritime
12 Ports
16 Buffer
17 Conservation

N

0 500 m

Policy Area Map PAdE/3

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Location Map PAdE/4

Post Office
Railways
Local Reserves
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Overlay Map PAdE/4

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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

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

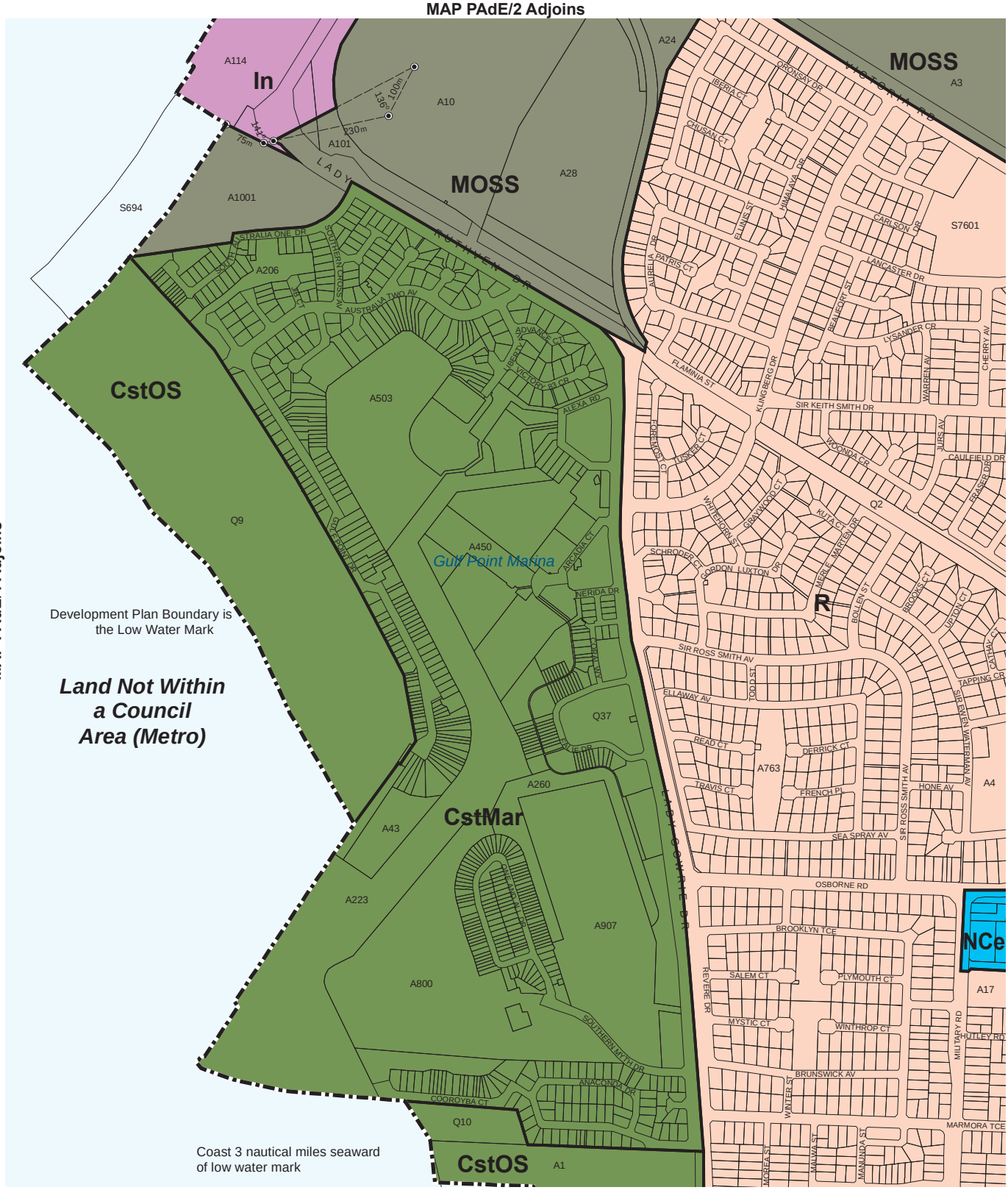
Overlay Map PAdE/4

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

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

MAP PAdE/2 Adjoins



MAP PAdE/1 Adjoins

MAP PAdE/5 Adjoins

MAP PAdE/6 Adjoins

MAP PAdE/7 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

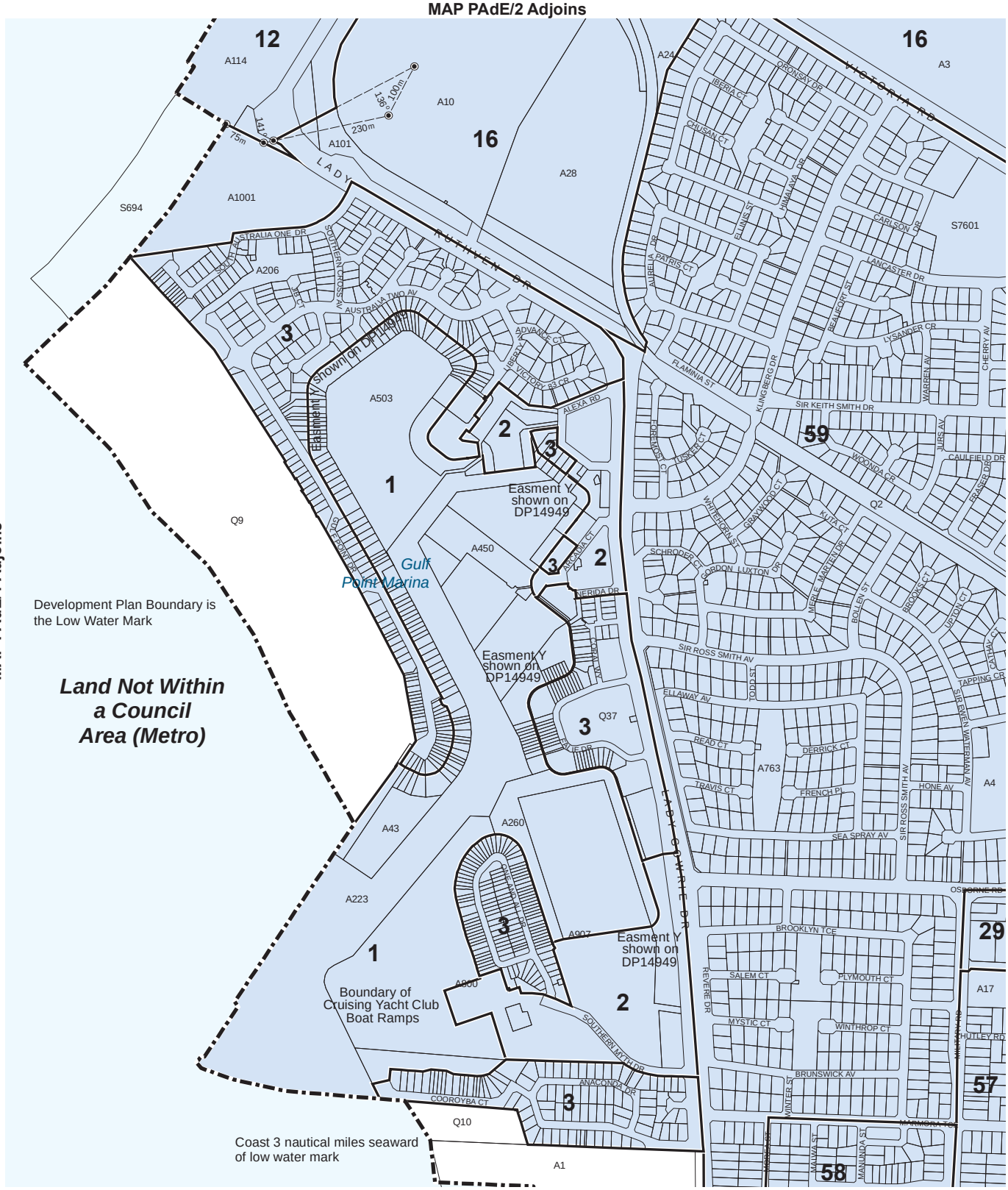
Zones

- CstMar — Coastal Marina
- CstOS — Coastal Open Space
- In — Industry
- MOSS — Metropolitan Open Space System
- NCe — Neighbourhood Centre
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/4

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/2 Adjoins



MAP PAdE/1 Adjoins

MAP PAdE/5 Adjoins

MAP PAdE/6 Adjoins

MAP PAdE/7 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

- **1** Boat Haven
- **12** Ports
- **16** Buffer
- **2** Business
- **29** North Haven
- **3** Residential
- **57** Lefevre Peninsula East
- **58** Lefevre Peninsula West
- **59** North Haven (South of Victoria Rd)

N

0 500 m

Policy Area Map PAdE/4

Policy Area Boundary

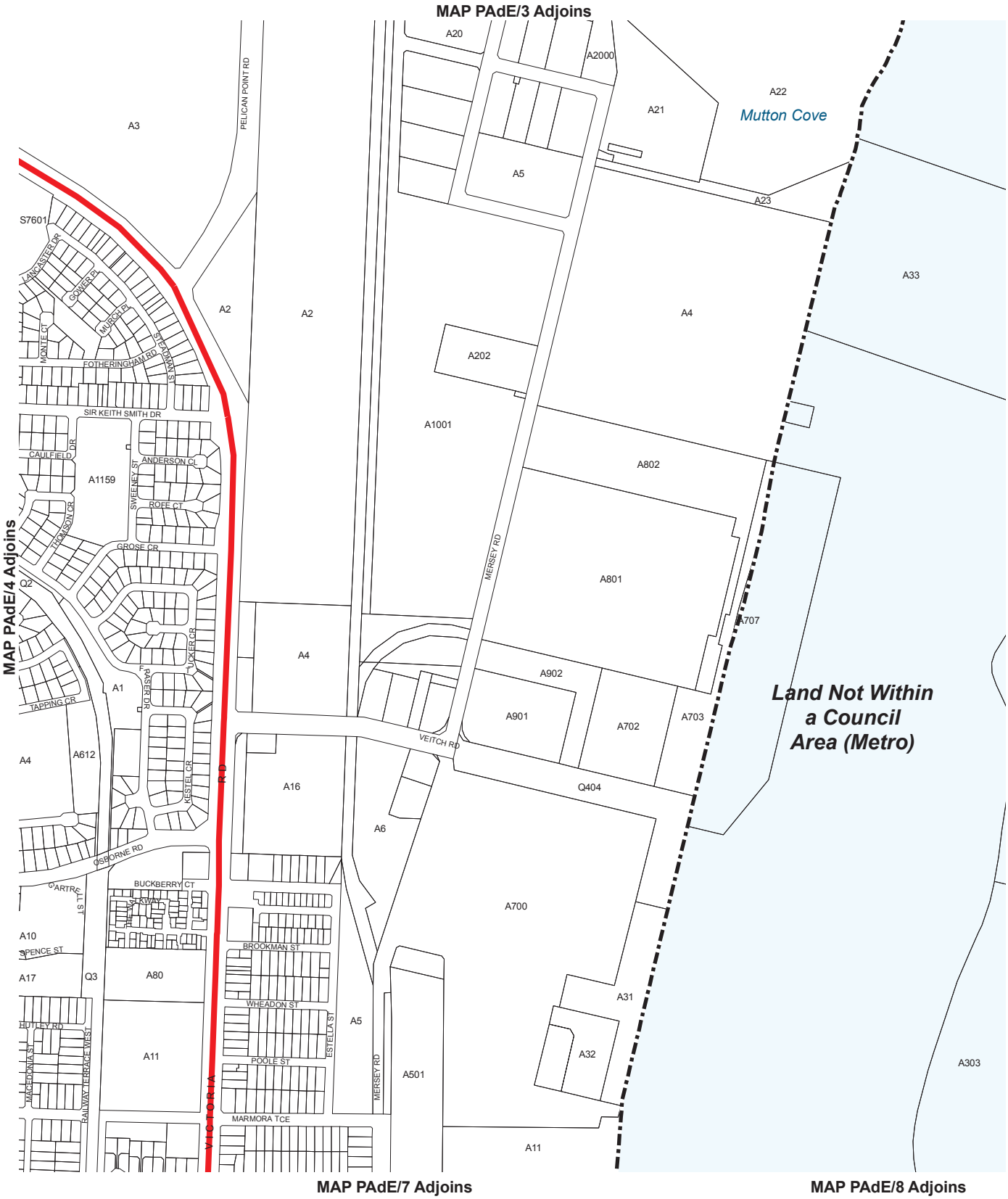
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

School
Railways
Local Reserves
Conservation Park
Development Plan Boundary

Location Map PAdE/5

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/5

TRANSPORT

Primary Arterial Roads

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

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

N

0 500 m

Overlay Map PAdE/5

HERITAGE

Local heritage place

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Overlay Map PAdE/5

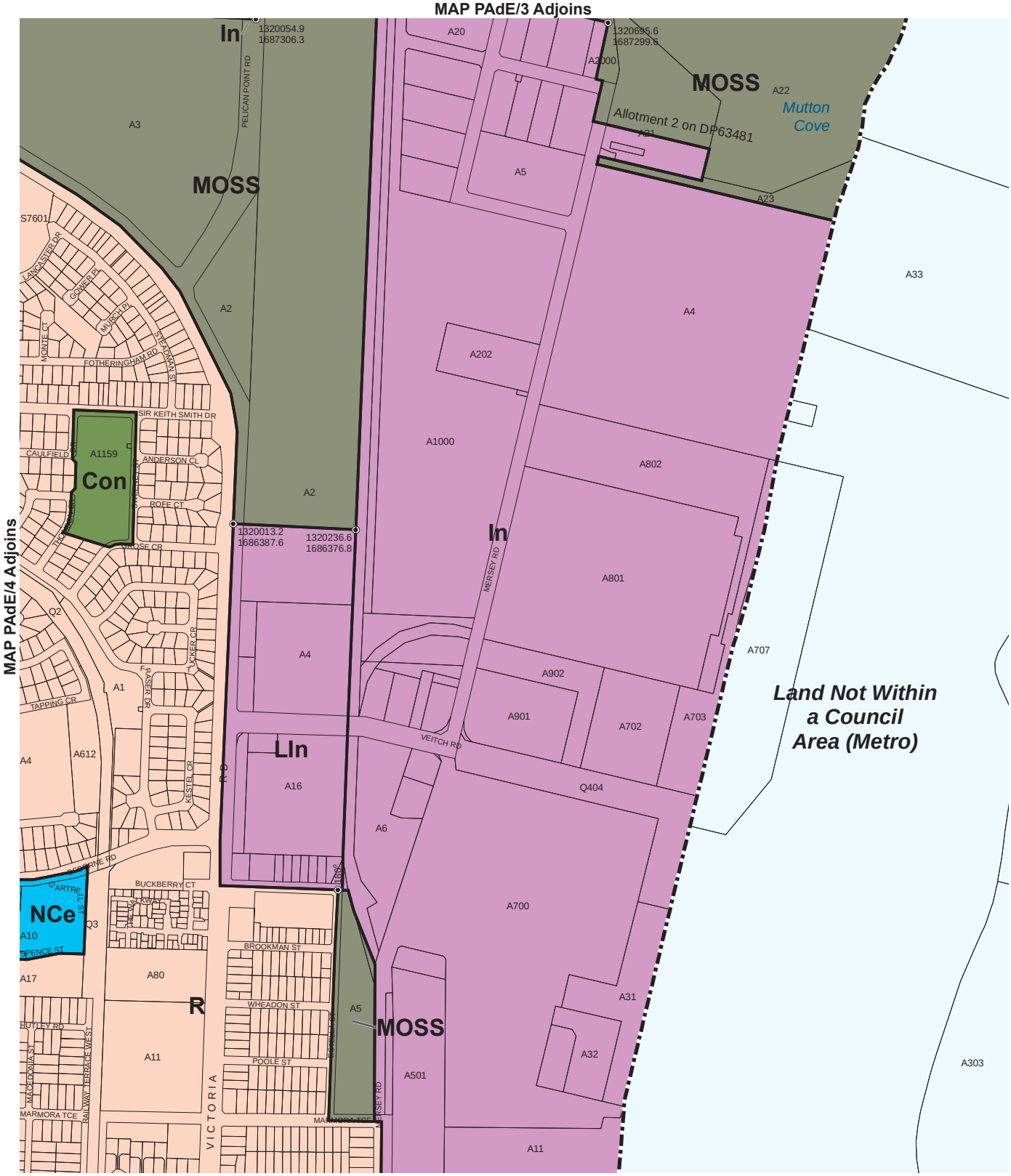
NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

MAP PAdE/3 Adjoins



MAP PAdE/4 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/7 Adjoins

MAP PAdE/8 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

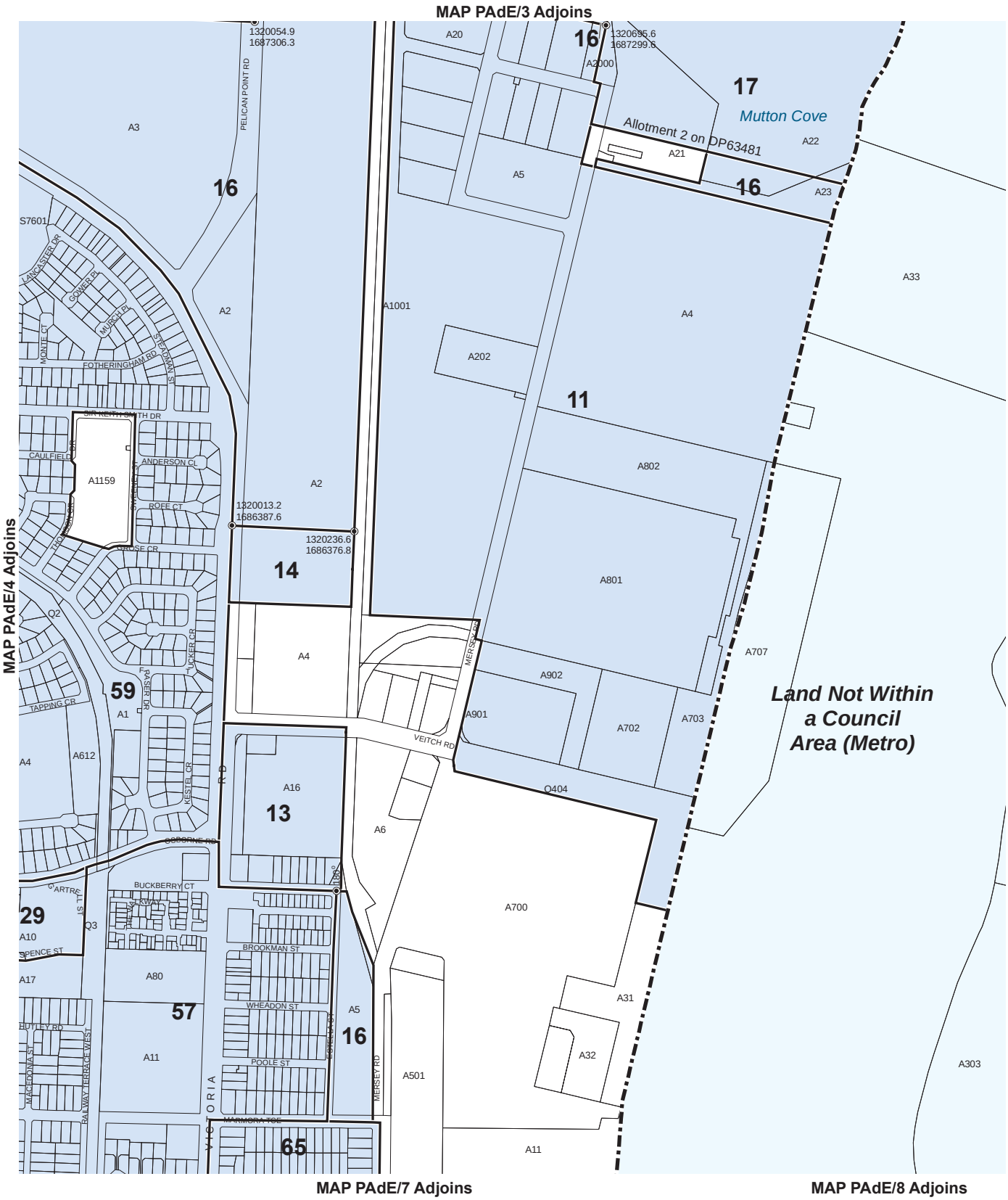
0 500 m

Zones

- Con — Conservation
- In — Industry
- LIn — Light Industry
- MOSS — Metropolitan Open Space System
- NCe — Neighbourhood Centre
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/5

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

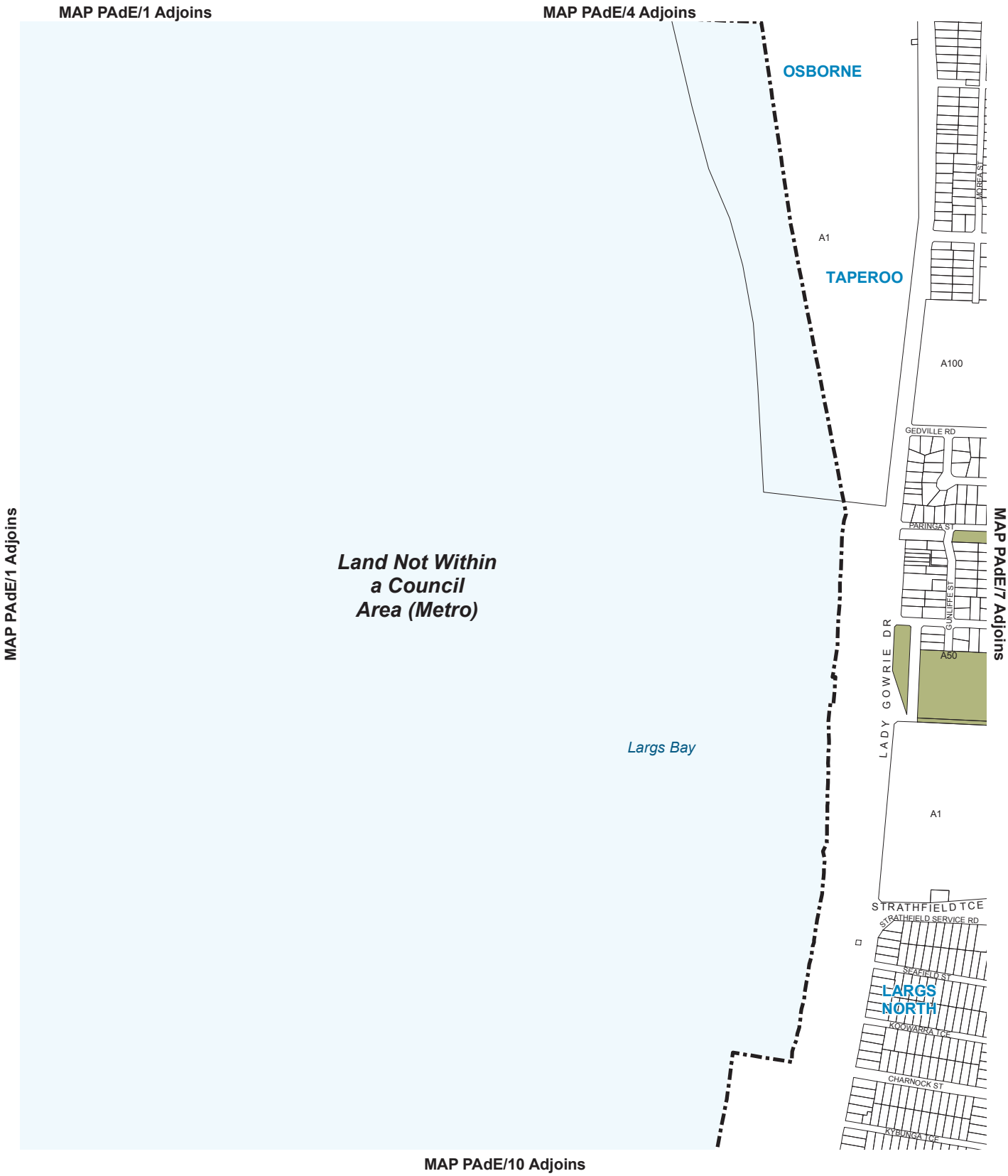
Policy Area

11 Osborne Maritime
13 Commercial/Education
14 Commercial/Light Industry
16 Buffer
17 Conservation
29 North Haven
57 Lefevre Peninsula East
59 North Haven (South of Victoria Rd)
65 Restricted Residential

Policy Area Map PAdE/5

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

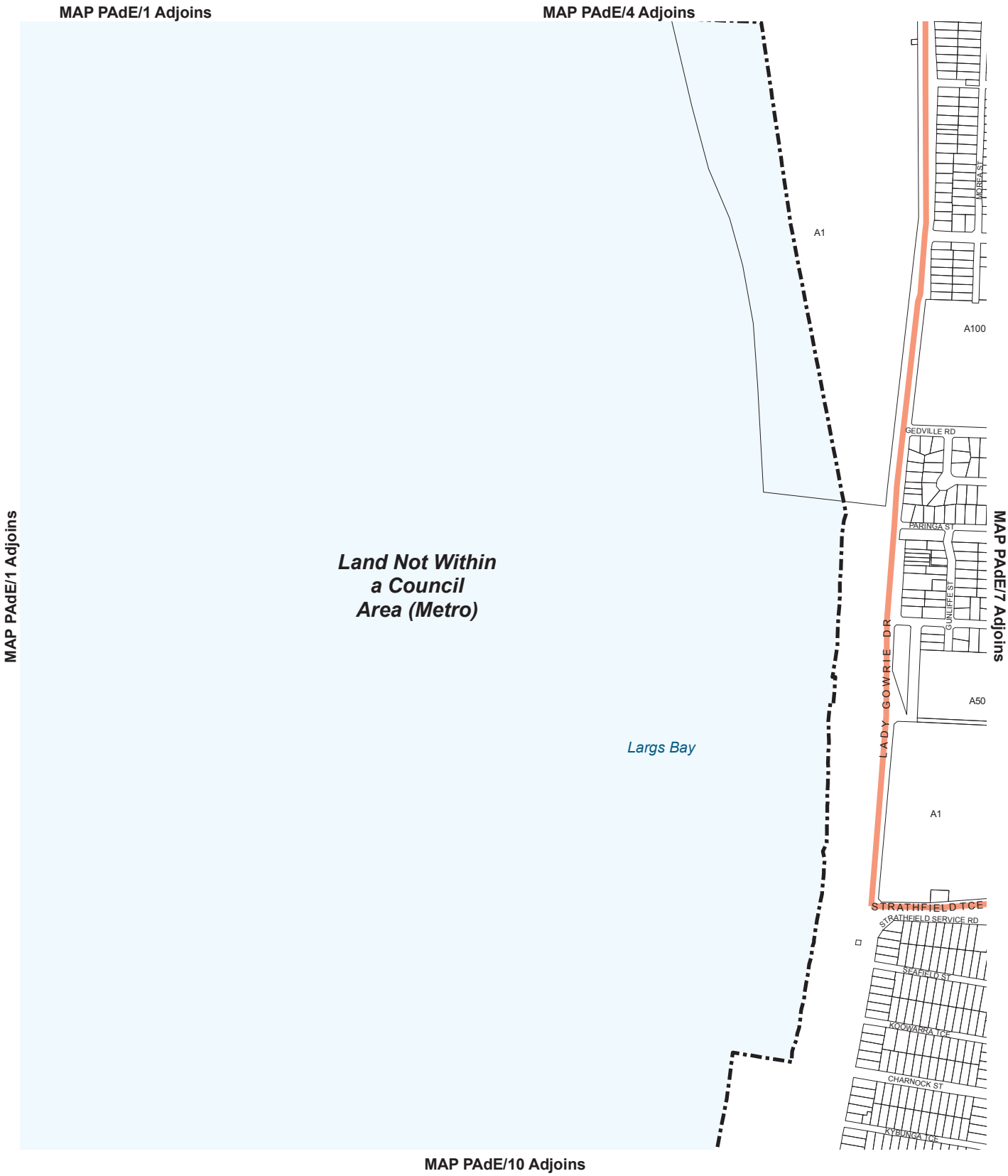


Location Map PAdE/6

Local Reserves

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



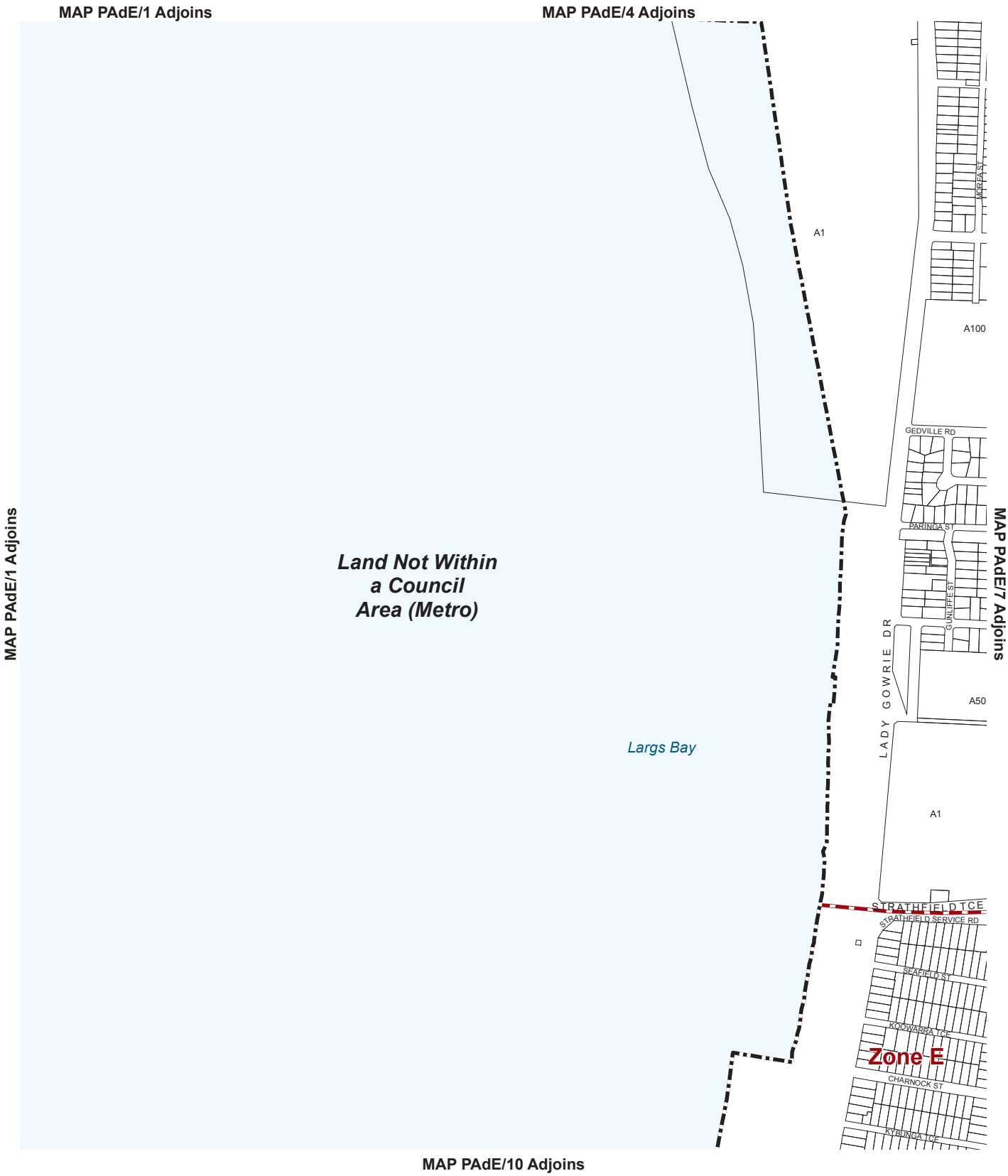
Overlay Map PAdE/6

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Secondary Arterial Roads

Development Plan Boundary



Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

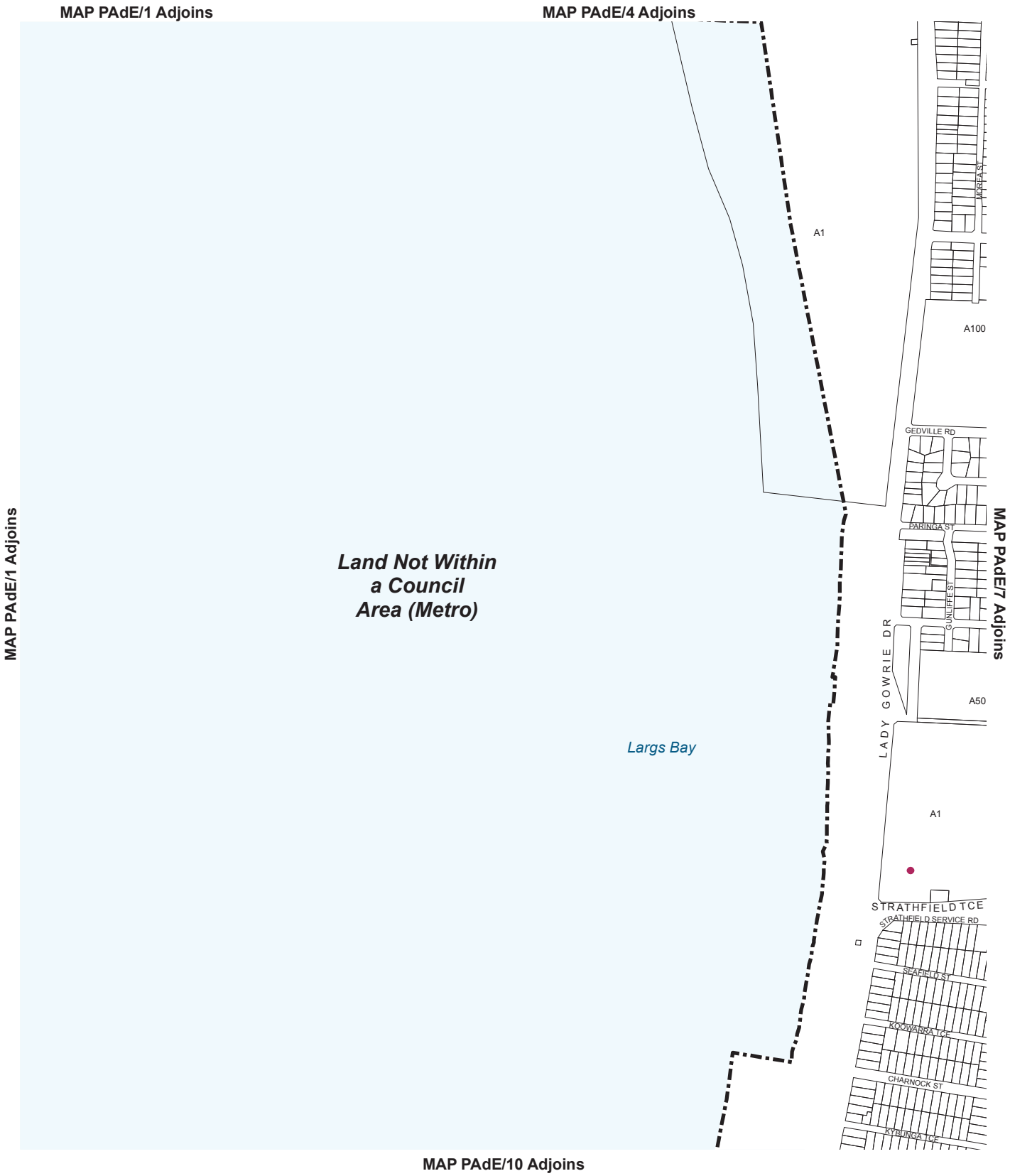
Overlay Map PAdE/6

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



Heritage points are indicative only.
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N

0 500 m

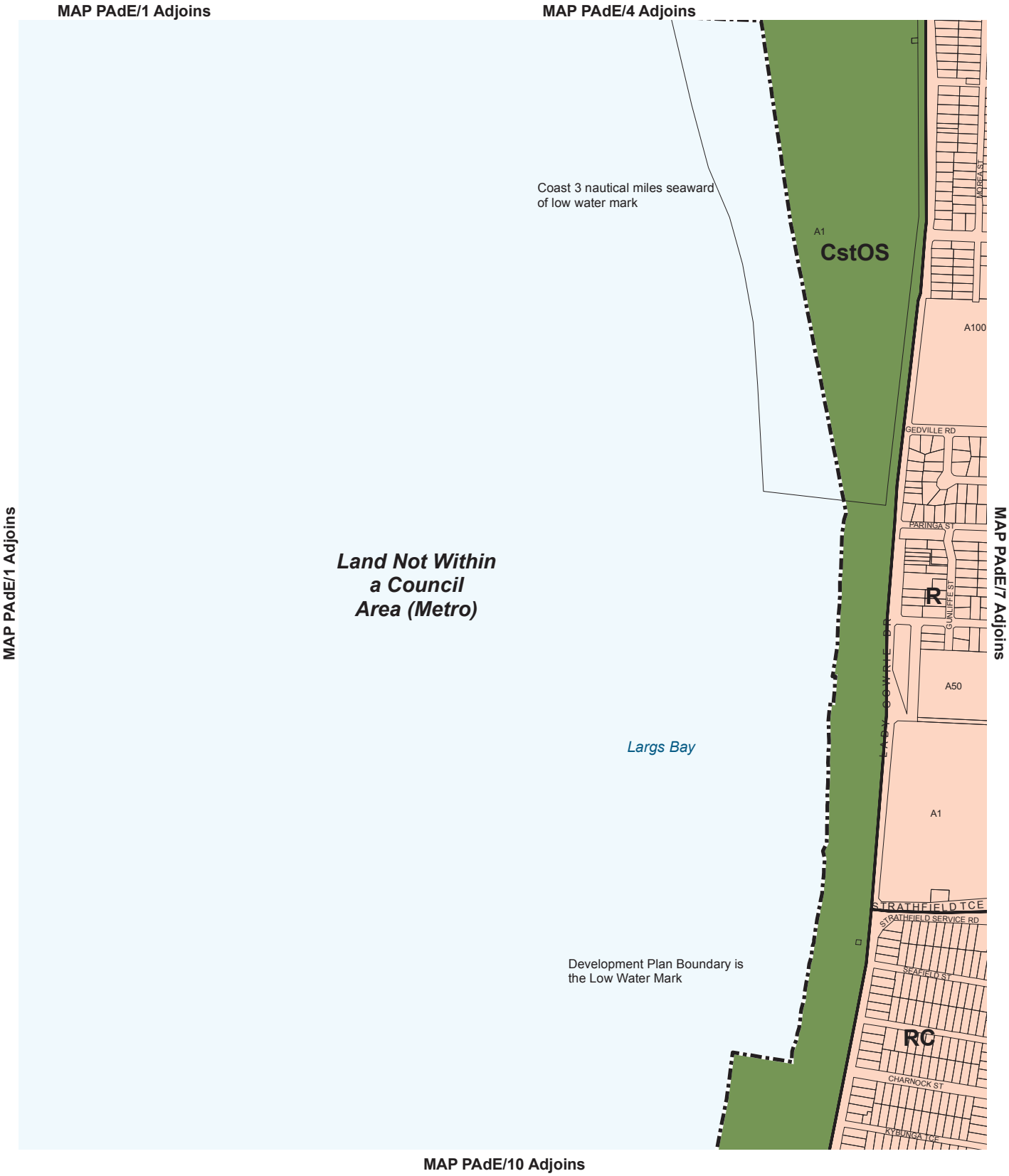
Overlay Map PAdE/6

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

State heritage place

Development Plan Boundary



Lamberts Conformal Conic Projection, GDA94

N

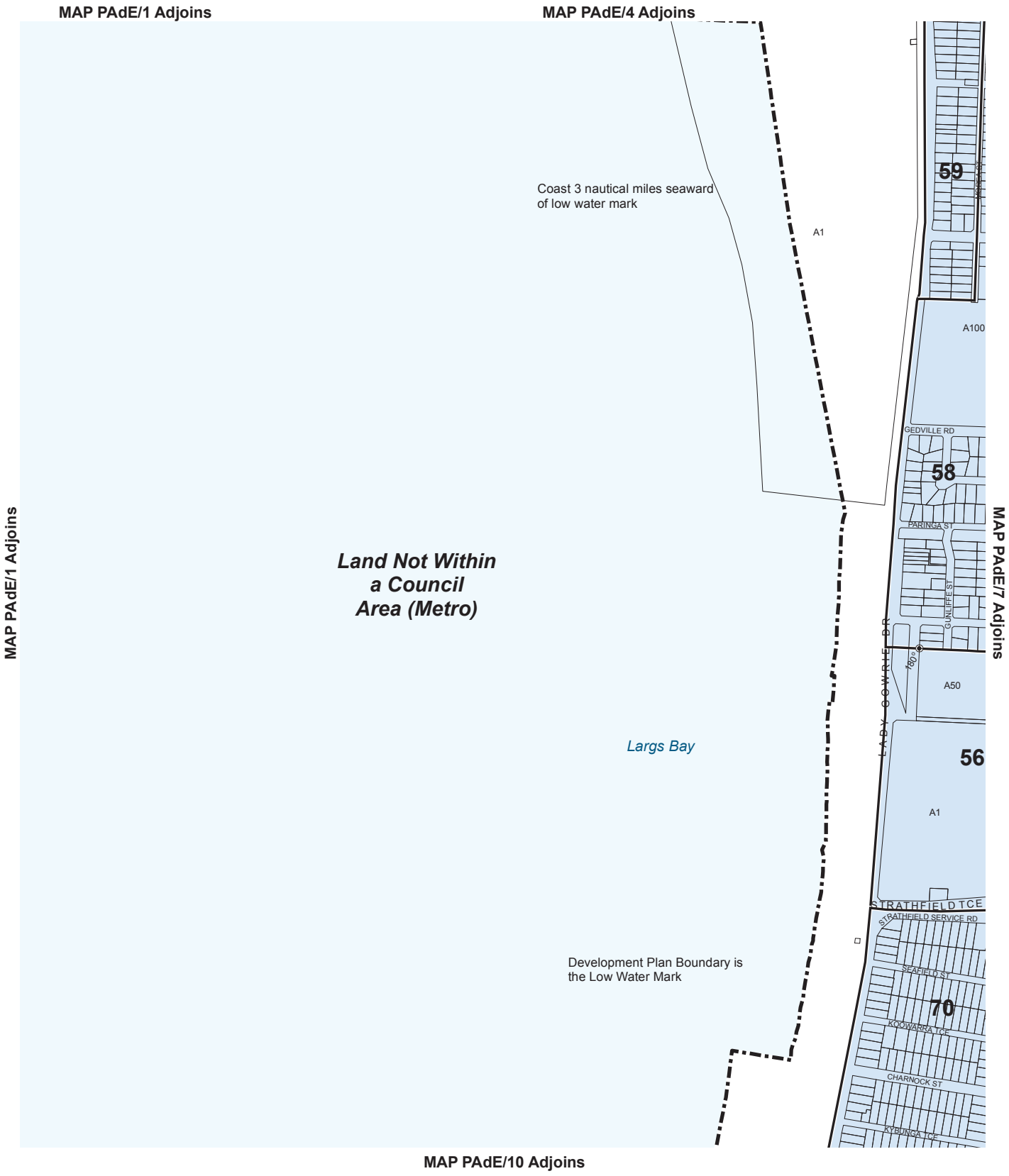
0 500 m

Zones

- CstOS — Coastal Open Space
- R — Residential
- RC — Residential Character
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/6

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

56 Fort Largs
58 Lefevre Peninsula West
59 North Haven (South of Victoria Rd)
70 Largs/Largs North

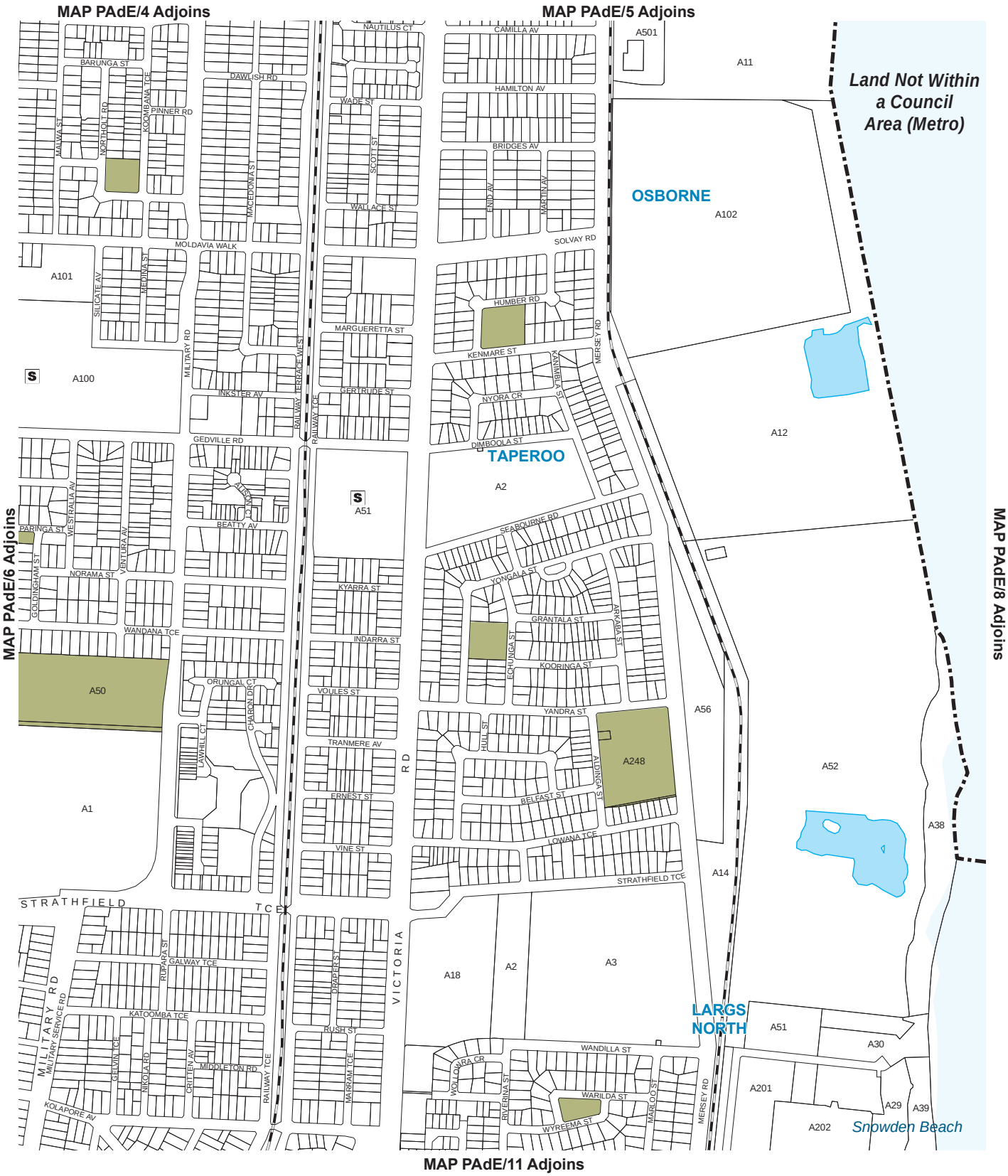
N

0 500 m

Policy Area Map PAdE/6

Policy Area Boundary
Development Plan Boundary

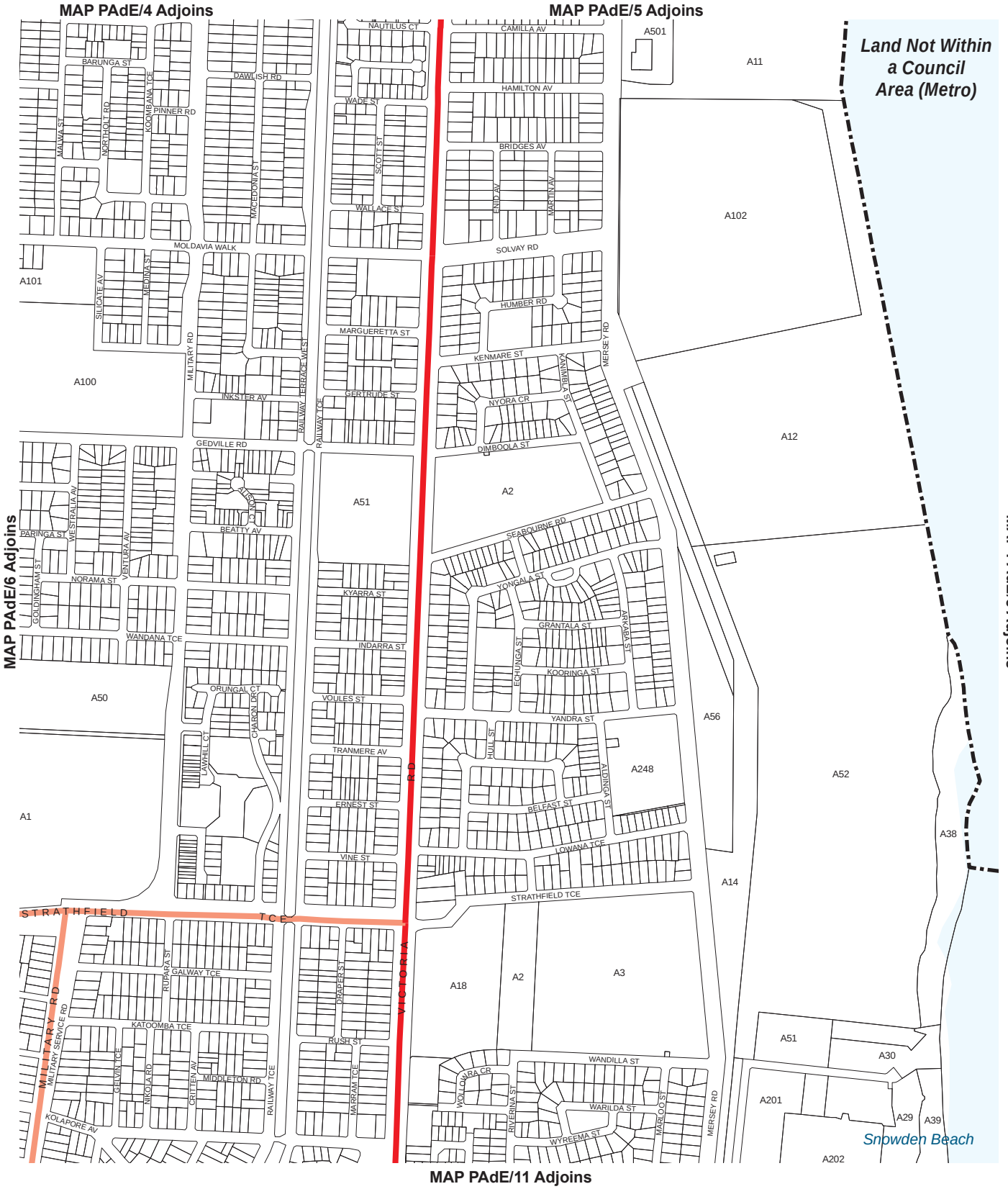
PORT ADELAIDE ENFIELD COUNCIL



School
Railways
Local Reserves
Waterbodies
Development Plan Boundary

Location Map PAdE/7

PORT ADELAIDE ENFIELD COUNCIL



N

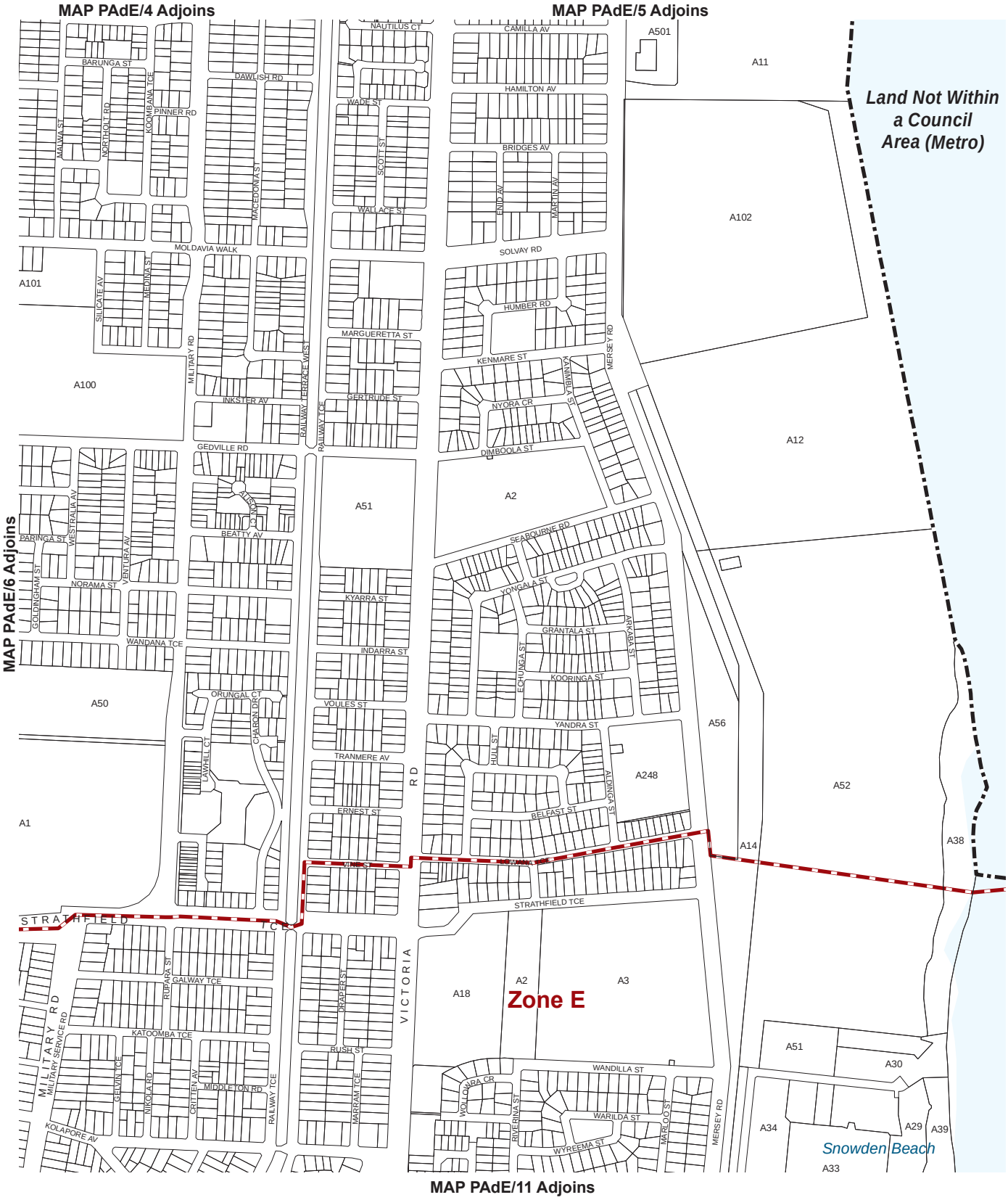
0 500 m

Overlay Map PAdE/7

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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

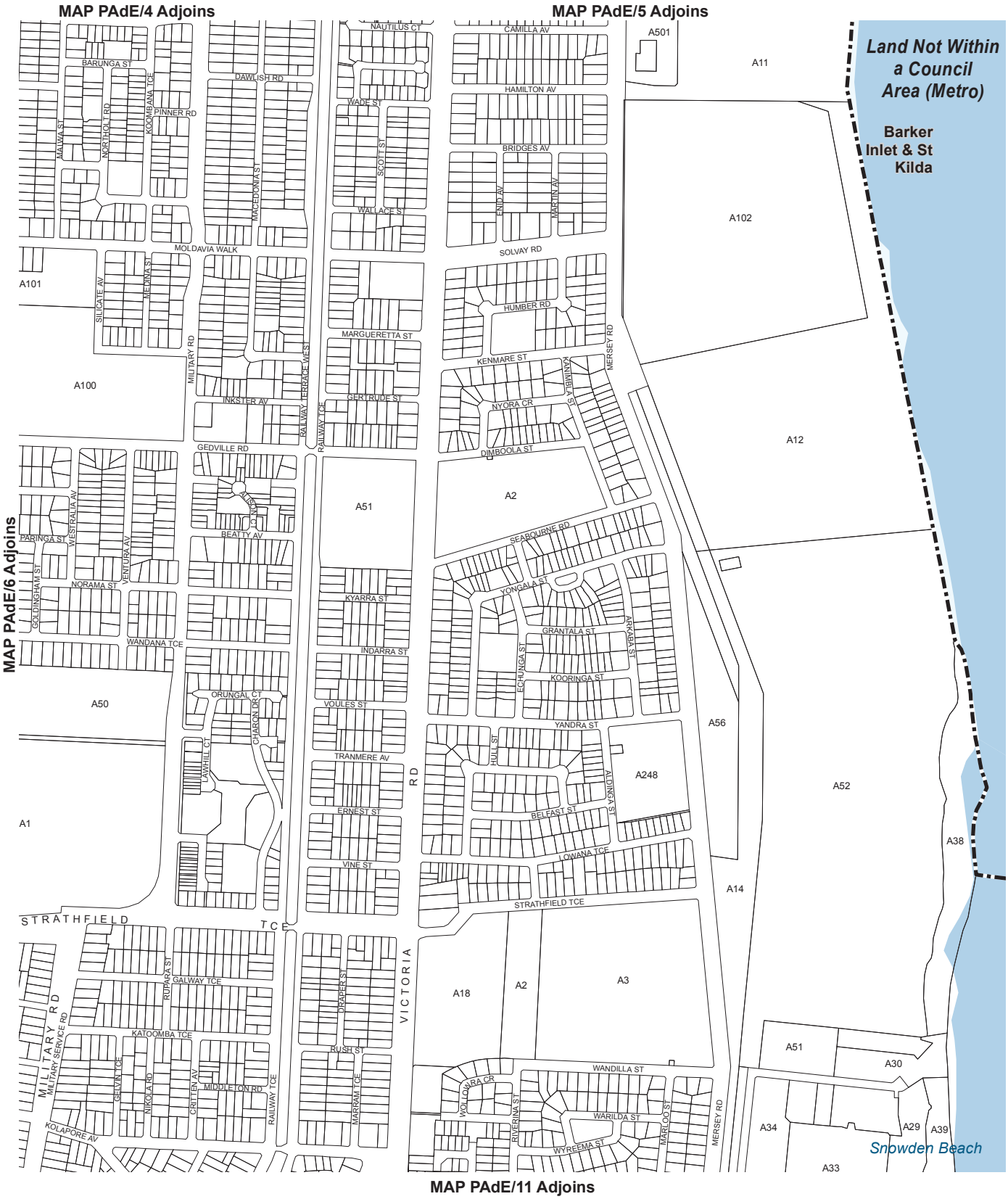


Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/7
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary



Overlay Map PAdE/7

NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

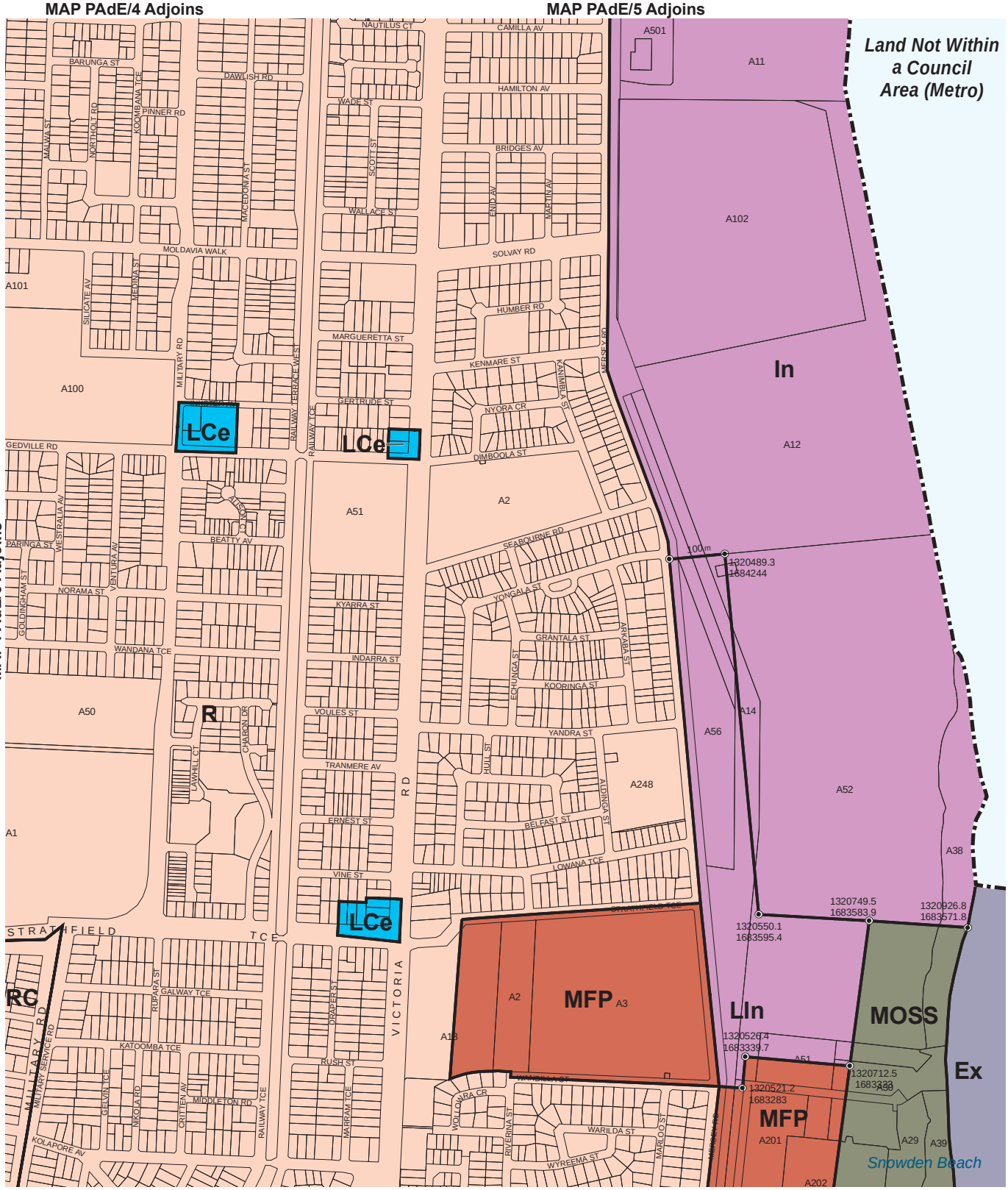
MAP PAdE/4 Adjoins

MAP PAdE/5 Adjoins

MAP PAdE/6 Adjoins

MAP PAdE/8 Adjoins

MAP PAdE/11 Adjoins



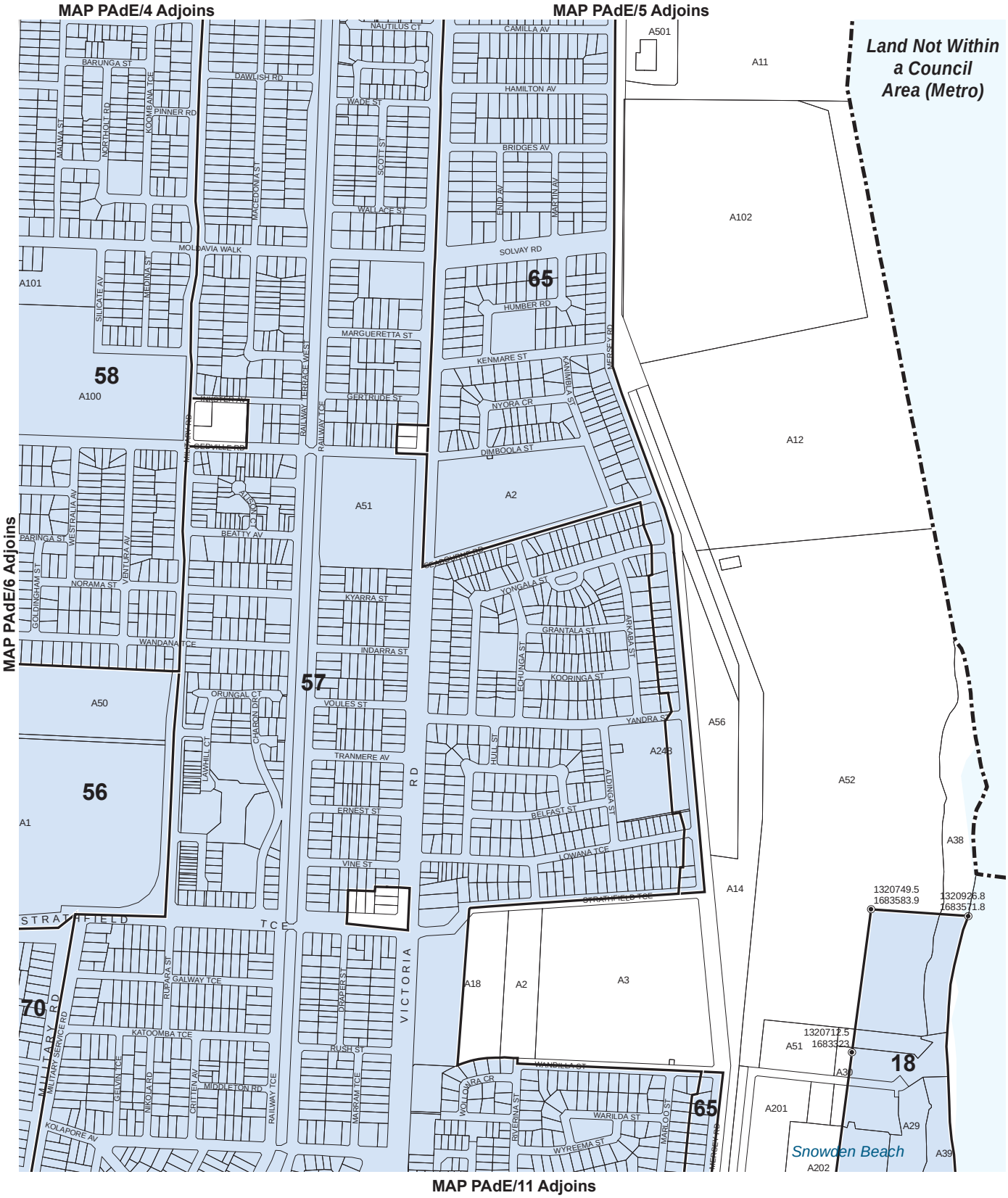
Lamberts Conformal Conic Projection, GDA94

Zones

Ex	Excluded
In	Industry
LIn	Light Industry
LCe	Local Centre
MOSS	Metropolitan Open Space System
MFP	Multi Function Polis
R	Residential
RC	Residential Character
	Zone Boundary
	Development Plan Boundary

Zone Map PAdE/7

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation
56 Fort Largs
57 Lefevre Peninsula East
58 Lefevre Peninsula West
65 Restricted Residential
70 Largs/Largs North

N

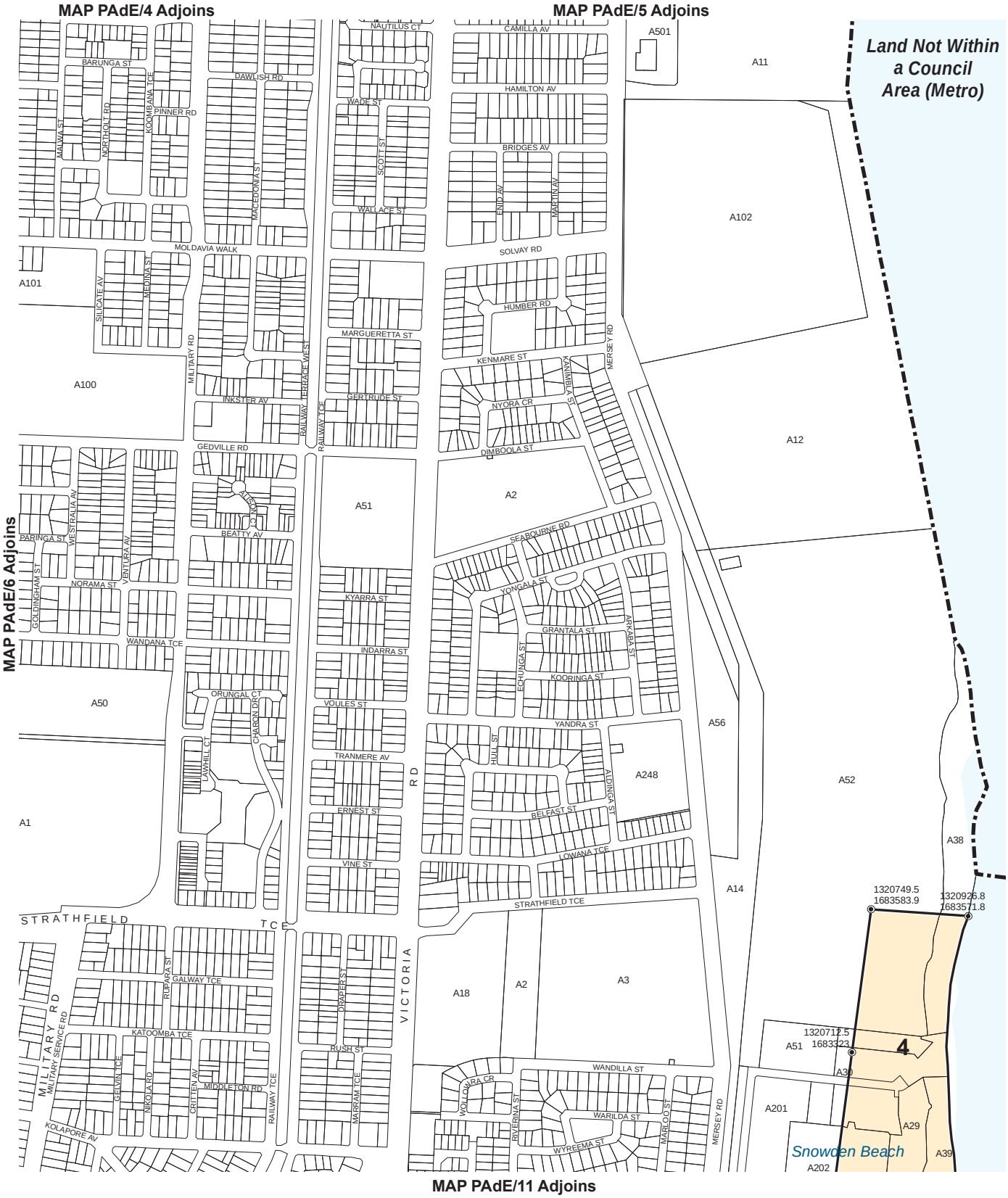
0 500 m

Policy Area Map PAdE/7

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Precinct

4 Snowdens Beach

N

0 500 m

Precinct Map PAdE/7

Precinct Boundary

Development Plan Boundary

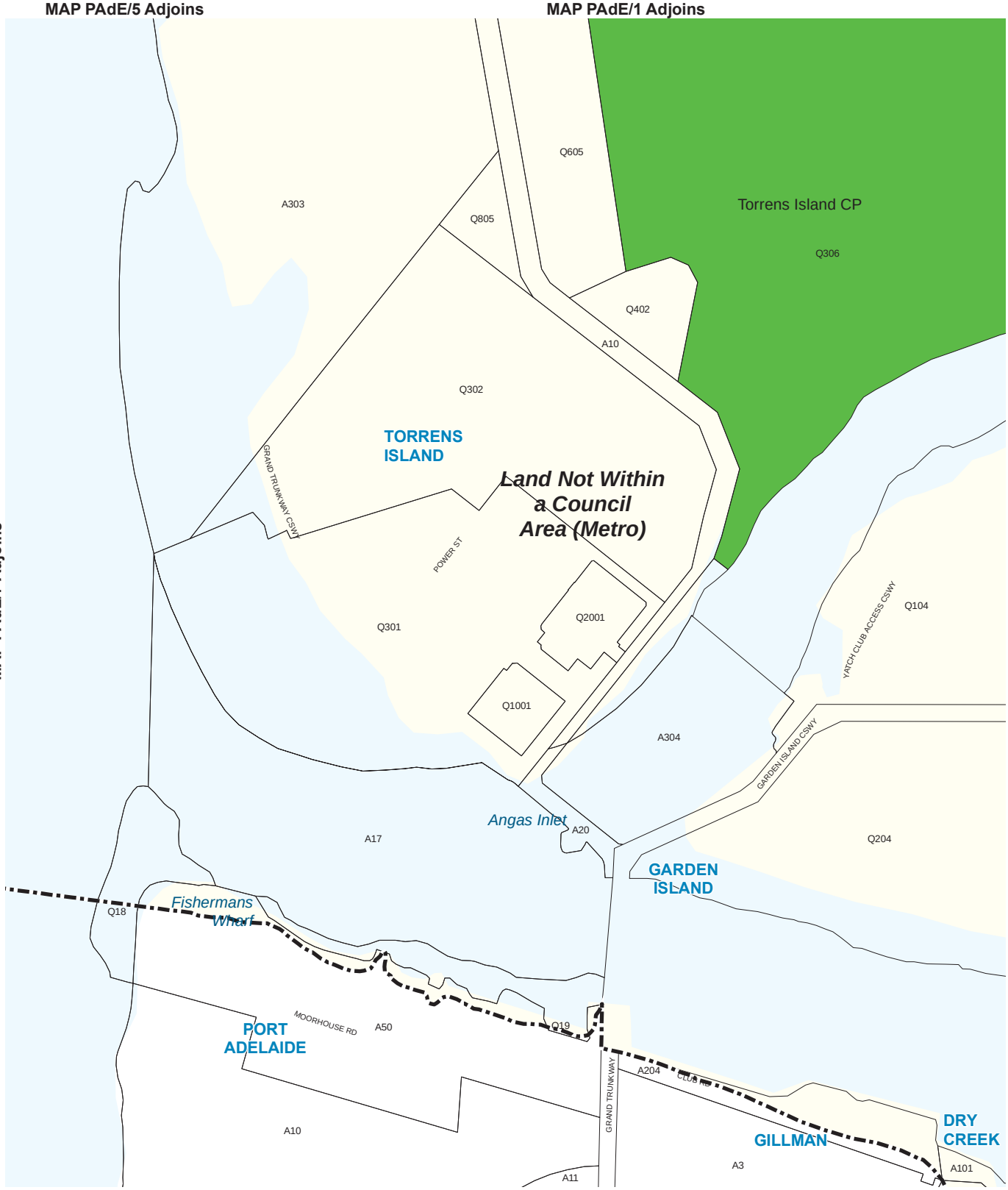
PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/5 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/7 Adjoins

MAP PAdE/9 Adjoins



MAP PAdE/12 Adjoins

N

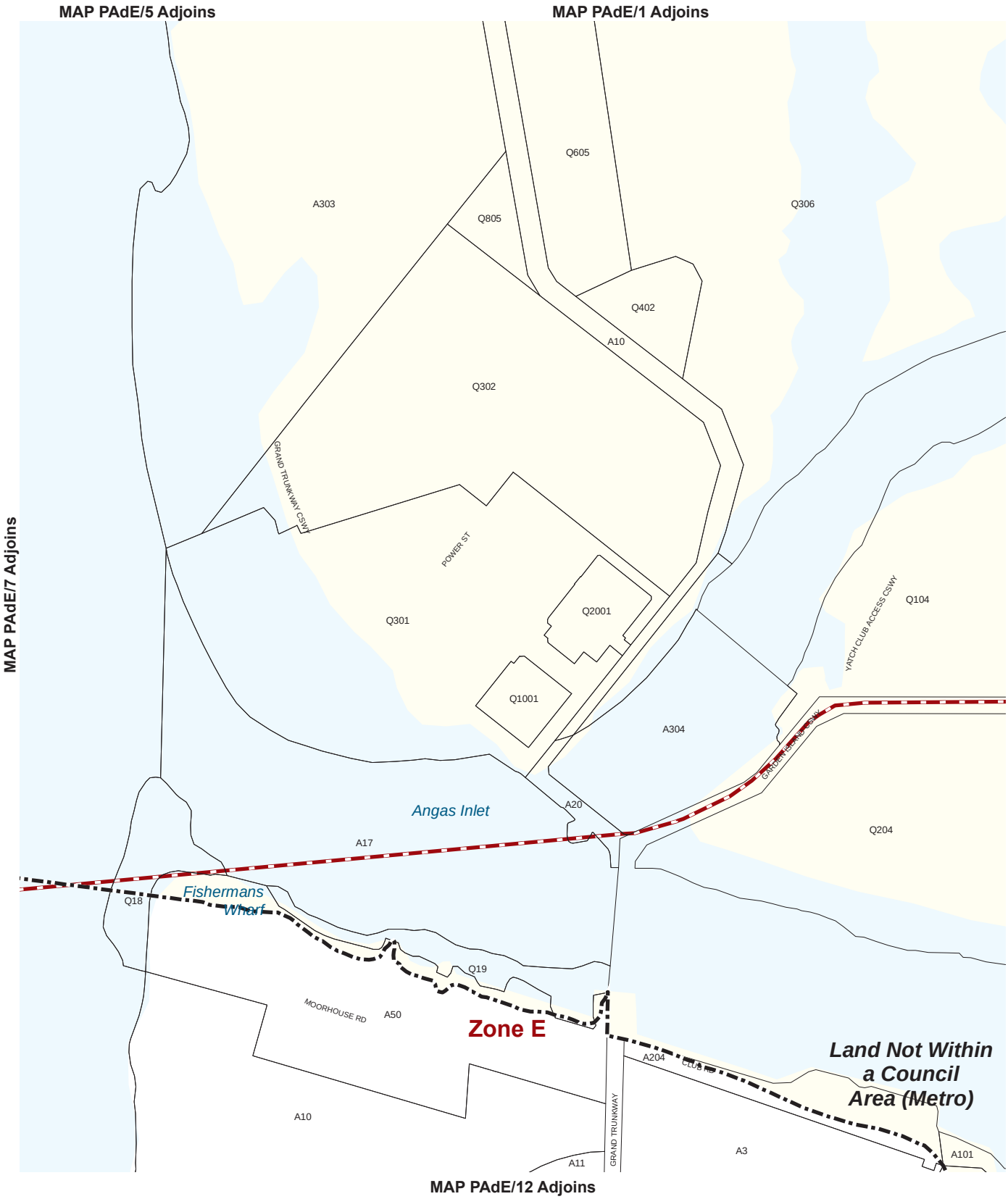
0 500 m

Location Map PAdE/8

Conservation Park

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

Overlay Map PAdE/8
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary

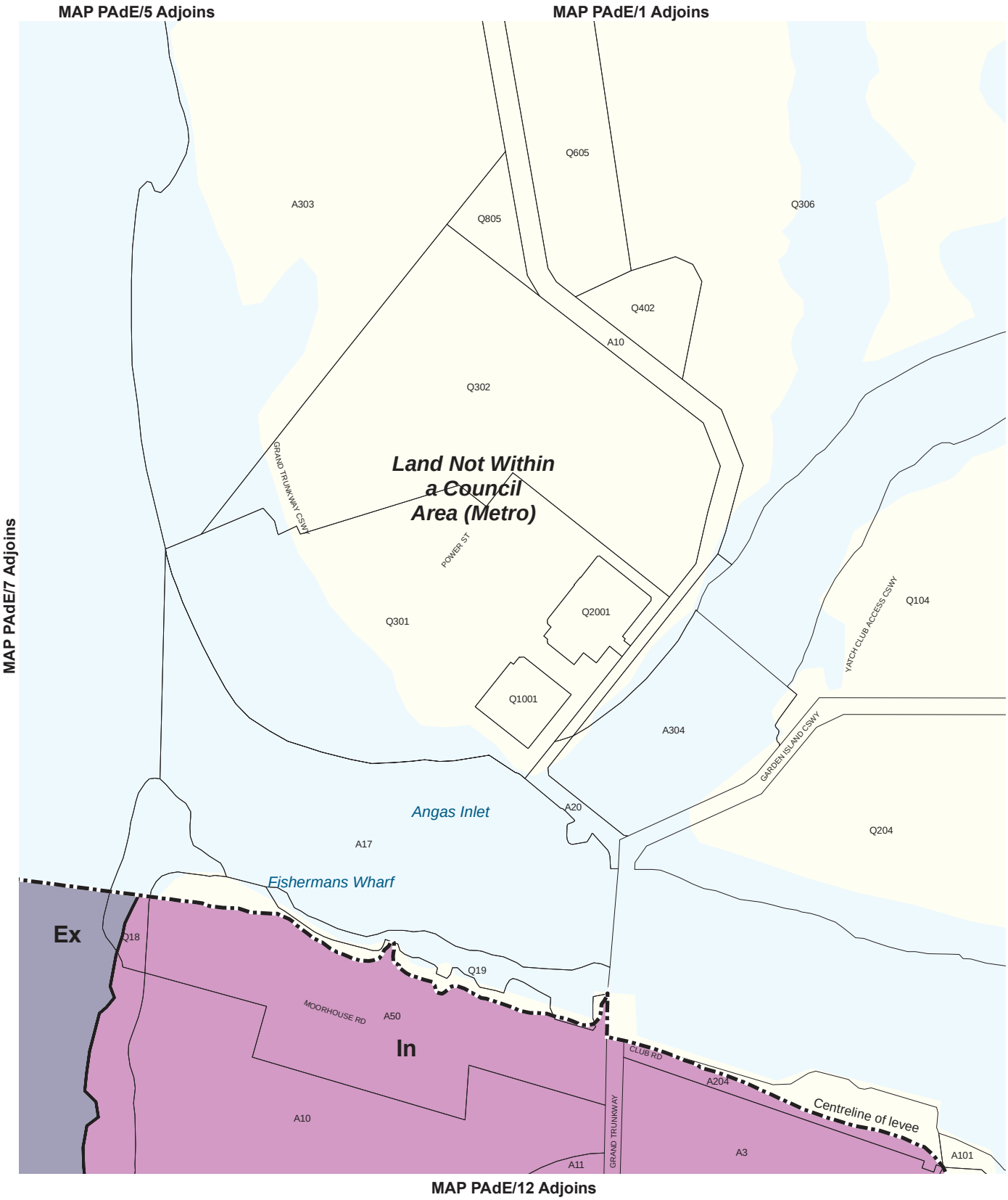
Overlay Map PAdE/8

NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

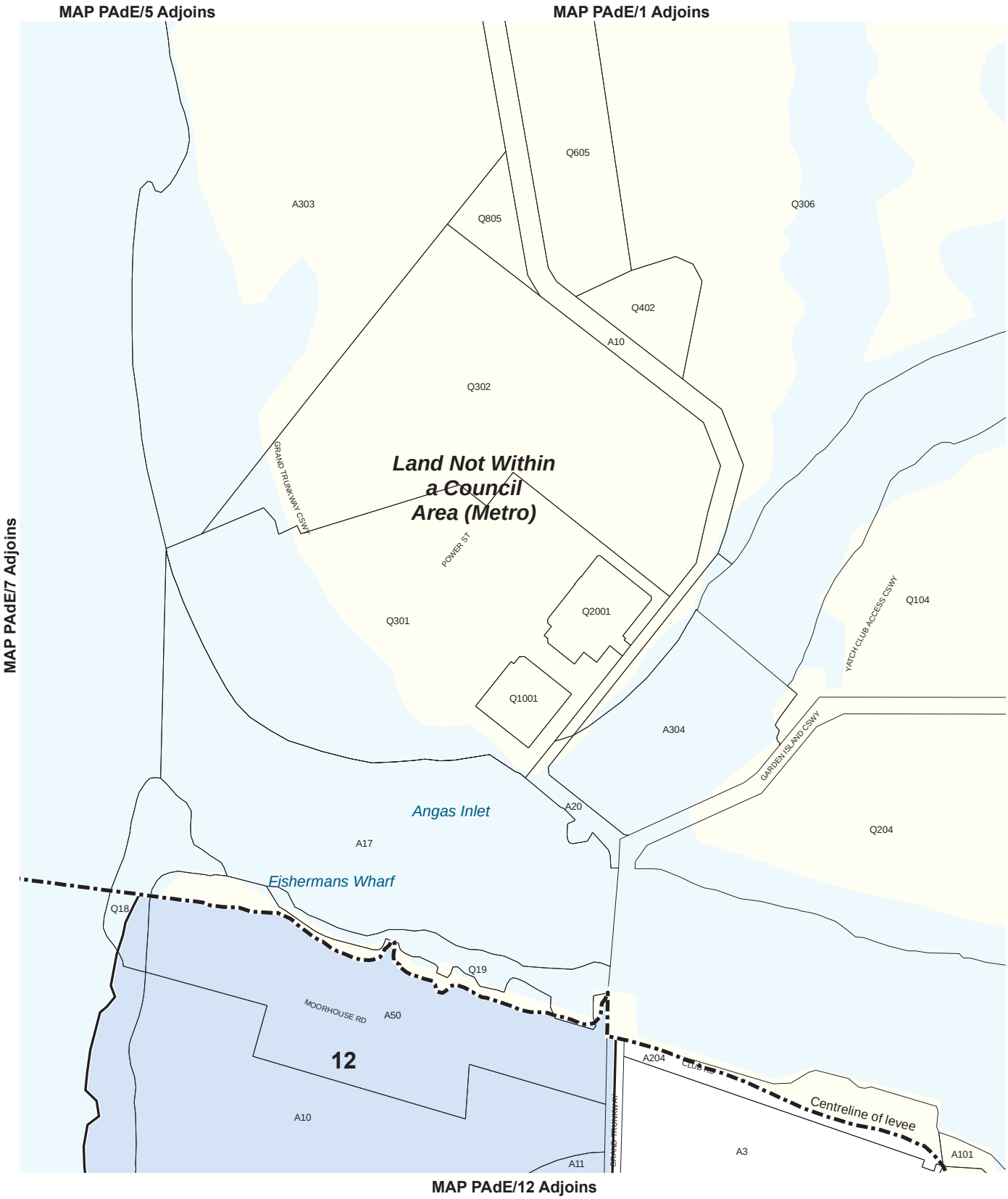


Zones

- Ex — Excluded
- In — Industry
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/8

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area
12 Ports

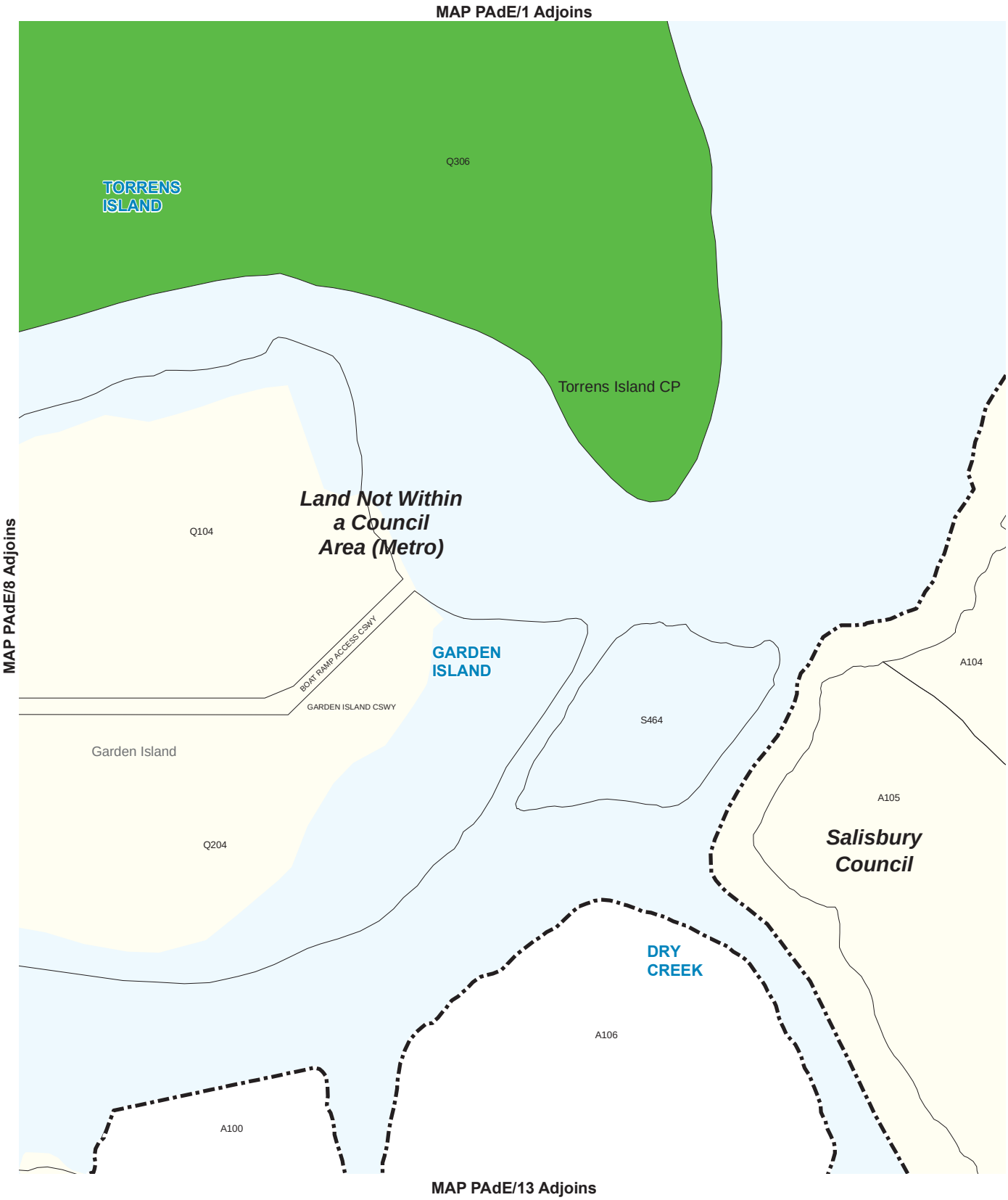
N

0 500 m

Policy Area Map PAdE/8

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

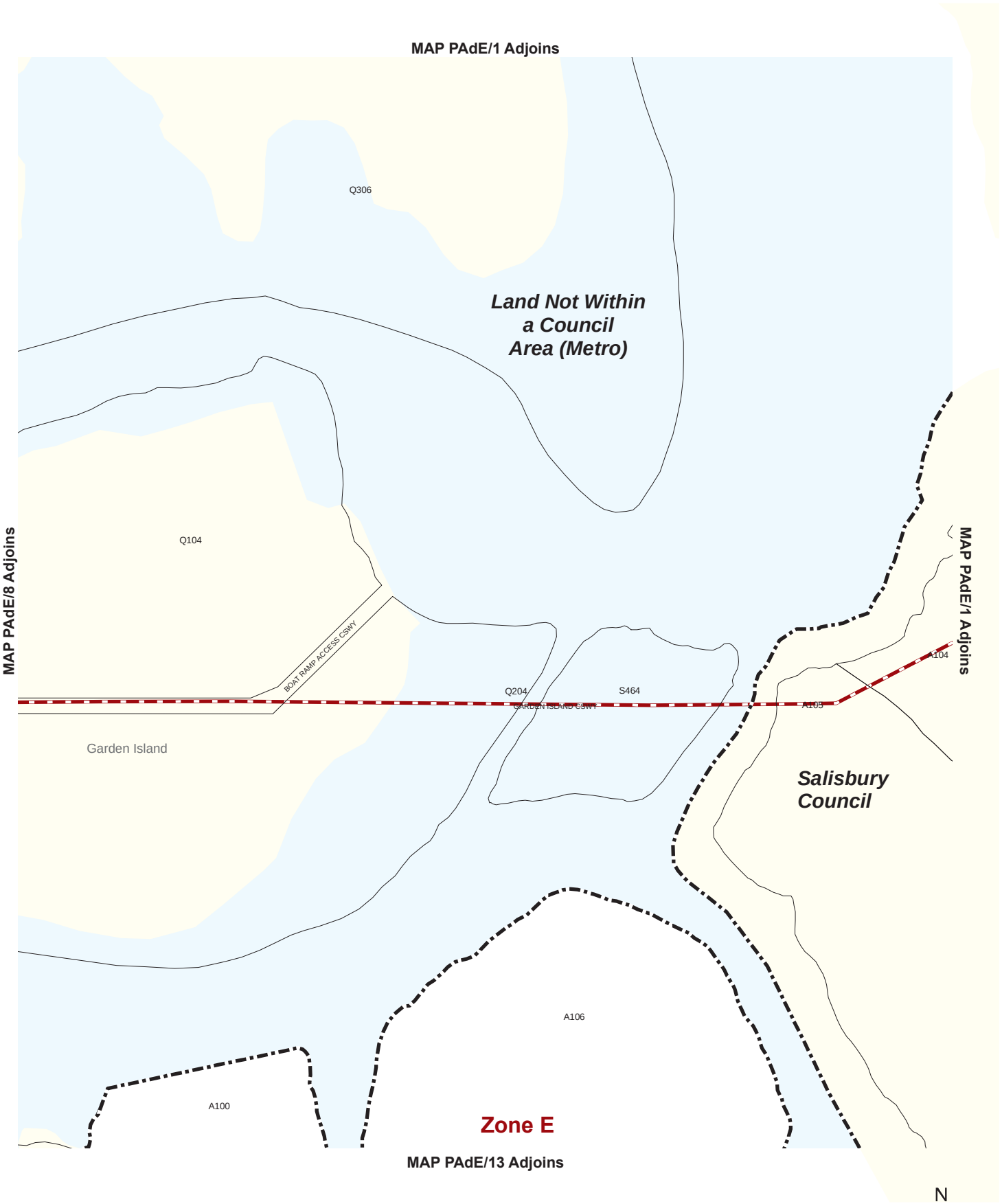


Location Map PAdE/9

Conservation Park

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

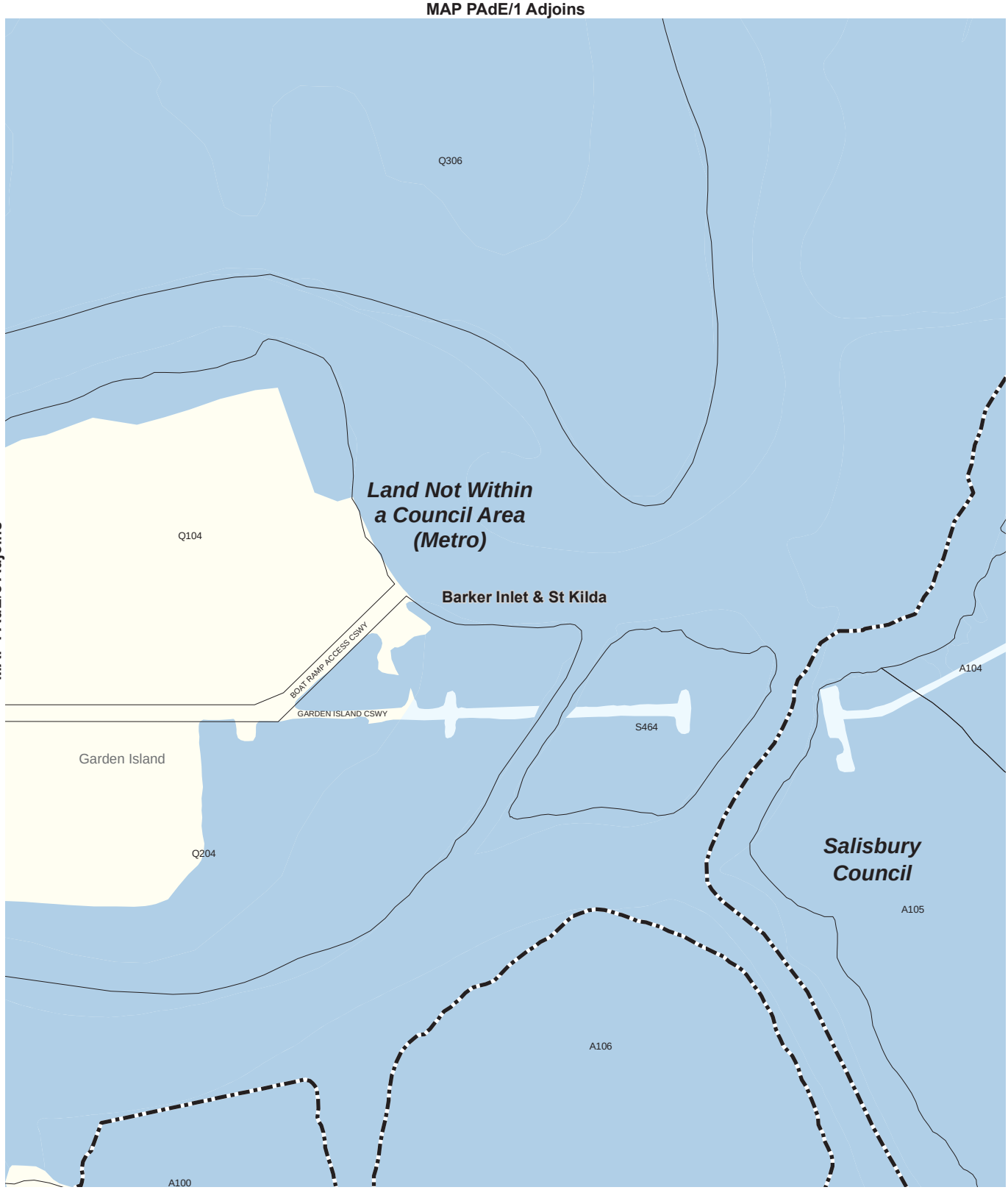
0 500 m

Overlay Map PAdE/9
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary

MAP PAdE/1 Adjoins



MAP PAdE/8 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/13 Adjoins

N

0 500 m

Overlay Map PAdE/9

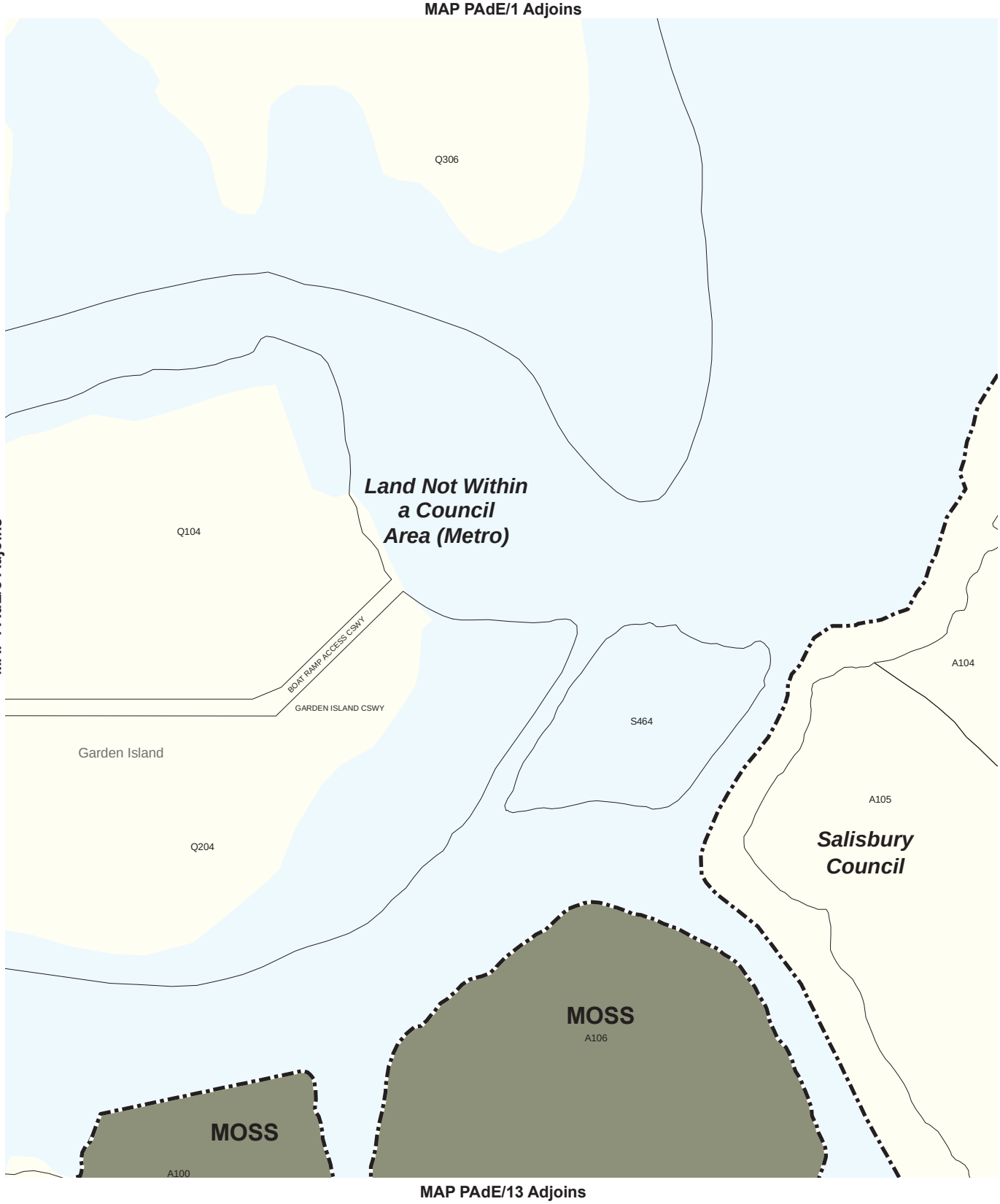
NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

MAP PAdE/1 Adjoins



MAP PAdE/8 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/13 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

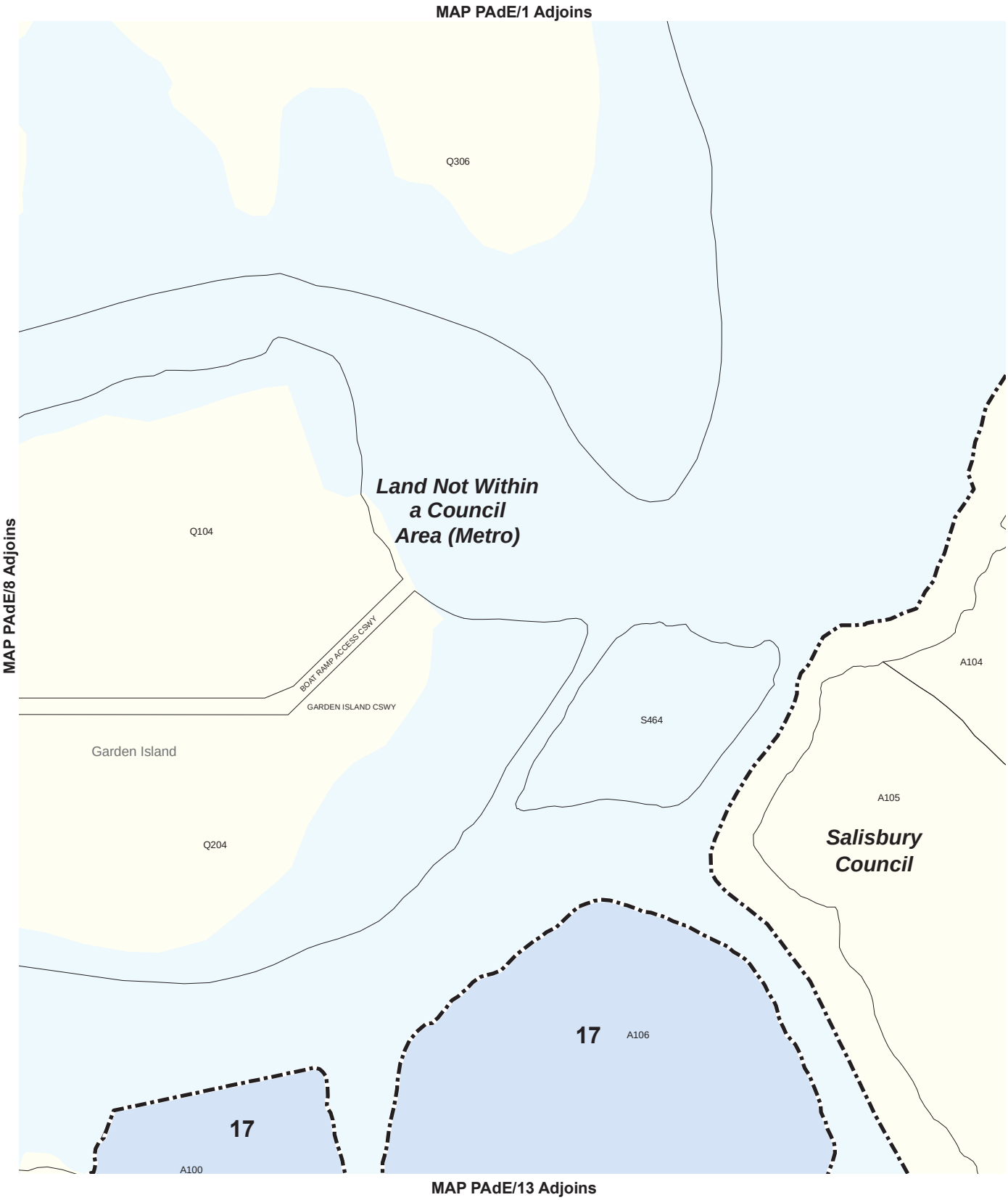
0 500 m

Zone Map PAdE/9

Zones

- MOSS — Metropolitan Open Space System
- Zone Boundary
- Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area
17 Conservation

N

0 500 m

Policy Area Map PAdE/9

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

N

0 500 m

Location Map PAdE/10

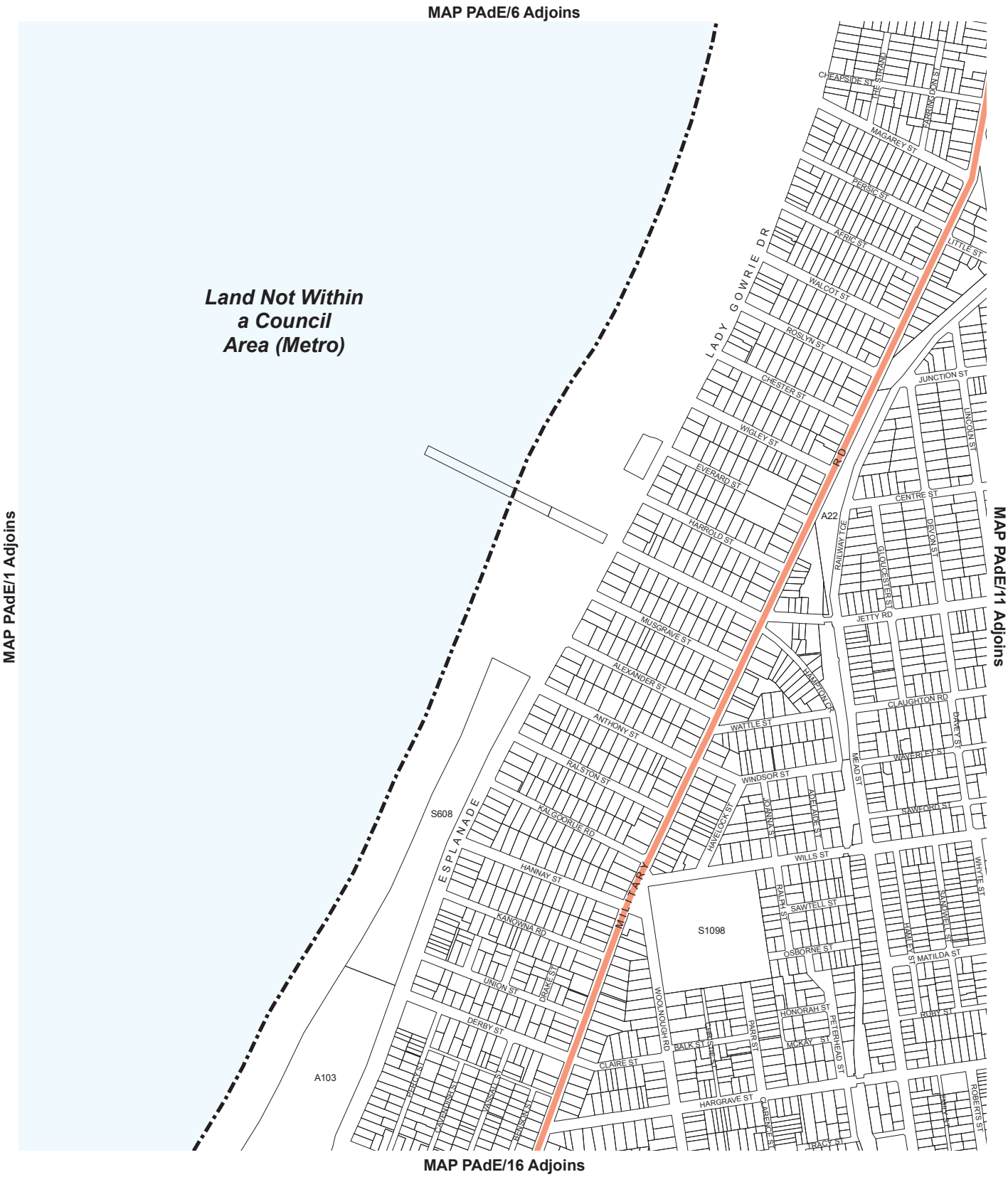
H Other Health Services

Railways

Local Reserves

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



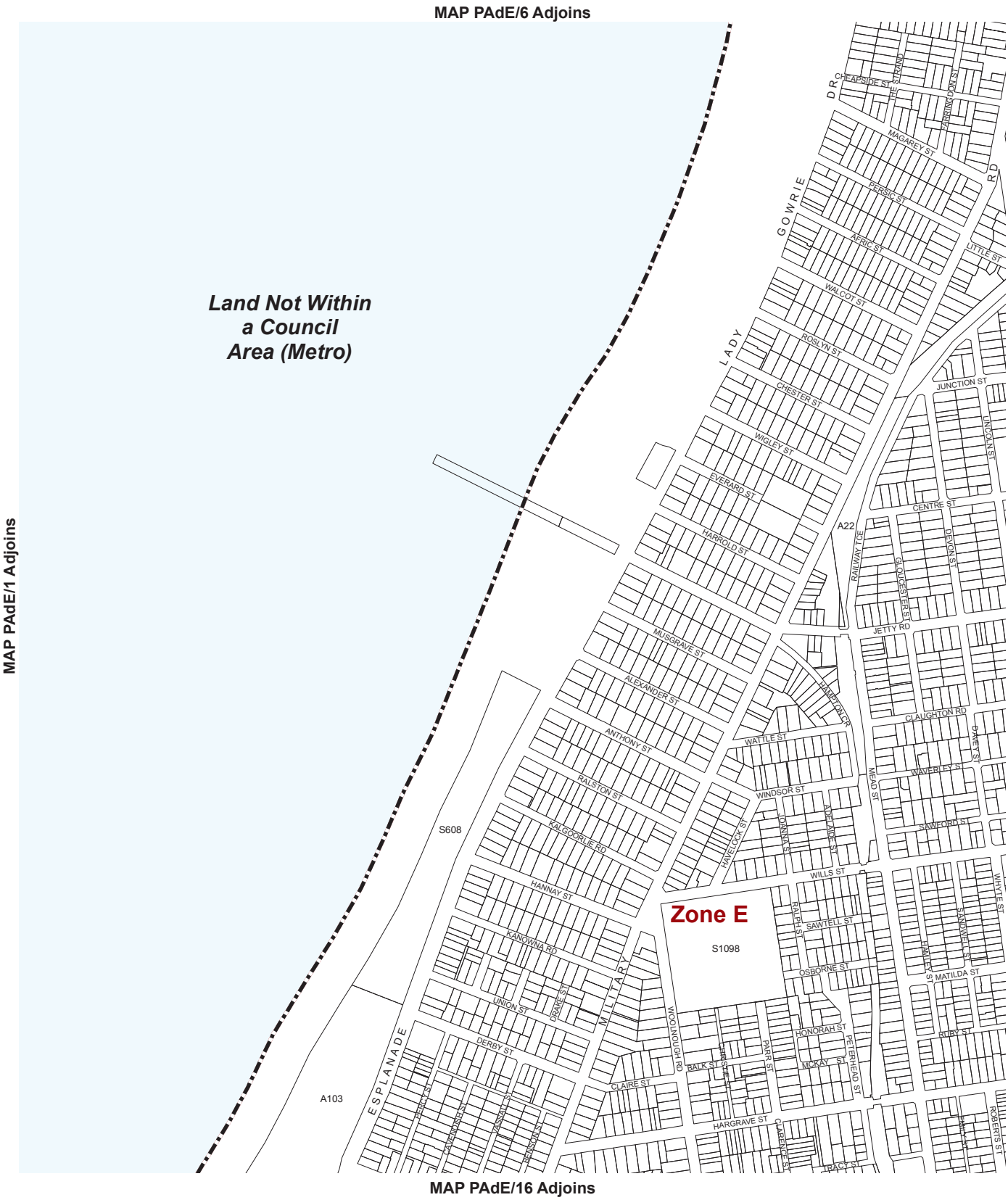
Overlay Map PAdE/10

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Secondary Arterial Roads

Development Plan Boundary



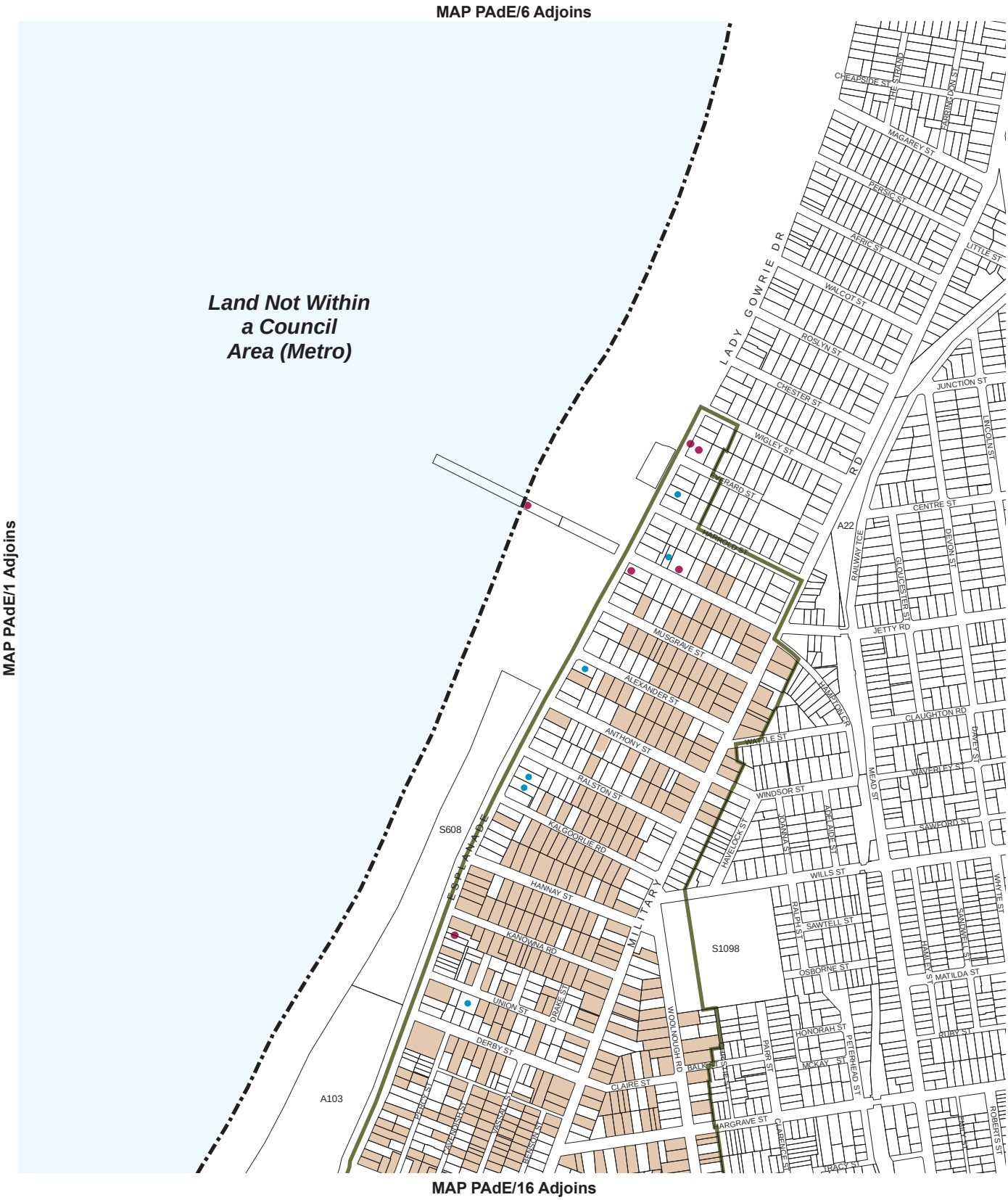
Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/10

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary



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

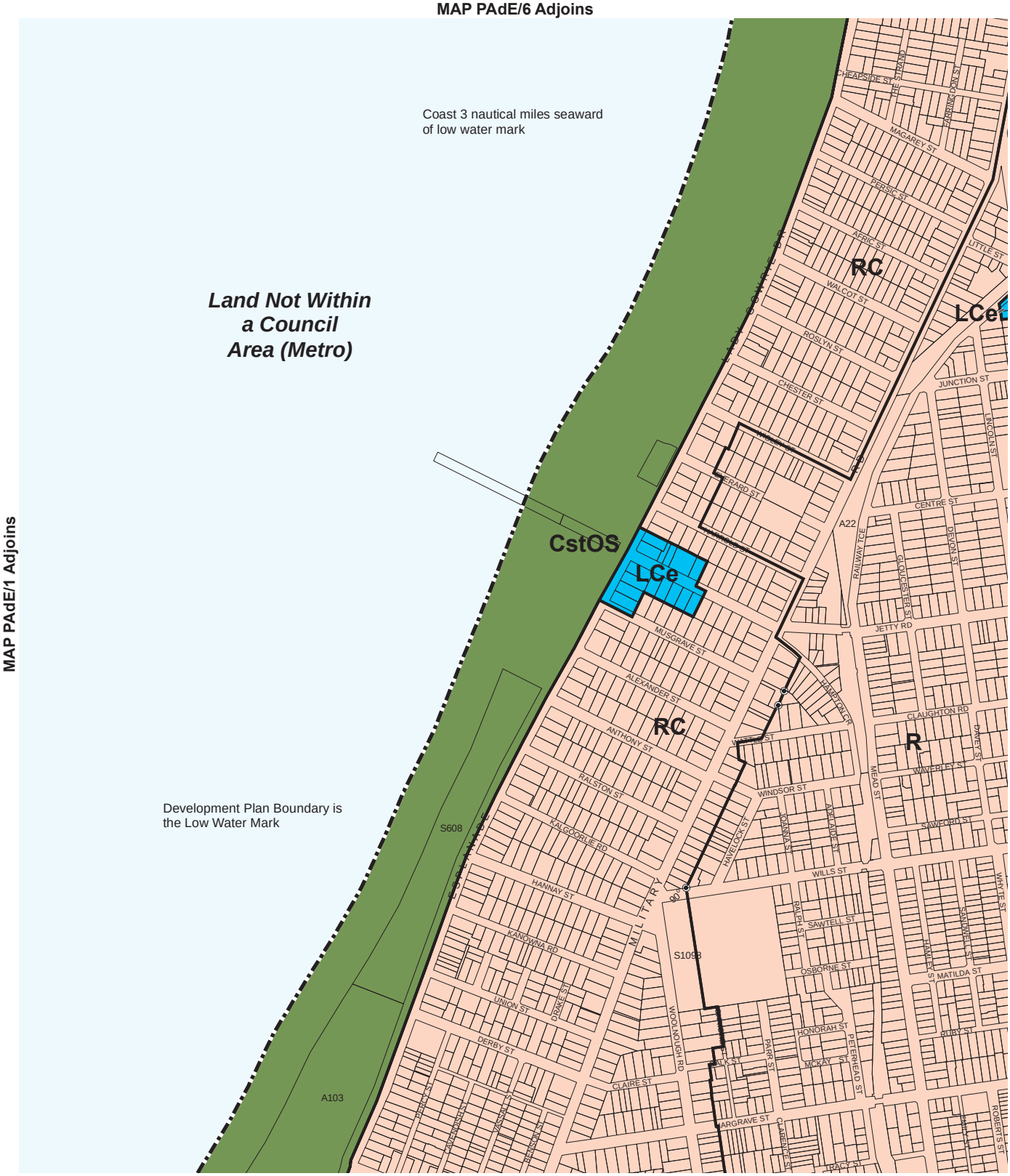
Local heritage place
Contributory items
State heritage place
Historic Conservation Area
Development Plan Boundary

Overlay Map PAdE/10

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/6 Adjoins



MAP PAdE/1 Adjoins

MAP PAdE/11 Adjoins

MAP PAdE/16 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

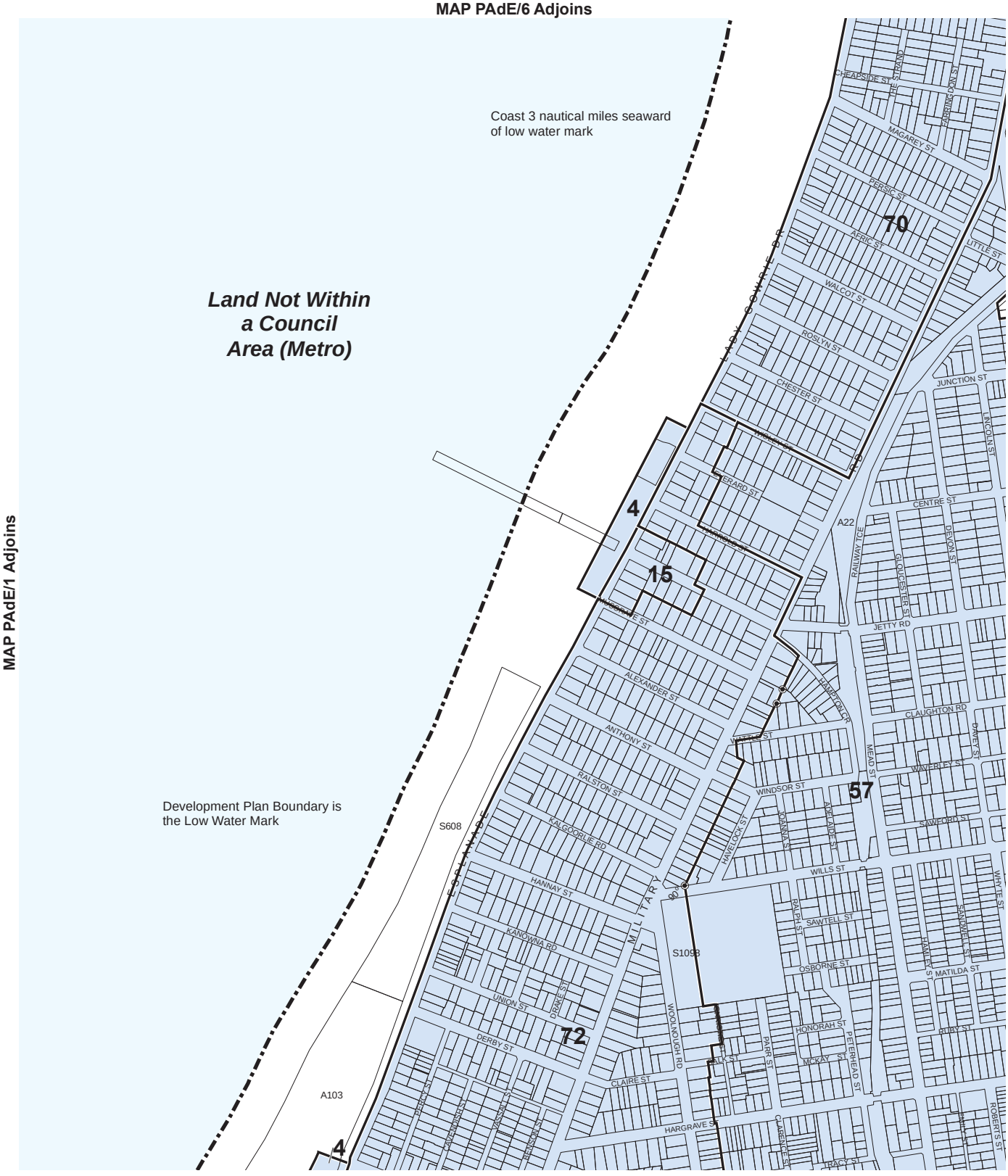
Zones

- CstOS — Coastal Open Space
- LCe — Local Centre
- R — Residential
- RC — Residential Character
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/10

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/6 Adjoins



MAP PAdE/16 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

15 Jetty Road
4 Activity Focus
57 Lefevre Peninsula East
70 Largs/Largs North
72 Semaphore/Largs

N

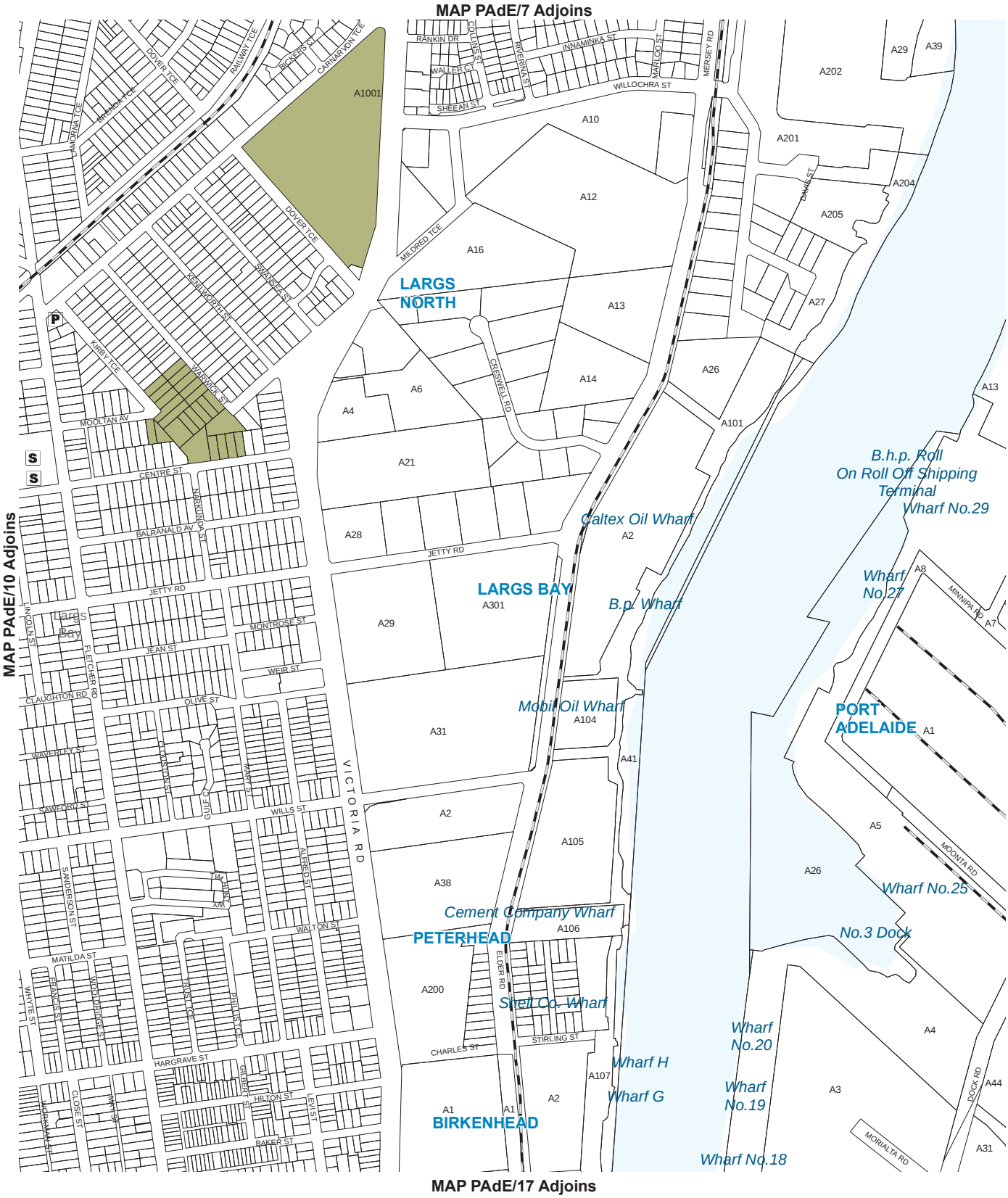
0 500 m

Policy Area Map PAdE/10

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



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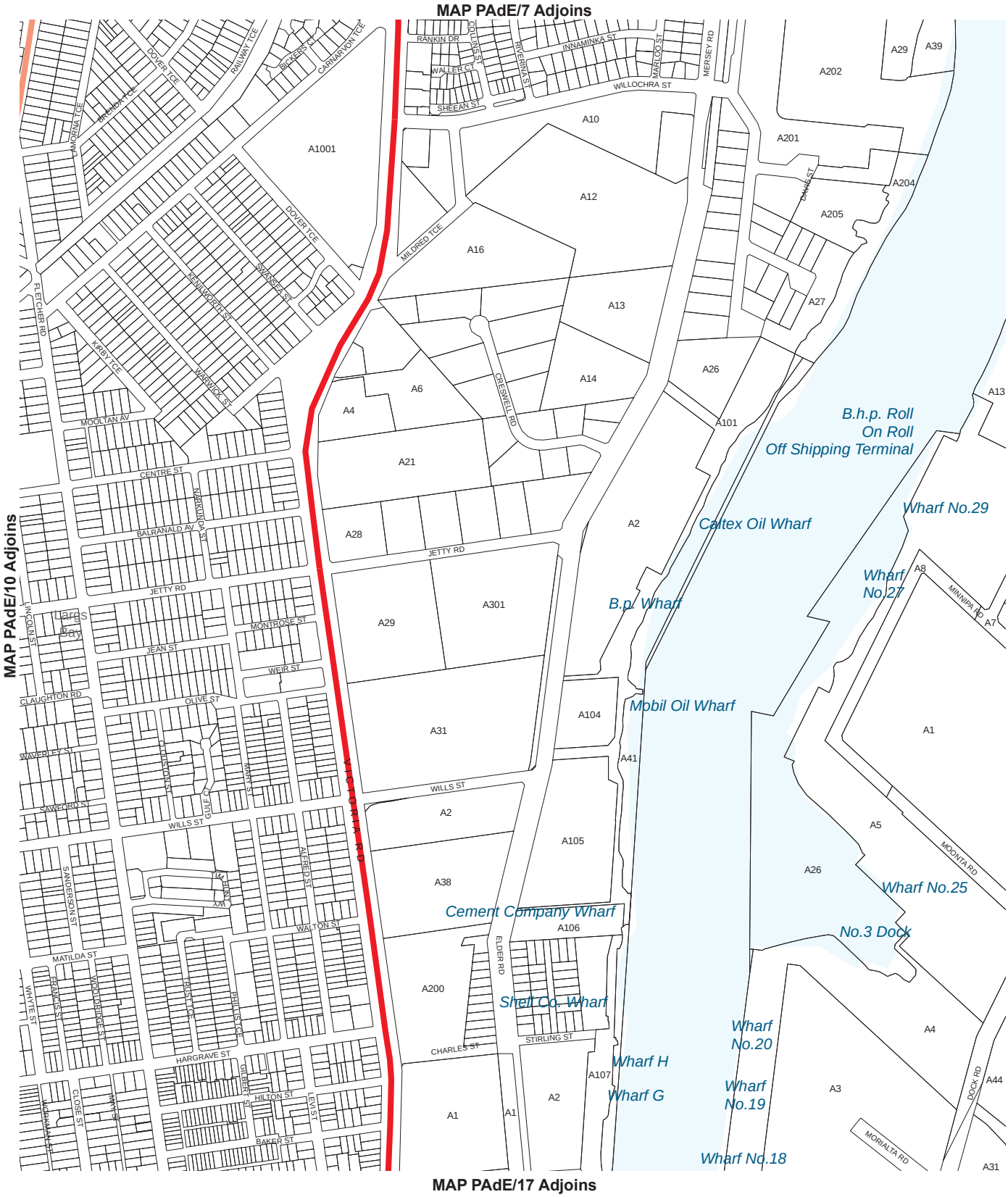
Location Map PAdE/11

S School
P Post Office
Railways
Local Reserves

PORT ADELAIDE ENFIELD COUNCIL



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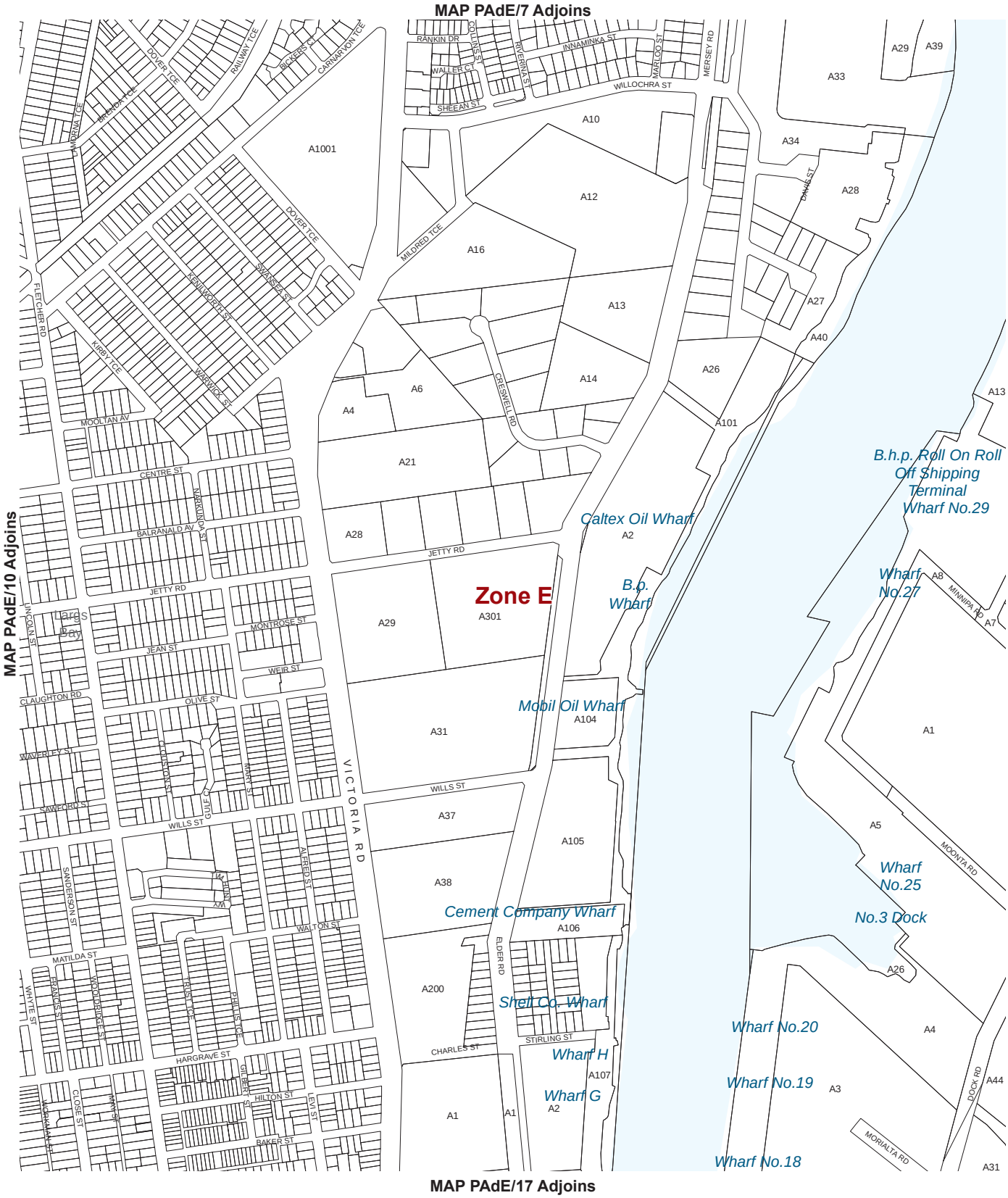
Overlay Map PAdE/11

TRANSPORT

Primary Arterial Roads

Secondary Arterial Roads

PORT ADELAIDE ENFIELD COUNCIL



Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

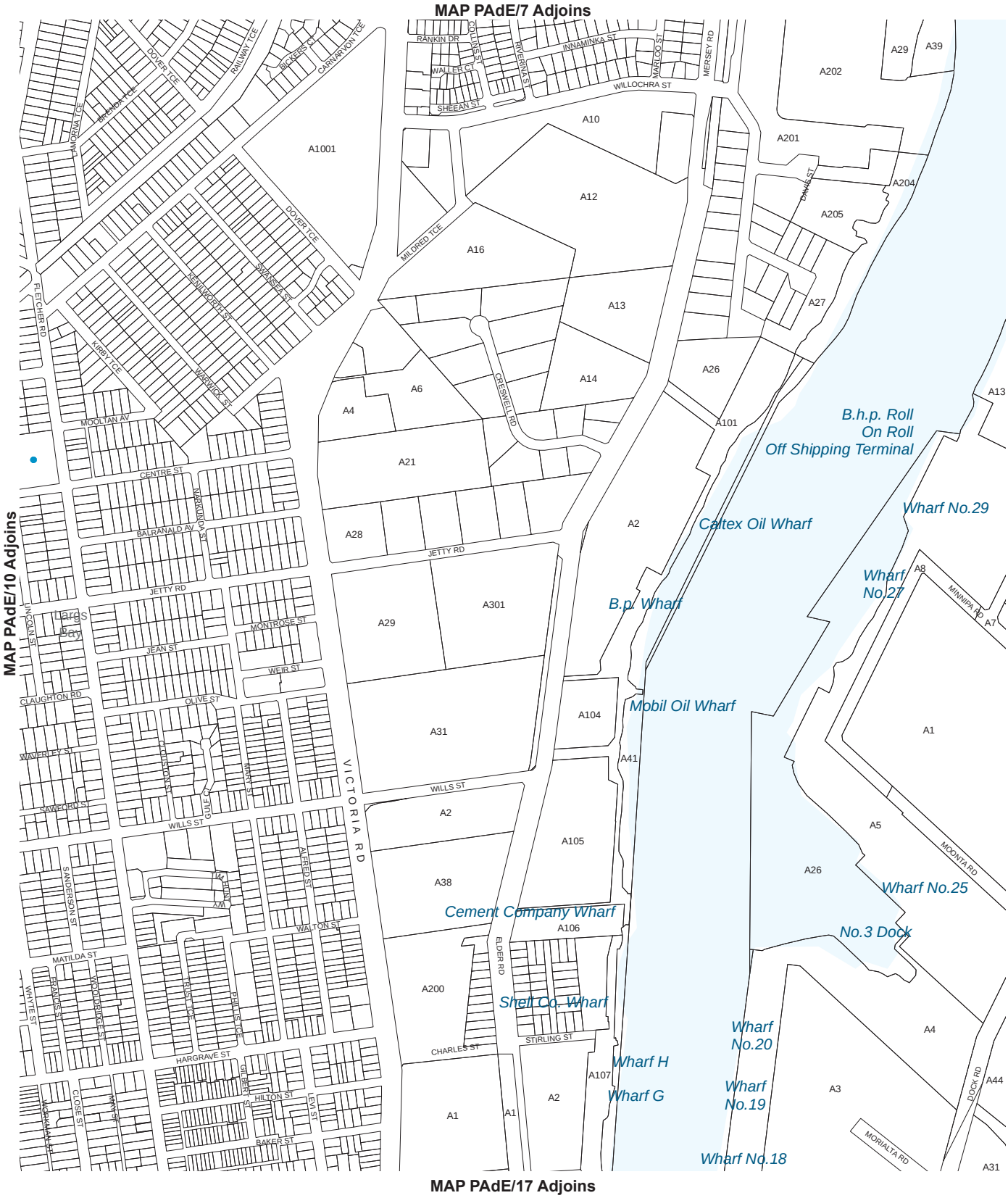
N

0 500 m

Overlay Map PAdE/11
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights



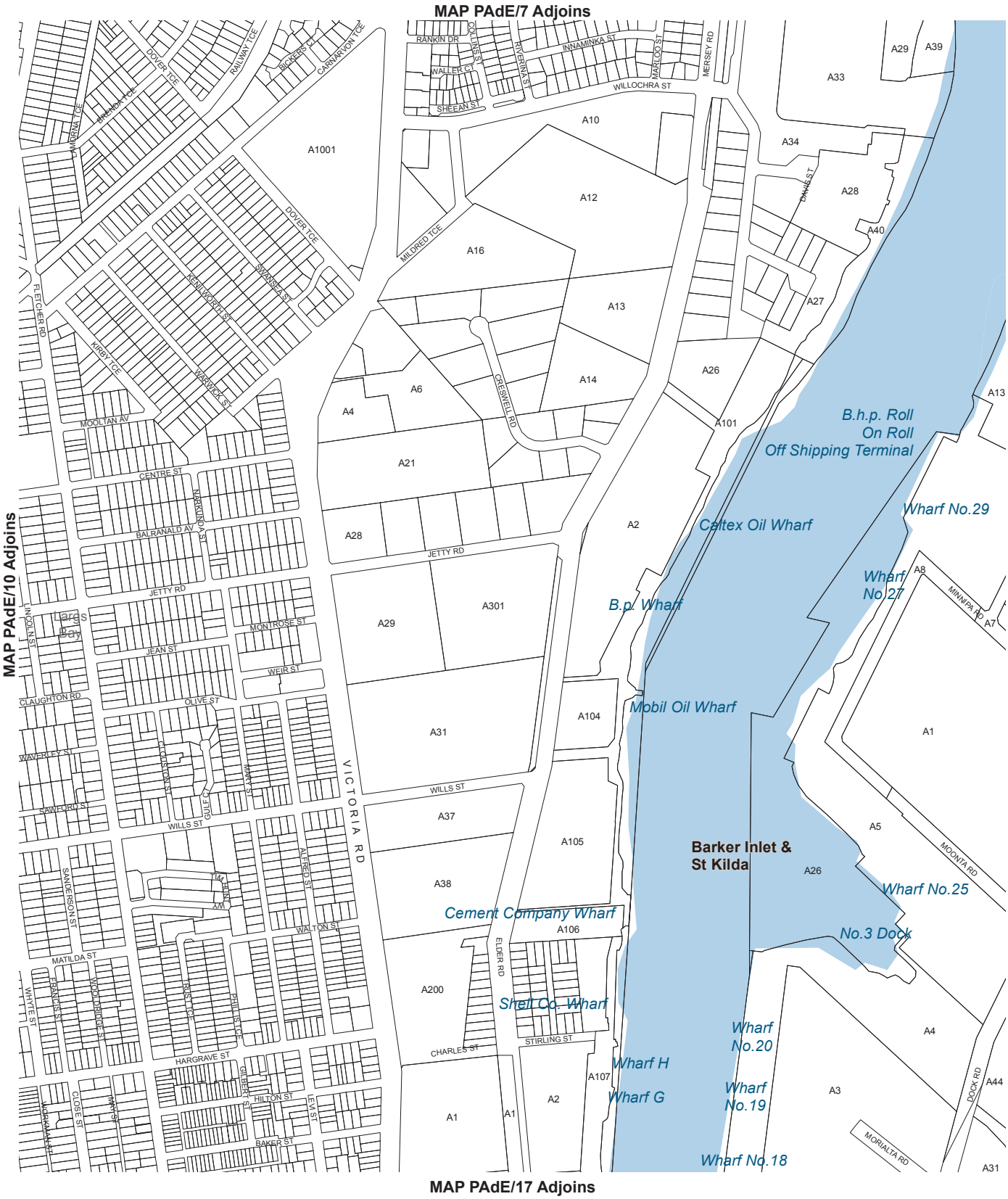
Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.

Overlay Map PAdE/11

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

- Local heritage place



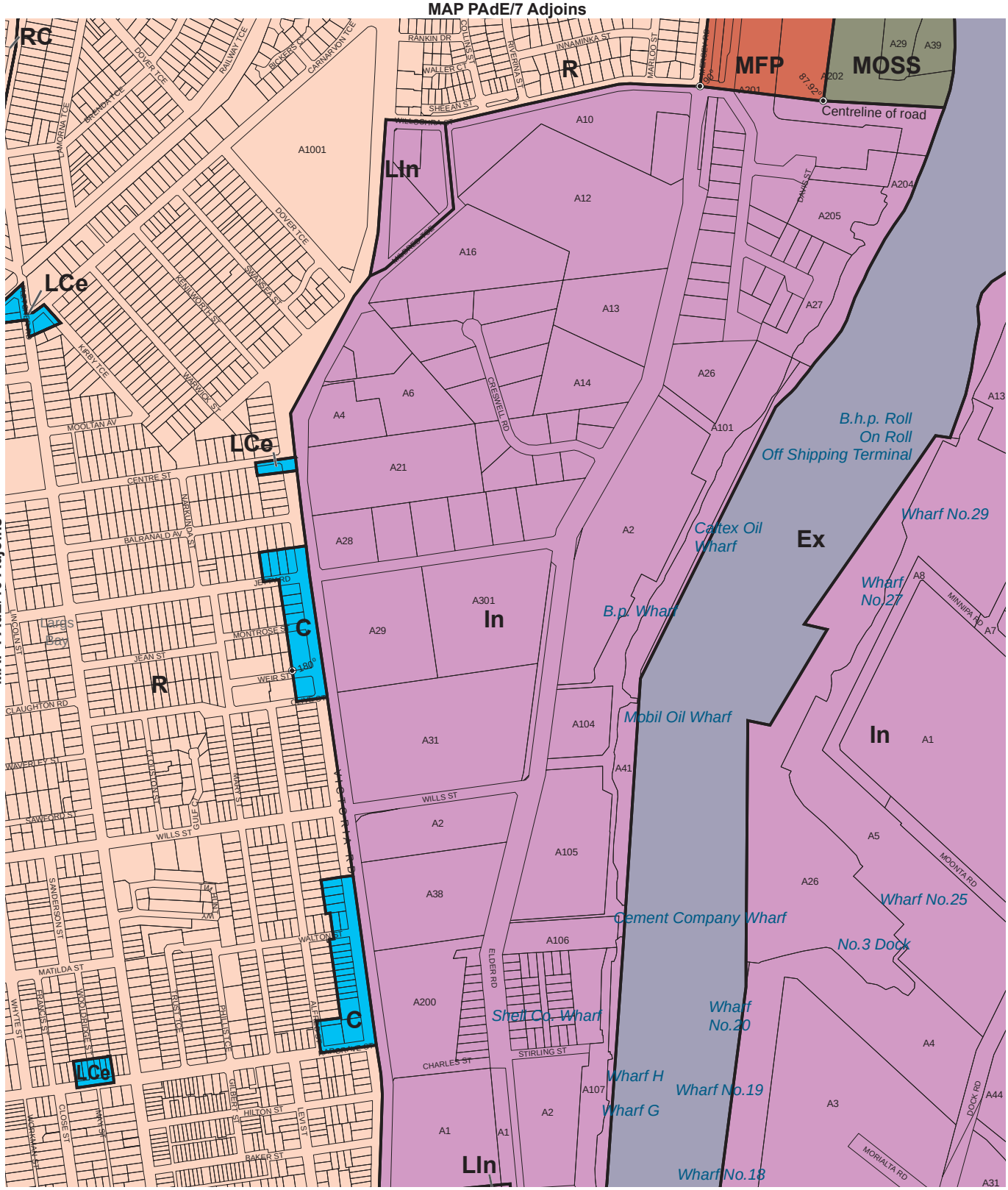
Overlay Map PAdE/11

NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

MAP PAdE/7 Adjoins



MAP PAdE/10 Adjoins

MAP PAdE/12 Adjoins

MAP PAdE/17 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

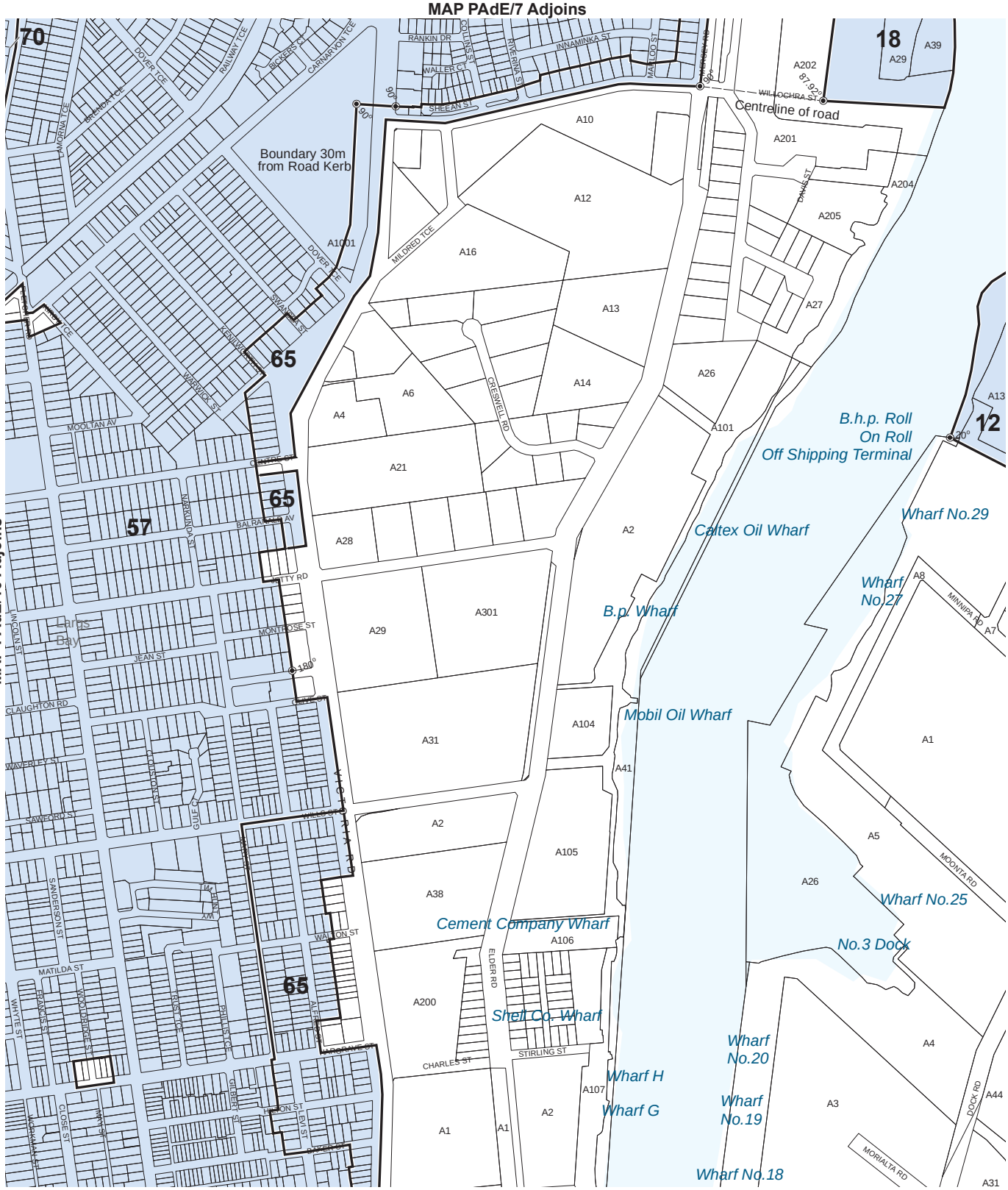
Zones

C	Commercial
Ex	Excluded
In	Industry
LIn	Light Industry
LCe	Local Centre
MOSS	Metropolitan Open Space System
MFP	Multi Function Polis
R	Residential
RC	Residential Character
	Zone Boundary

Zone Map PAdE/11

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/7 Adjoins



MAP PAdE/10 Adjoins

MAP PAdE/12 Adjoins

MAP PAdE/17 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

12 Ports
18 Recreation
57 Lefevre Peninsula East
65 Restricted Residential
70 Largs/Largs North

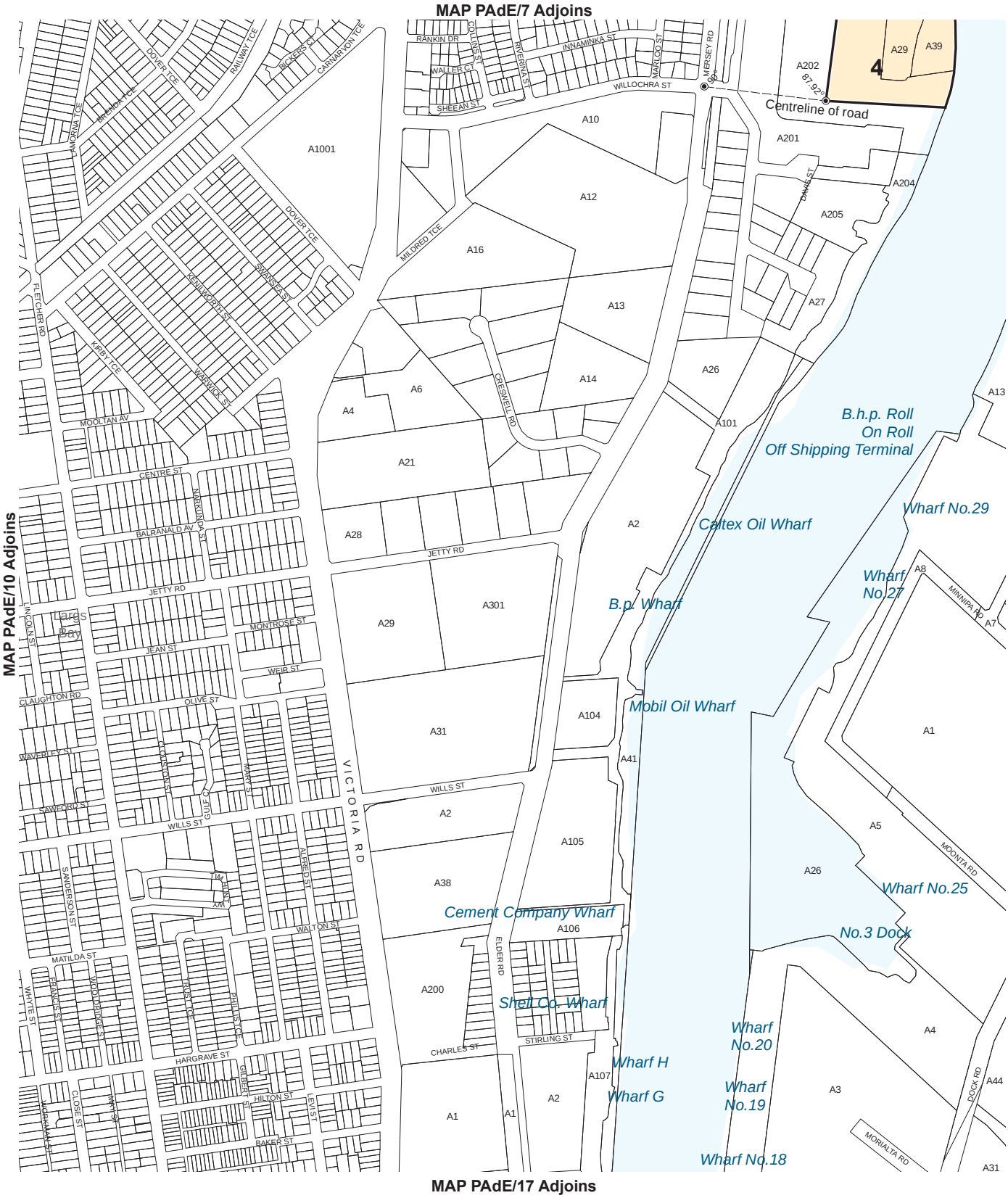
N

0 500 m

Policy Area Map PAdE/11

Policy Area Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Precinct

4 Snowdens Beach

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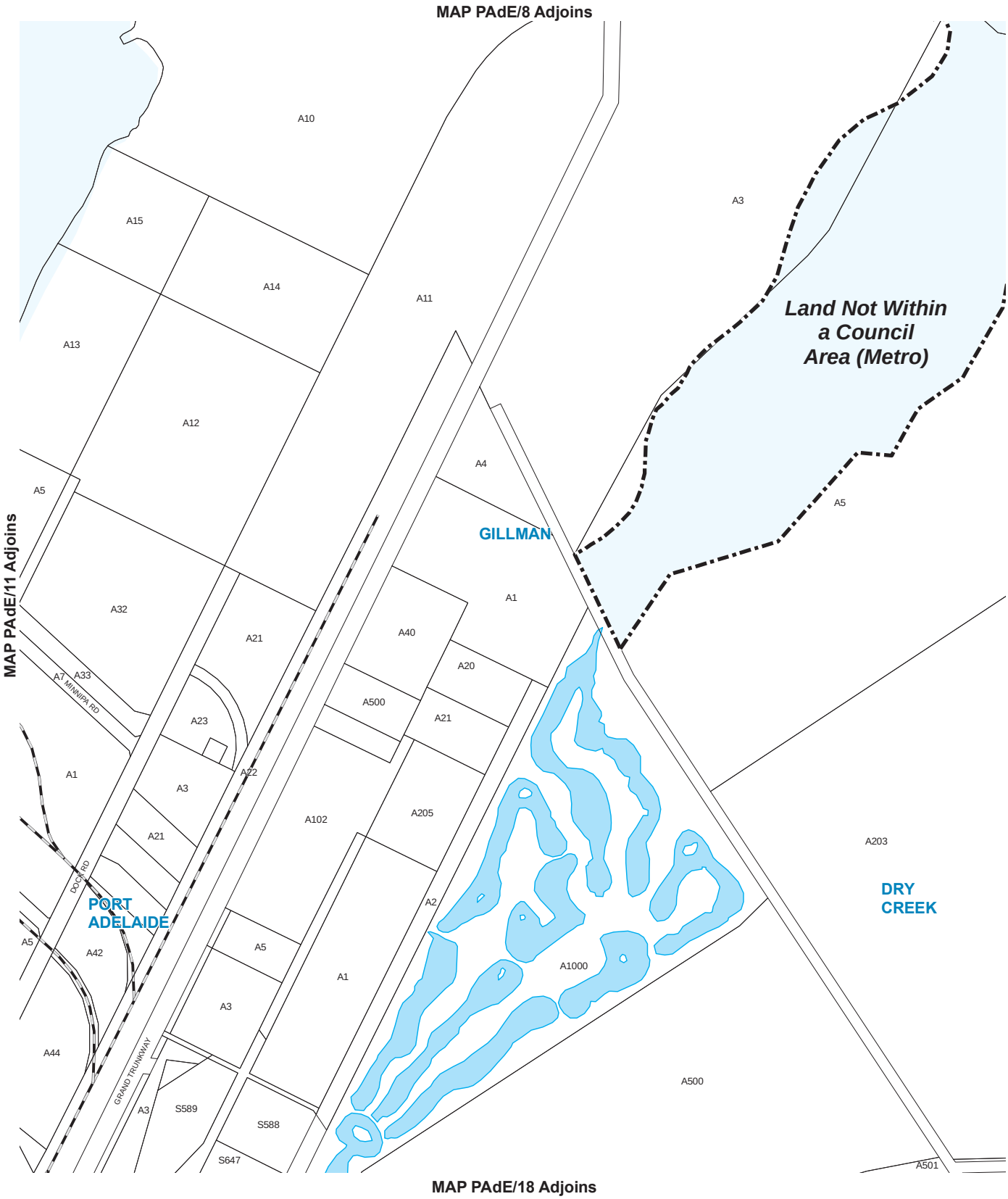
0 500 m

Precinct Map PAdE/11

Precinct Boundary

PORT ADELAIDE ENFIELD COUNCIL



Location Map PAdE/12

Railways
Waterbodies
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

Overlay Map PAdE/12
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary

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

N

0 500 m

Overlay Map PAdE/12

HERITAGE

State heritage place

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Overlay Map PAdE/12

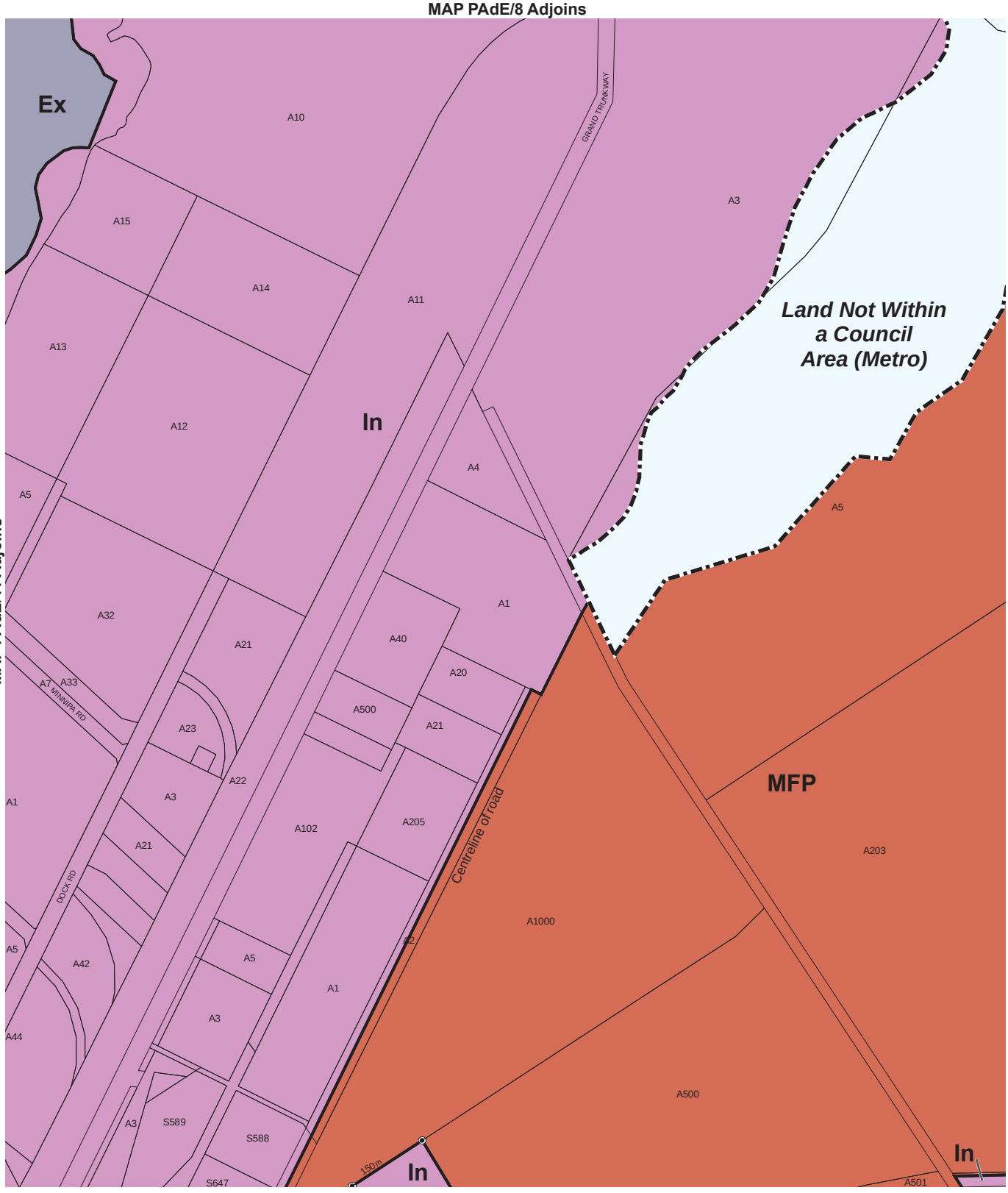
NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

MAP PAdE/8 Adjoins



MAP PAdE/11 Adjoins

MAP PAdE/13 Adjoins

MAP PAdE/18 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

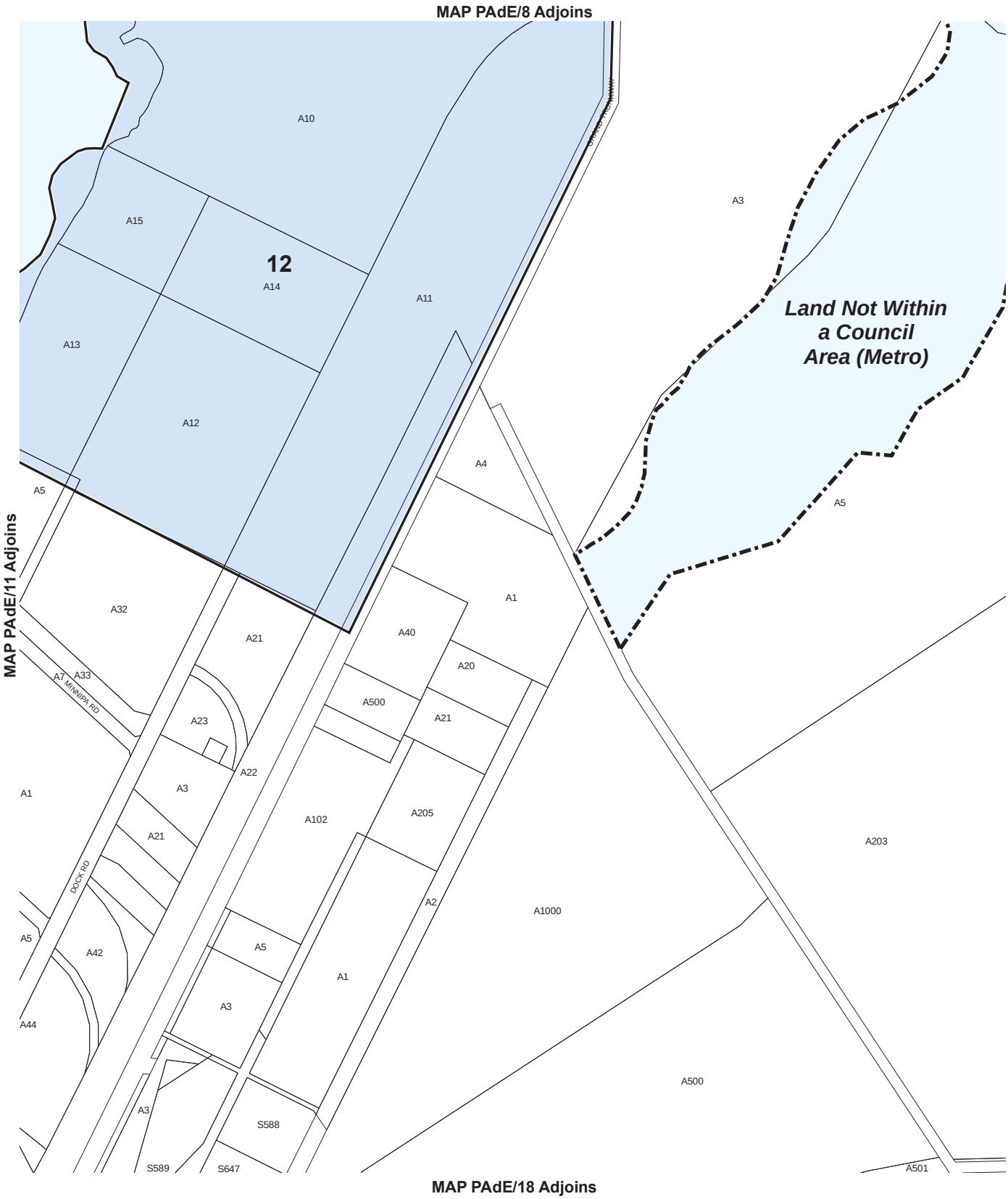
0 500 m

Zones

- Ex — Excluded
- In — Industry
- MFP — Multi Function Polis
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/12

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area
12 Ports

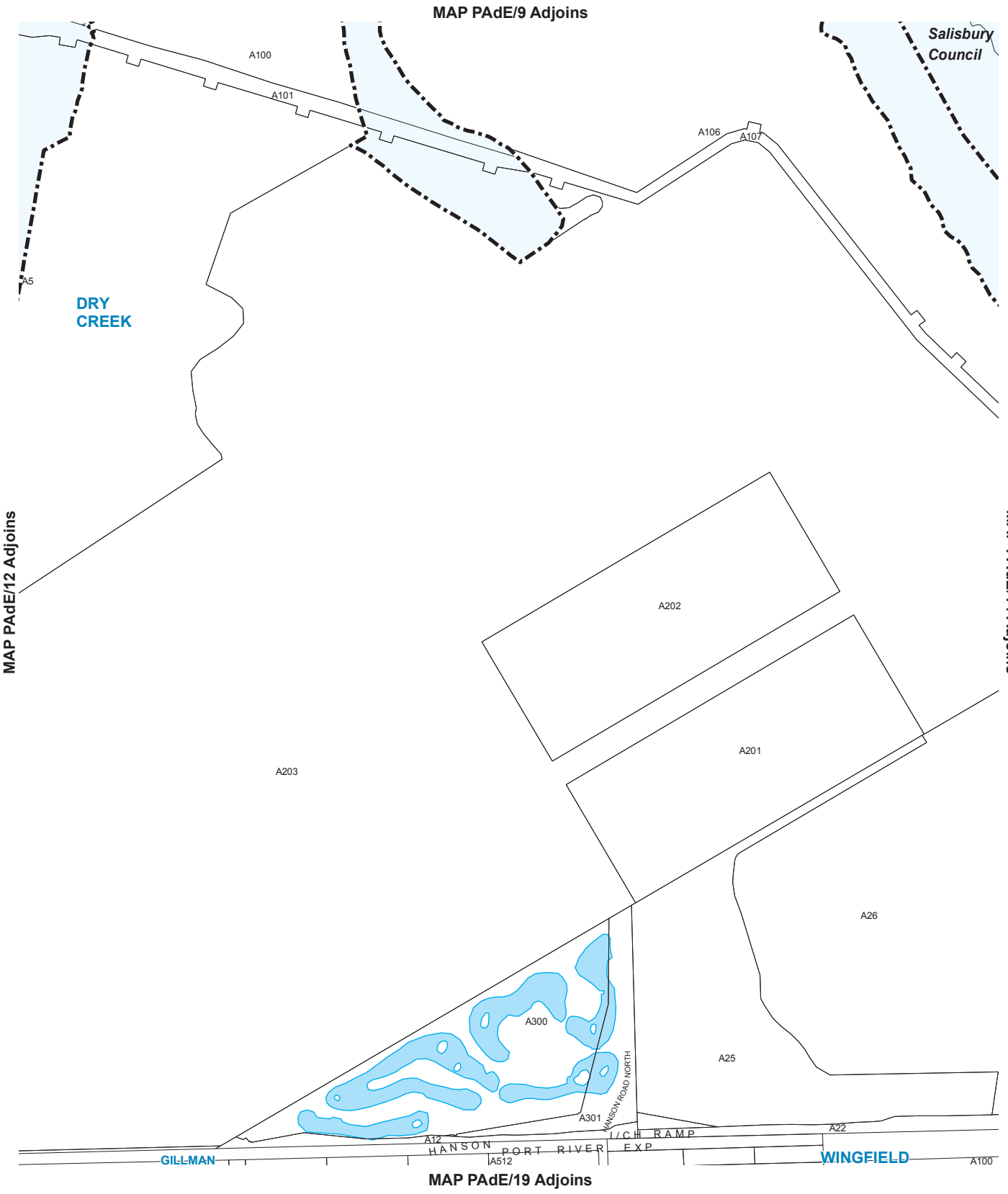
N

0 500 m

Policy Area Map PAdE/12

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Location Map PAdE/13

Waterbodies

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Overlay Map PAdE/13

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

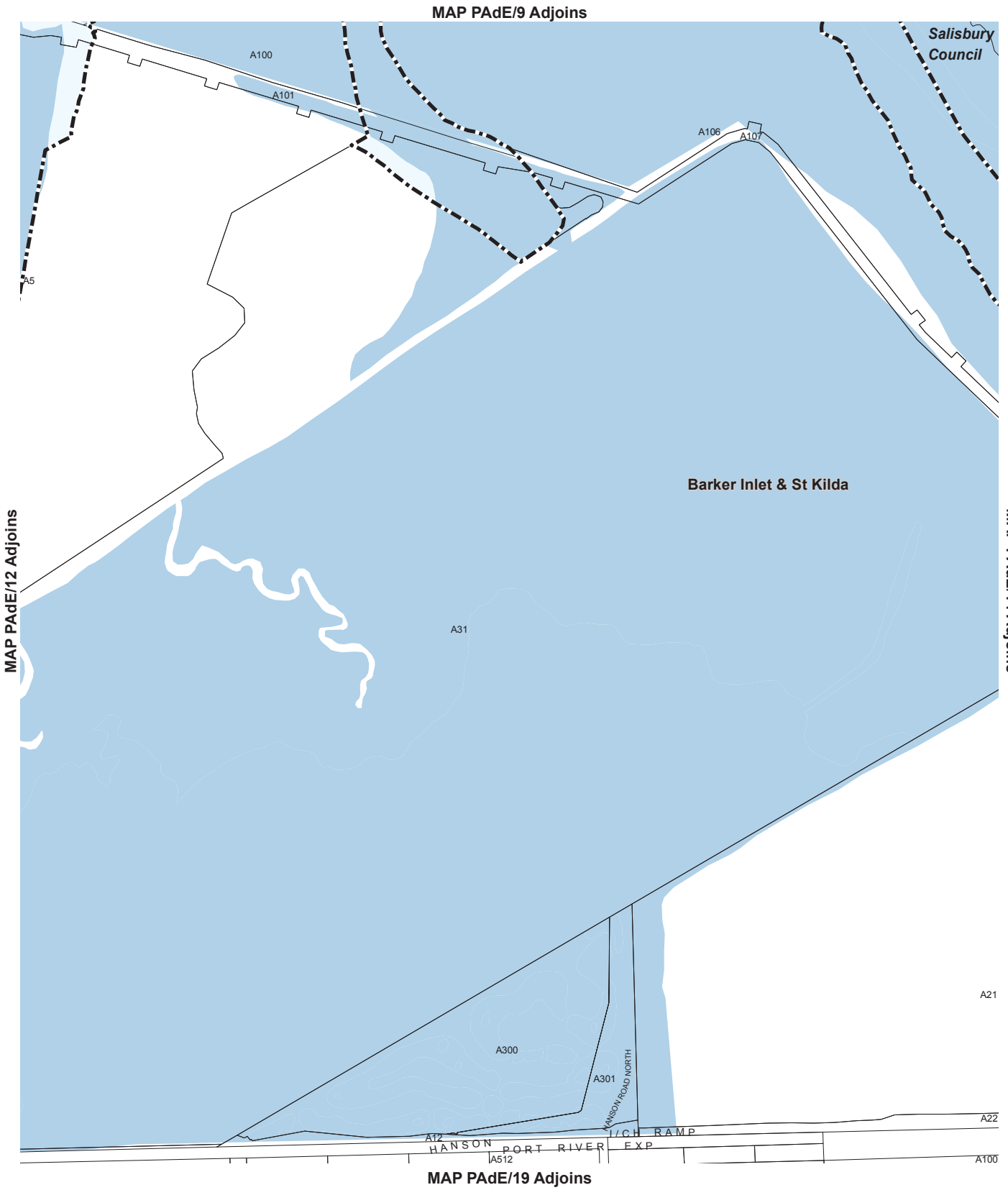
Overlay Map PAdE/13

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



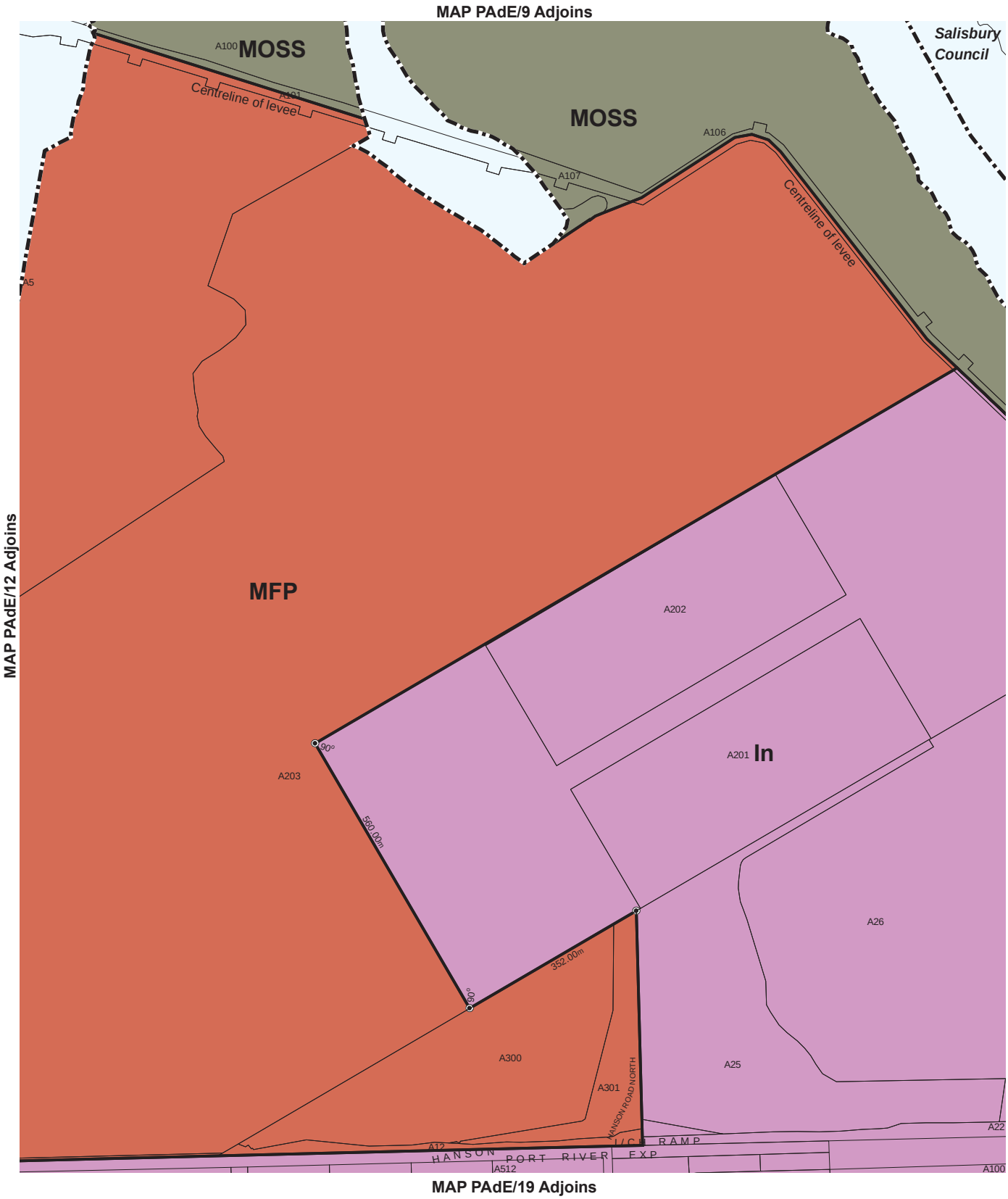
Overlay Map PAdE/13

NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary



Lamberts Conformal Conic Projection, GDA94

N

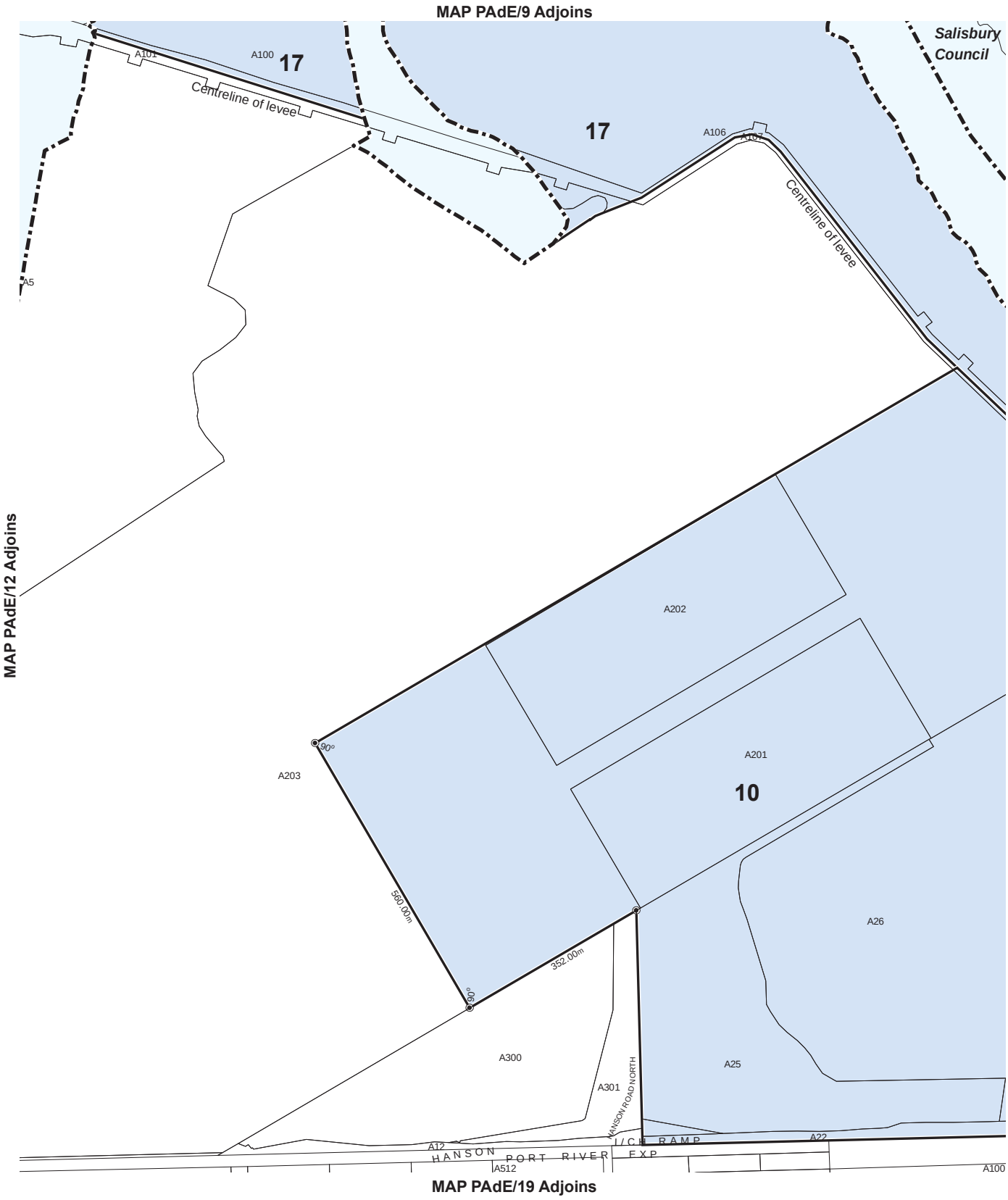
0 500 m

Zones

- In — Industry
- MOSS — Metropolitan Open Space System
- MFP — Multi Function Polis
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/13

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

10 Coastal Resource Recovery
17 Conservation

N

0 500 m

Policy Area Map PAdE/13

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Lamberts Conformal Conic Projection, GDA94

Precinct

1 Co-ordinated Development

N

0 500 m

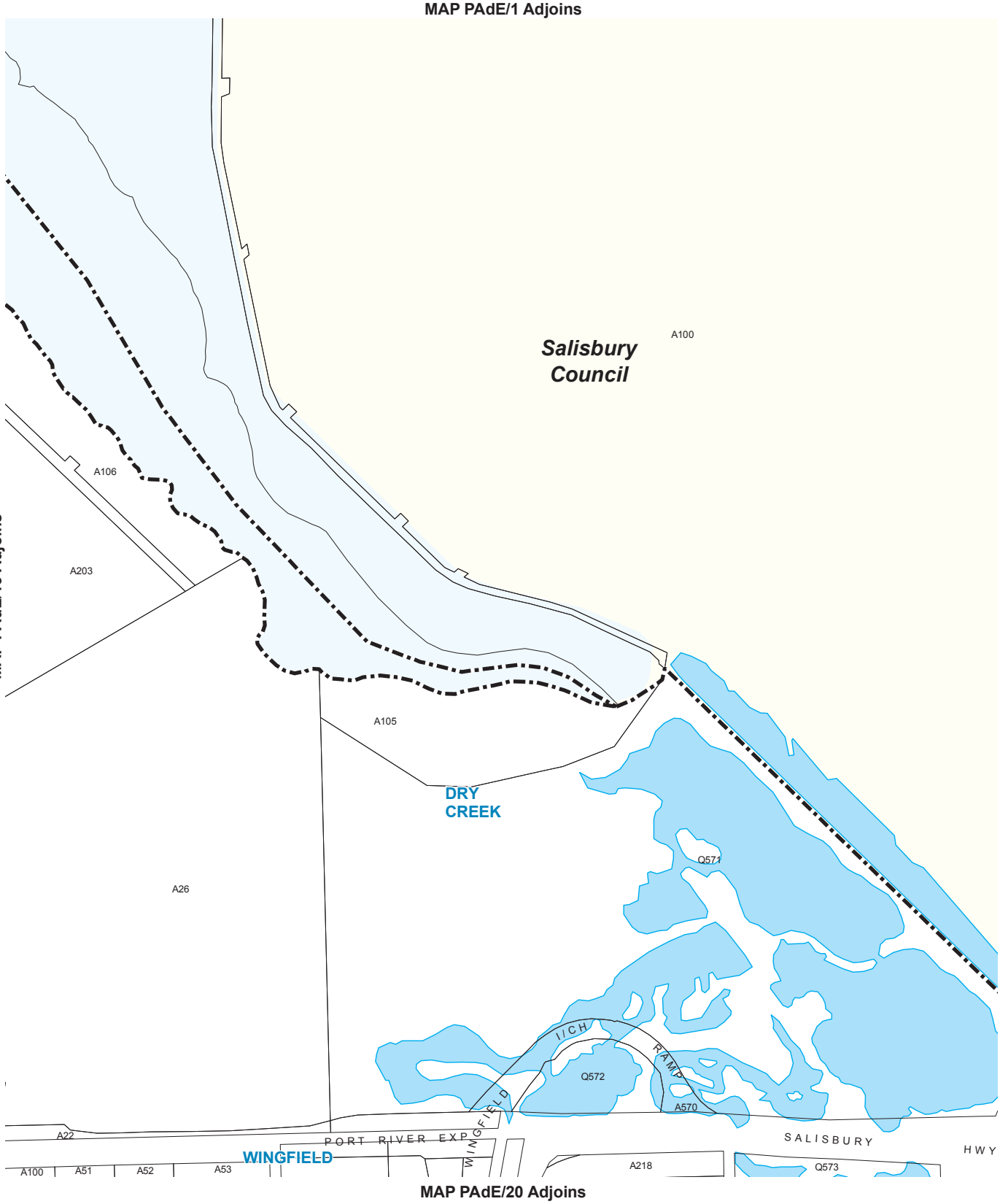
Precinct Map PAdE/13

Precinct Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/13 Adjoins

MAP PAdE/15 Adjoins

MAP PAdE/20 Adjoins

N

0 500 m

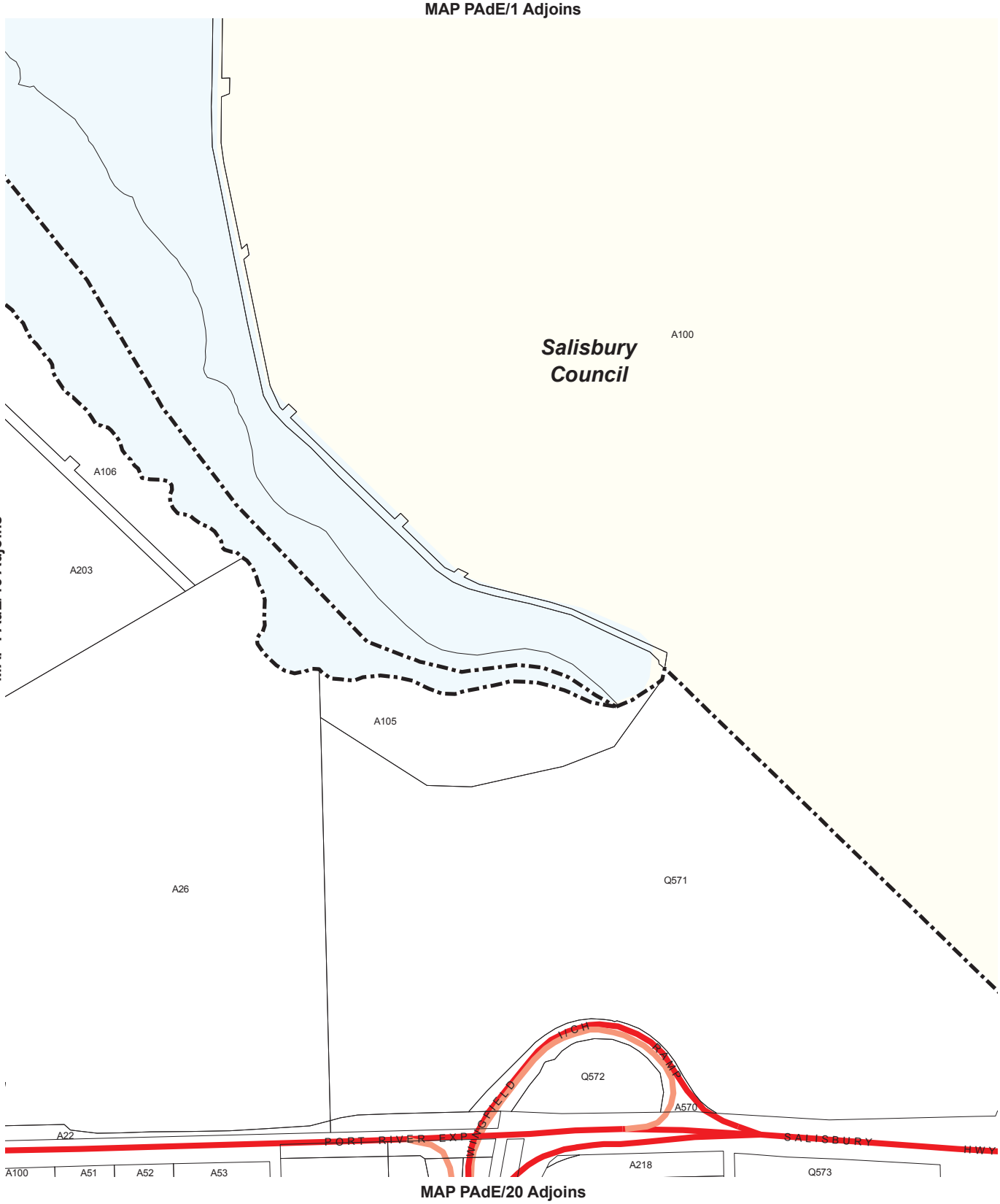
Location Map PAdE/14

Waterbodies

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/13 Adjoins

MAP PAdE/15 Adjoins

MAP PAdE/20 Adjoins

N

0 500 m

Overlay Map PAdE/14

TRANSPORT

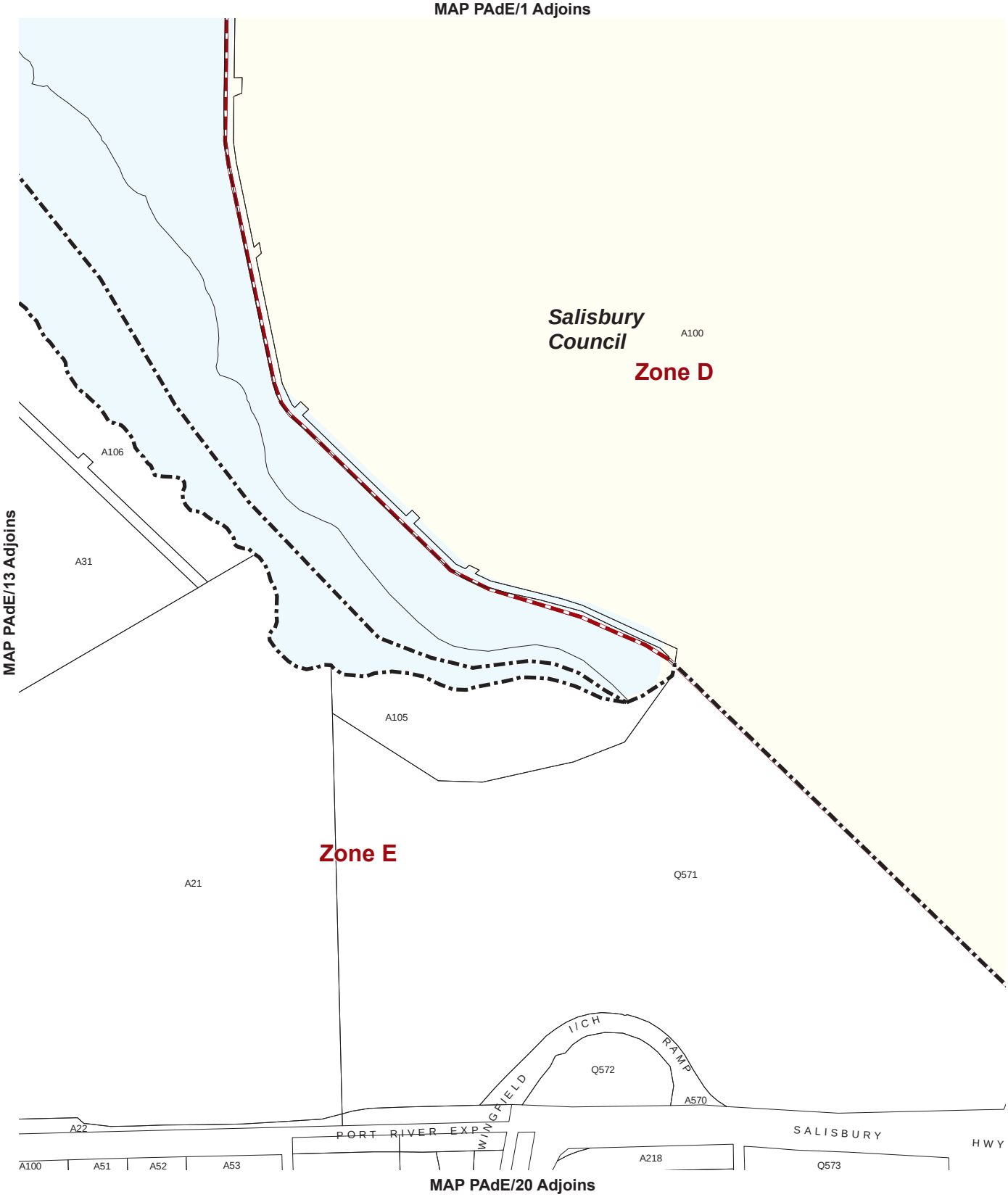
PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

MAP PAdE/1 Adjoins



MAP PAdE/13 Adjoins

MAP PAdE/15 Adjoins

MAP PAdE/20 Adjoins

Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

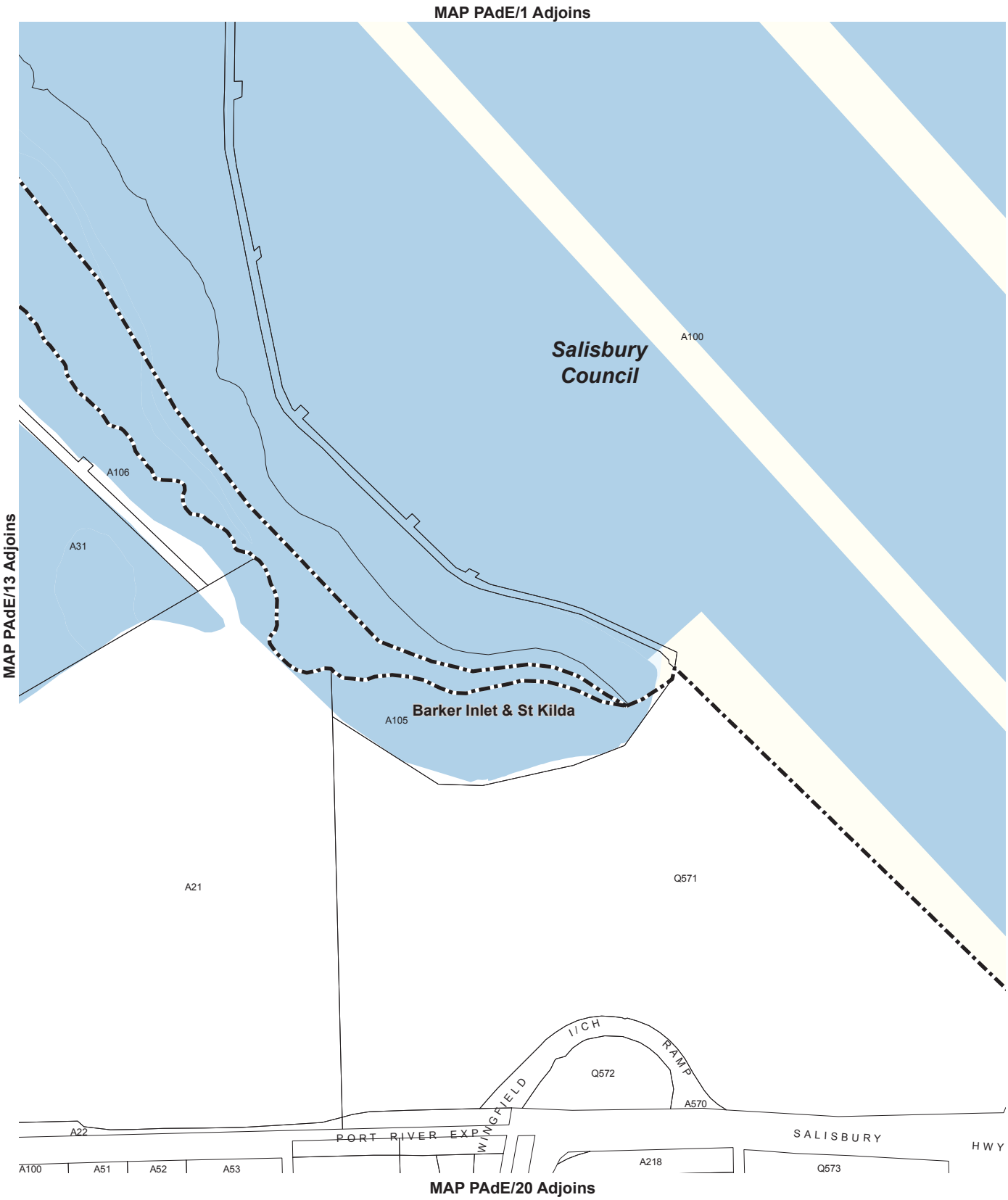
N

0 500 m

Overlay Map PAdE/14
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary



Overlay Map PAdE/14

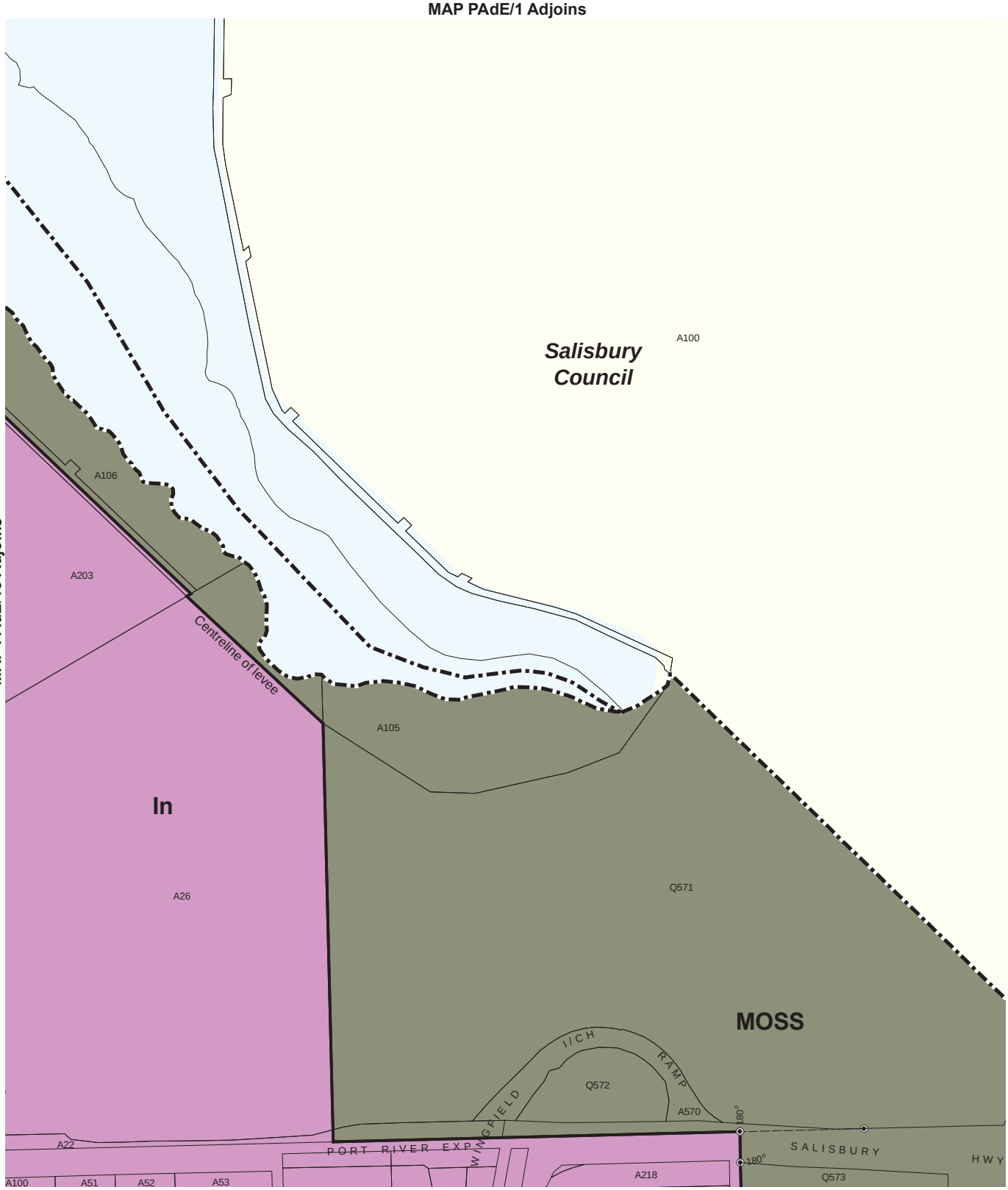
NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

MAP PAdE/1 Adjoins



MAP PAdE/13 Adjoins

MAP PAdE/15 Adjoins

MAP PAdE/20 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

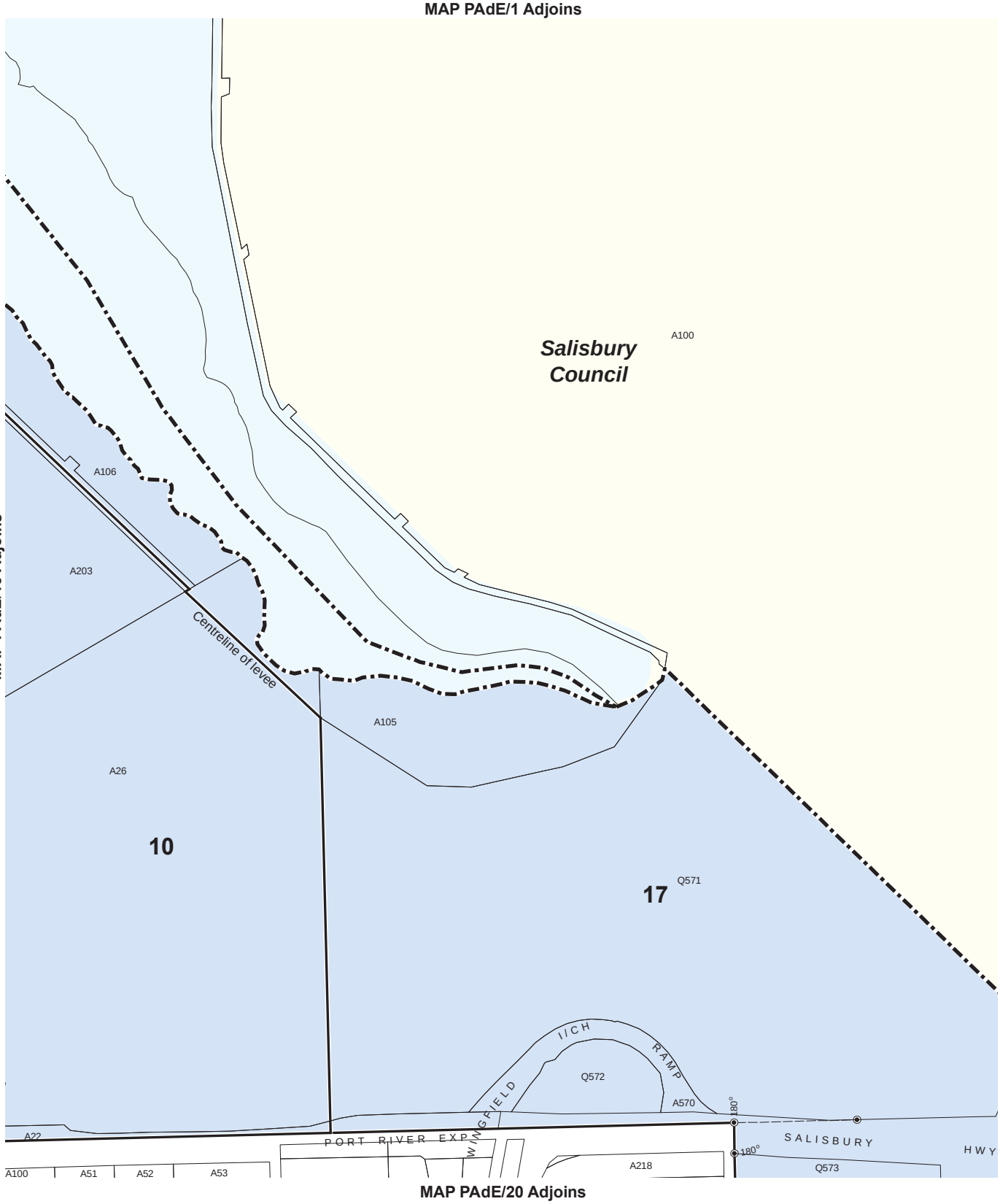
Zone Map PAdE/14

Zones

- In — Industry
- MOSS — Metropolitan Open Space System
- Zone Boundary
- Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/13 Adjoins

MAP PAdE/15 Adjoins

MAP PAdE/20 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

10 Coastal Resource Recovery

17 Conservation

N

0 500 m

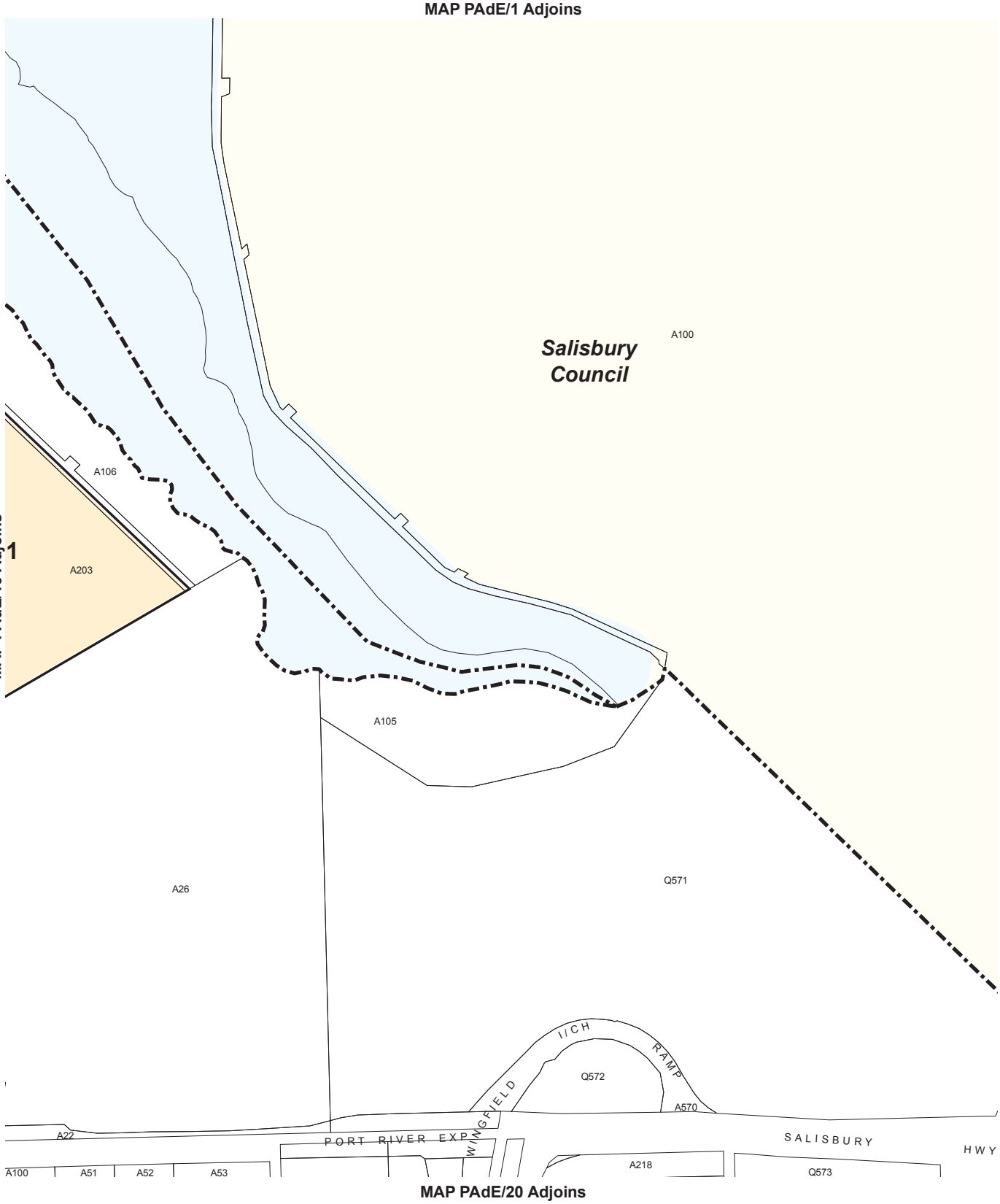
Policy Area Map PAdE/14

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/13 Adjoins

MAP PAdE/15 Adjoins

MAP PAdE/20 Adjoins

Lamberts Conformal Conic Projection, GDA94

Precinct

1 Co-ordinated Development

N

0 500 m

Precinct Map PAdE/14

Precinct Boundary

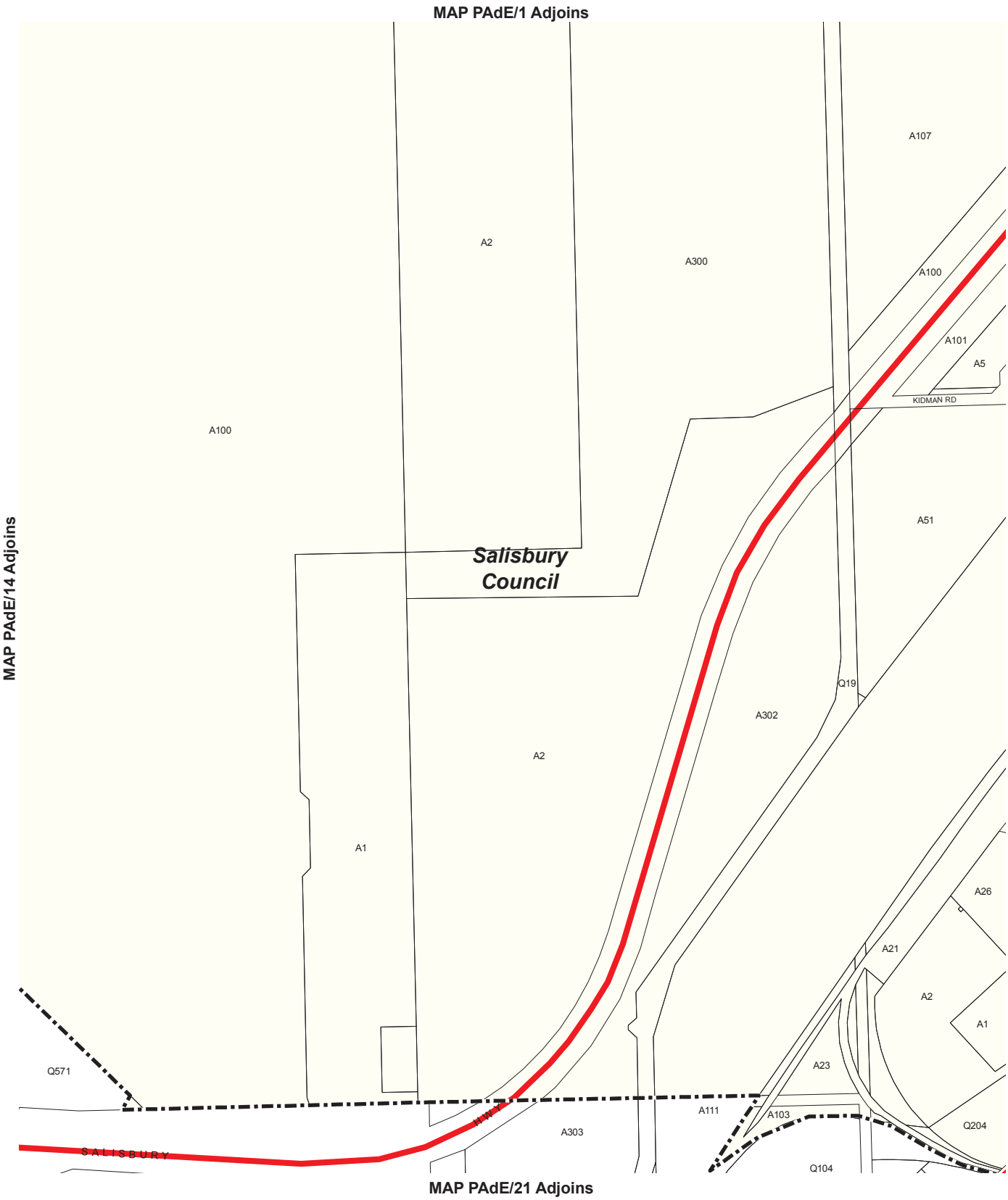
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Location Map PAdE/15

Railways
Local Reserves
Waterbodies
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



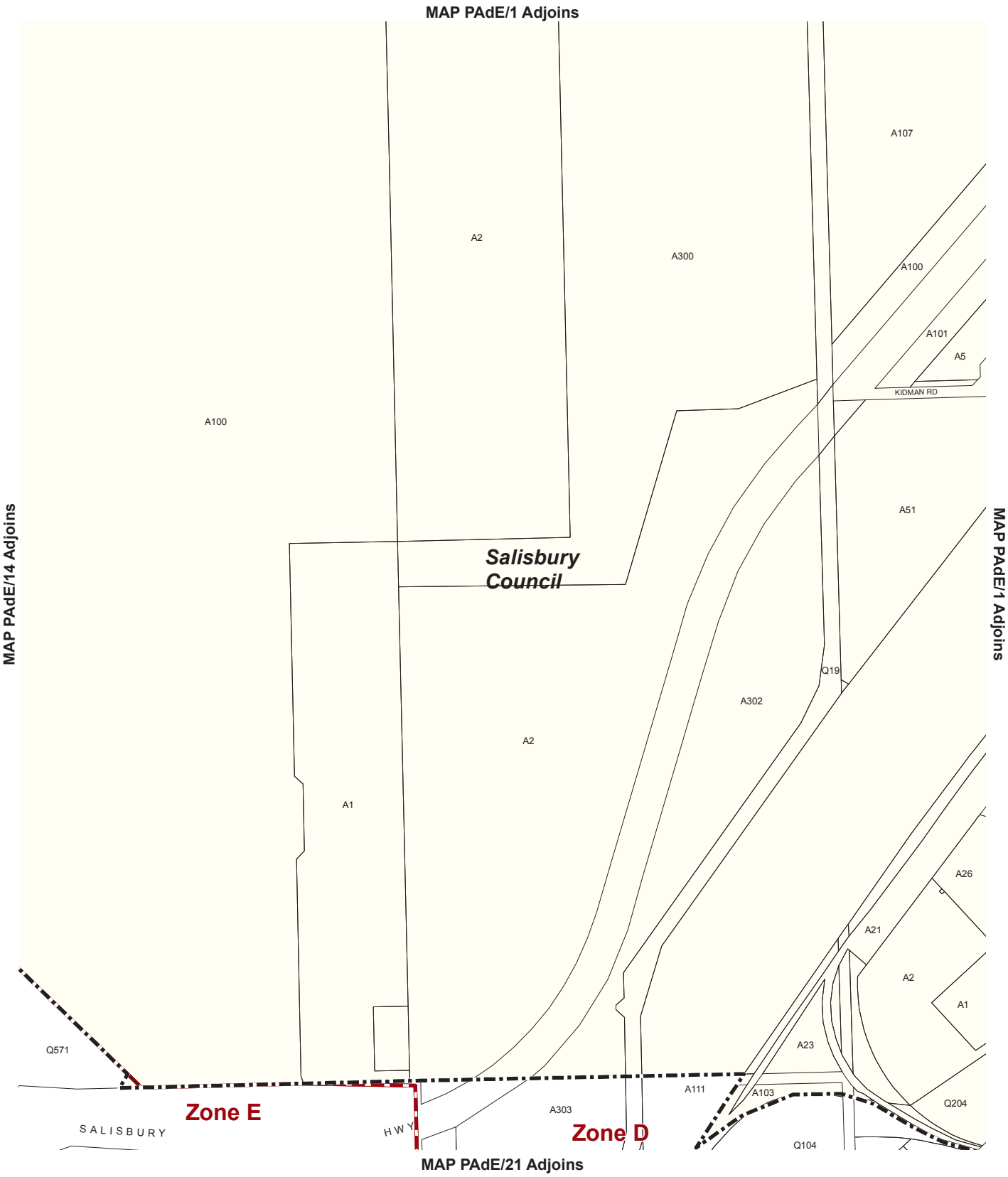
Overlay Map PAdE/15

TRANSPORT

Primary Arterial Roads

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

Overlay Map PAdE/15

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary

Overlay Map PAdE/15

NATURAL RESOURCES

PORT ADELAIDE ENFIELD COUNCIL

Wetlands of National Importance

Development Plan Boundary

Lamberts Conformal Conic Projection, GDA94

N

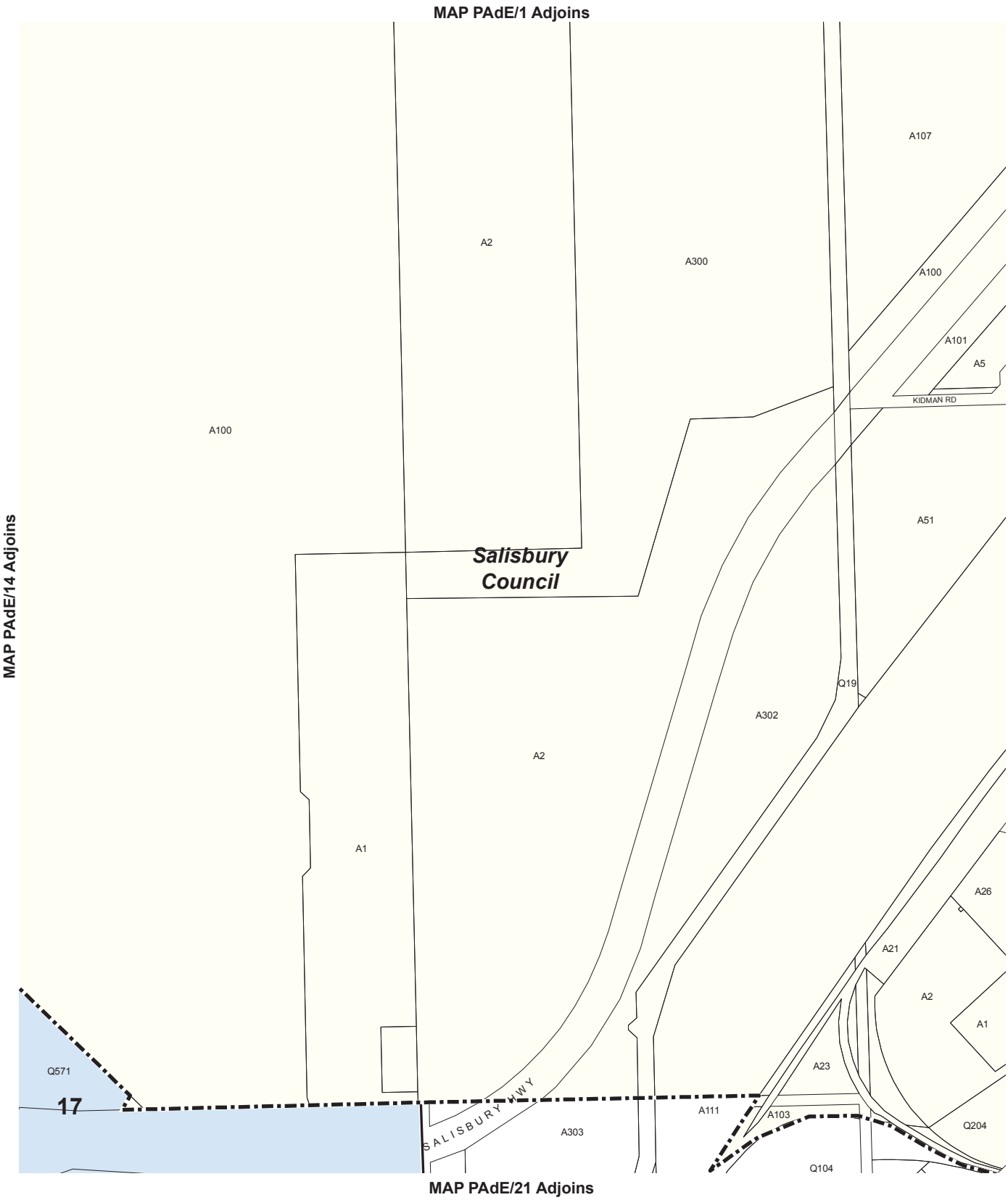
0 500 m

Zone Map PAdE/15

Zones

- In — Industry
- MOSS — Metropolitan Open Space System
- Zone Boundary
- Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area
17 Conservation

N

0 500 m

Policy Area Map PAdE/15

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

- S School
- L Public Library
- P Post Office
- H Hospital
- Railways
- Local Reserves
- Conservation Park
- Development Plan Boundary

Location Map PAdE/16

PORT ADELAIDE ENFIELD COUNCIL

Overlay Map PAdE/16

TRANSPORT

Secondary Arterial Roads

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

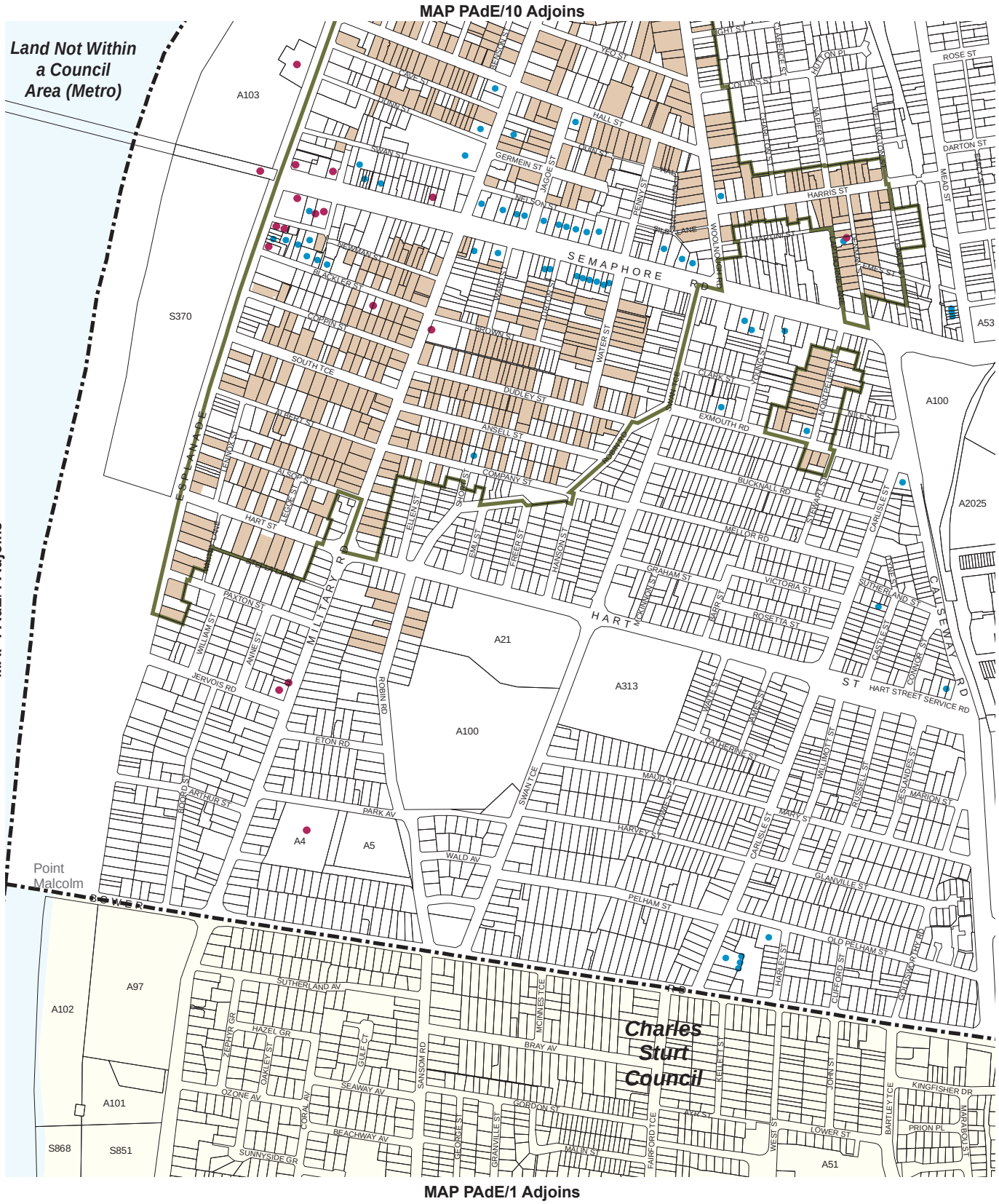
Overlay Map PAdE/16

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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

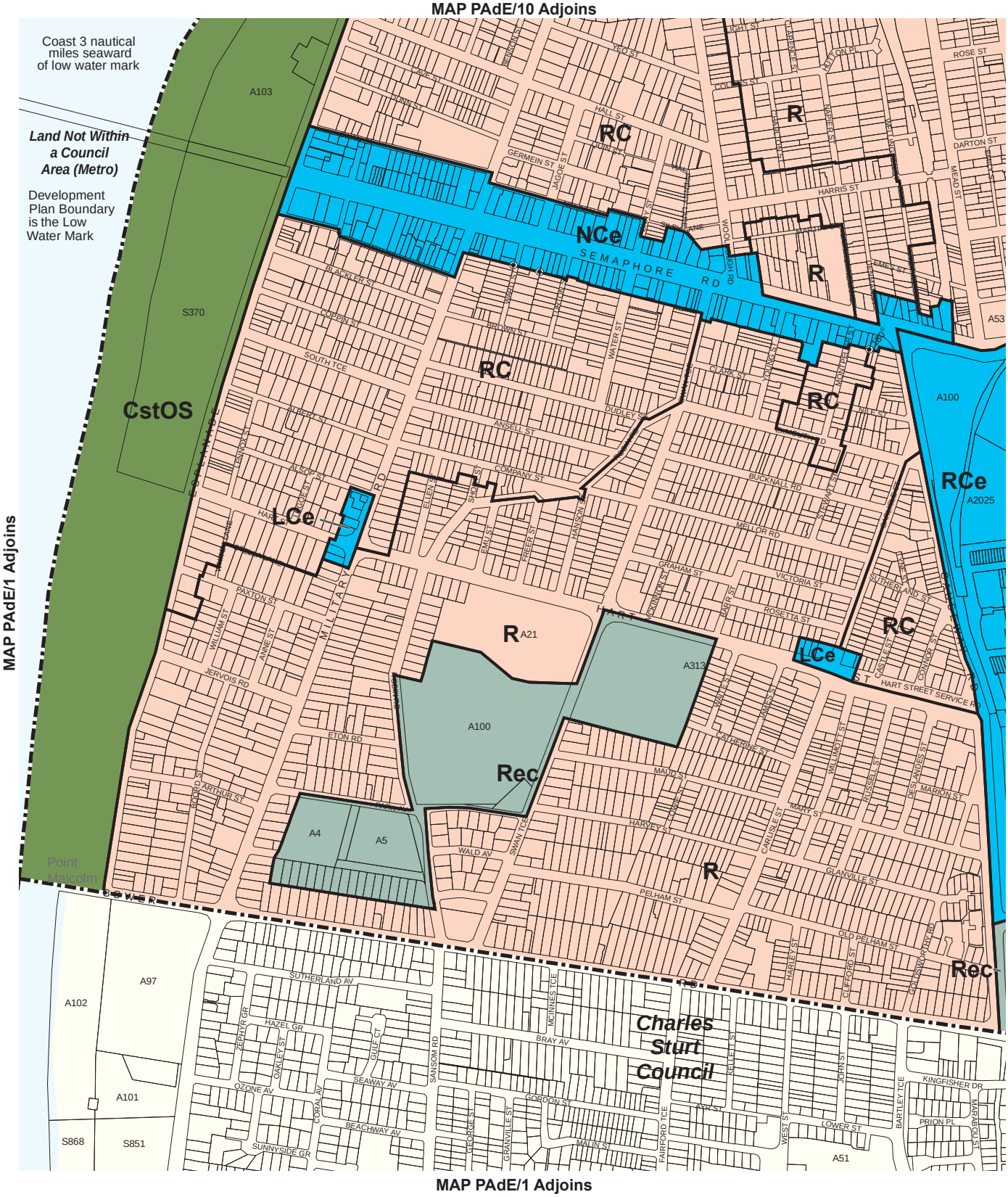
- Local heritage place
- Contributory items
- State heritage place
- Historic Conservation Area
- Development Plan Boundary

Overlay Map PAdE/16

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/10 Adjoins



MAP PAdE/1 Adjoins

MAP PAdE/17 Adjoins

MAP PAdE/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

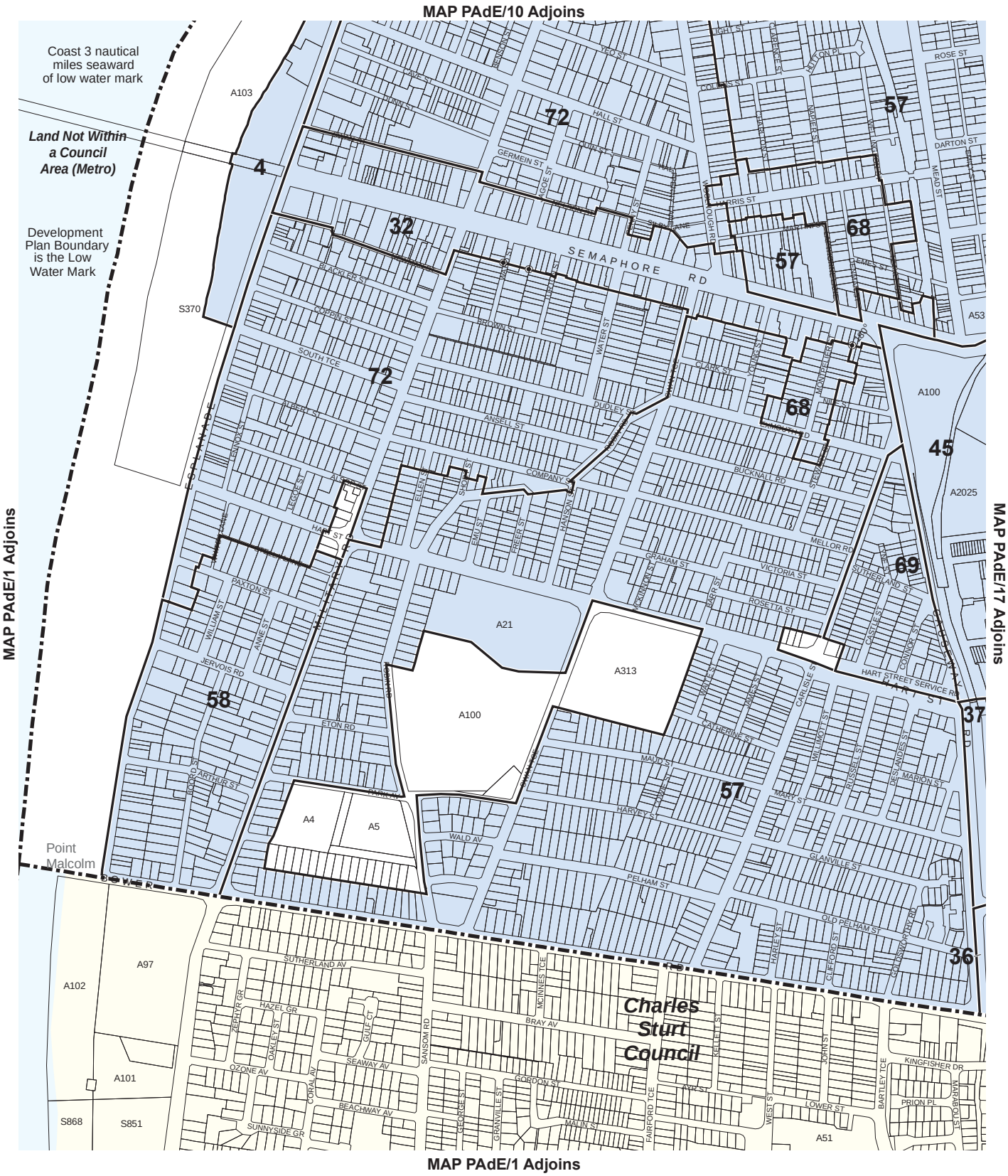
0 500 m

Zones

- CstOS Coastal Open Space
- LCe Local Centre
- NCe Neighbourhood Centre
- Rec Recreation
- RCe Regional Centre
- R Residential
- RC Residential Character
- Zone Boundary
- Development Plan Boundary

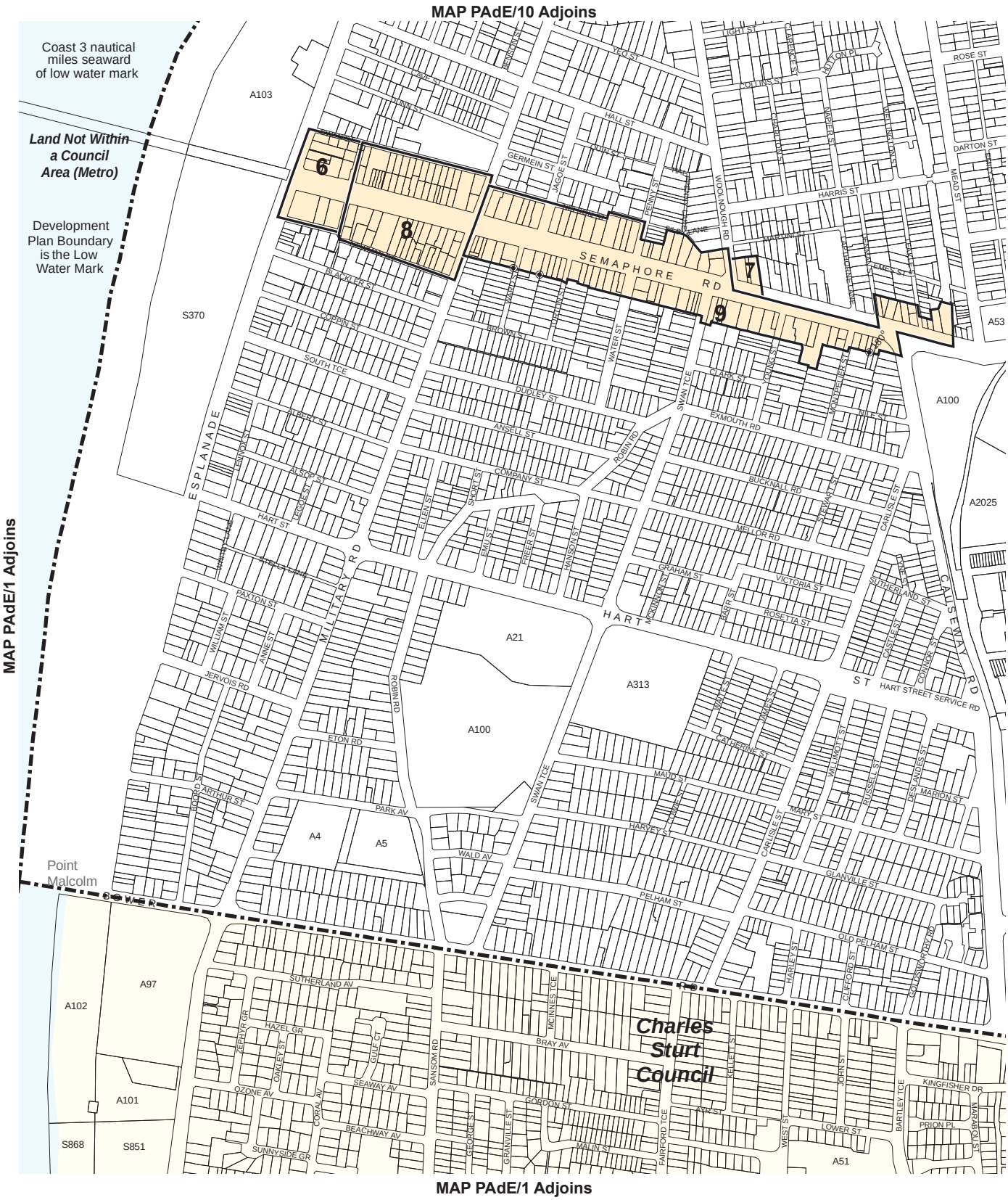
Zone Map PAdE/16

PORT ADELAIDE ENFIELD COUNCIL



Policy Area Map PAdE/16

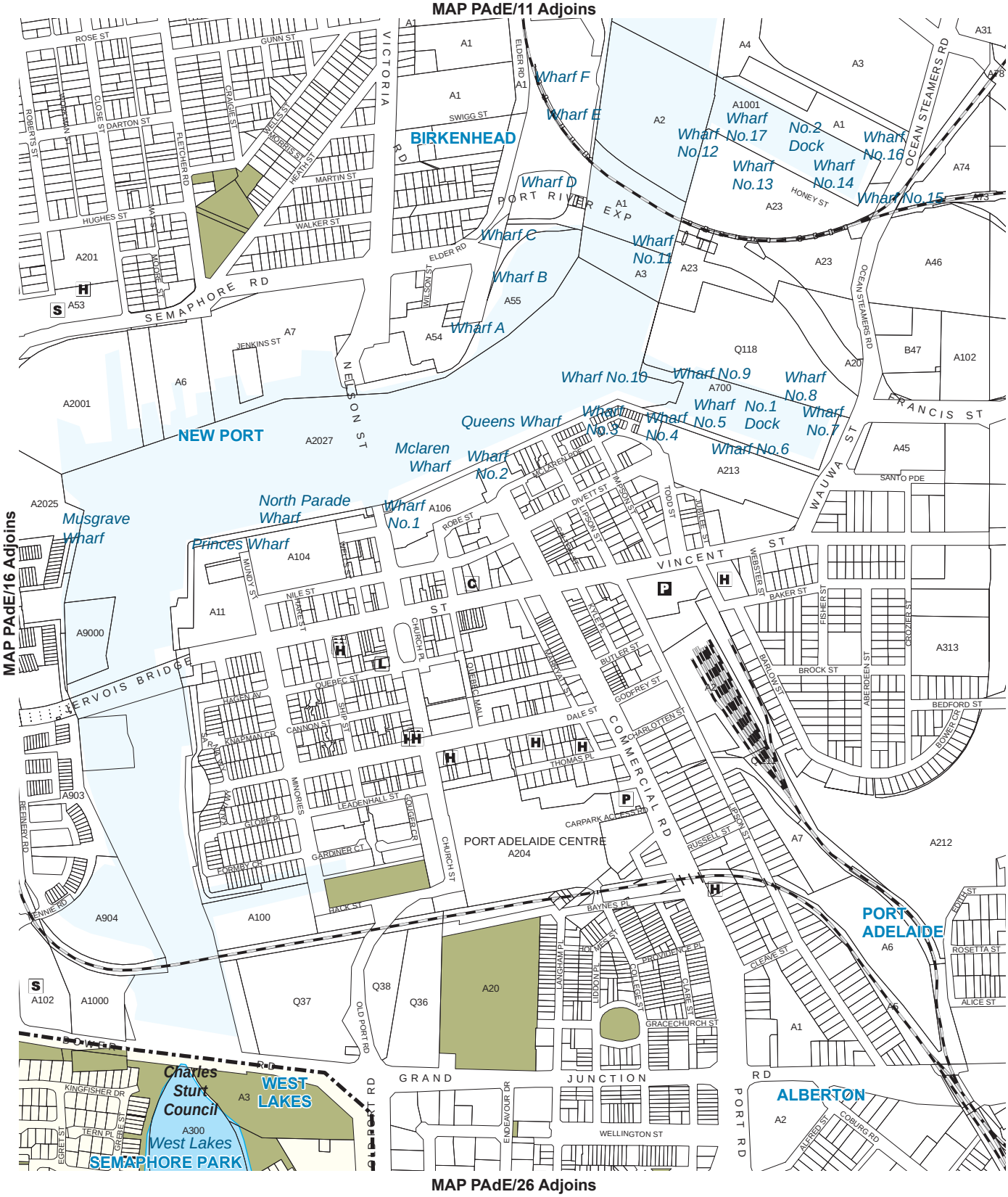
PORT ADELAIDE ENFIELD COUNCIL



Precinct Map PAdE/16

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/11 Adjoins



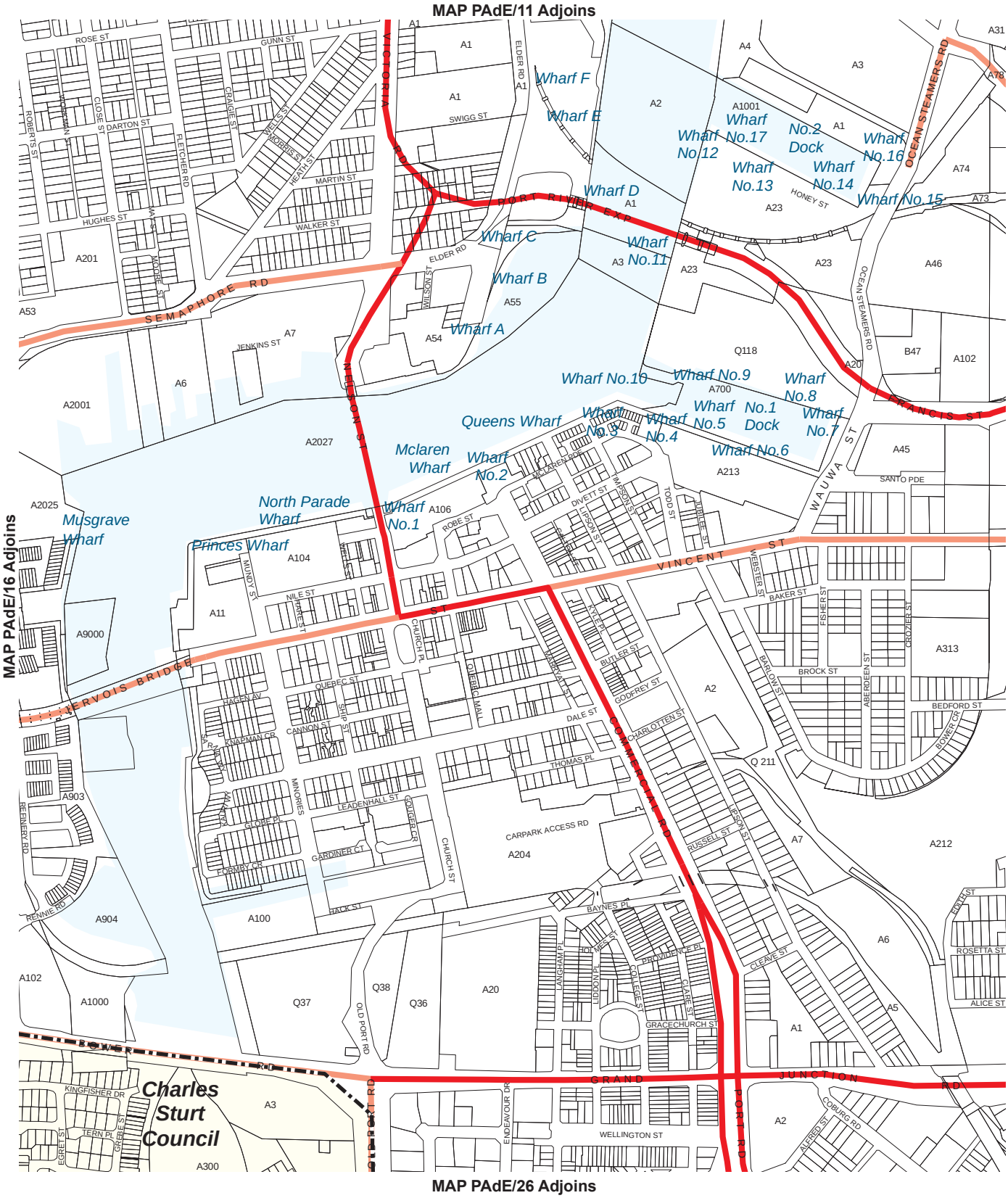
N

0 500 m

S School
L Public Library
C Council Office
P Post Office
H Other Health Services
P Police Station
Railways
Local Reserves
Waterbodies
Development Plan Boundary

Location Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL



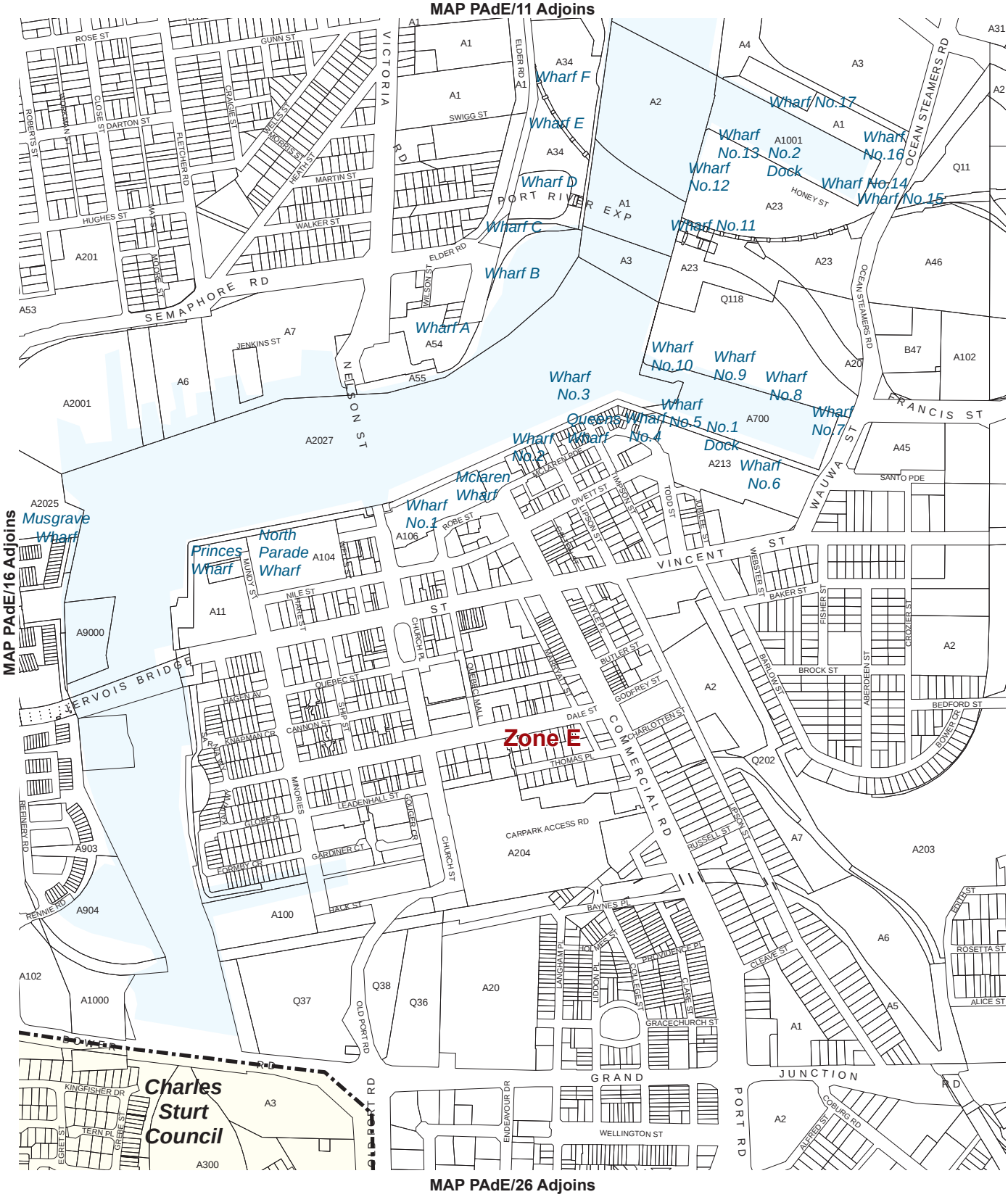
Overlay Map PAdE/17

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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

MAP PAdE/11 Adjoins



MAP PAdE/16 Adjoins

MAP PAdE/18 Adjoins

MAP PAdE/26 Adjoins

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

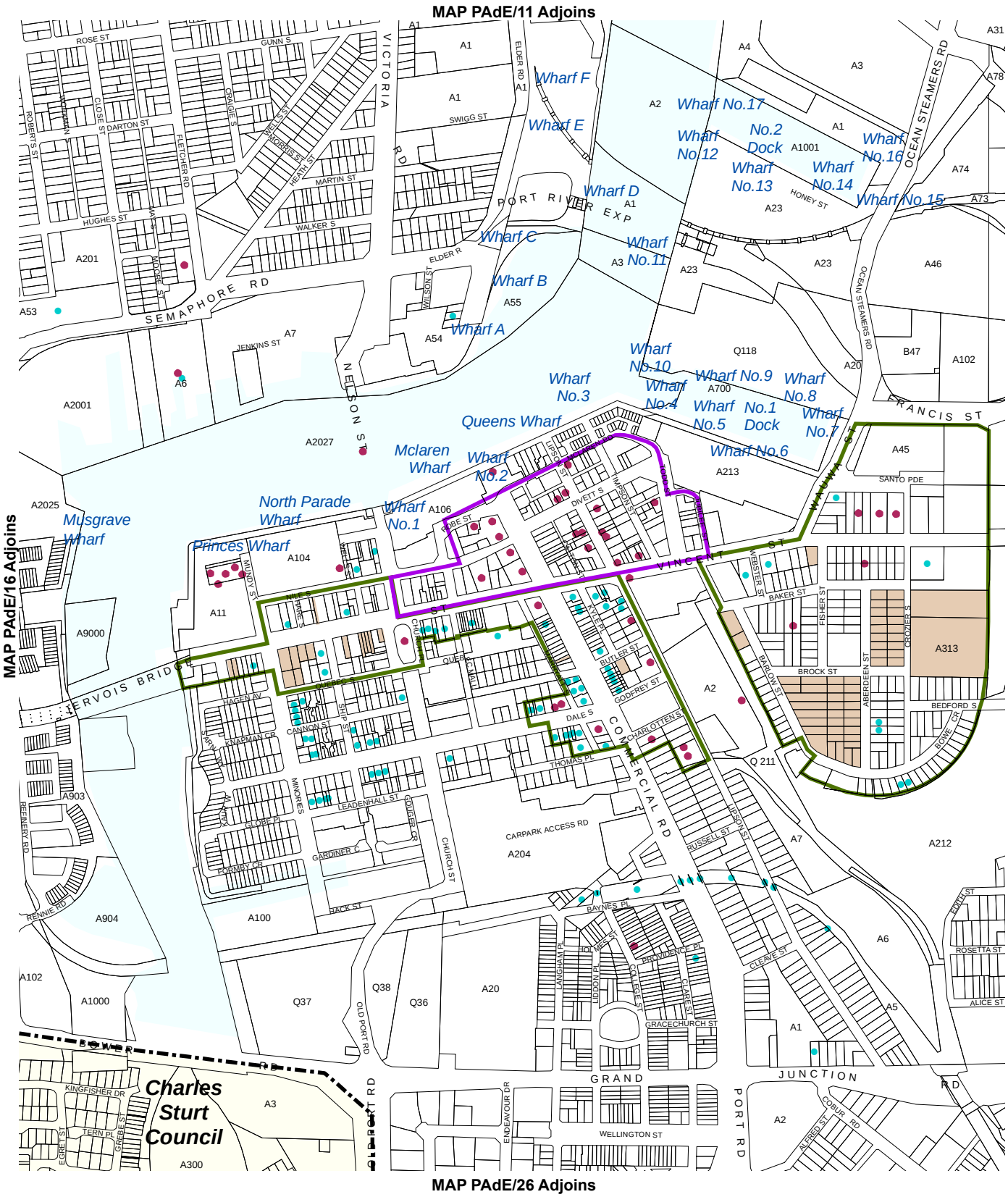
Overlay Map PAdE/17

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



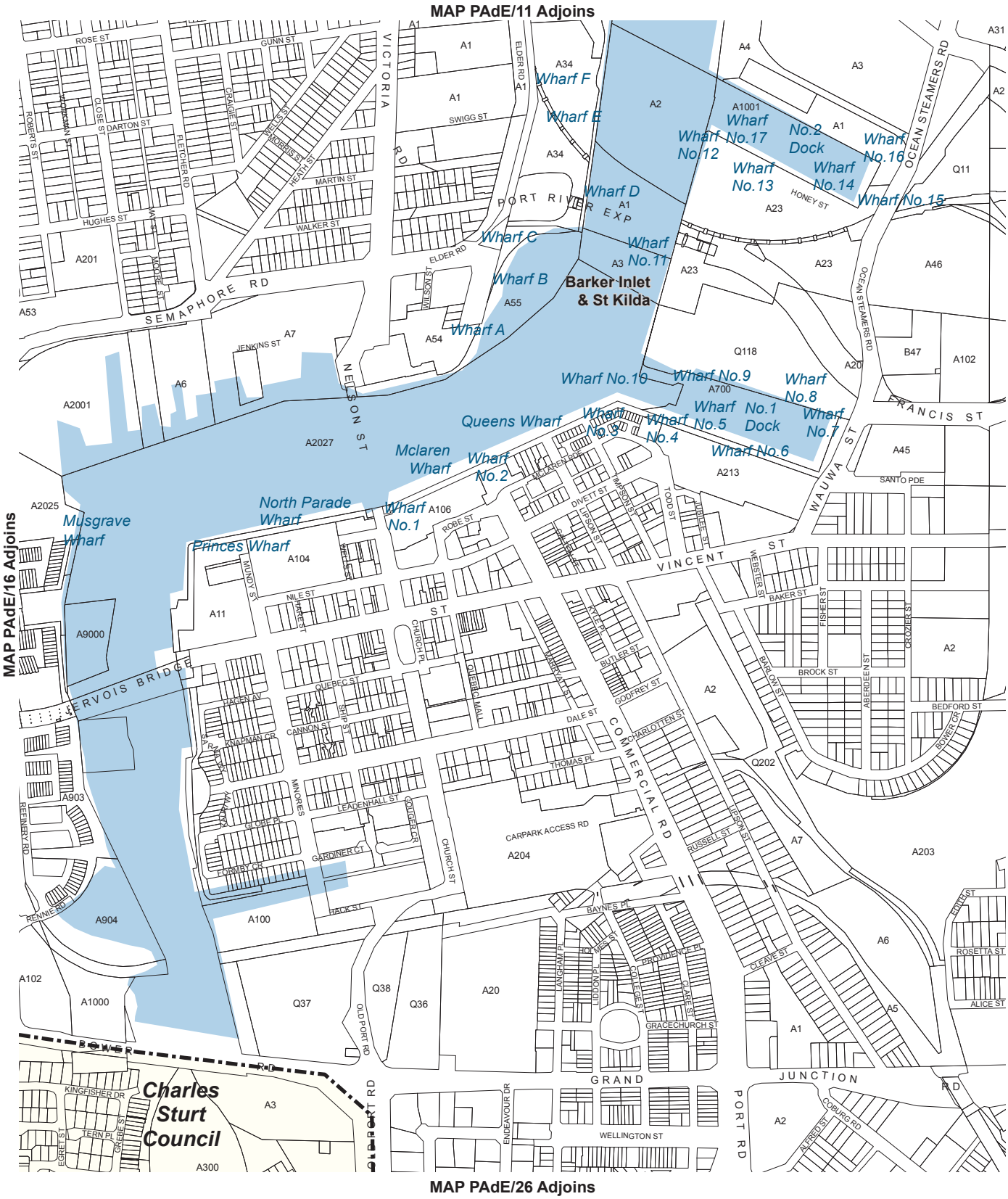
Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.

- Local heritage place
- State heritage place
- State Heritage Area
- Historic Conservation Area
- Contributory items
- Development Plan Boundary

Overlay Map PAdE/17

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/17

NATURAL RESOURCES

Wetlands of National Importance

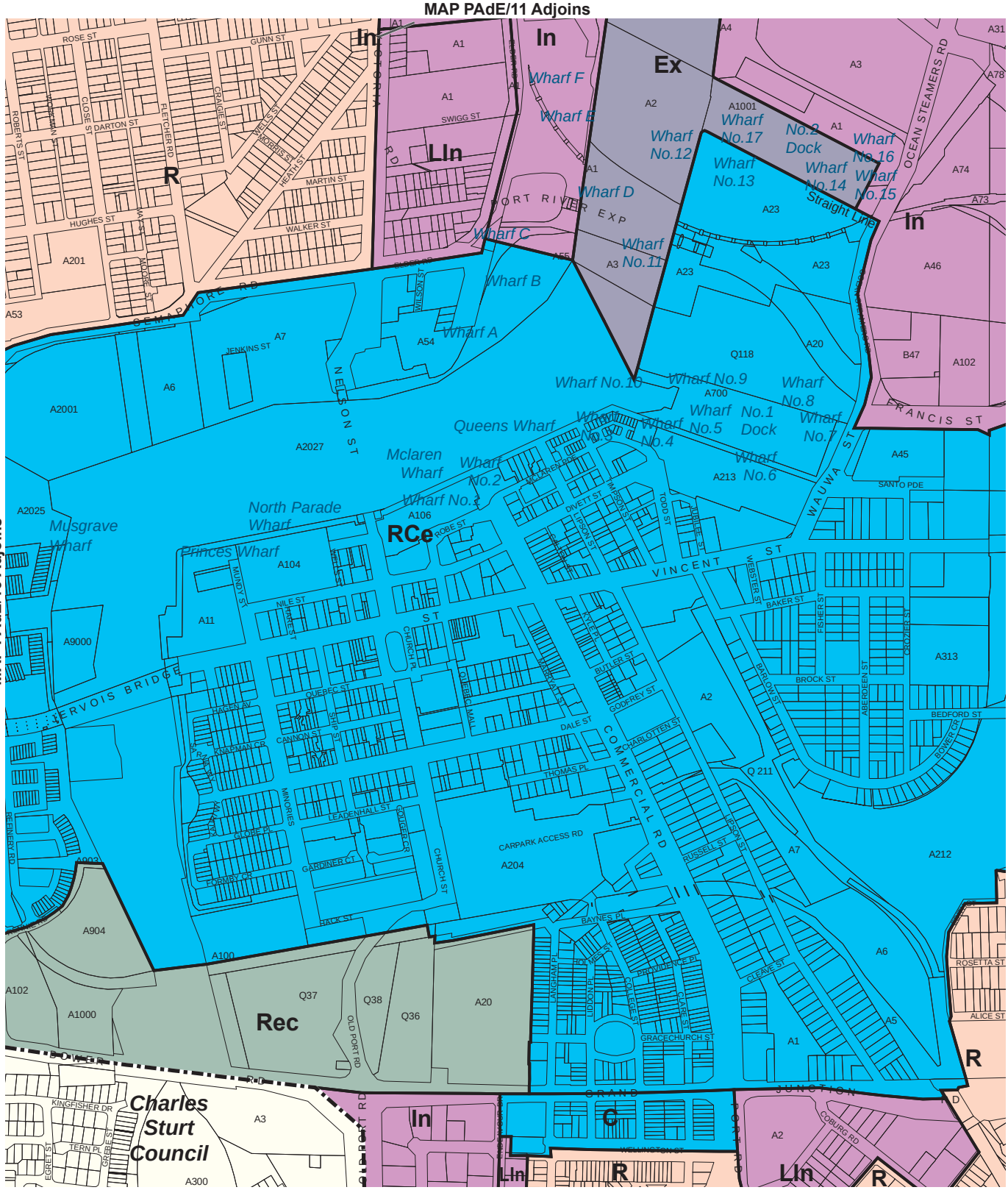
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/11 Adjoins

MAP PAdE/16 Adjoins

MAP PAdE/18 Adjoins



MAP PAdE/26 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

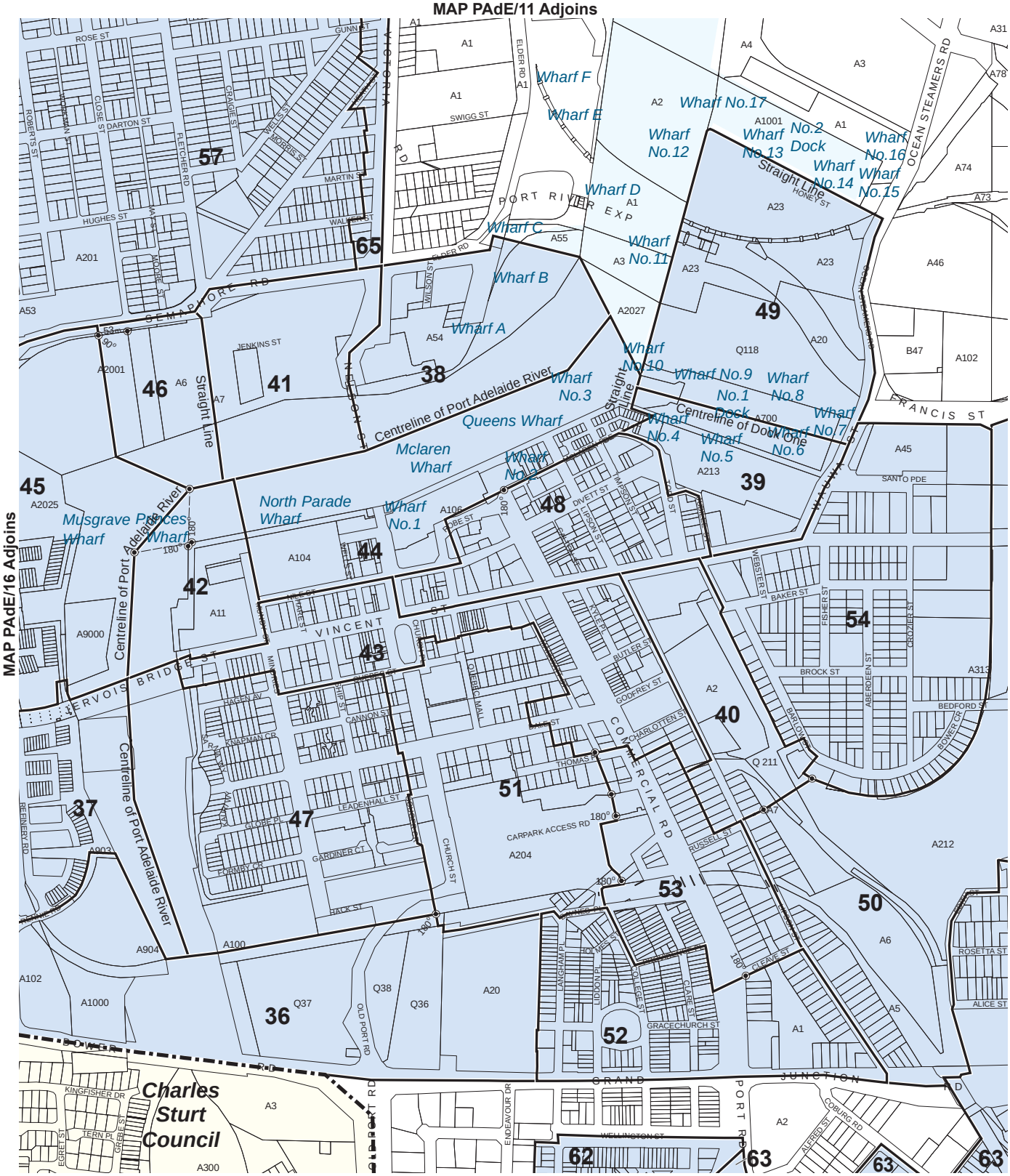
Zones

- C — Commercial
- Ex — Excluded
- In — Industry
- LIn — Light Industry
- Rec — Recreation
- RCe — Regional Centre
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/11 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

36 Western Regional Park
37 Avicennia Waters
38 Cruickshank's Corner
39 Dock One
40 East End
41 Fletcher's Haven
42 Hart's Mill
43 Mainstreet
44 McLaren's Wharf
45 Newport Quays
46 North Bank
47 Old Port Reach
48 Port Adelaide State Heritage Area
49 Port Approach
50 Railways
51 Retail Core
52 Southern Approach
53 Southern Gateway
54 Woolstores
57 Lefevre Peninsula East
62 Portland
63 Queenstown, Alberton, Rosewater
65 Restricted Residential

Policy Area Boundary

Development Plan Boundary

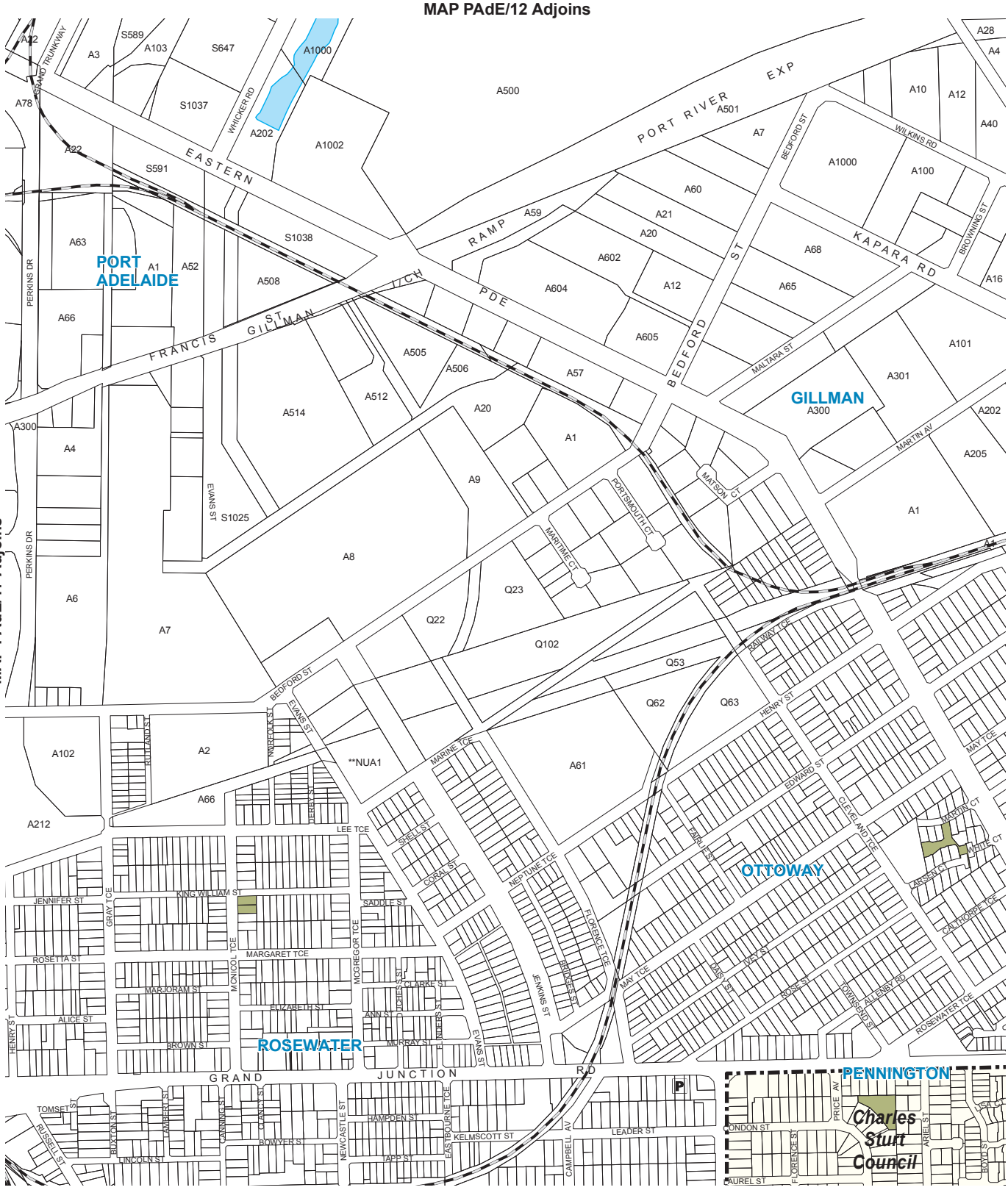
N

0 500 m

Policy Area Map PAdE/17

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/12 Adjoins



MAP PAdE/17 Adjoins

MAP PAdE/19 Adjoins

MAP PAdE/27 Adjoins

N

0 500 m

Location Map PAdE/18

P Post Office

Railways

Local Reserves

Waterbodies

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/12 Adjoins

Overlay Map PAdE/18

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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

MAP PAdE/12 Adjoins

MAP PAdE/27 Adjoins

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

Overlay Map PAdE/18

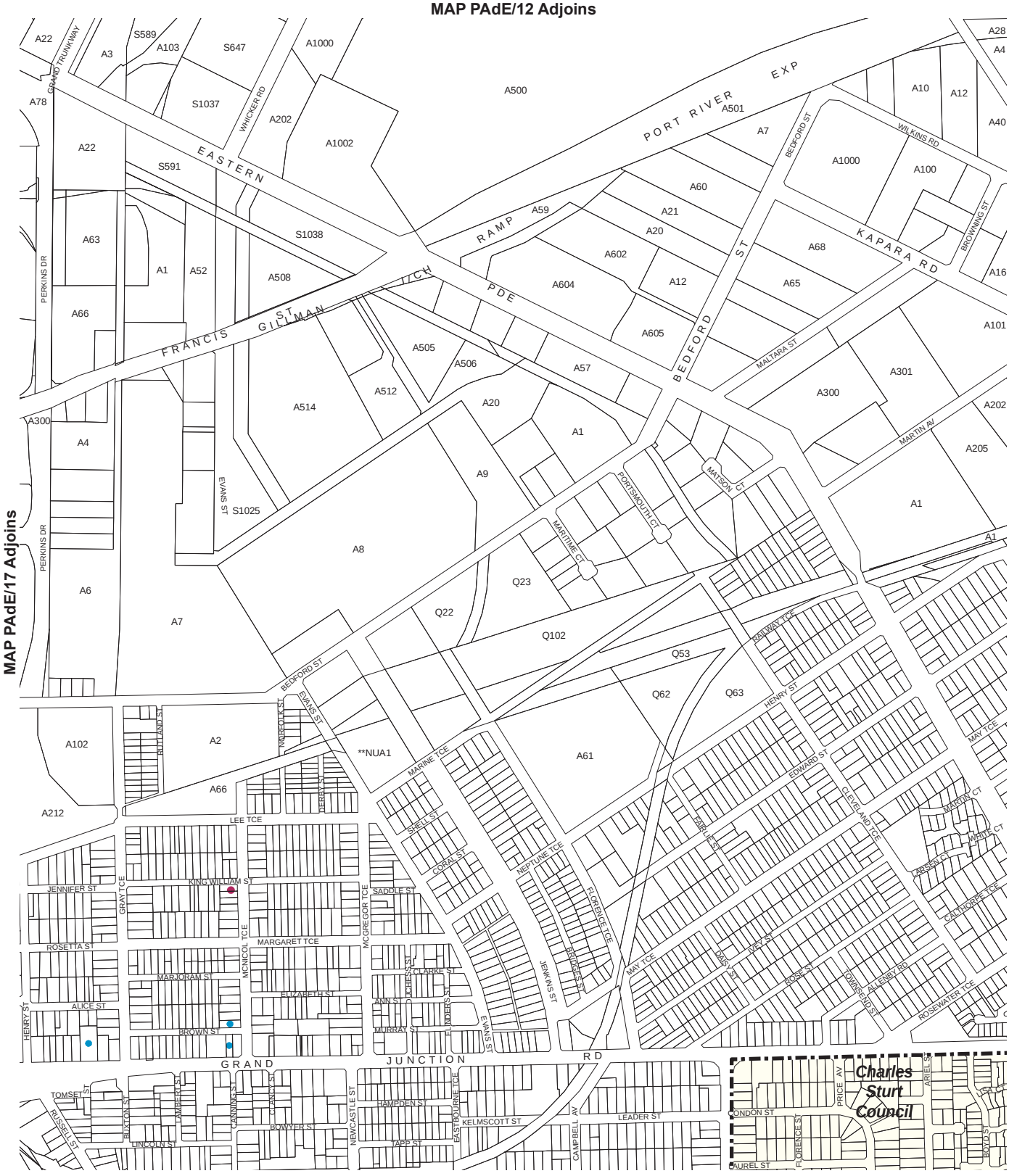
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary

MAP PAdE/12 Adjoins



MAP PAdE/17 Adjoins

MAP PAdE/19 Adjoins

MAP PAdE/27 Adjoins

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

N

0 500 m

Overlay Map PAdE/18

HERITAGE

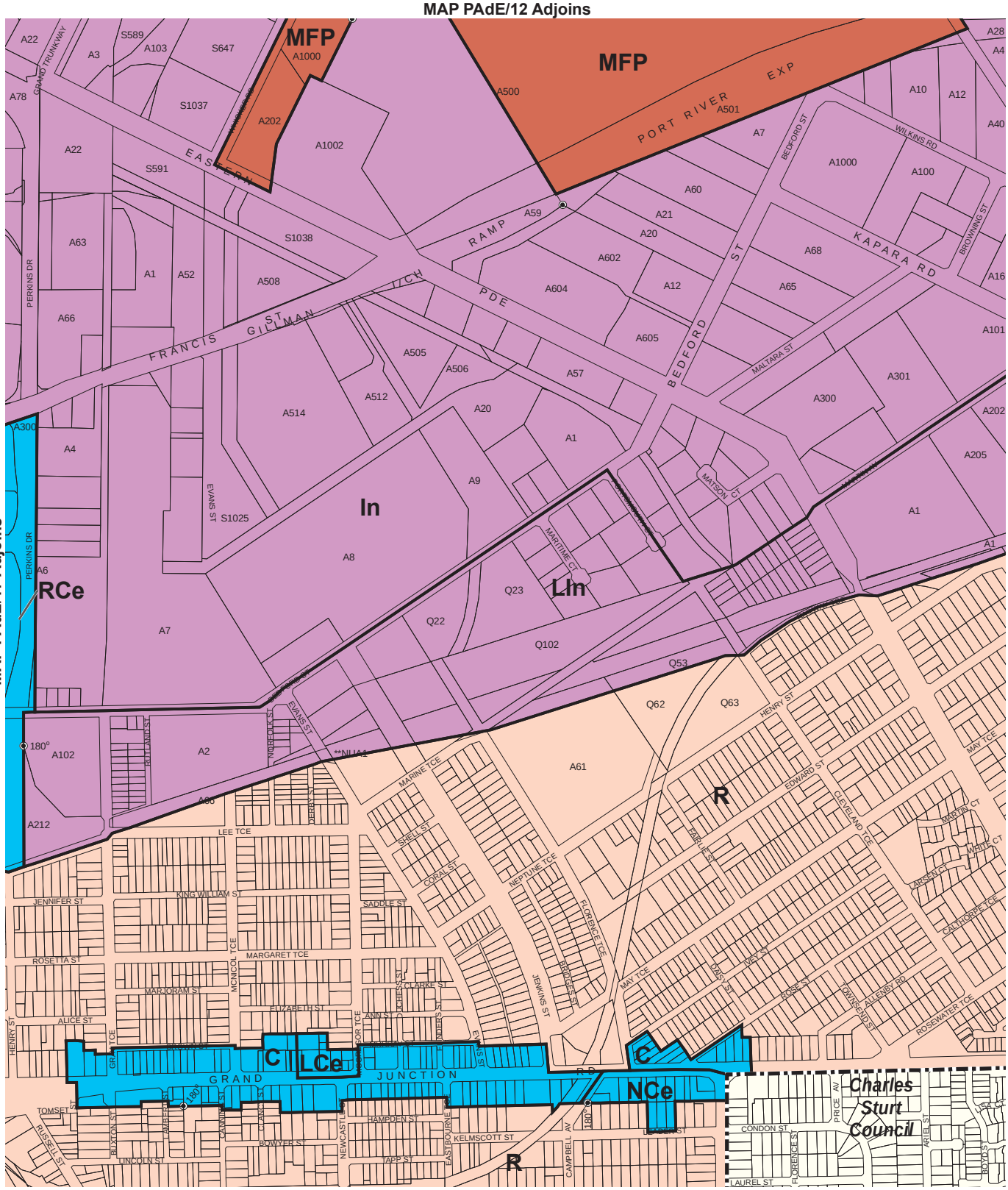
PORT ADELAIDE ENFIELD COUNCIL

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

MAP PAdE/12 Adjoins

MAP PAdE/17 Adjoins

MAP PAdE/19 Adjoins



MAP PAdE/27 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

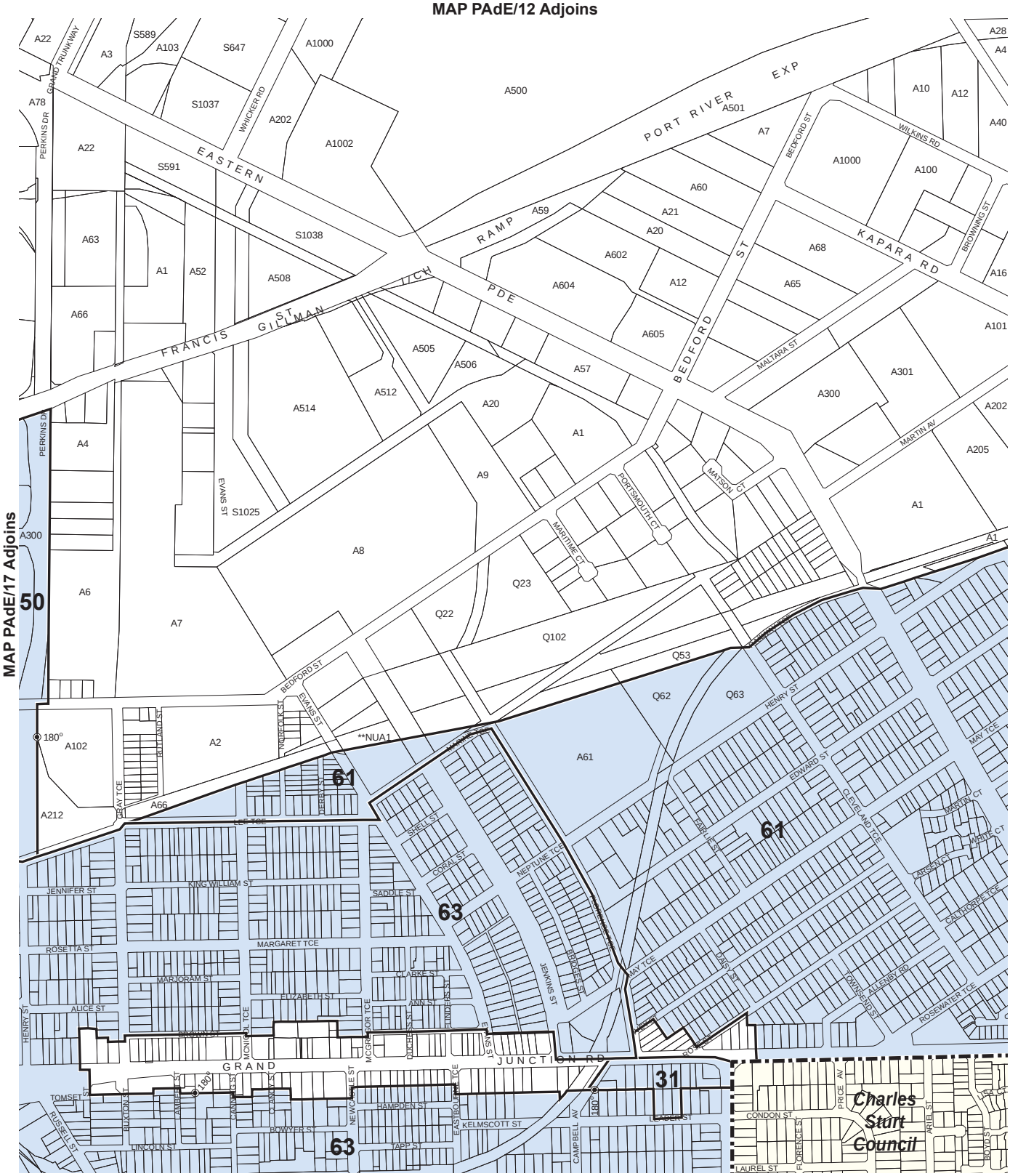
Zones

- C Commercial
- In Industry
- LIn Light Industry
- LCe Local Centre
- MFP Multi Function Polis
- NCe Neighbourhood Centre
- RCe Regional Centre
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/18

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/12 Adjoins



MAP PAdE/27 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

31 Rosewater
50 Railways
61 Ottoway
63 Queenstown, Alberton, Rosewater

N

0 500 m

Policy Area Map PAdE/18

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/13 Adjoins

MAP PAdE/18 Adjoins

MAP PAdE/20 Adjoins

MAP PAdE/28 Adjoins

N

0 500 m

S School
P Post Office
P Police Station
Railways
Local Reserves
Development Plan Boundary

Location Map PAdE/19

PORT ADELAIDE ENFIELD COUNCIL

Overlay Map PAdE/19

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/19

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

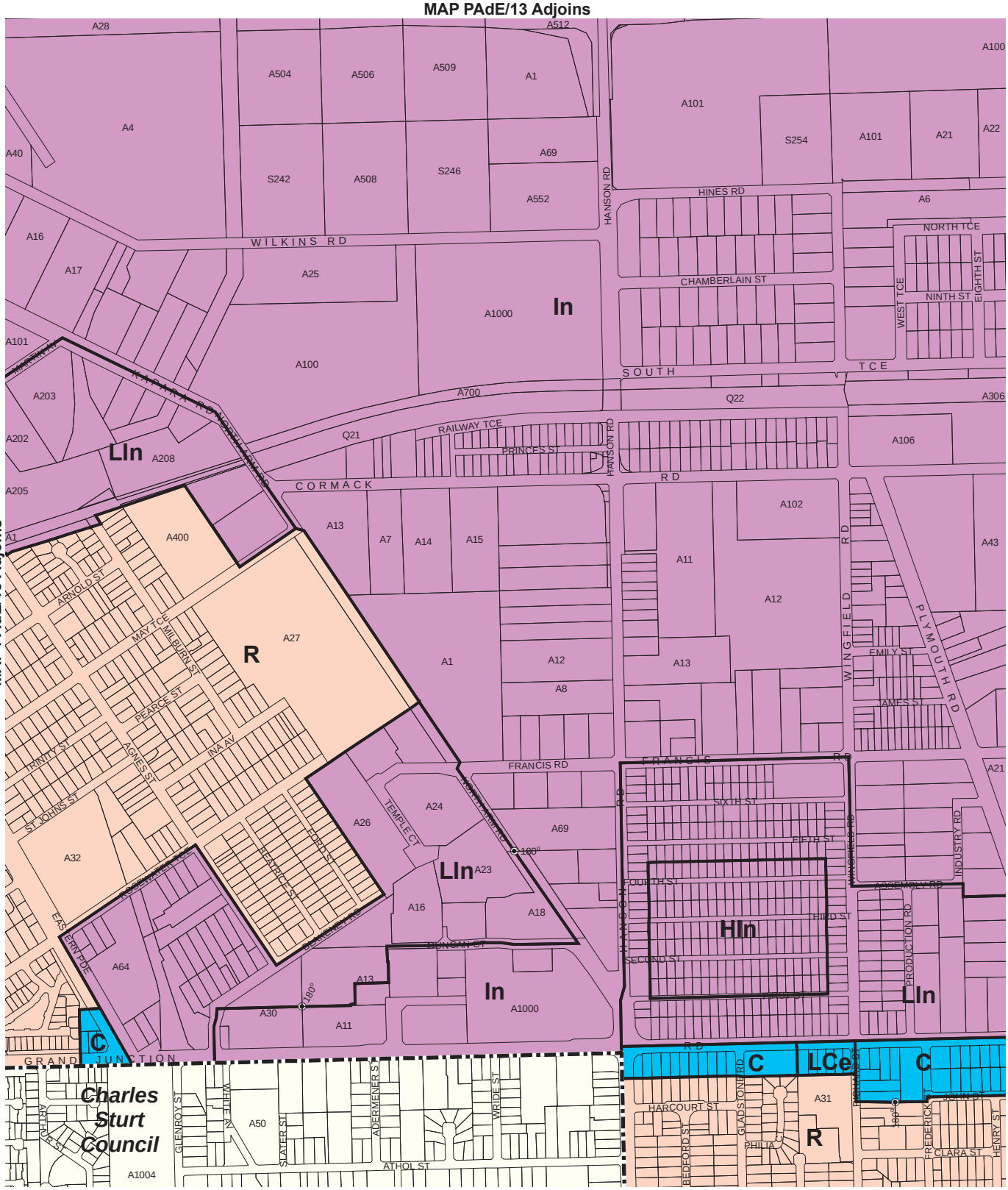
Airport Building Heights

Development Plan Boundary

MAP PAdE/13 Adjoins

MAP PAdE/18 Adjoins

MAP PAdE/20 Adjoins



MAP PAdE/28 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

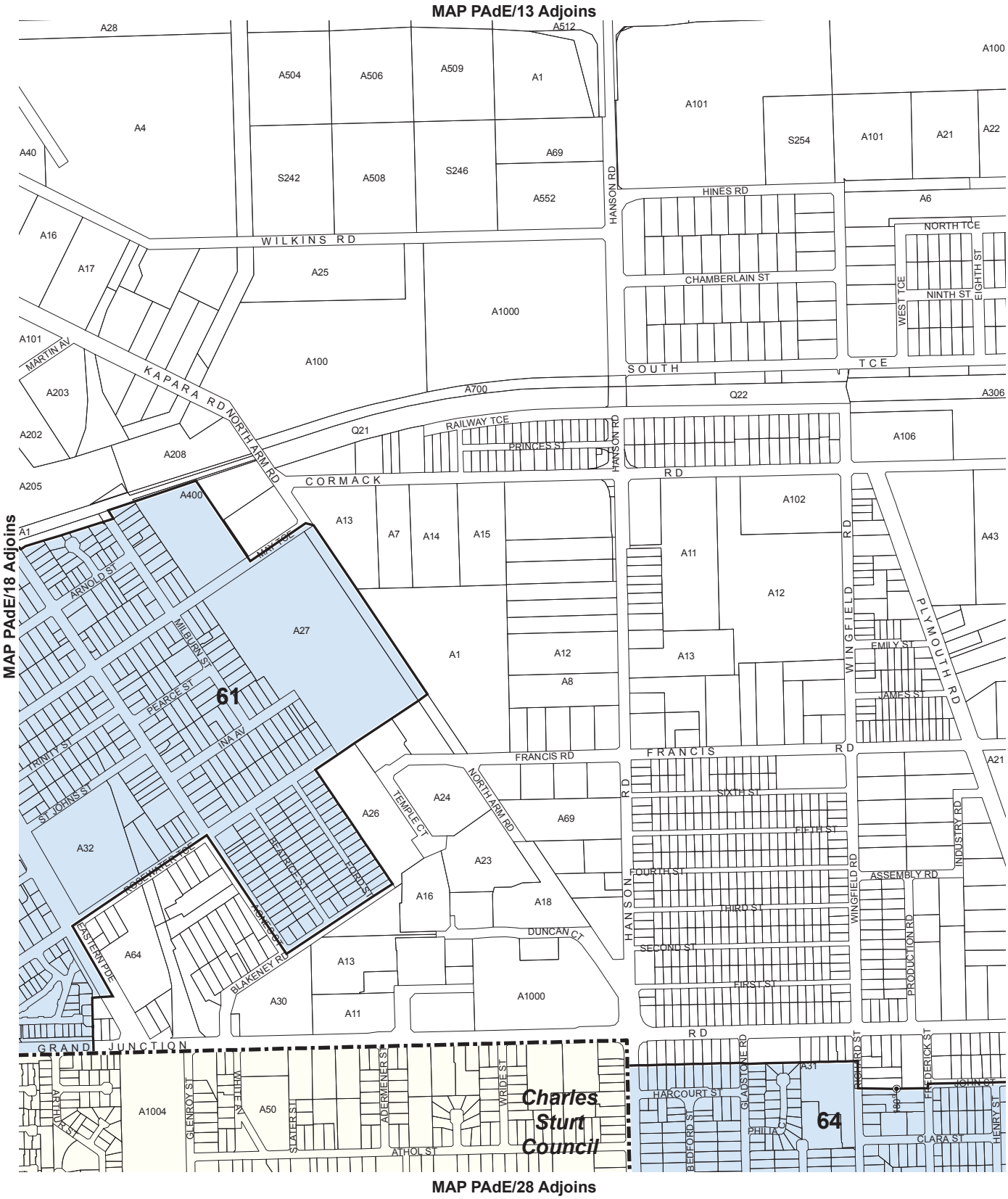
0 500 m

Zones

- C — Commercial
- HIn — Home Industry
- In — Industry
- LIn — Light Industry
- LCe — Local Centre
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/19

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

61 Ottoway

64 Residential East

N

0 500 m

Policy Area Map PAdE/19

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/14 Adjoins
MAP PAdE/19 Adjoins
MAP PAdE/21 Adjoins
MAP PAdE/29 Adjoins
WINGFIELD
MANSFIELD PARK
ANGLE PARK
REGENCY PARK
CORMACK RD
SOUTH RD
GRAND JUNCTION RD
WINGFIELD I/CH RAMP
SOUTH TCE
WING ST
NORTH TCE
LEITH ST
GLASGOW ST
YORK ST
LEEDS ST
PAISLEY ST
NINTH ST
SEVENTH ST
EAST TCE
PHILLIS ST
STATE ST
ABERDEEN ST
RAFFERTY ST
STOCK ST
DUNDEE ST
TOLLEY ST
PERTH ST
MILLERS RD
NIXON RD
GEORGE ST
COX ST
FREDERICK ST
HAKKINEN RD
SENNA RD
LAFITTE RD
CAPELLI RD
JOHANSSON RD
SCHUMACHER RD
BERGER RD
ROSBERG RD
STREIFF RD
DUNSTAN RD
OLD GRAND JUNCTION RD
FRANCIS RD
DAVIS ST
MORGAN ST
HOPKINS ST
GRAHAM ST
PENLEY AV
HILL RD
PLYMOUTH RD
BOWYER RD
HAVELOCK ST
OLYDE ST
ALBION ST
WILLIAM ST
JOHN ST
INDAMA ST
BIRRALEE RD
OPALA ST
NAWEENA RD
A100
A51
A52
A53
A226
A153
A2
S274
Q573
A22
A103
A155
A21
A6
S583
S580
A62
A503
A502
A306
A3
A43
S953
A7
S7647
S7648
A30
A11
A54
A70
A71
A20
A29
A401
S498
S592
A409
A1
S676
A206
A207
A71
A201
S5759
S5770
S5771
N
0
500 m
Location Map PAdE/20
School
Other Health Services
Railways
Local Reserves
Waterbodies
PORT ADELAIDE ENFIELD COUNCIL

Overlay Map PAdE/20

TRANSPORT

Primary Arterial Roads

Secondary Arterial Roads

PORT ADELAIDE ENFIELD COUNCIL

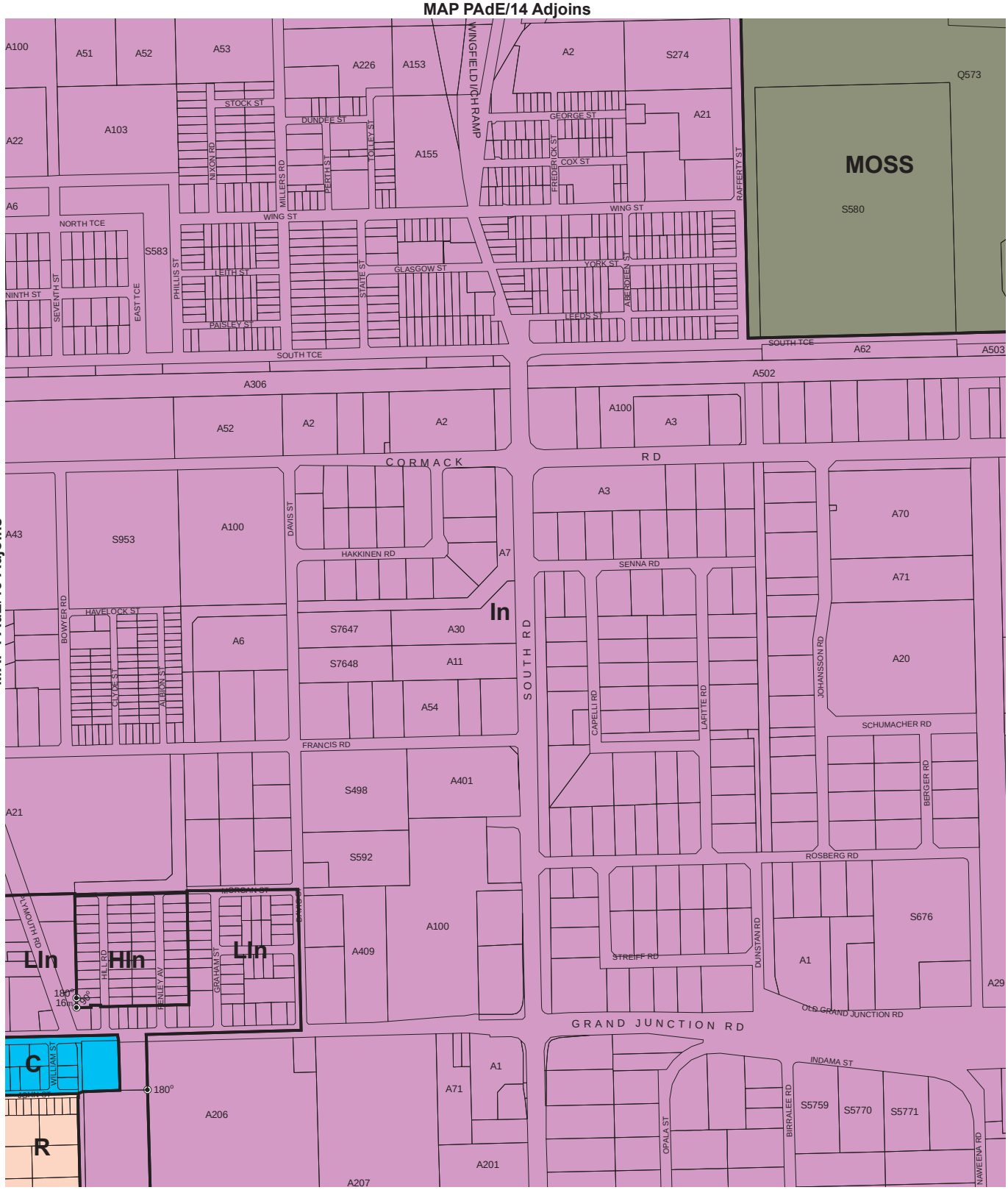
Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/20
DEVELOPMENT CONSTRAINTS

Airport Building Heights

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/14 Adjoins



MAP PAdE/19 Adjoins

MAP PAdE/21 Adjoins

MAP PAdE/29 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

Zones

- C — Commercial
- HIn — Home Industry
- In — Industry
- LIn — Light Industry
- MOSS — Metropolitan Open Space System
- R — Residential
- Zone Boundary

Zone Map PAdE/20

PORT ADELAIDE ENFIELD COUNCIL

Lamberts Conformal Conic Projection, GDA94

Policy Area

17 Conservation
64 Residential East
9 Cast Metals

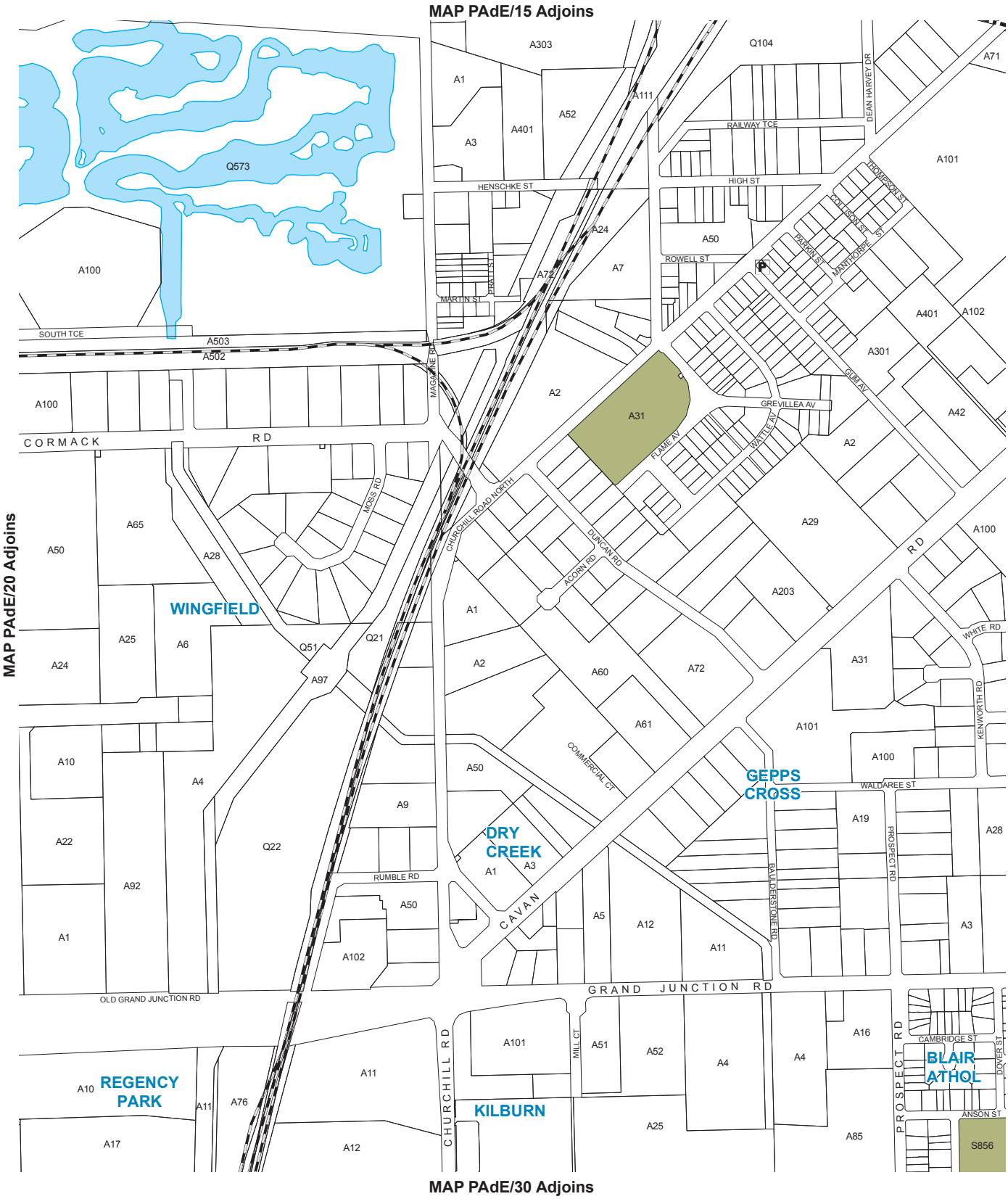
N

0 500 m

Policy Area Map PAdE/20

Policy Area Boundary

PORT ADELAIDE ENFIELD COUNCIL



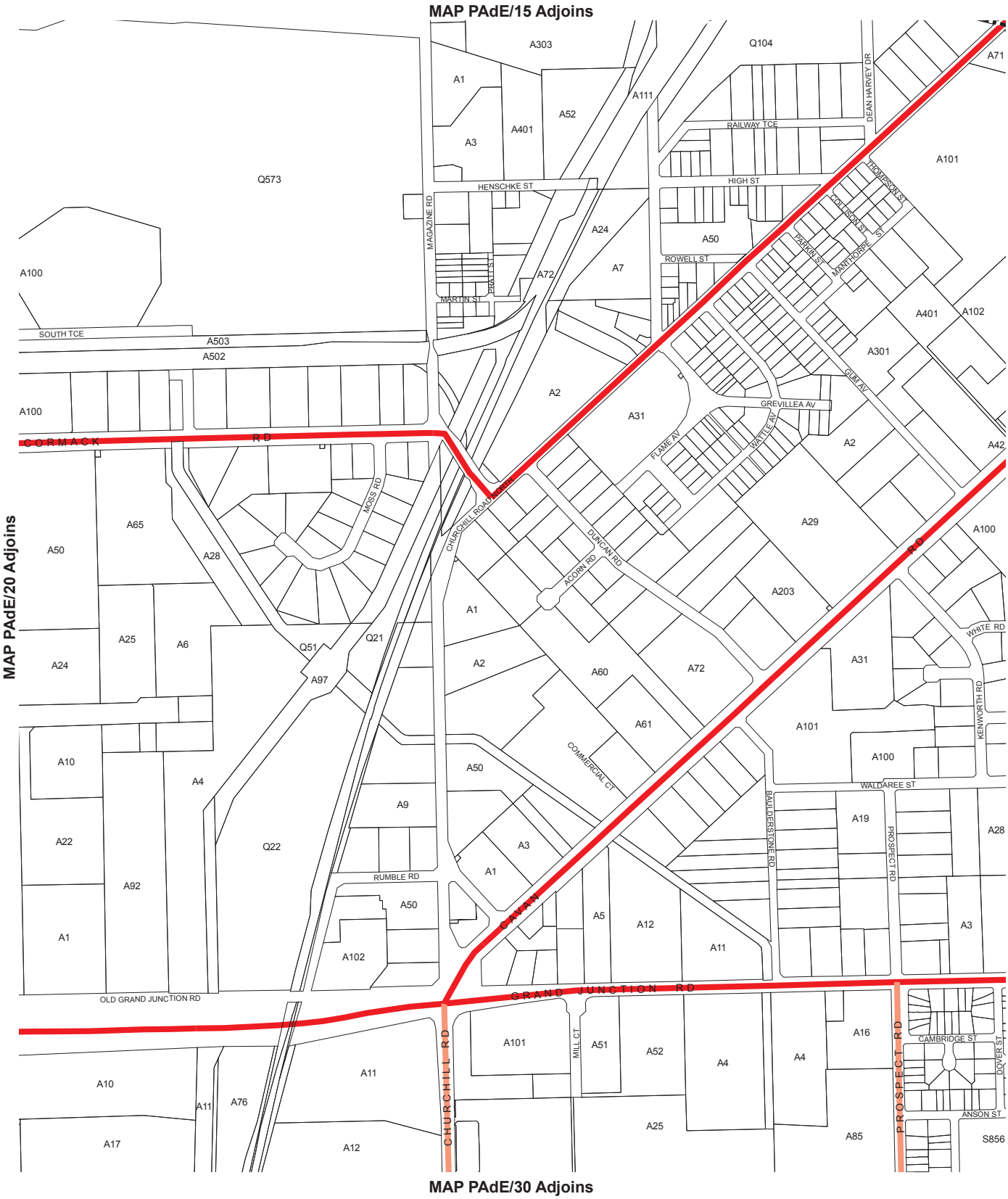
N

0 500 m

Location Map PAdE/21

P Post Office
Railways
Local Reserves
Waterbodies
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/21

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/21

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary

MAP PAdE/15 Adjoins

MAP PAdE/20 Adjoins

MAP PAdE/22 Adjoins

MAP PAdE/30 Adjoins

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

N

0 500 m

Overlay Map PAdE/21

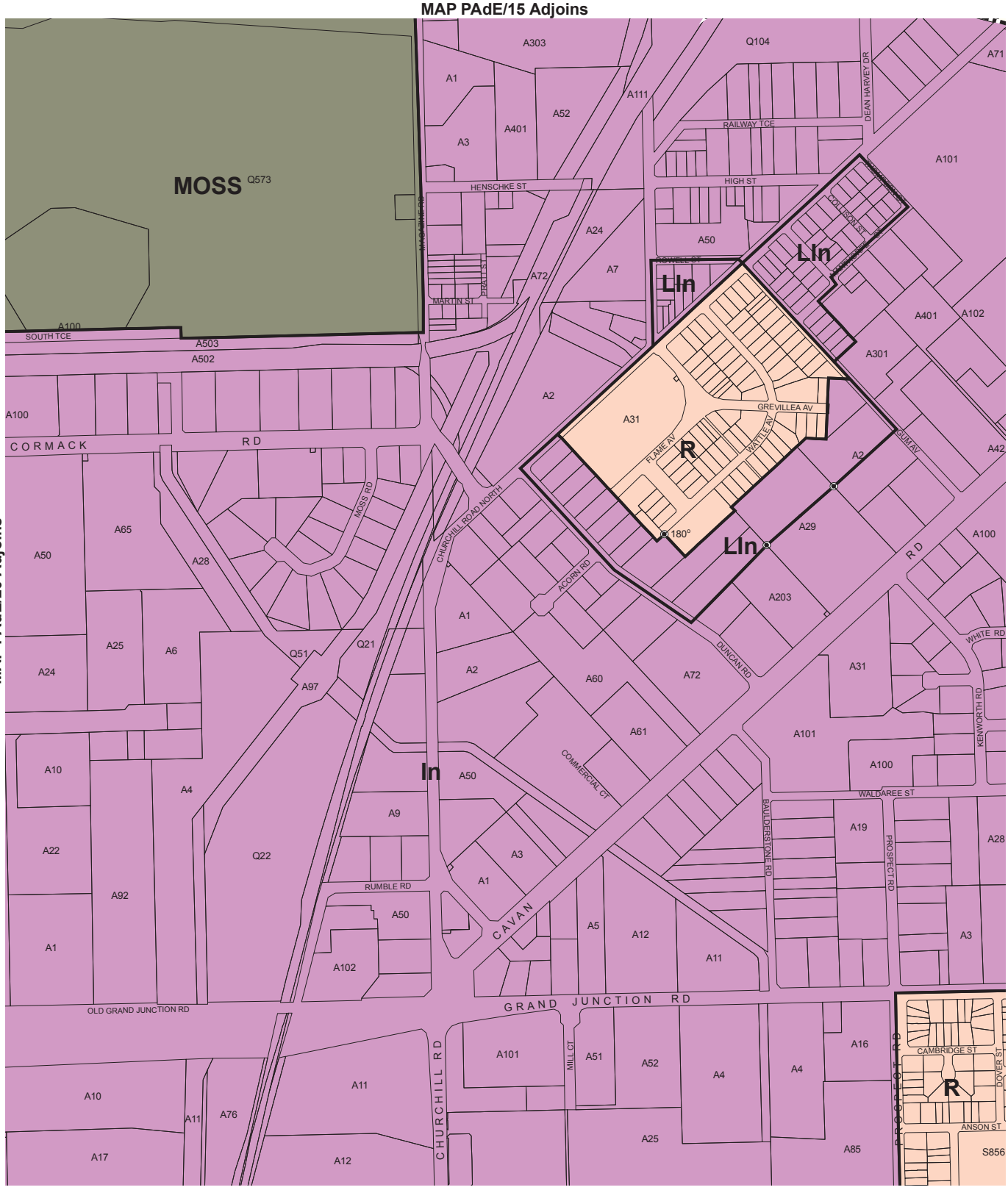
HERITAGE

Local heritage place

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/15 Adjoins



MAP PAdE/20 Adjoins

MAP PAdE/22 Adjoins

MAP PAdE/30 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

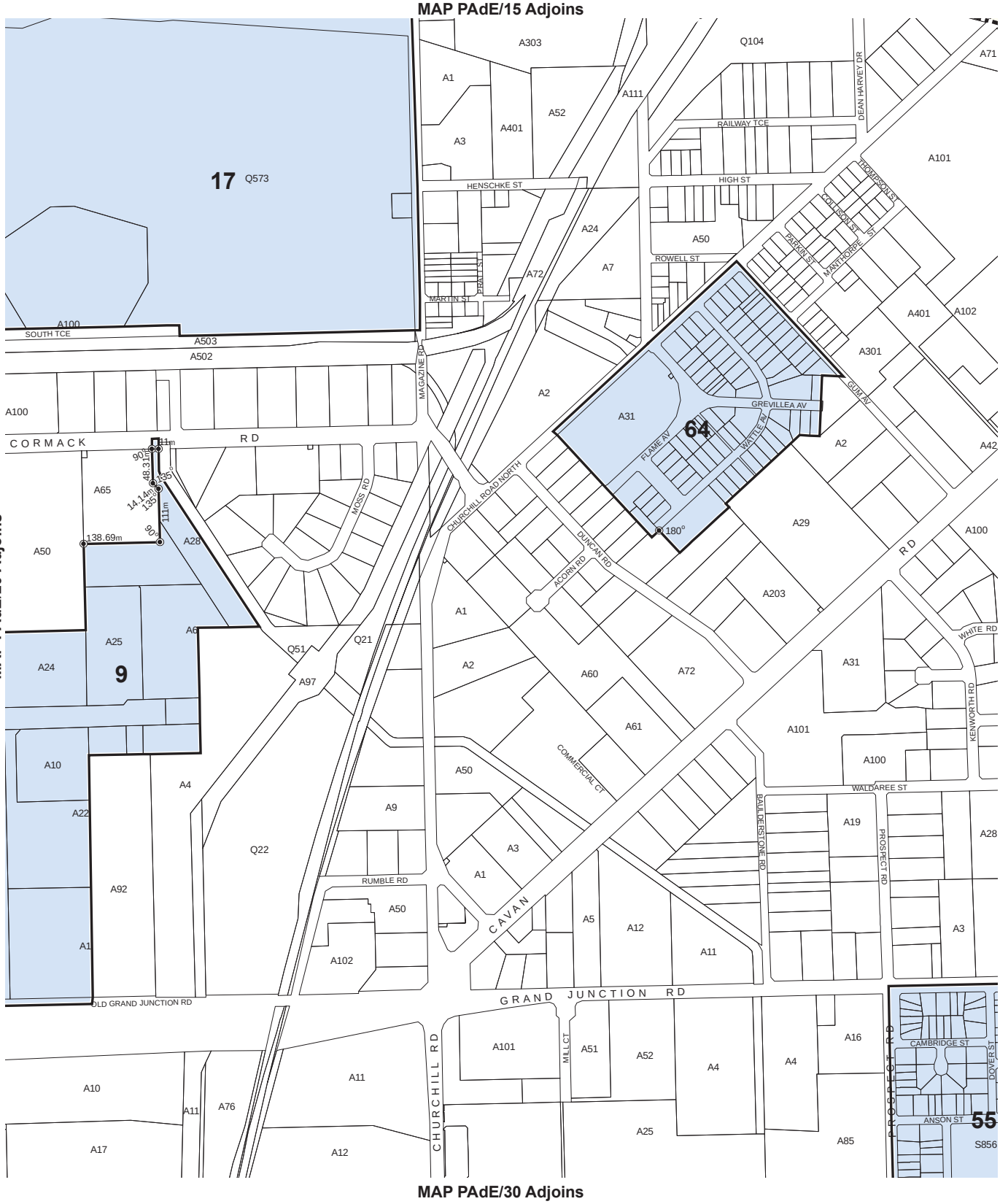
Zones

- In — Industry
- LIn — Light Industry
- MOSS — Metropolitan Open Space System
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/21

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/15 Adjoins



MAP PAdE/20 Adjoins

MAP PAdE/22 Adjoins

MAP PAdE/30 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

17 Conservation
55 Comprehensive Development
64 Residential East
9 Cast Metals

N

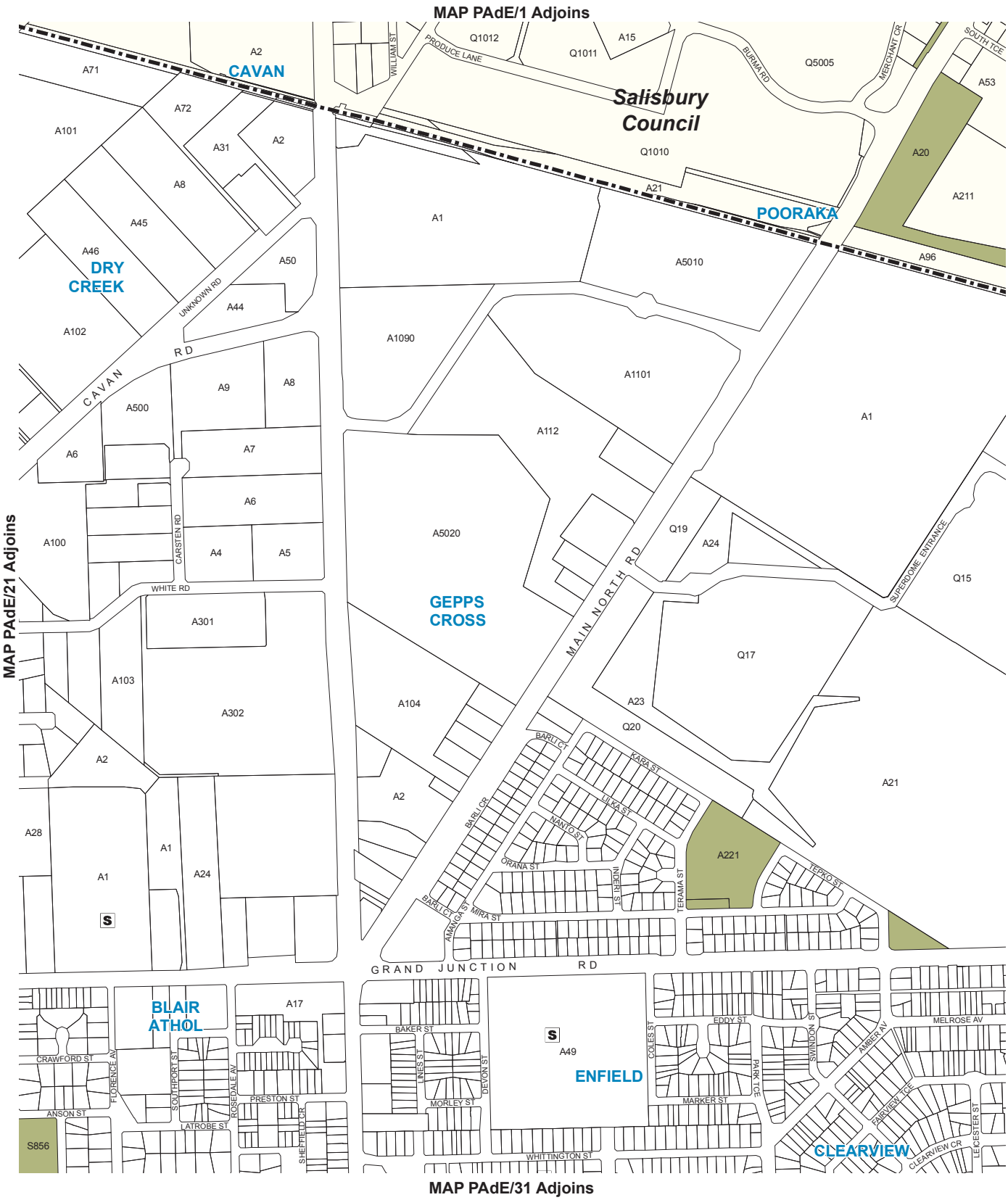
0 500 m

Policy Area Map PAdE/21

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



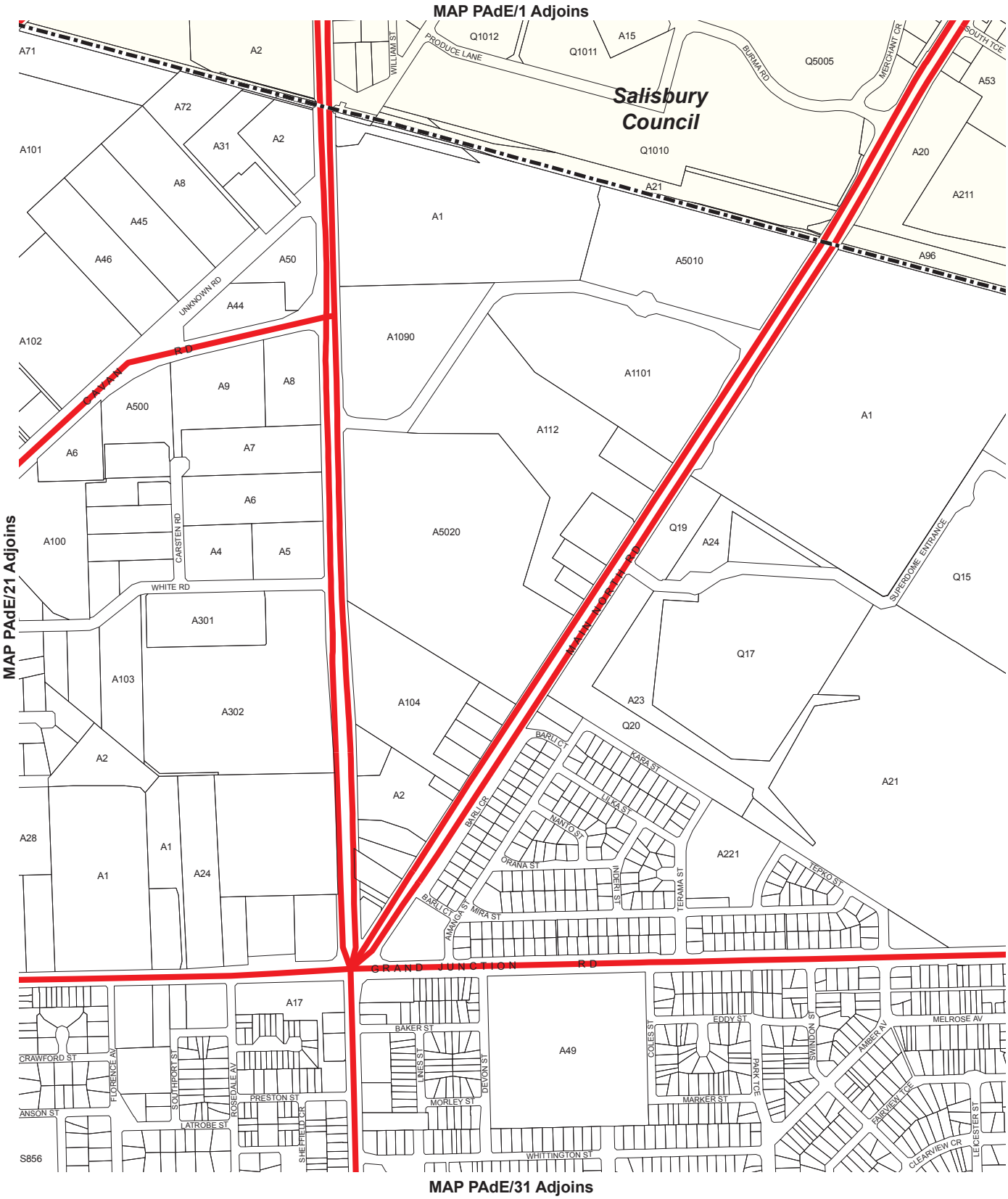
Location Map PAdE/22

S School

Local Reserves

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



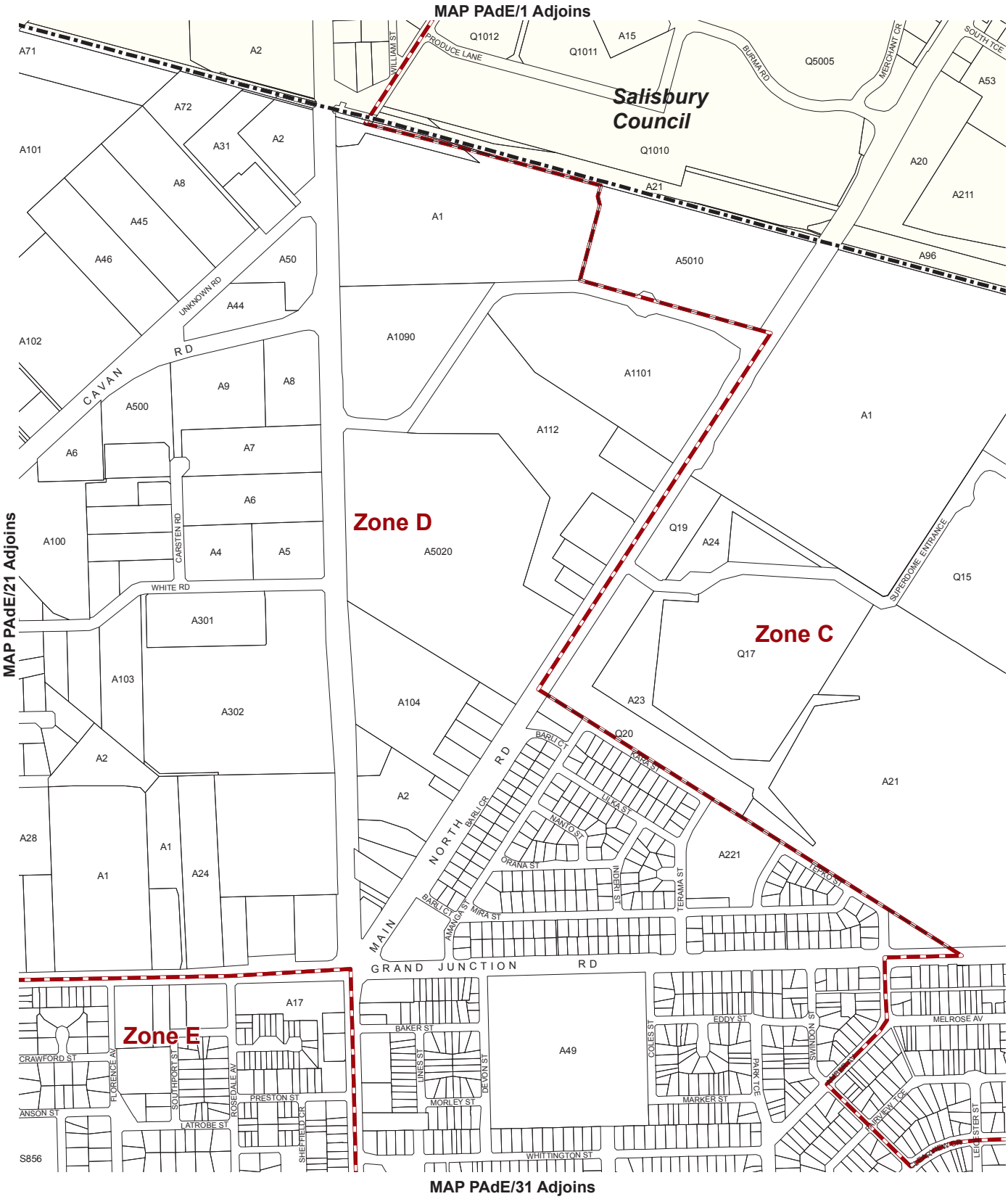
Overlay Map PAdE/22

TRANSPORT

Primary Arterial Roads

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Airport Building Heights

Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

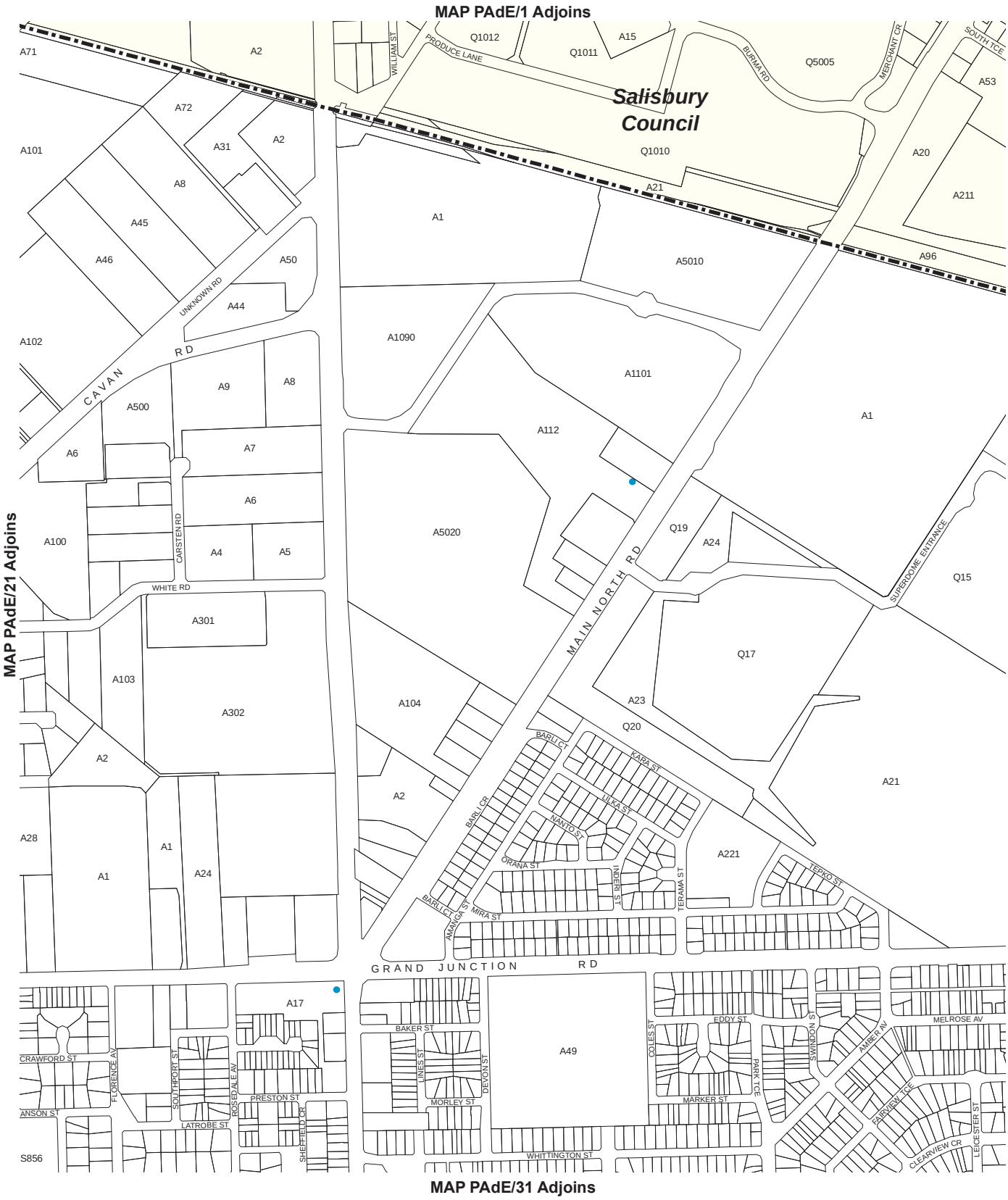
Overlay Map PAdE/22

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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

Overlay Map PAdE/22

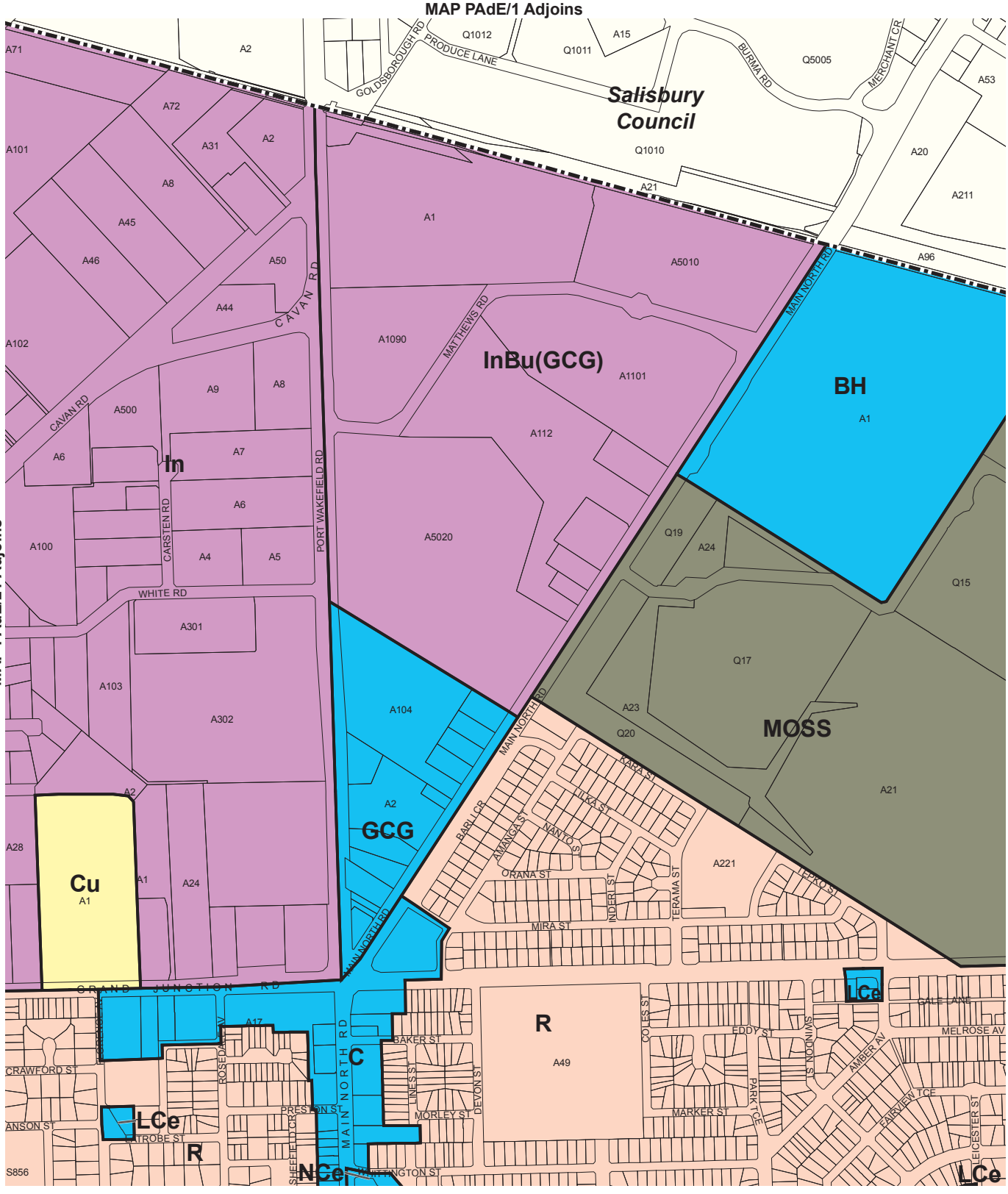
HERITAGE

Local heritage place

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/21 Adjoins

MAP PAdE/23 Adjoins

MAP PAdE/31 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

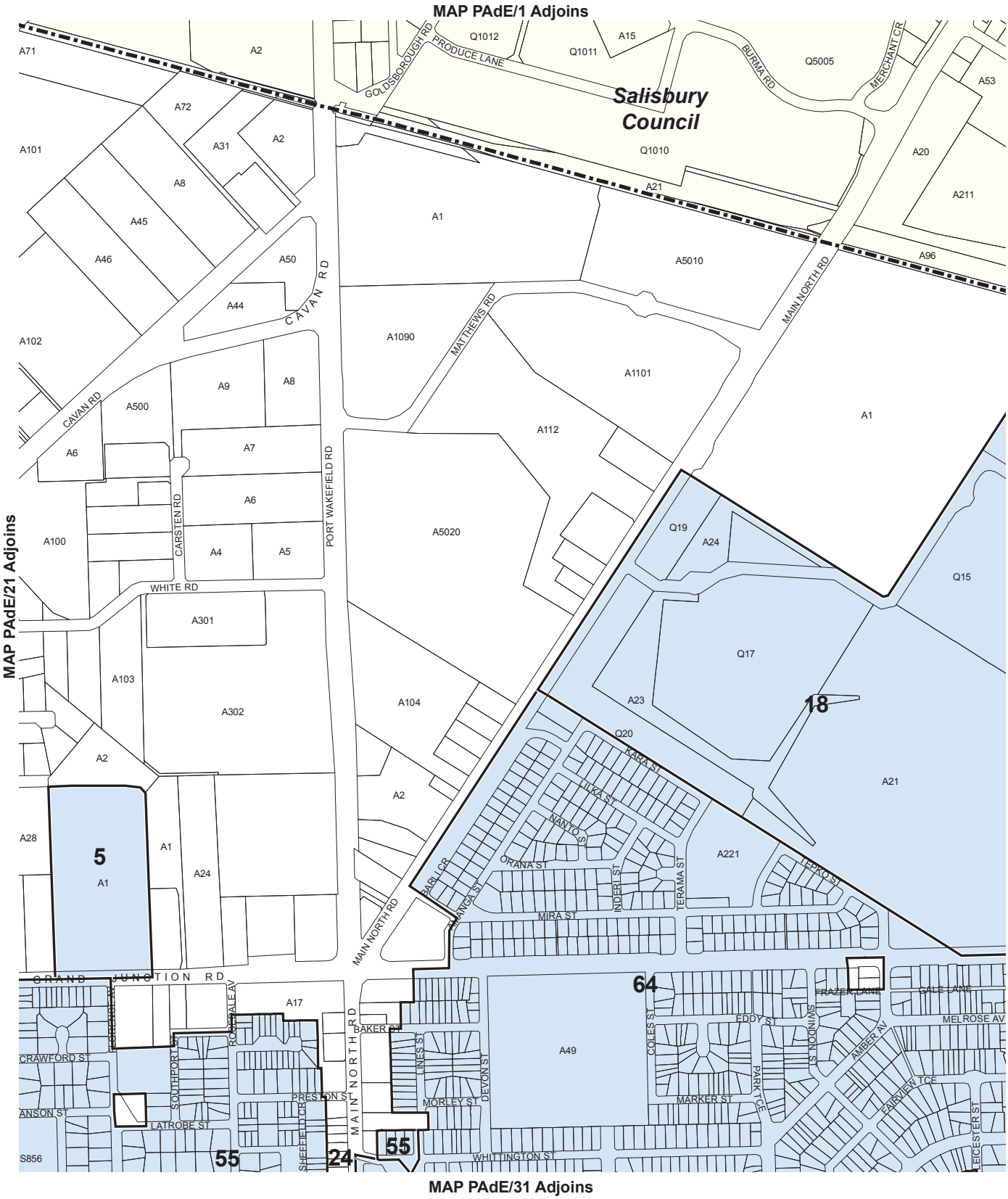
0 500 m

Zones

BH	Bulk Handling
C	Commercial
Cu	Community
GCG	Gepps Cross Gateway
In	Industry
InBu(GCG)	Industry/Business (Gepps Cross Gateway)
LCe	Local Centre
MOSS	Metropolitan Open Space System
NCe	Neighbourhood Centre
R	Residential
	Zone Boundary
	Development Plan Boundary

Zone Map PAdE/22

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation
24 Enfield
5 Schools
55 Comprehensive Development
64 Residential East

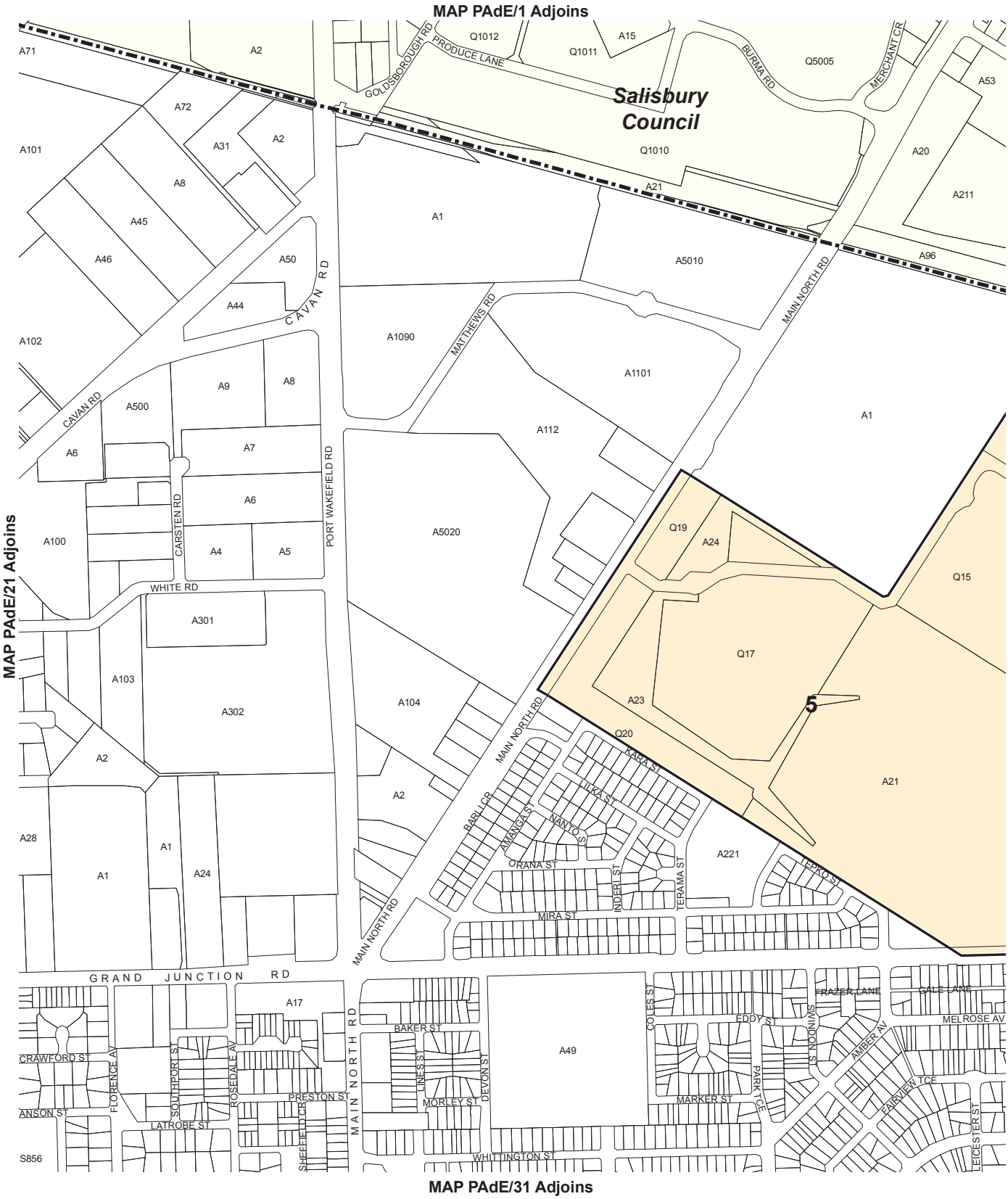
N

0 500 m

Policy Area Map PAdE/22

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Precinct

5 State Sports Park Gepps Cross

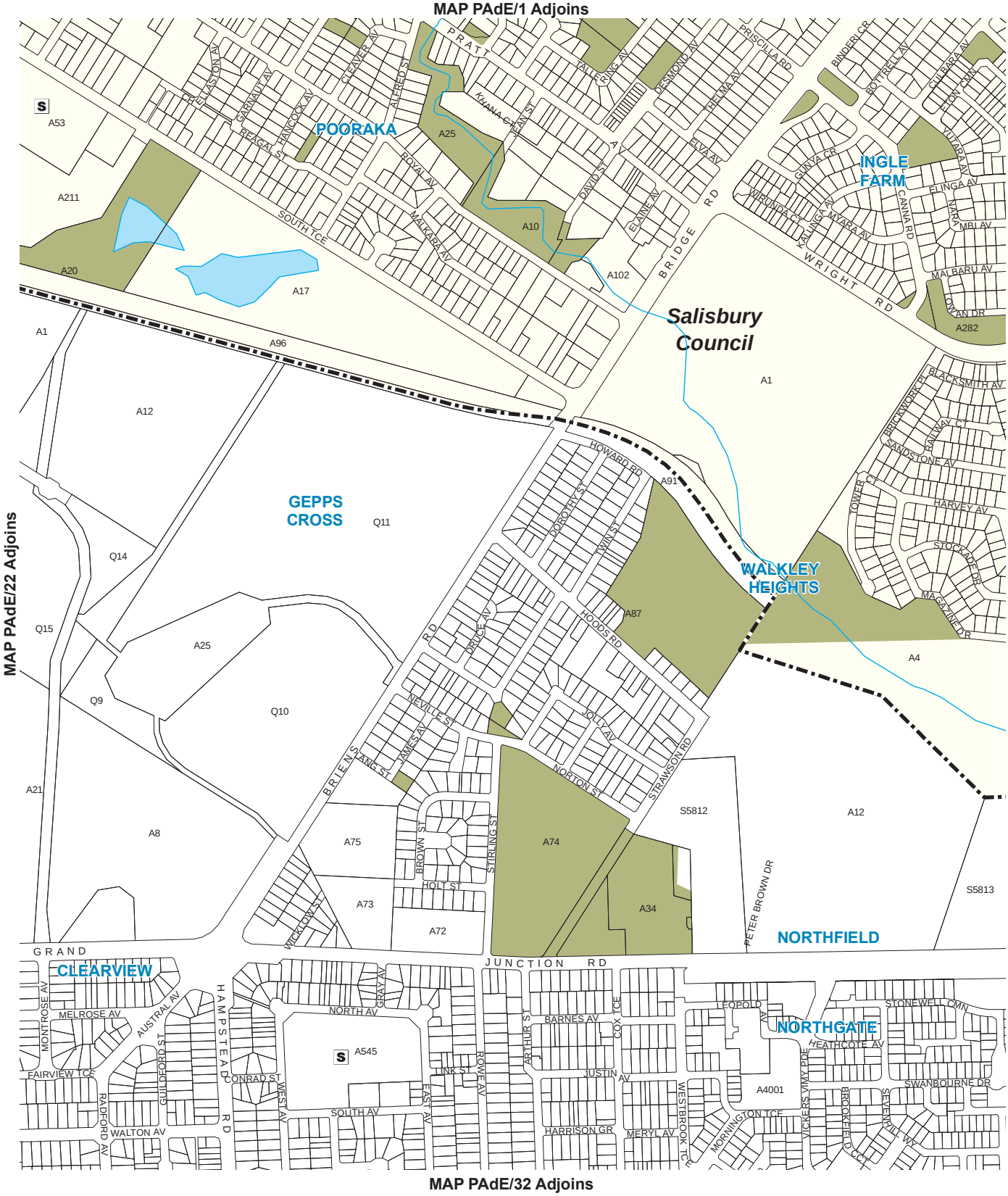
Precinct Map PAdE/22

Precinct Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/22 Adjoins

MAP PAdE/24 Adjoins

MAP PAdE/32 Adjoins

N

0 500 m

Location Map PAdE/23

S School

Major creeks

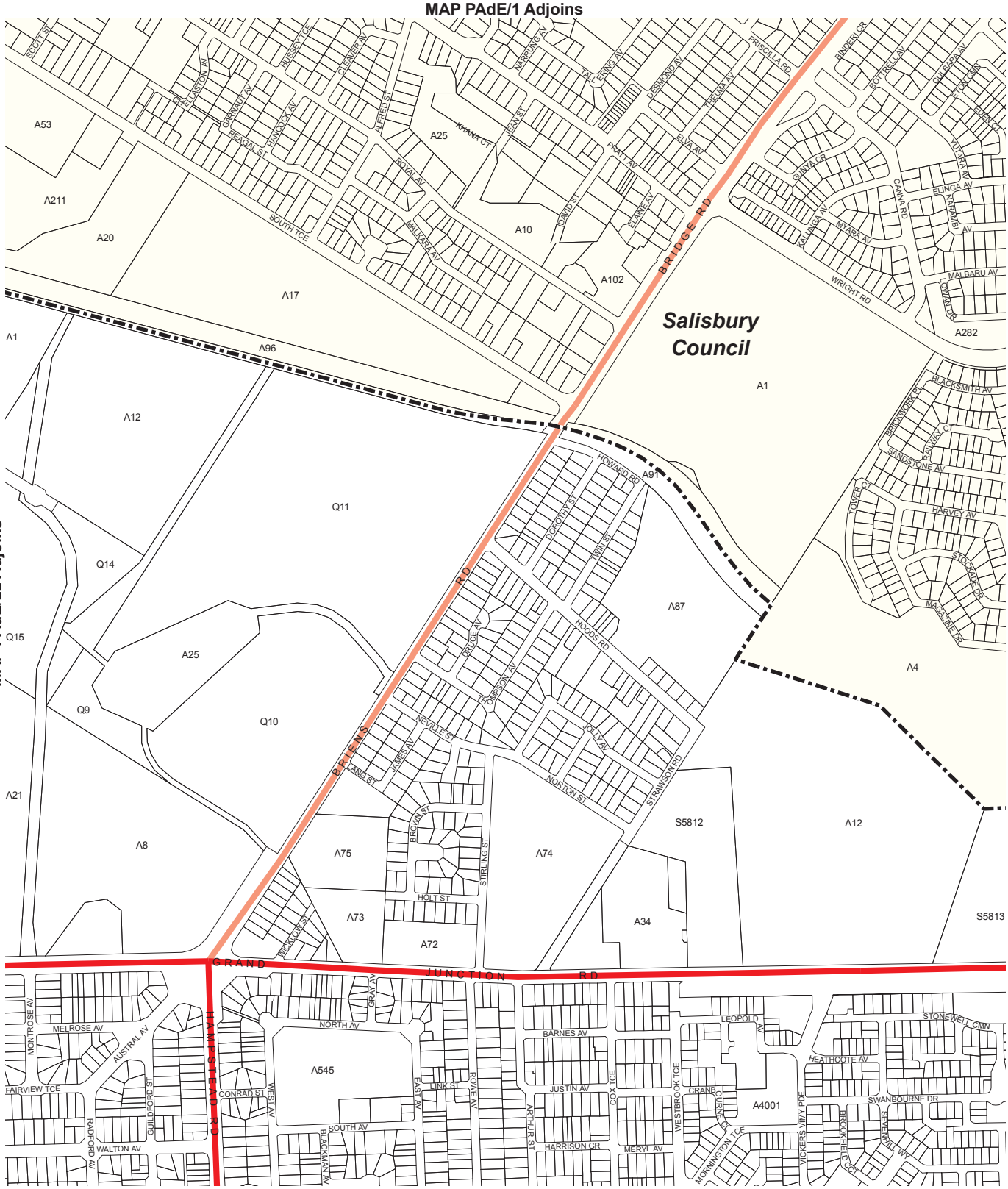
Local Reserves

Waterbodies

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/22 Adjoins

MAP PAdE/24 Adjoins

MAP PAdE/32 Adjoins

N

0 500 m

Overlay Map PAdE/23

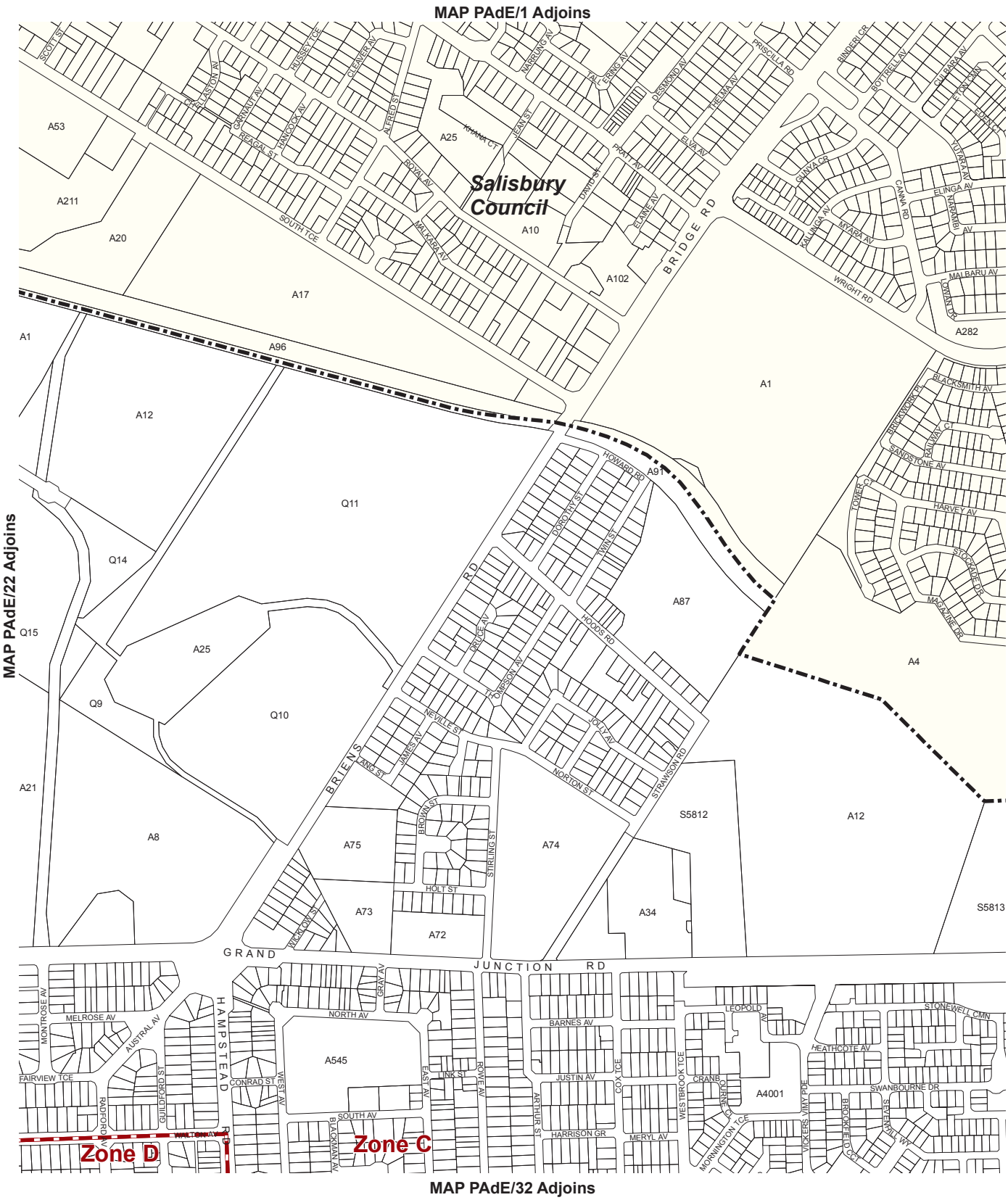
TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level

N

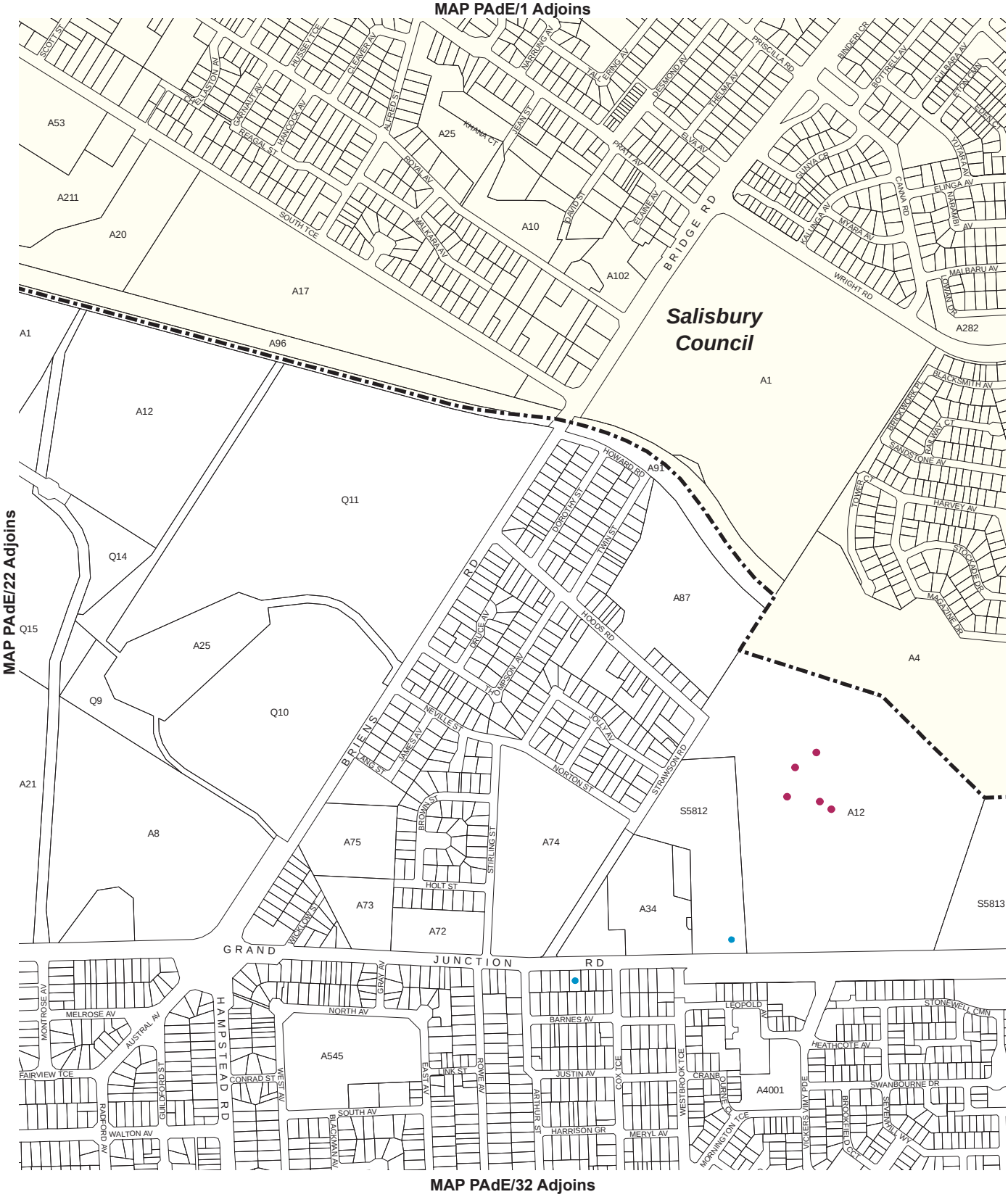
0 500 m

Overlay Map PAdE/23
DEVELOPMENT CONSTRAINTS

Airport Building Heights
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/22 Adjoins

MAP PAdE/24 Adjoins

MAP PAdE/32 Adjoins

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

N

0 500 m

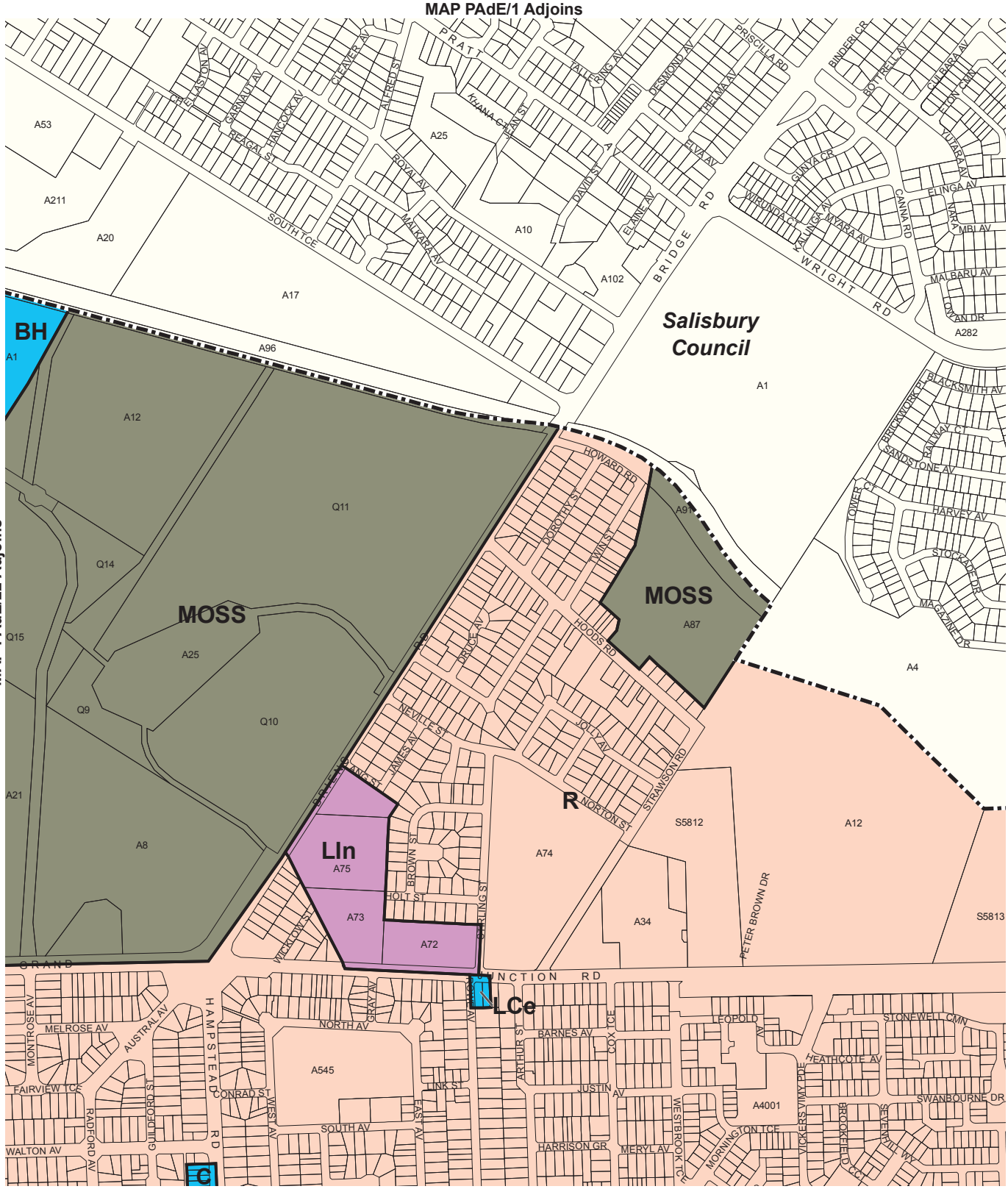
Overlay Map PAdE/23

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

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

MAP PAdE/1 Adjoins



MAP PAdE/22 Adjoins

MAP PAdE/24 Adjoins

MAP PAdE/32 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

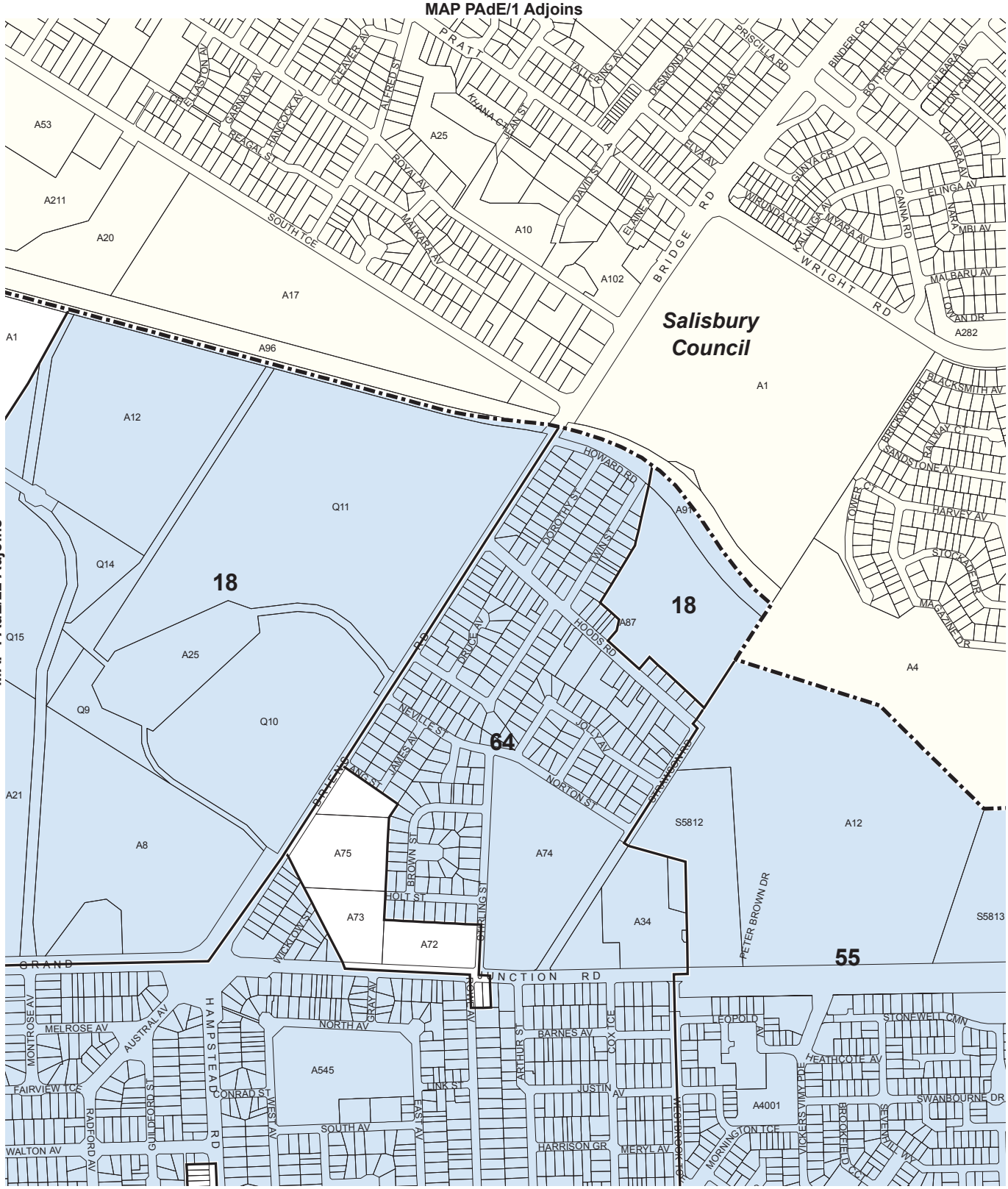
Zones

- BH — Bulk Handling
- C — Commercial
- LIn — Light Industry
- LCe — Local Centre
- MOSS — Metropolitan Open Space System
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/23

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/22 Adjoins

MAP PAdE/24 Adjoins

MAP PAdE/32 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation
55 Comprehensive Development
64 Residential East

N

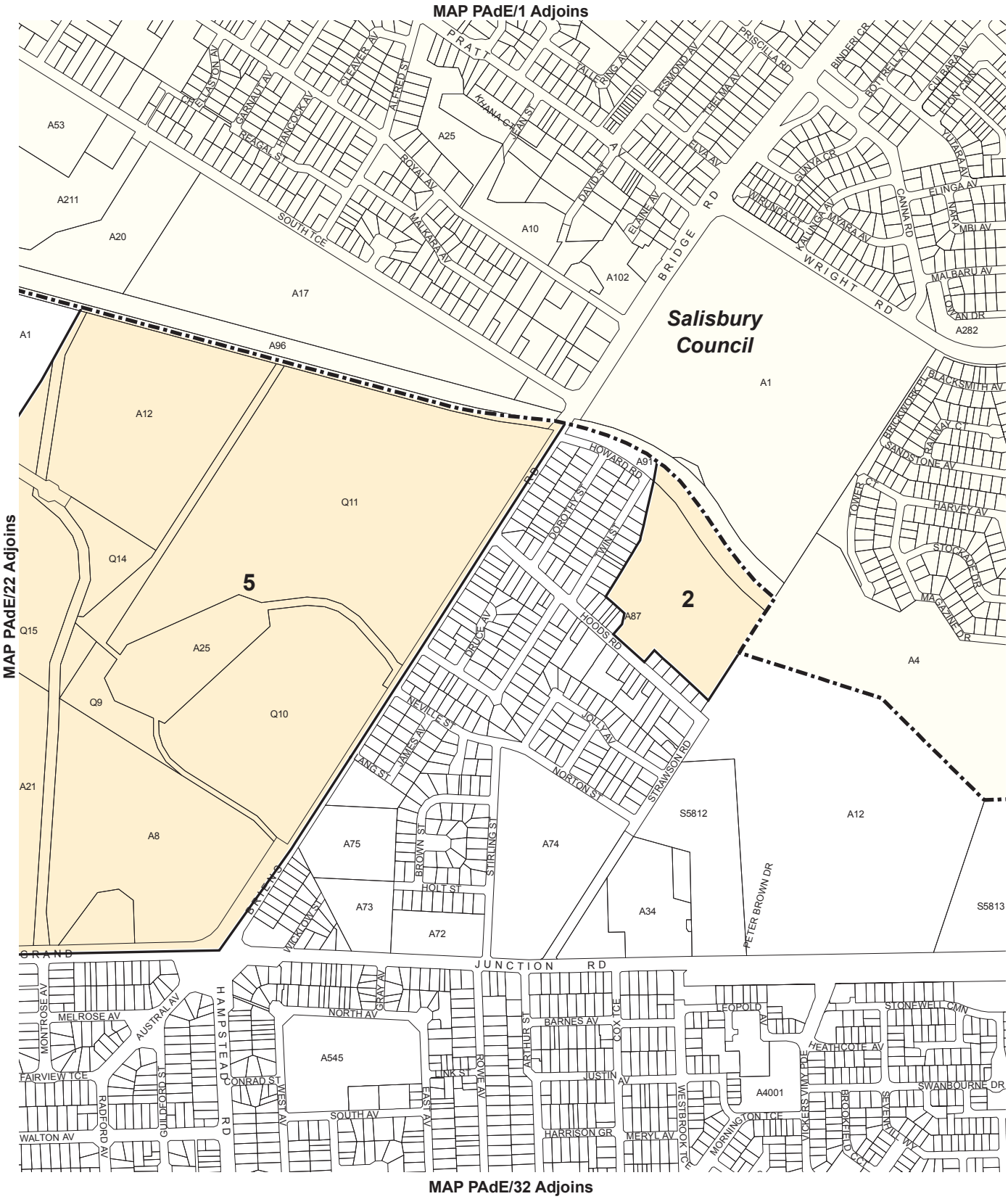
0 500 m

Policy Area Map PAdE/23

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Precinct

2 Dry Creek Linear Park

5 State Sports Park Gepps Cross

N

0 500 m

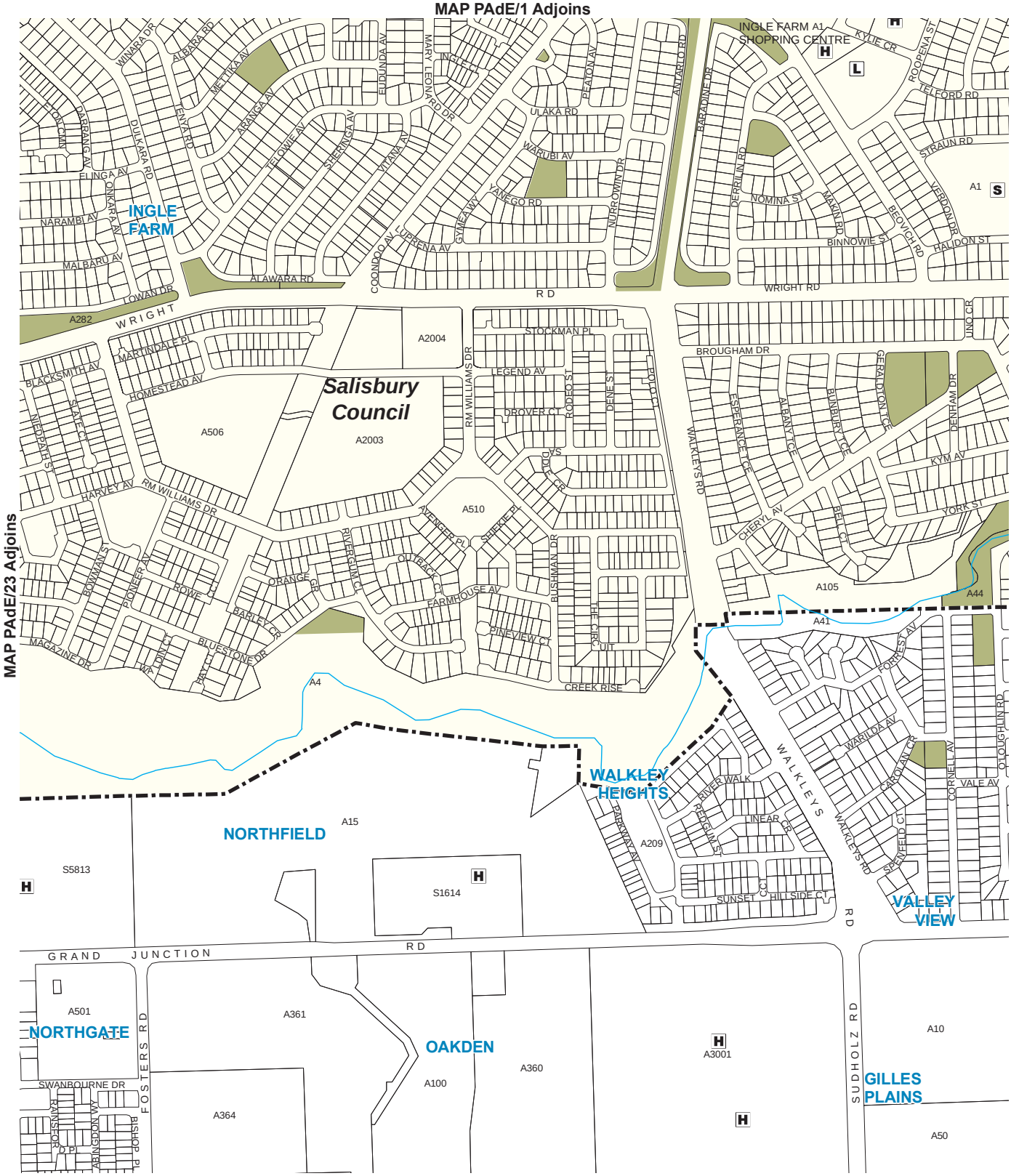
Precinct Map PAdE/23

Precinct Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/23 Adjoins

MAP PAdE/25 Adjoins

MAP PAdE/33 Adjoins

N

0 500 m

Major creeks

S School

L Public Library

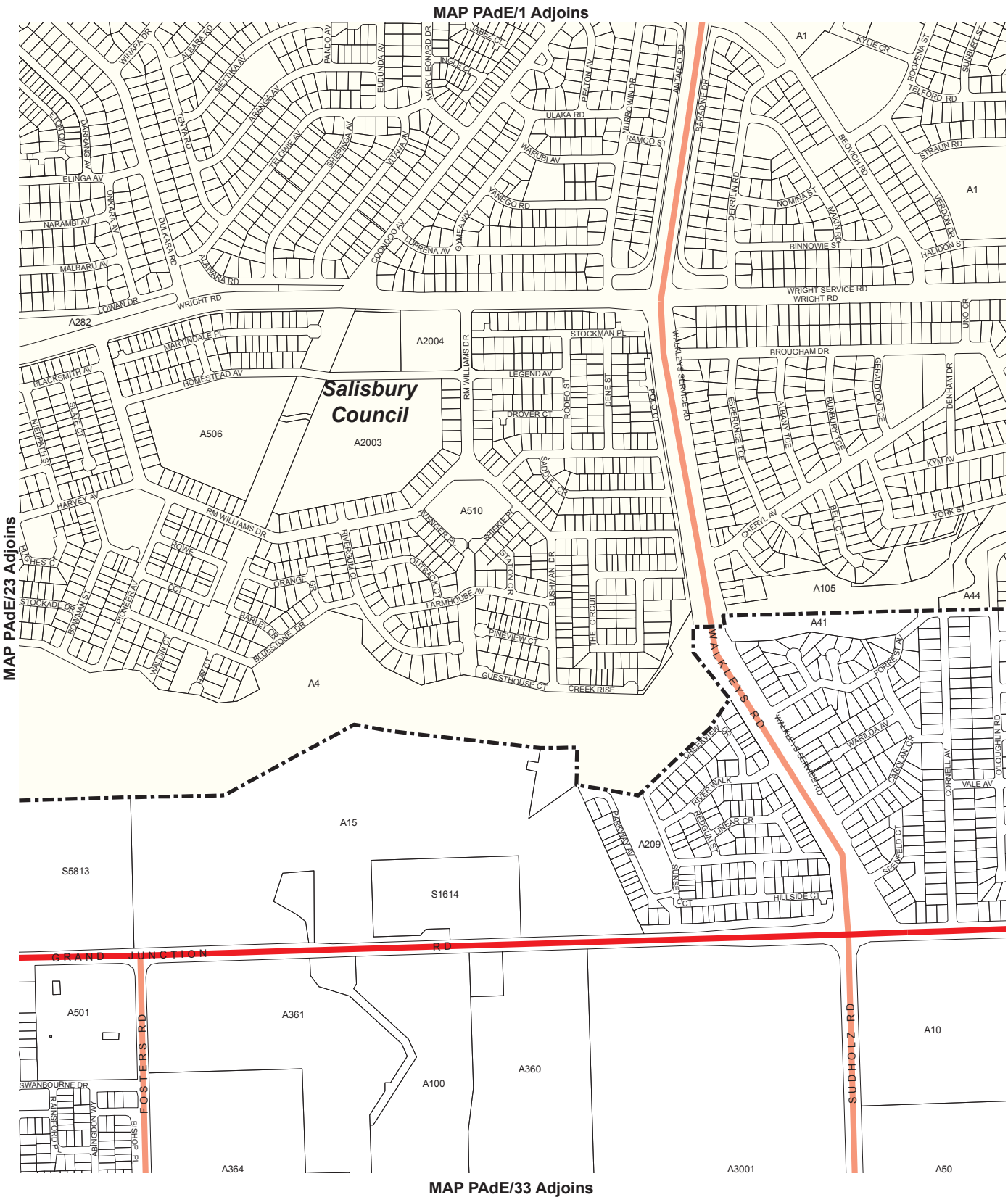
H Other Health Services

Local Reserves

Development Plan Boundary

Location Map PAdE/24

PORT ADELAIDE ENFIELD COUNCIL

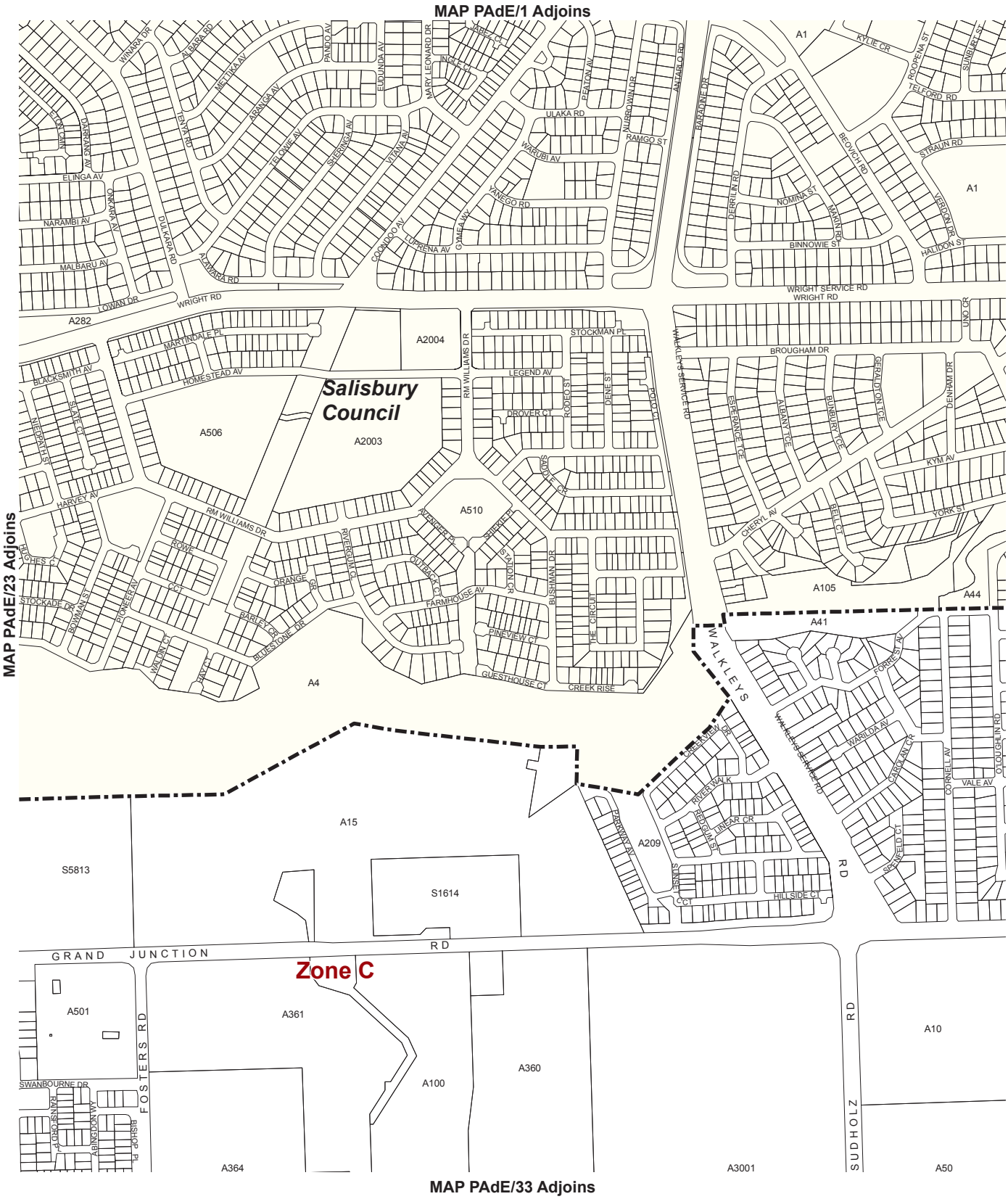


Overlay Map PAdE/24

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level

Overlay Map PAdE/24

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

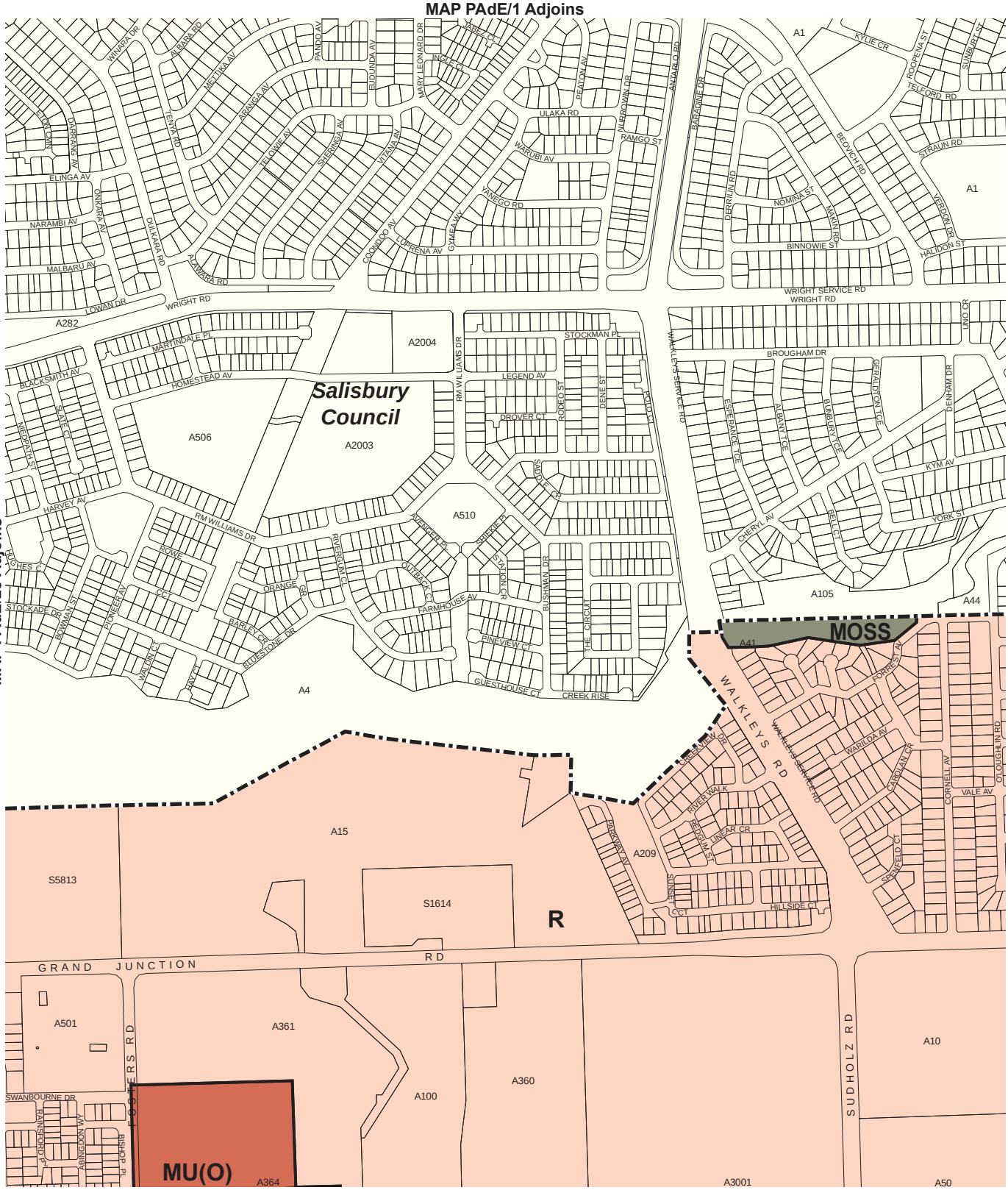
Airport Building Heights

Development Plan Boundary

MAP PAdE/1 Adjoins

MAP PAdE/23 Adjoins

MAP PAdE/25 Adjoins



MAP PAdE/33 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

Zones

- MOSS — Metropolitan Open Space System
- MU(O) — Mixed Use (Oakden)
- R — Residential
- Zone Boundary
- Development Plan Boundary

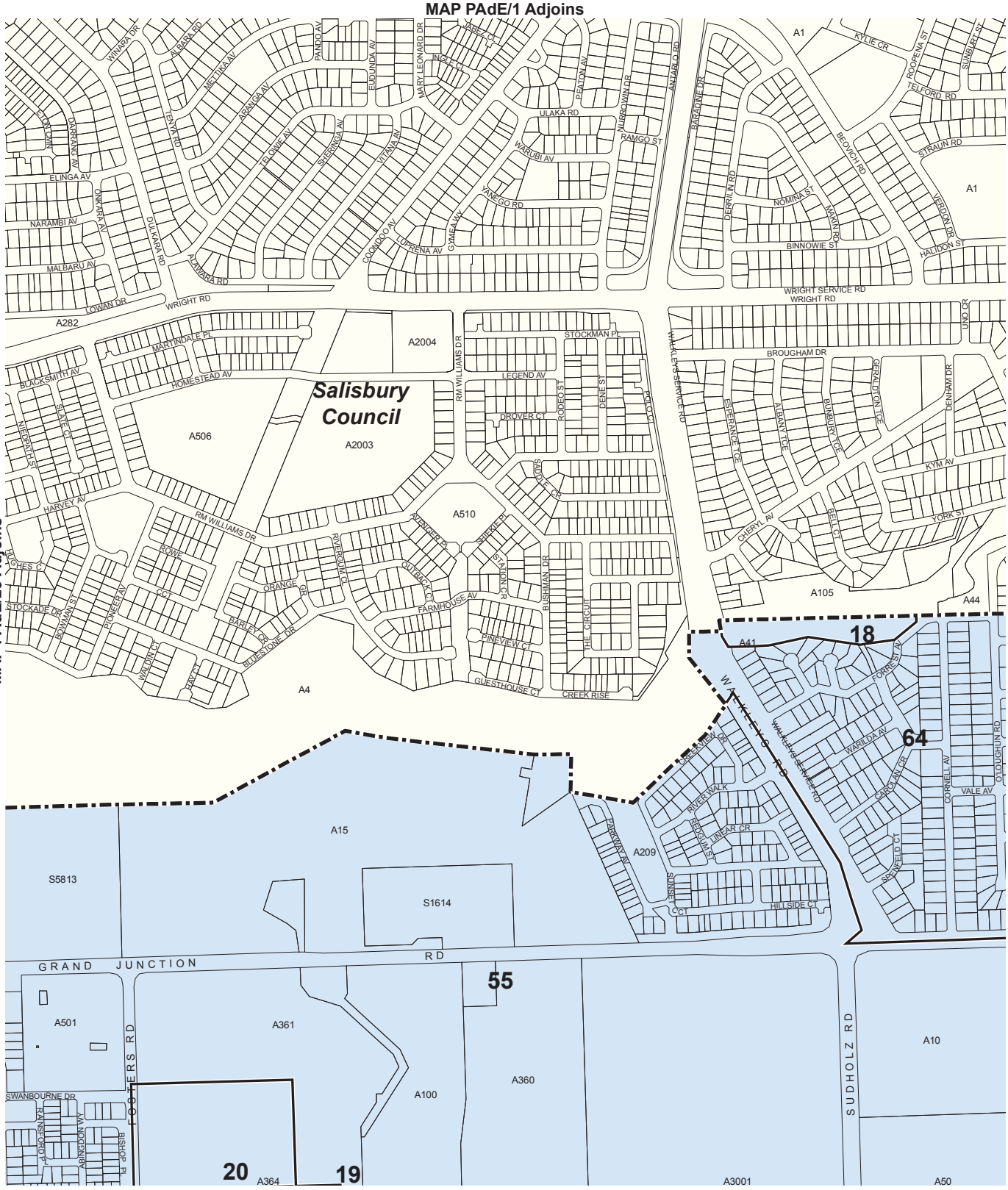
Zone Map PAdE/24

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins

MAP PAdE/23 Adjoins

MAP PAdE/25 Adjoins



MAP PAdE/33 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation
19 Commercial
20 Institutions
55 Comprehensive Development
64 Residential East

N

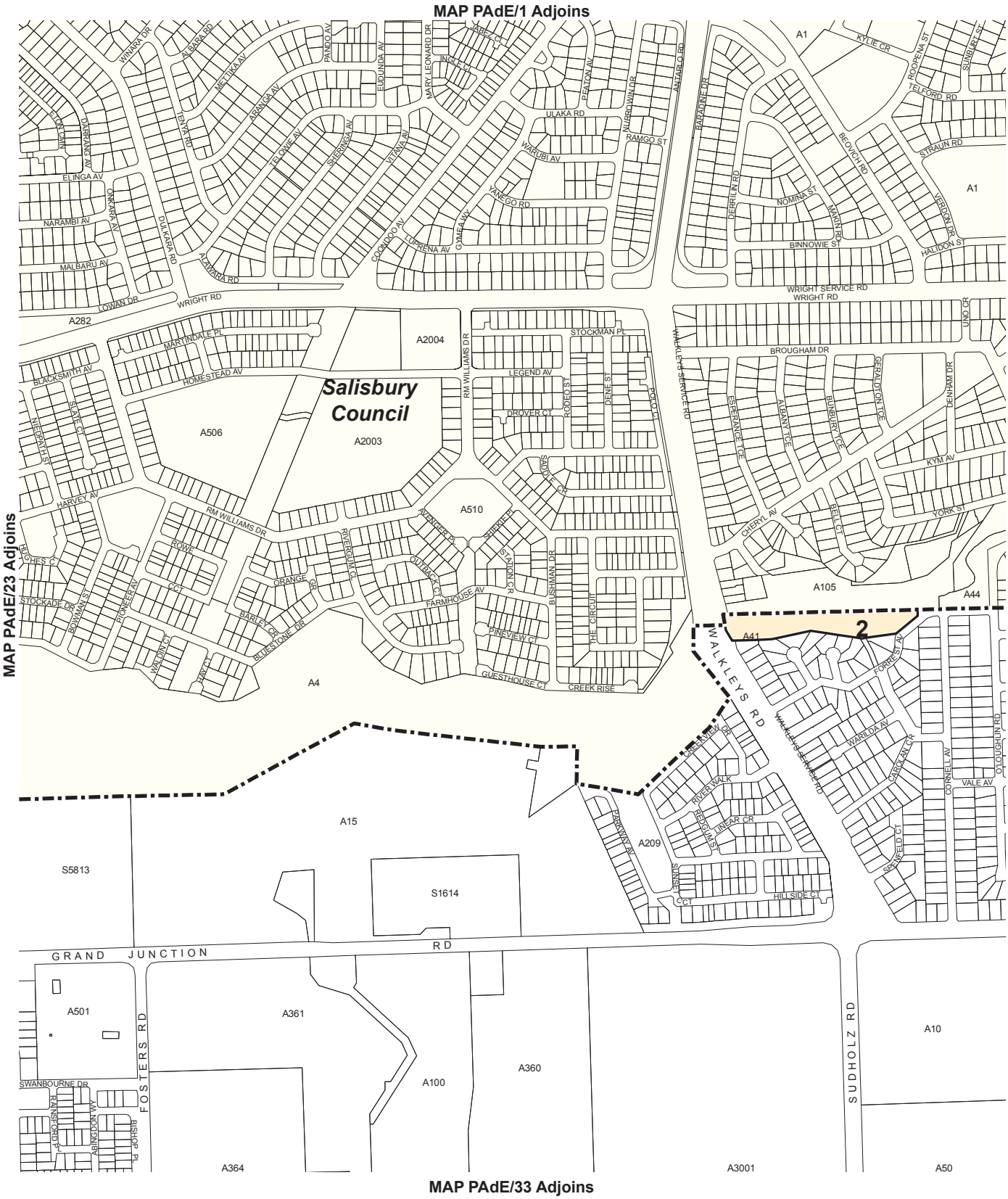
0 500 m

Policy Area Map PAdE/24

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

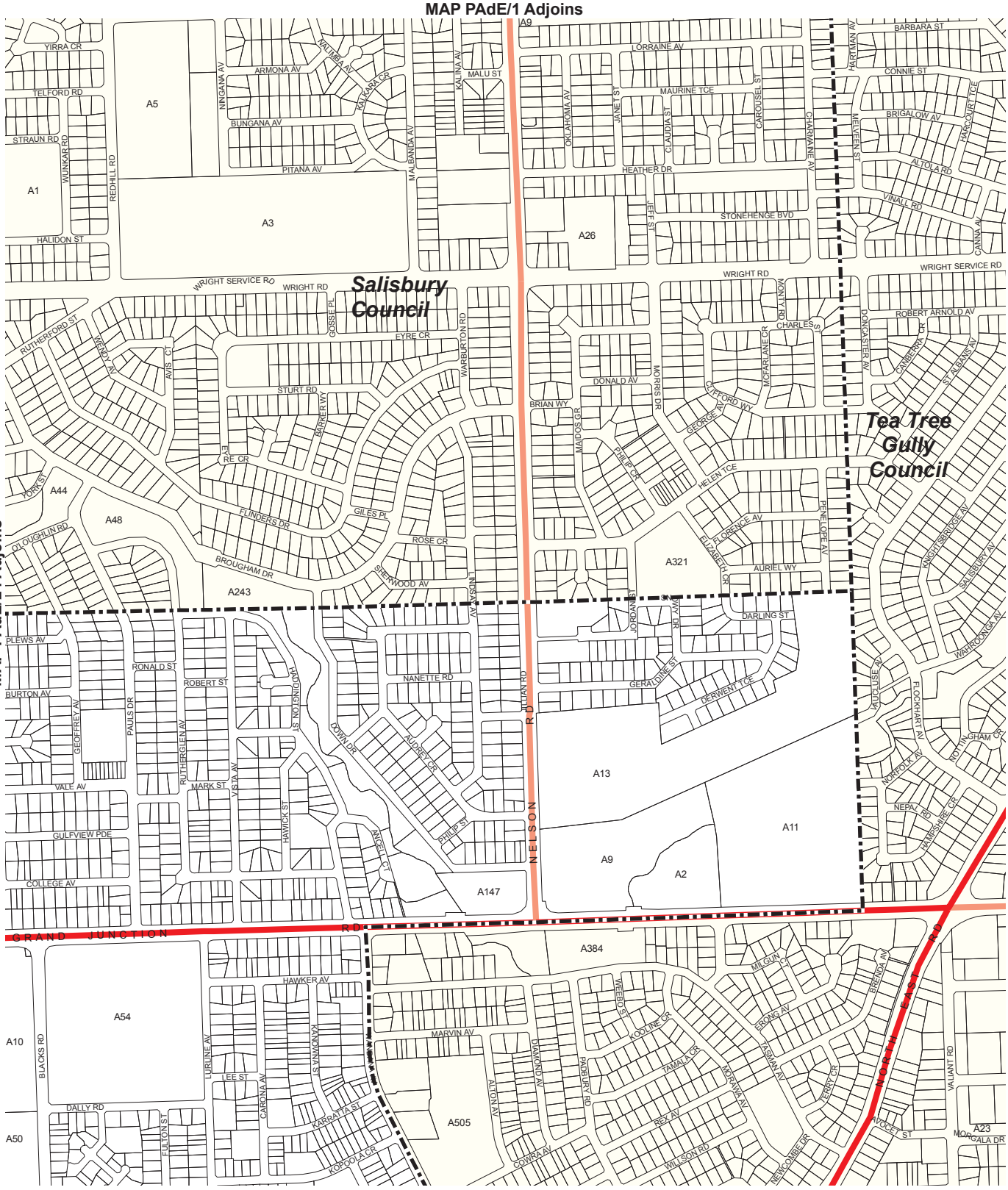


Precinct Map PAdE/24

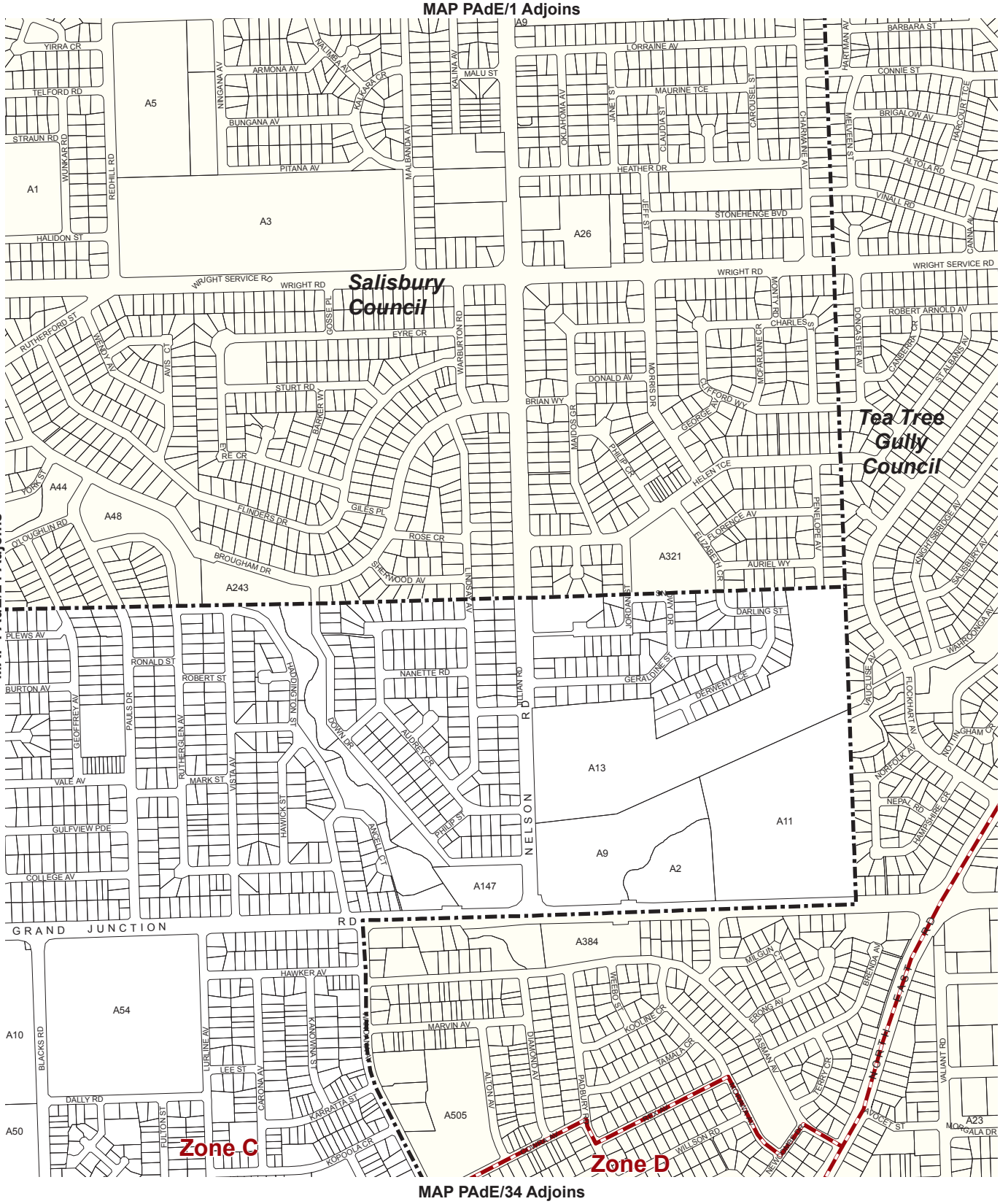
Location Map PAdE/25

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins


Salisbury Council
Tea Tree Gully Council
A1
A3
A5
A9
A10
A11
A13
A2
A26
A44
A48
A50
A54
A147
A243
A321
A384
A505
A23
NELSON RD
GRAND JUNCTION RD
NORTH EAST RD
WRIGHT SERVICE RD
WRIGHT RD
STURT RD
FLINDERS DR
BROUGHAM DR
ROSE CR
GILES PL
DONALD AV
BRIAN WY
DARLING ST
AURIEL WY
NANETTE RD
DOWN DR
HAWKER AV
MARVIN AV
STONEHENGE BVD
HEATHER DR
MAURINE TCE
LORRAINE AV
CONNIE ST
BARBARA ST
BRIGALOW AV
ALTOLA RD
VINALL RD
CANNA AV
WARBURTON RD
MALBANDA AV
MALU ST
ARMONA AV
BUNGANA AV
PITANA AV
NINGANA AV
KALKARA CR
KALINA AV
REDHILL RD
WUNKAR RD
STRAUN RD
HALIDON ST
YIRRA CR
TELFORD RD
RUTHERFORD ST
YORK ST
OLOUGHLIN RD
PLEWS AV
BURTON AV
VALE AV
GULFVIEW PDE
COLLEGE AV
RONALD ST
ROBERT ST
MARK ST
GEOFFREY AV
PAULS DR
RUTHERGLEN AV
VISTA AV
HADDINGTON ST
HAWICK ST
AUDREY CR
PHILIP ST
ANGELL CT
JORDAN ST
GERALDINE ST
DERWENT TCE
FLORENCE AV
ELIZABETH CR
PENELOPE AV
HELEN TCE
CLIFFORD WY
GEORGE AV
MORRIS DR
MAIDOS GR
PHILIP CR
MONTY RD
CHARLES ST
MCFARLANE CR
ROBERT ARNOLD AV
DONCASTER AV
CANBERRA CR
ST ALBANS AV
KNIGHTSBRIDGE AV
SALISBURY AV
WARRIOR CA AV
FLOCKHART AV
NORFOLK AV
NOTTINGHAM CR
HAMPSHIRE CR
NEPEAN RD
PAUCLUSE AV
MILGUN CT
BRENDA AV
WEEBO ST
FOOTLINE CR
STRONG AV
TASMAN AV
TAMALA CR
MORAWA AV
PADBURY RD
ALTON AV
DIAMOND AV
REA AV
WILSON RD
COOMBA AV
MENCOMBE DR
FERRY CR
MIDDLE ST
VALIANT RD
MORGALA DR
BLACKS RD
LURLINE AV
LEE ST
CARONA AV
KARRATTA ST
KOPOOLA CR
FULTON ST
DALLY RD
KAYONMA ST
MAUNGA AV
MAUNGA CT
MAUNGA ST
MAUNGA CR
MAUNGA DR
MAUNGA RD
MAUNGA WAY
MAUNGA AV
MAUNGA PL
MAUNGA TCE
MAUNGA CL
MAUNGA GR
MAUNGA WY
MAUNGA CT

MAP PAdE/1 Adjoins



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level

N

0 500 m

Overlay Map PAdE/25

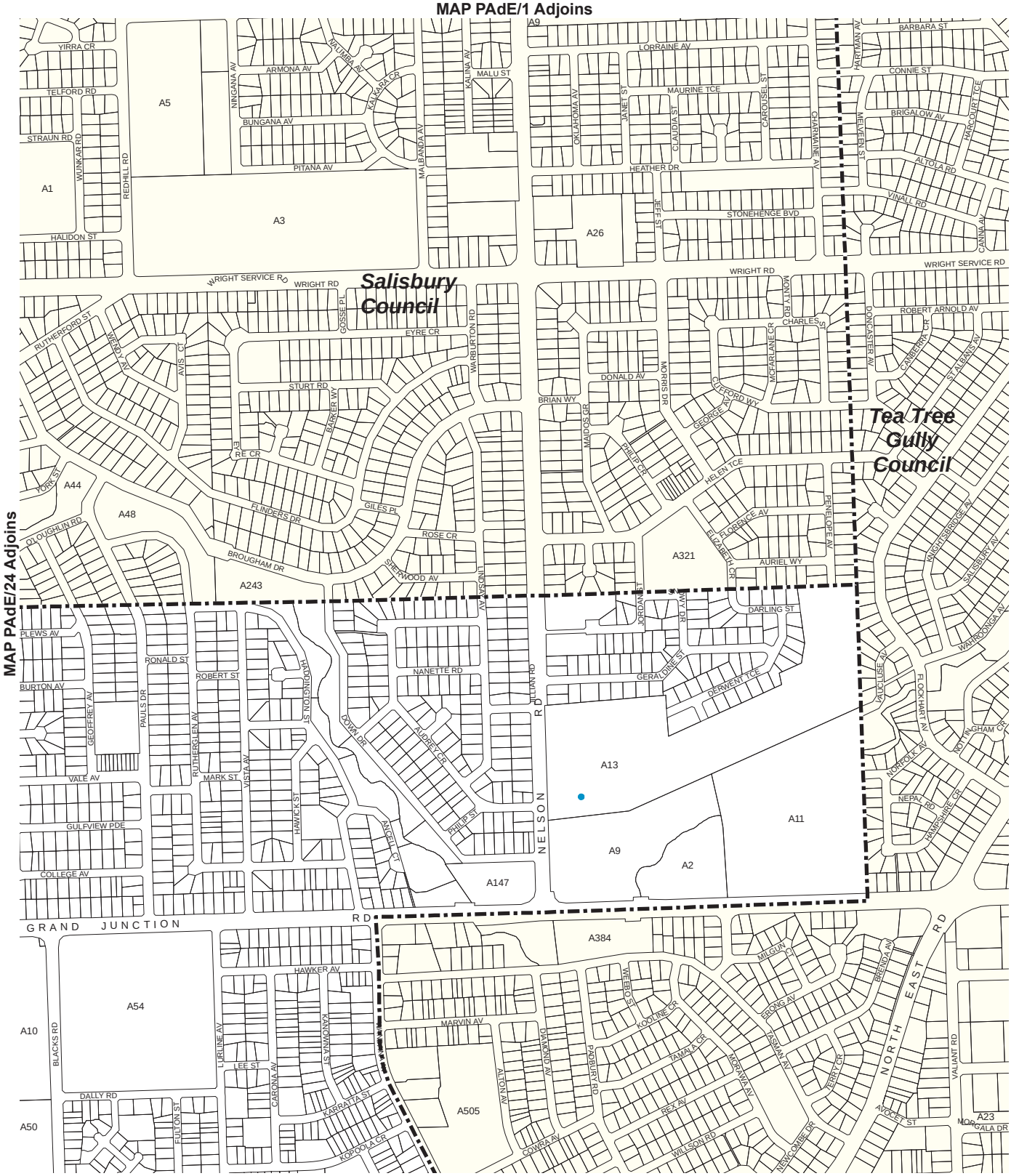
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary

MAP PAdE/1 Adjoins



MAP PAdE/24 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/34 Adjoins

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

N

0 500 m

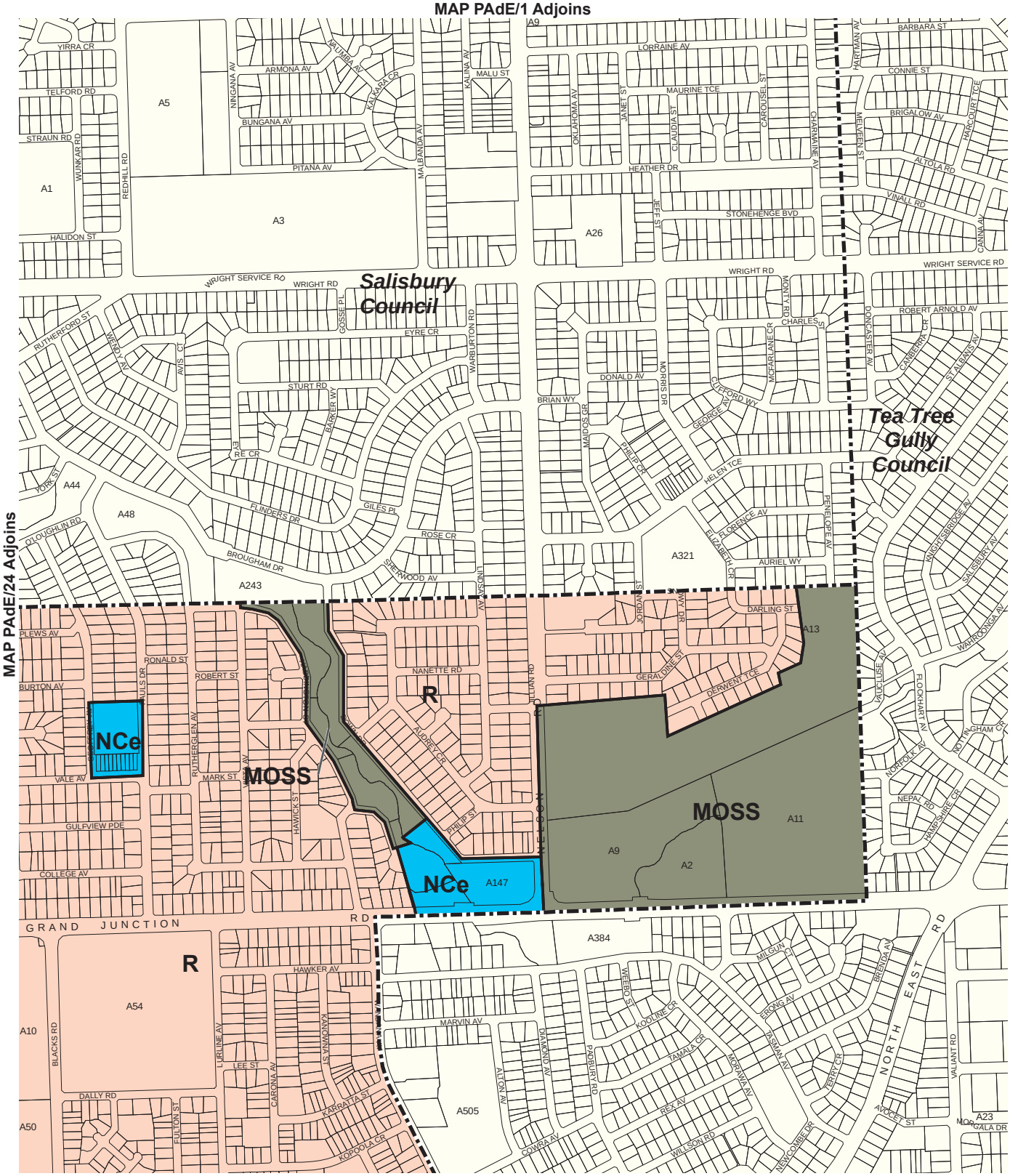
Overlay Map PAdE/25

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

- Local heritage place
- Development Plan Boundary

MAP PAdE/1 Adjoins



Lamberts Conformal Conic Projection, GDA94

N

0 500 m

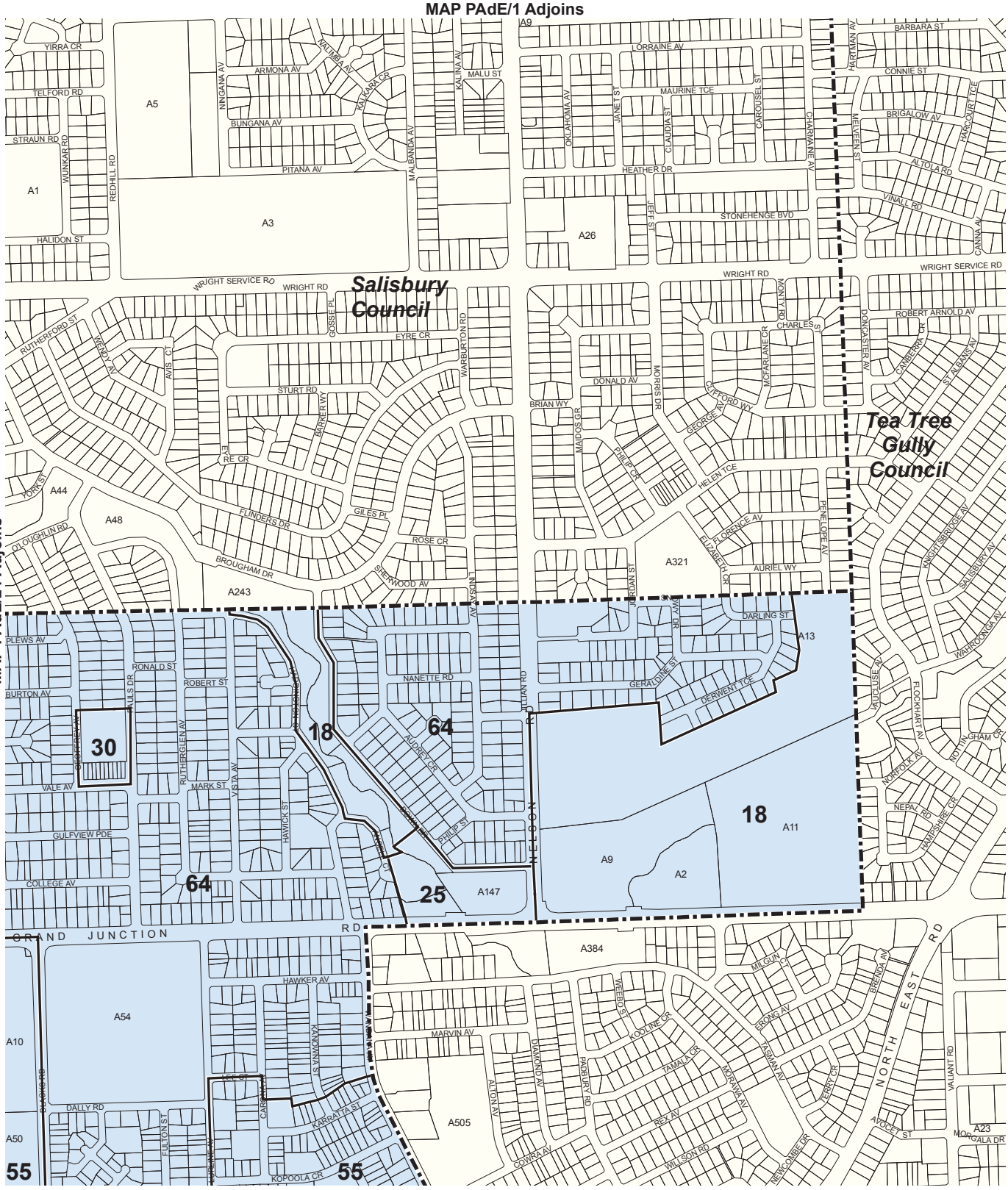
Zones

- MOSS — Metropolitan Open Space System
- NCe — Neighbourhood Centre
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/25

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/24 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/34 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation
25 Grand Junction Road
30 Pauls Drive
55 Comprehensive Development
64 Residential East

N

0 500 m

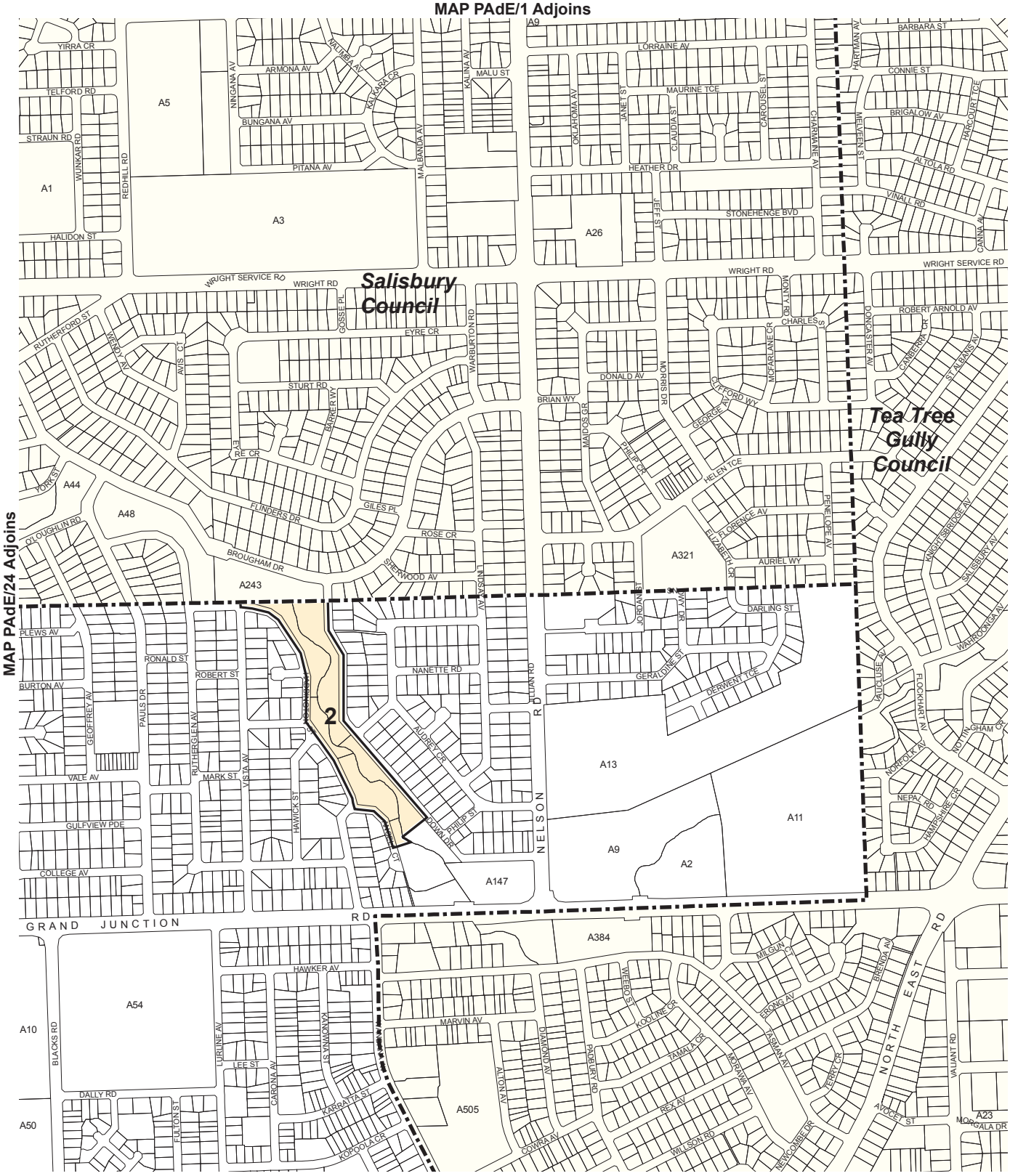
Policy Area Map PAdE/25

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/1 Adjoins



MAP PAdE/24 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/34 Adjoins

Lamberts Conformal Conic Projection, GDA94

Precinct

2 Dry Creek Linear Park

N

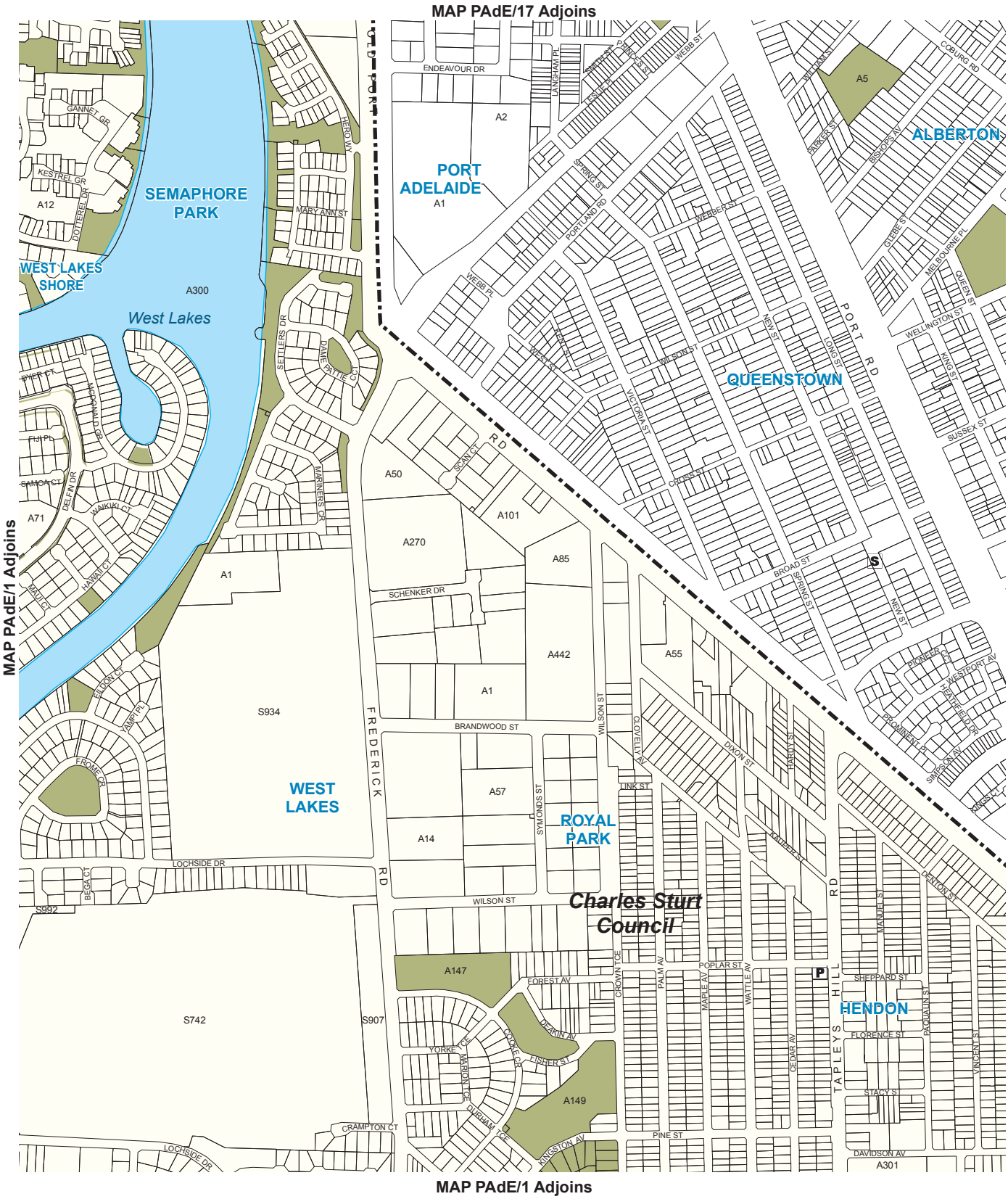
0 500 m

Precinct Map PAdE/25

Precinct Boundary

Development Plan Boundary

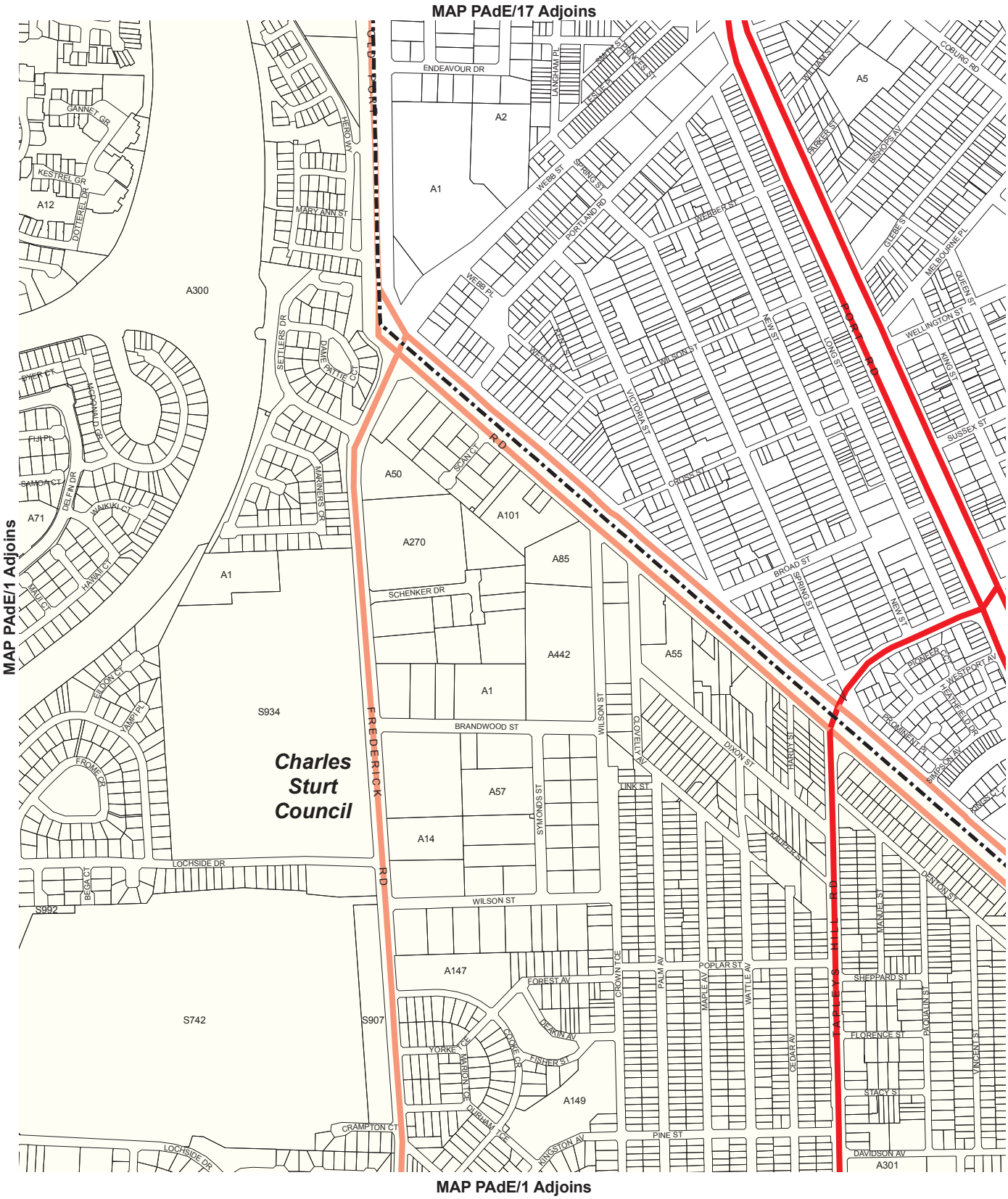
PORT ADELAIDE ENFIELD COUNCIL



Location Map PAdE/26

S School
P Post Office
Local Reserves
Waterbodies
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/26

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

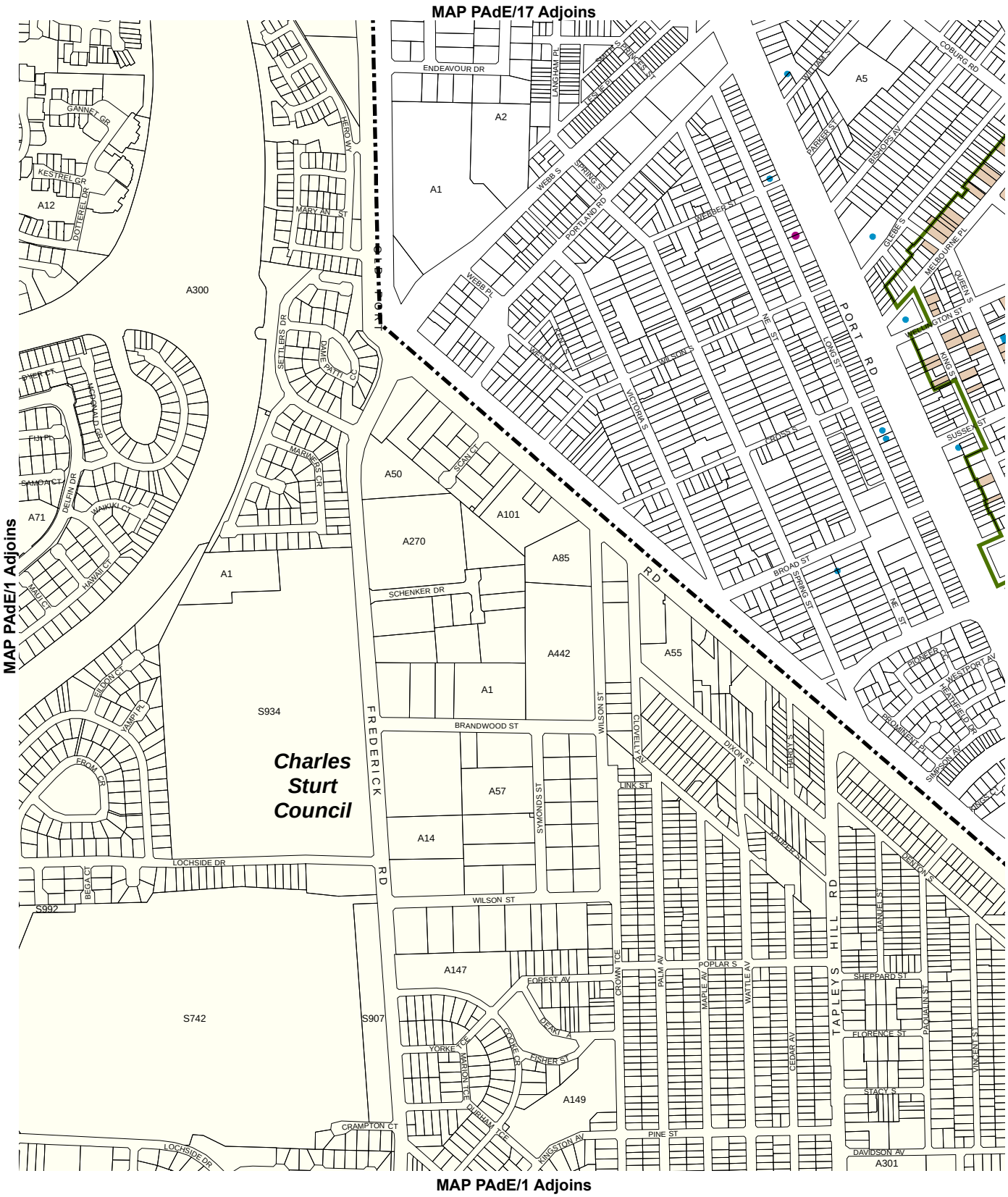
Overlay Map PAdE/26

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



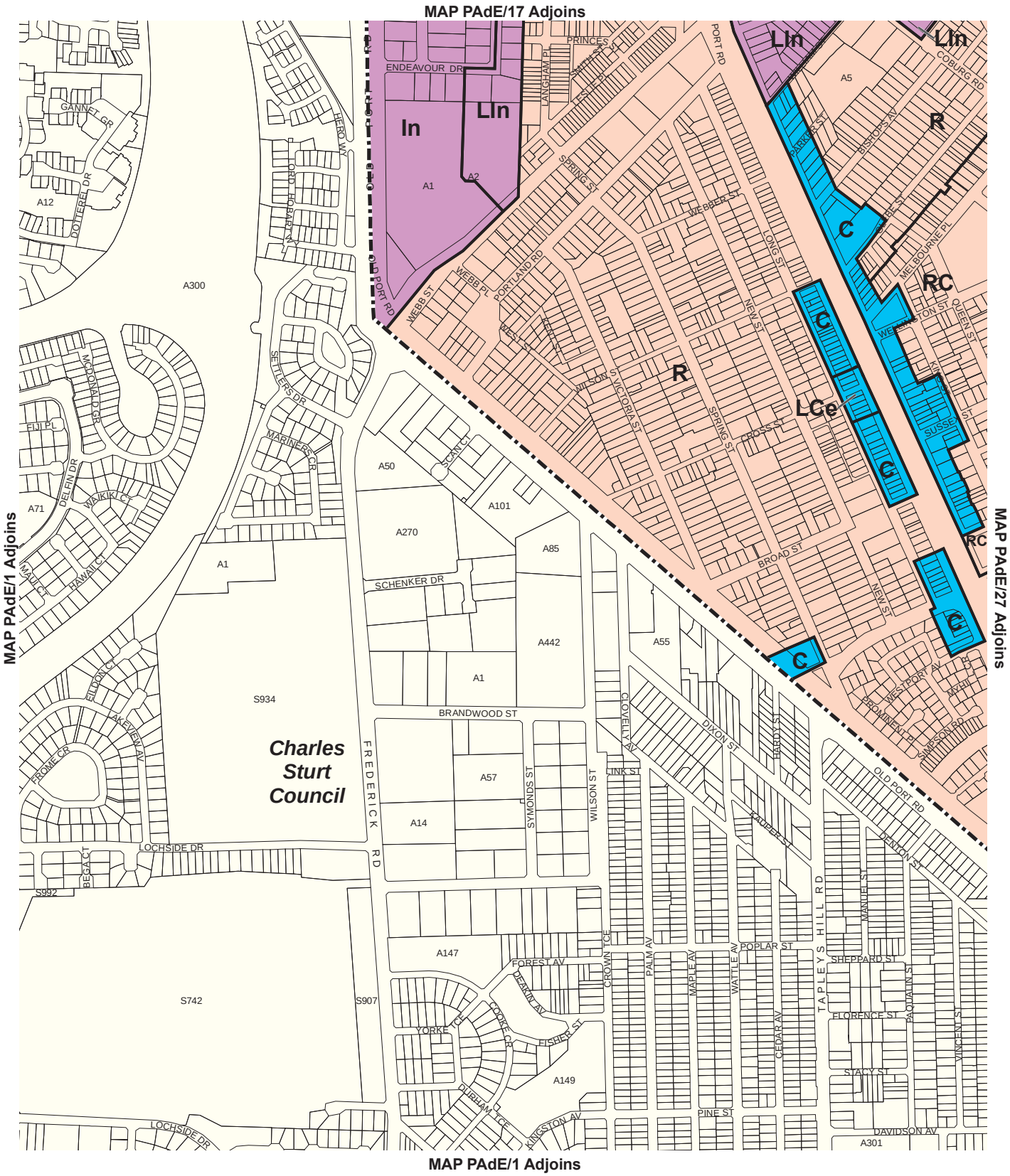
Heritage points are indicative only.
For further information on State and Local Heritage Places and Contributory Items please refer to the relevant tables within this document.

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

Overlay Map PAdE/26

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

N

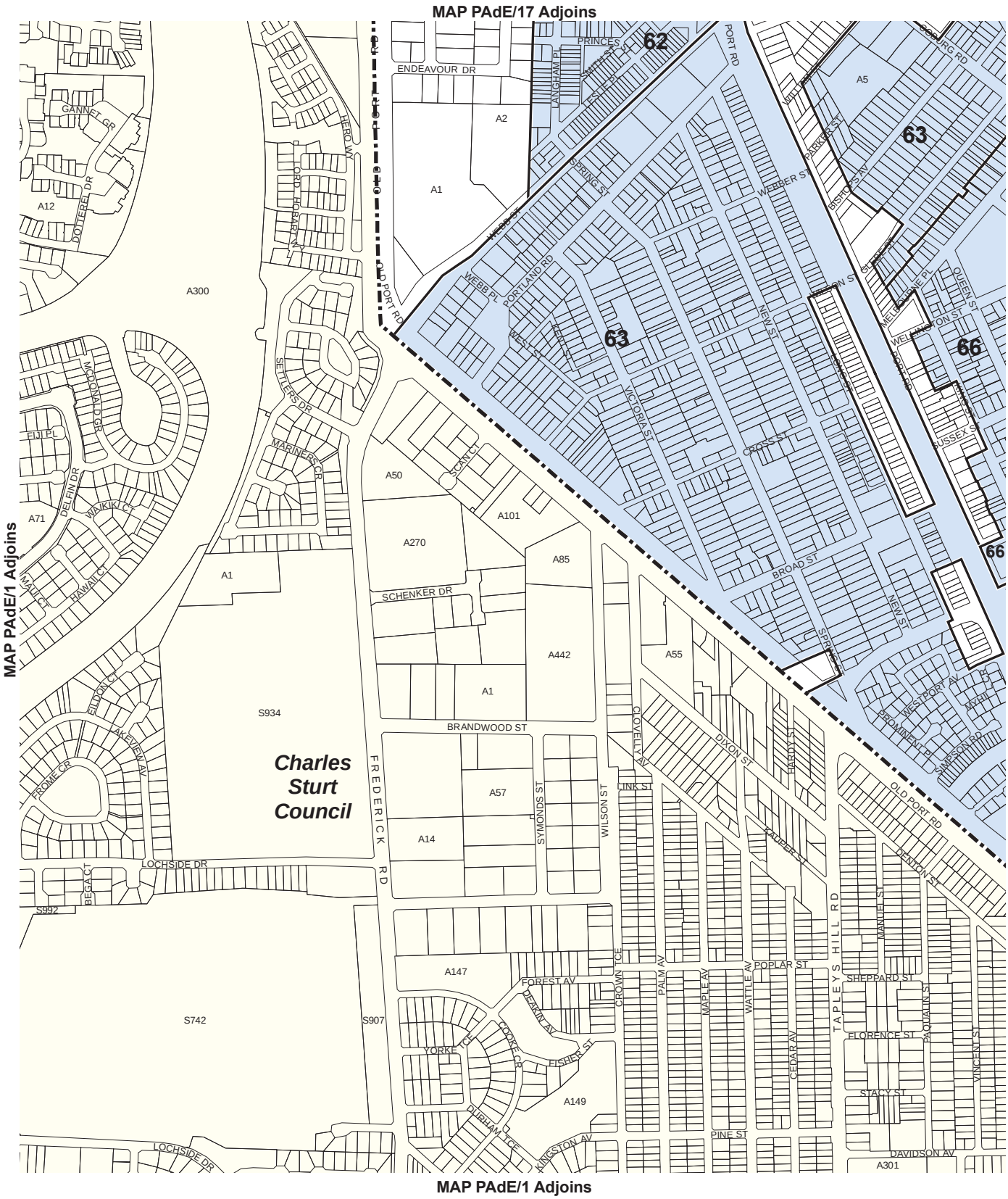
0 500 m

Zones

C	Commercial
In	Industry
LIn	Light Industry
LCe	Local Centre
R	Residential
RC	Residential Character
	Zone Boundary
	Development Plan Boundary

Zone Map PAdE/26

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

62 Portland
63 Queenstown, Alberton, Rosewater
66 Alberton/Rosewater

N

0 500 m

Policy Area Map PAdE/26

Policy Area Boundary

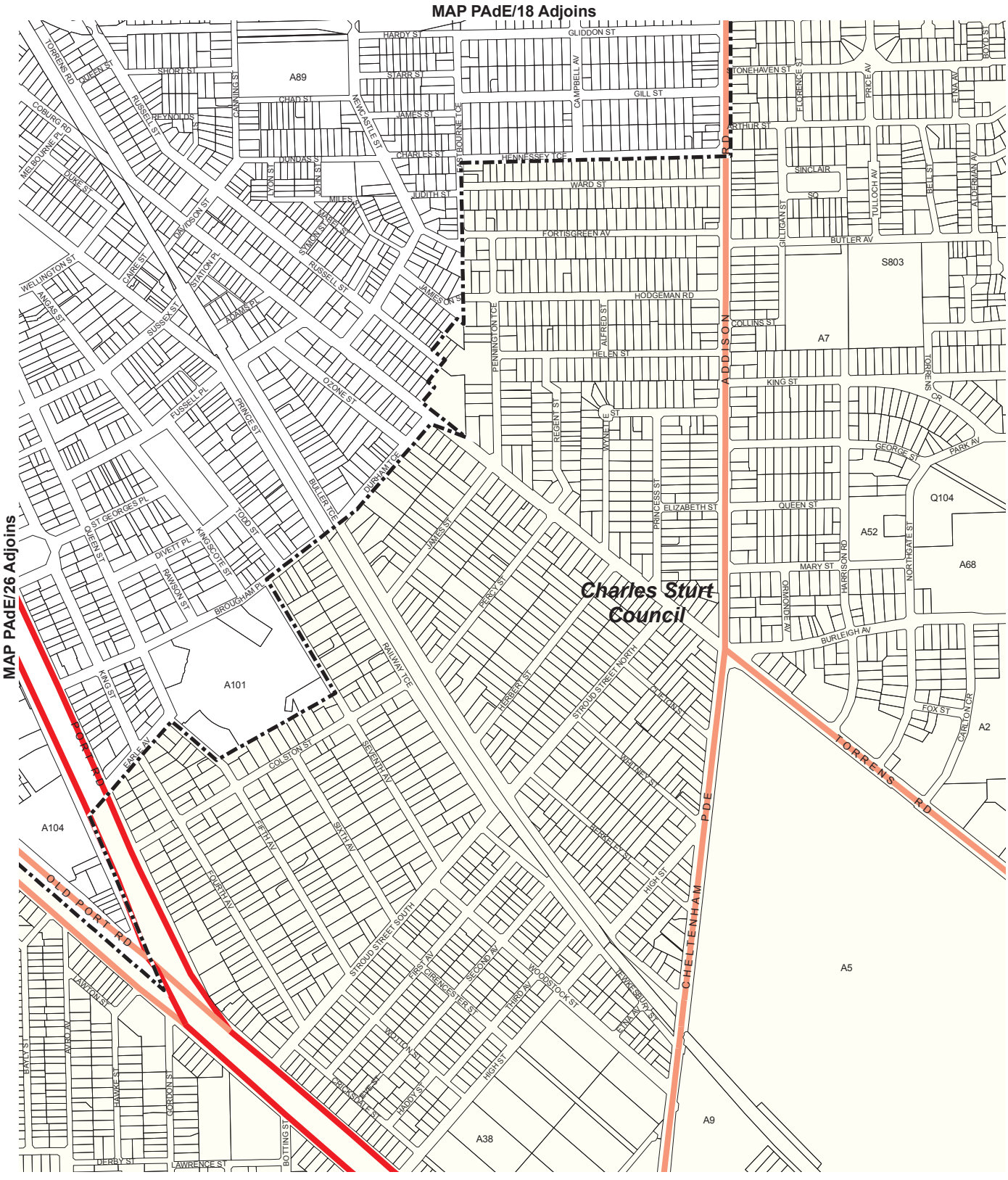
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

S School
P Post Office
H Other Health Services
Railways
Local Reserves
Development Plan Boundary

Location Map PAdE/27

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/27

TRANSPORT

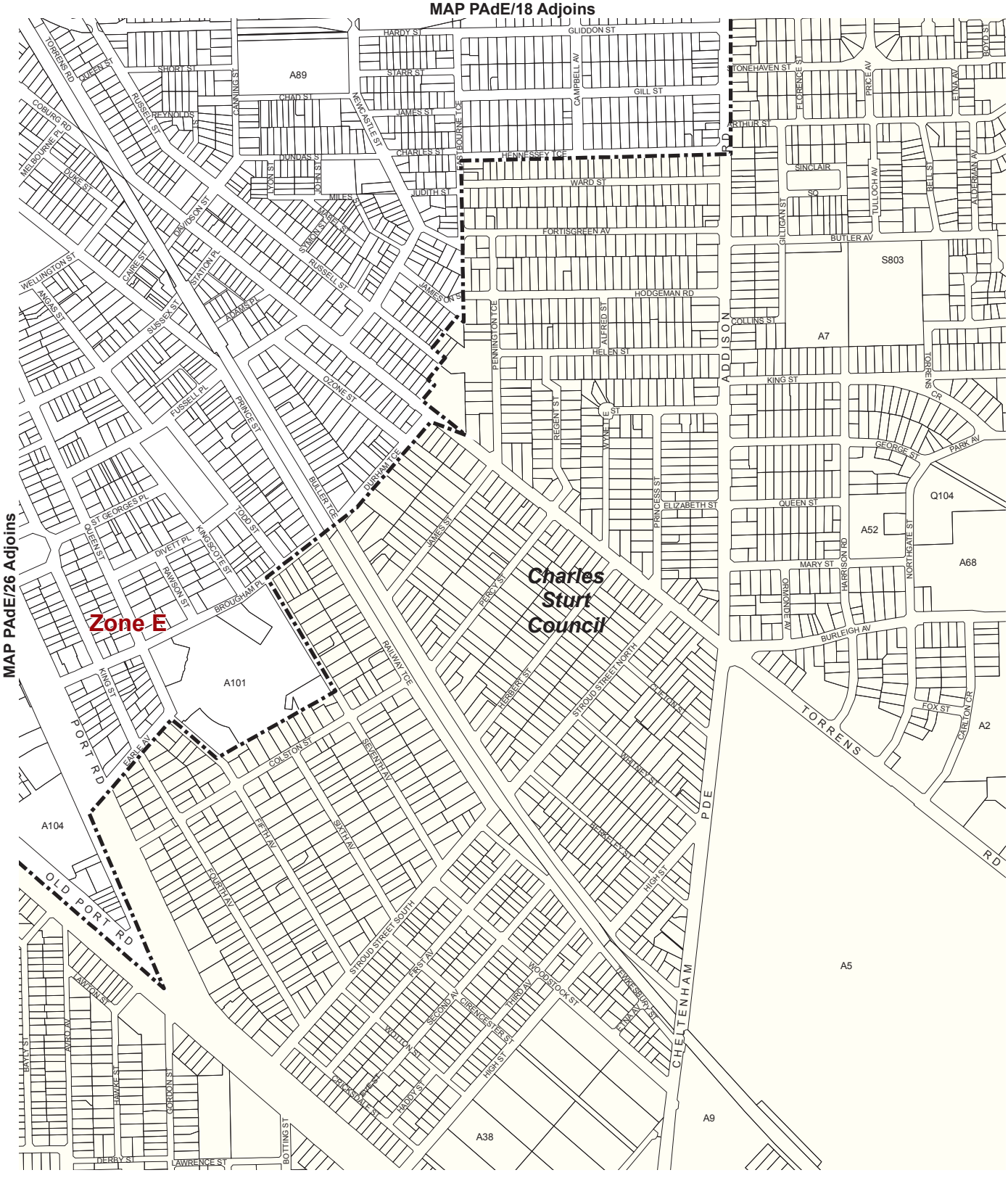
Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/18 Adjoins



MAP PAdE/26 Adjoins

MAP PAdE/28 Adjoins

MAP PAdE/1 Adjoins

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

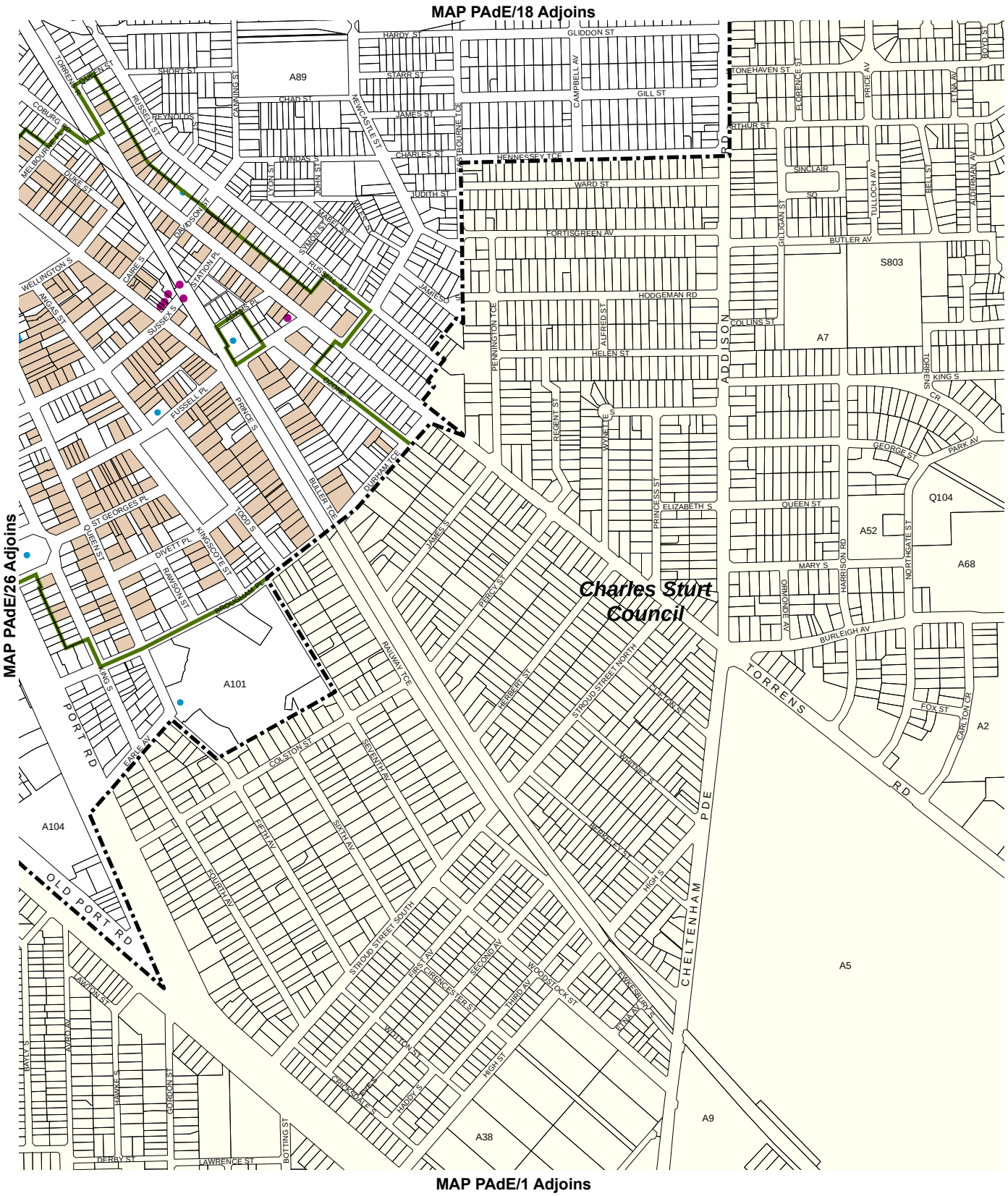
Overlay Map PAdE/27

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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

N

0 500m

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

Overlay Map PAdE/27

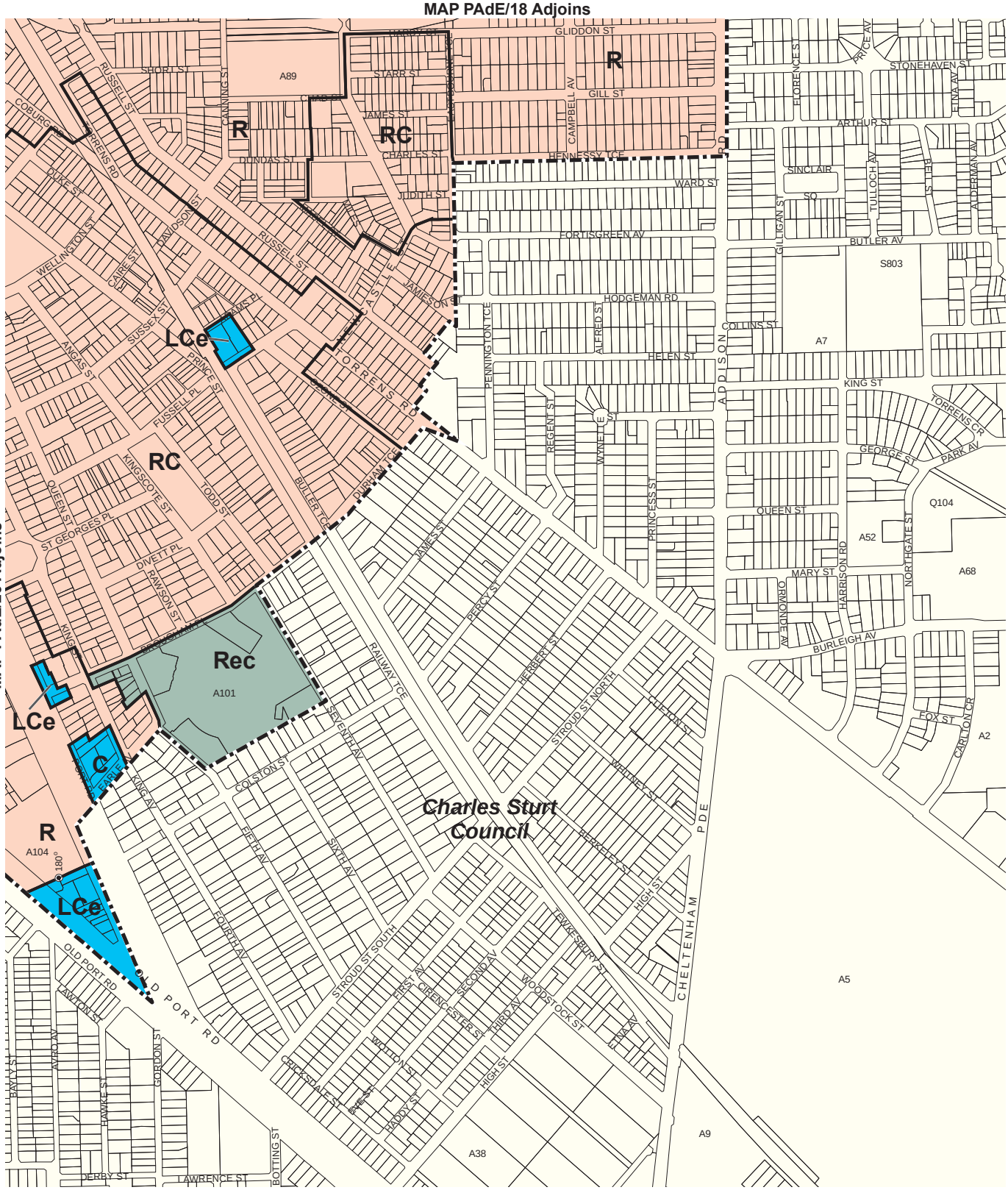
HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/18 Adjoins

MAP PAdE/26 Adjoins

MAP PAdE/28 Adjoins



MAP PAdE/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500m

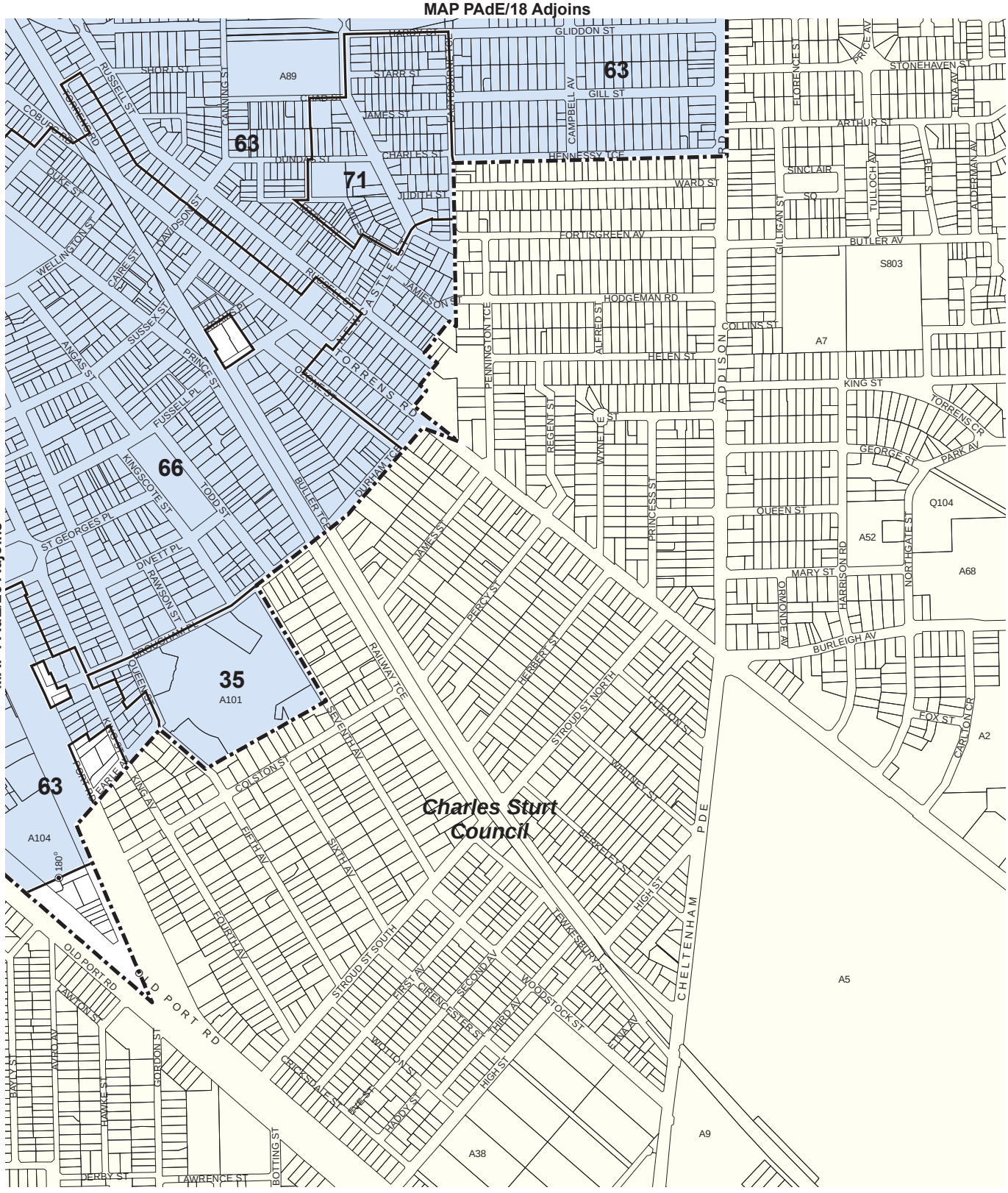
Zones

- C Commercial
- LCe Local Centre
- Rec Recreation
- R Residential
- RC Residential Character
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/27

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/18 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

35 Alberton Oval
63 Queenstown, Alberton, Rosewater
66 Alberton/Rosewater
71 Rosewater

N

0 500m

Policy Area Map PAdE/27

Policy Area Boundary

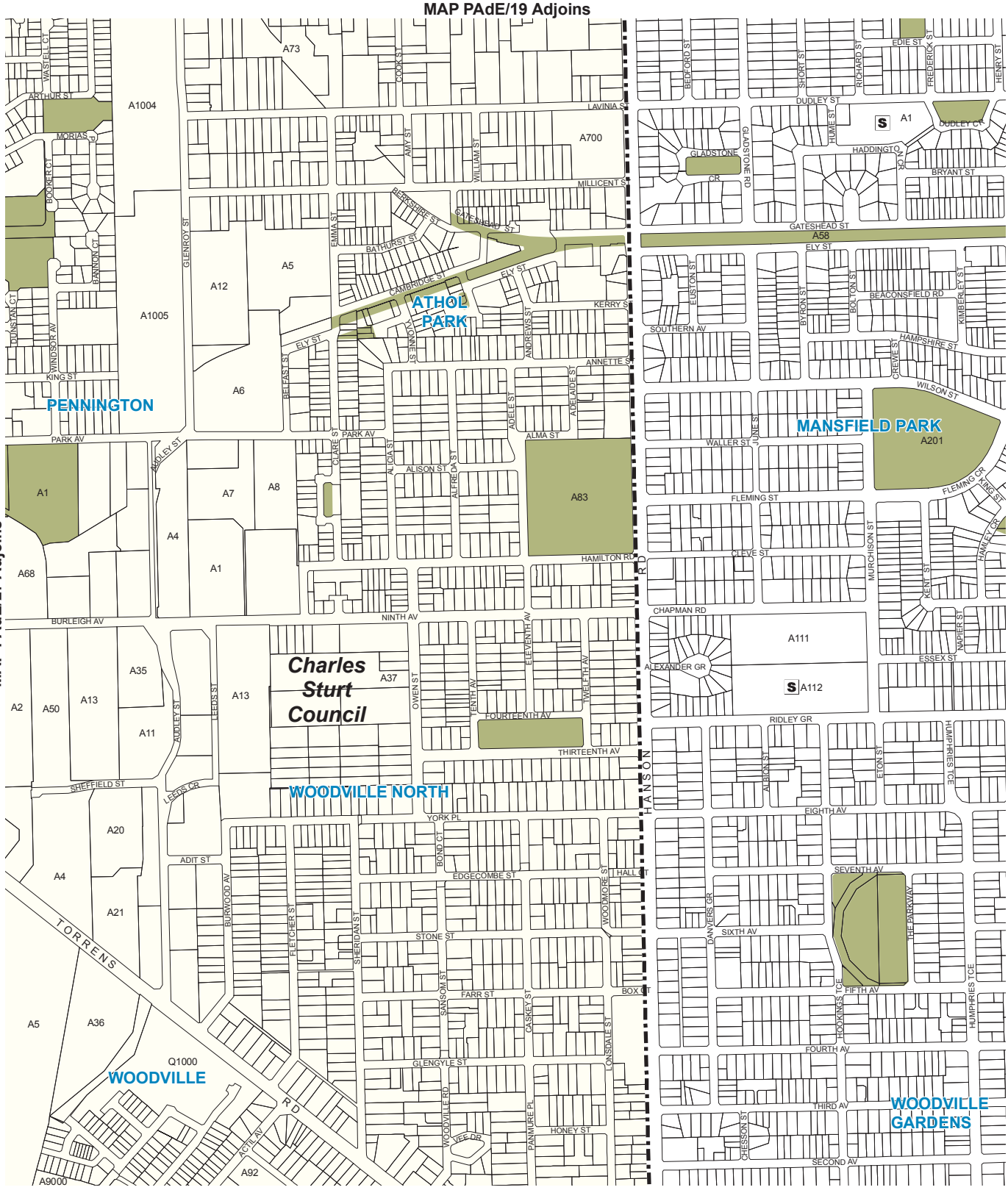
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/19 Adjoins

MAP PAdE/27 Adjoins

MAP PAdE/29 Adjoins



MAP PAdE/1 Adjoins

MAP PAdE/35 Adjoins

N

0 500 m

Location Map PAdE/28

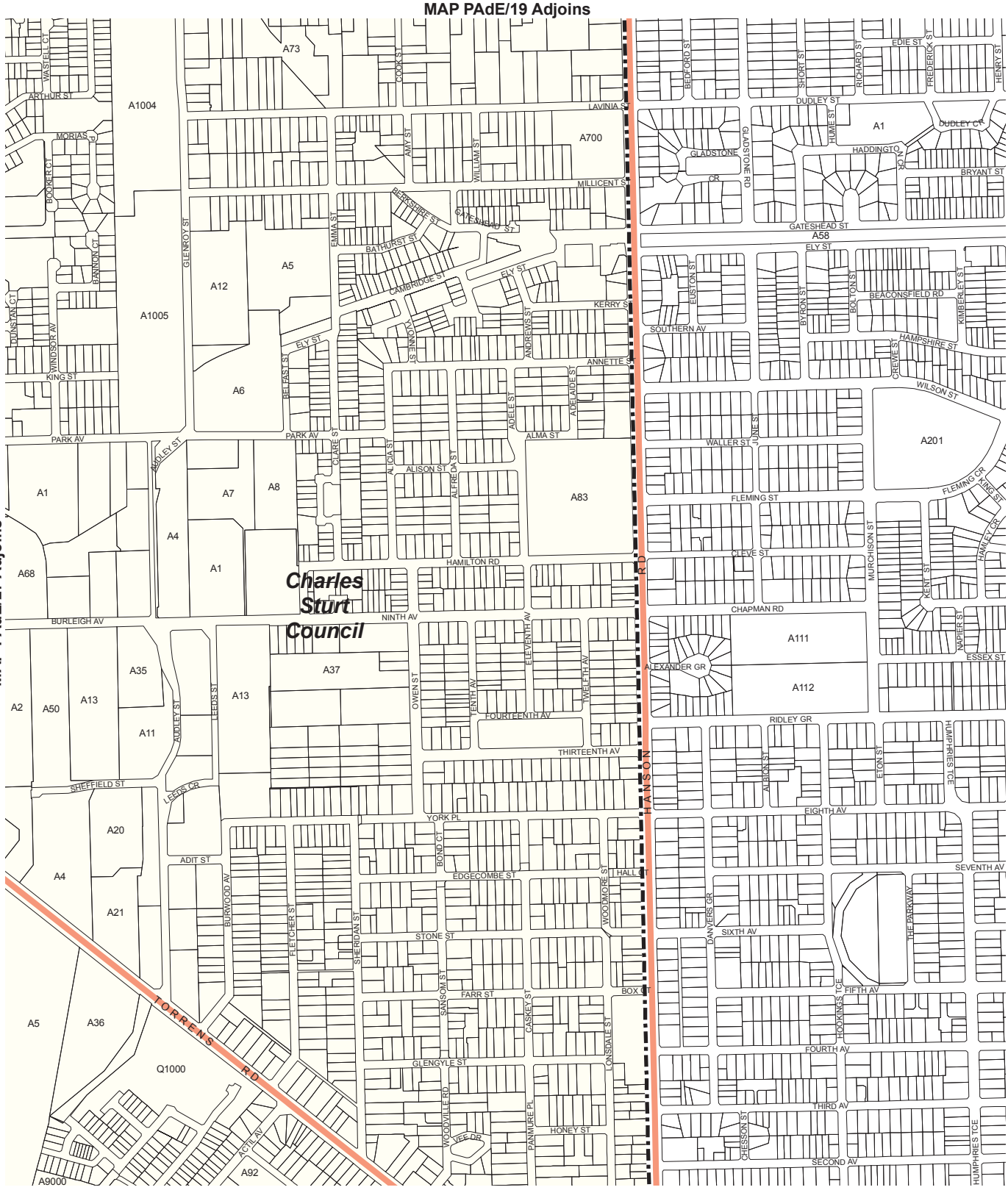
School

Local Reserves

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/19 Adjoins



MAP PAdE/27 Adjoins

MAP PAdE/29 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/35 Adjoins

N

0 500 m

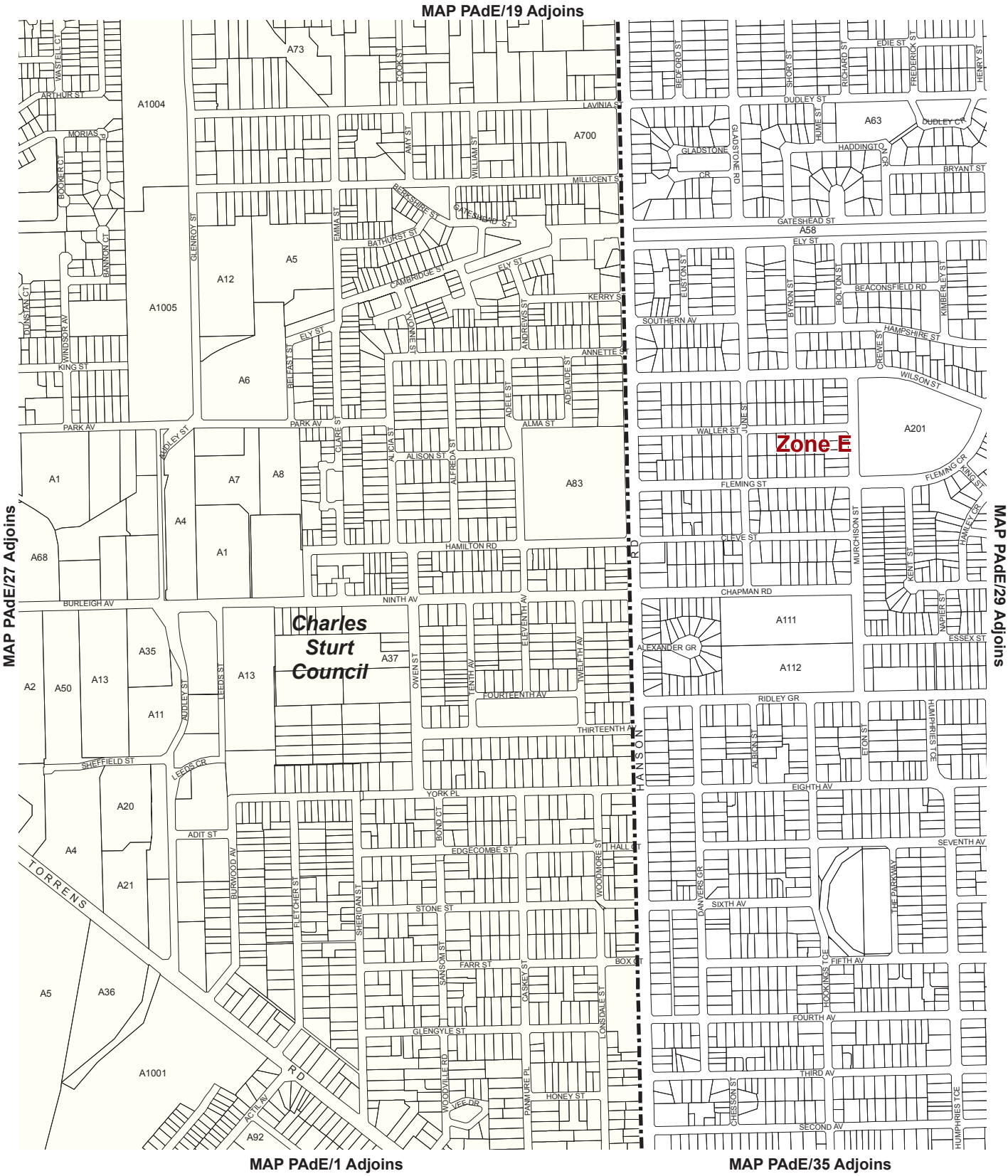
Overlay Map PAdE/28

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Secondary Arterial Roads

Development Plan Boundary



Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/28

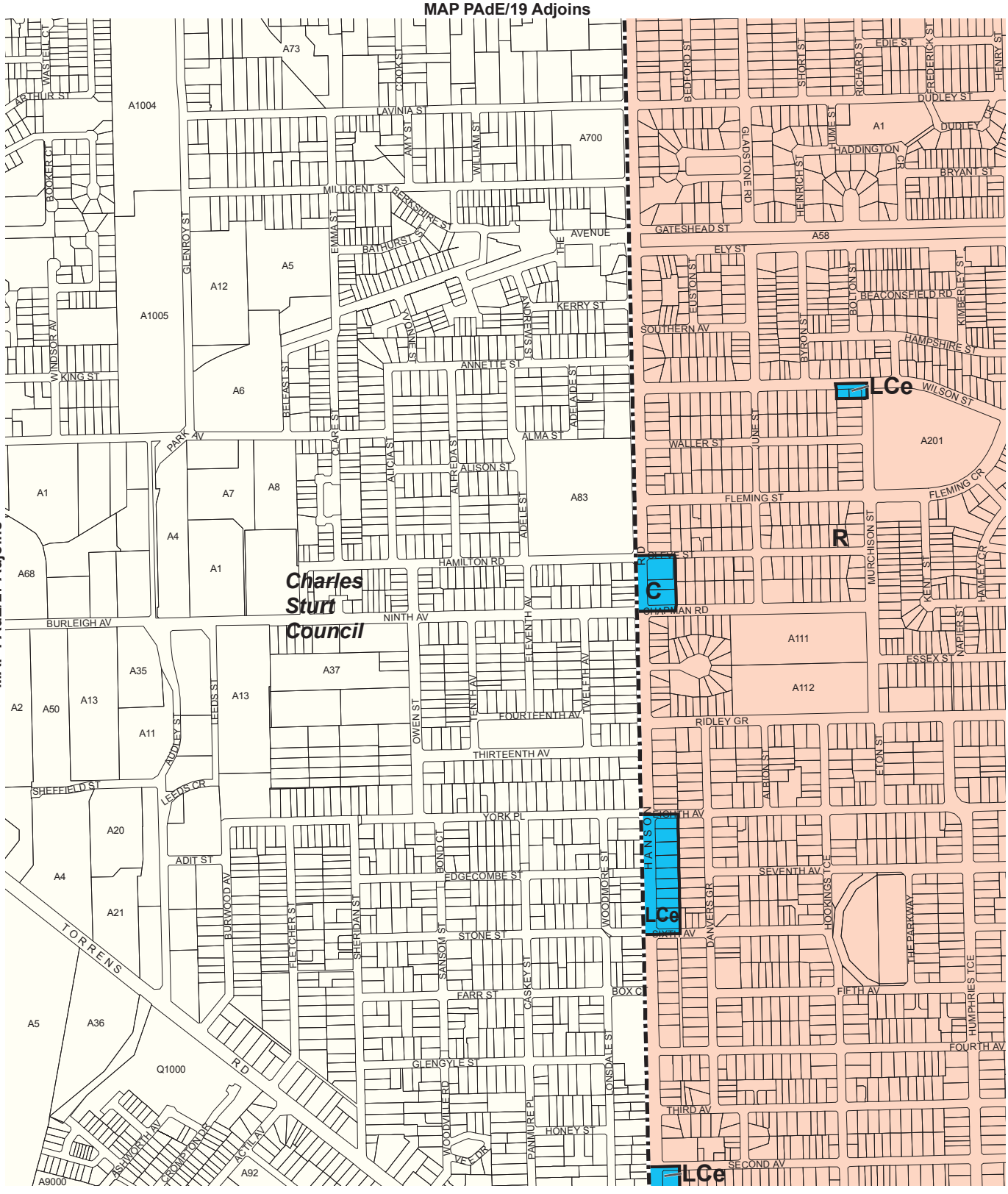
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary

MAP PAdE/19 Adjoins



MAP PAdE/27 Adjoins

MAP PAdE/29 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/35 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

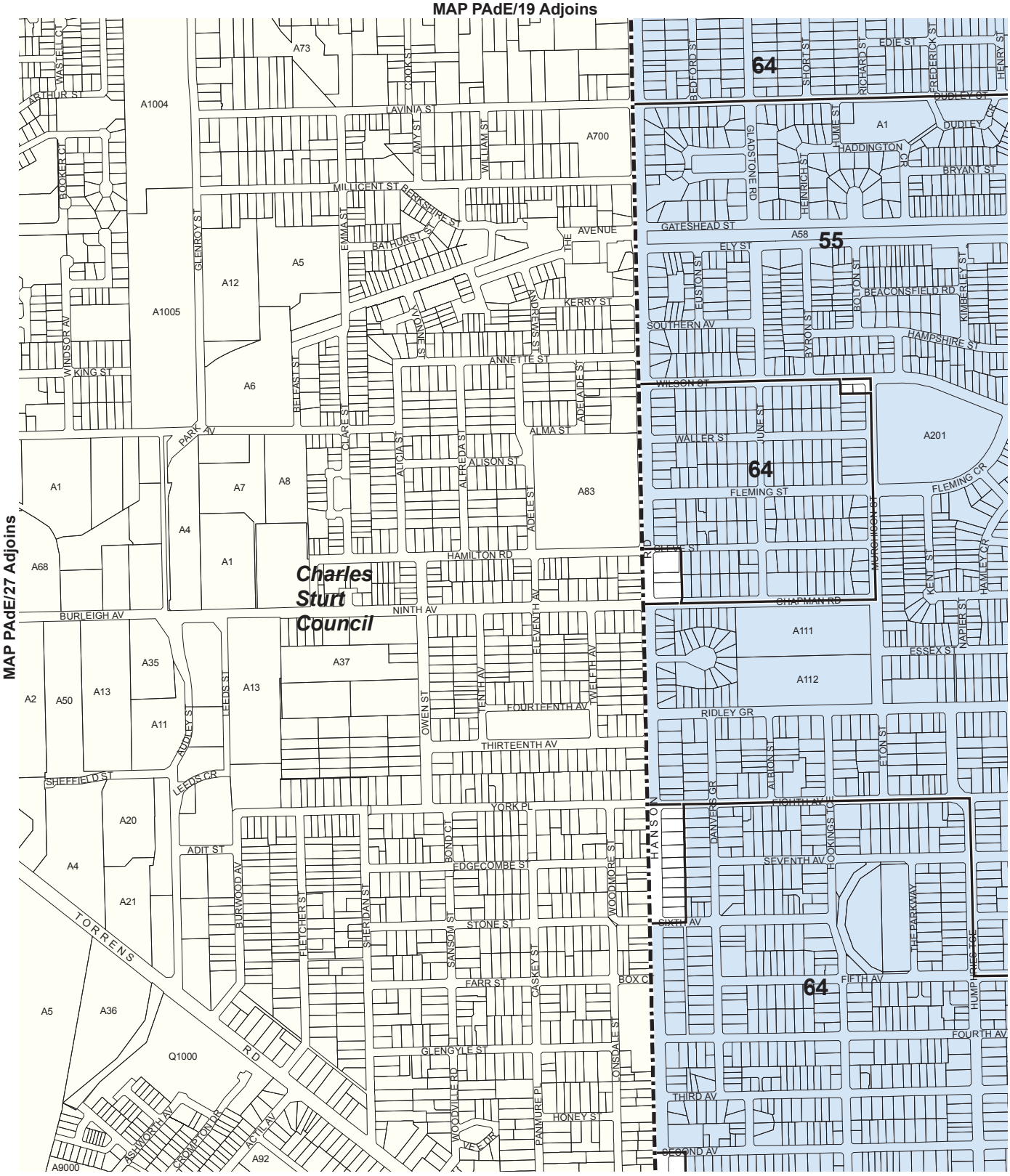
Zones

- C Commercial
- LCe Local Centre
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/28

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/19 Adjoins



MAP PAdE/27 Adjoins

MAP PAdE/29 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/35 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

55 Comprehensive Development

64 Residential East

N

0 500 m

Policy Area Map PAdE/28

Policy Area Boundary

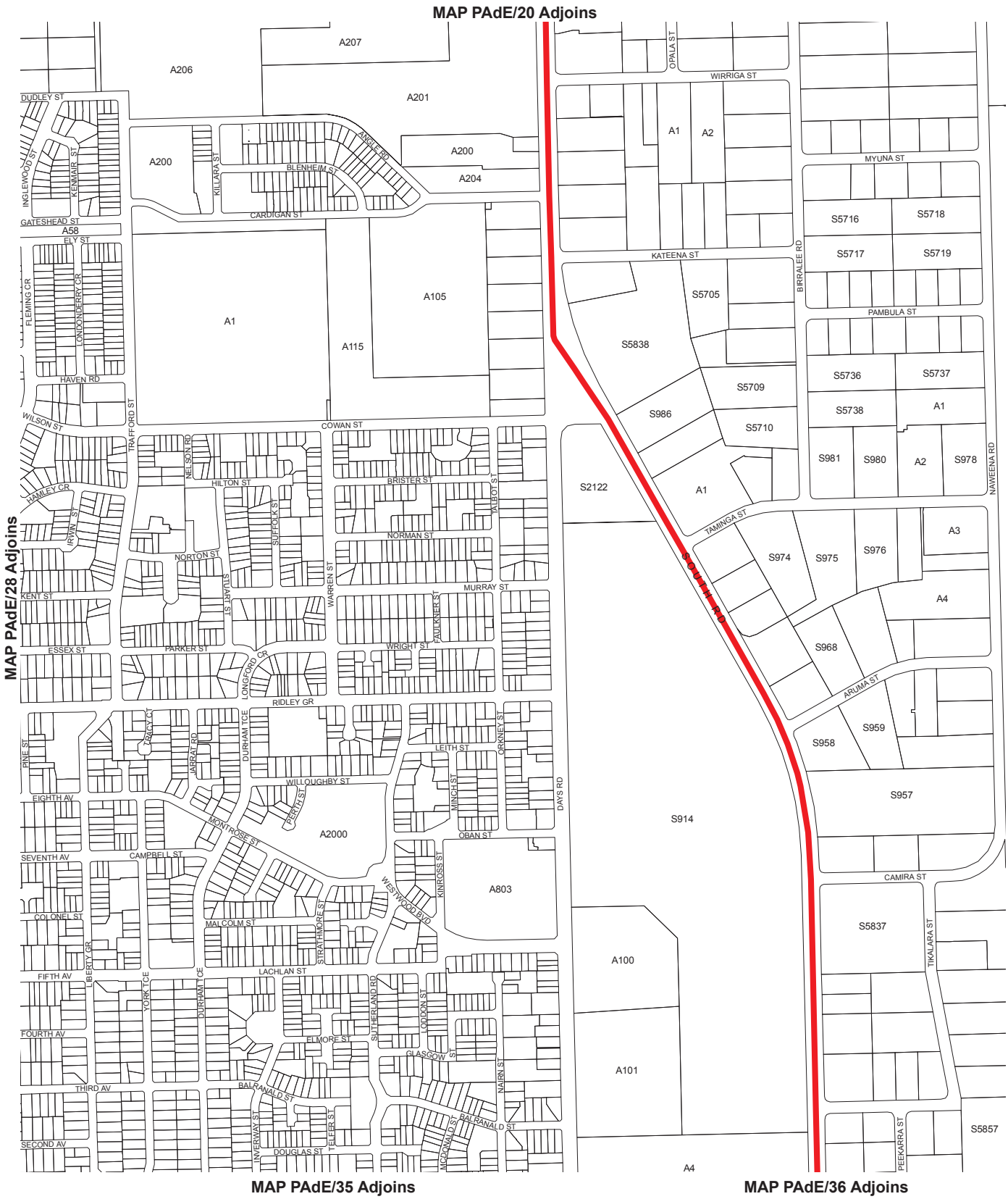
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Location Map PAdE/29

S School
L Public Library
P Post Office
H Other Health Services
Local Reserves

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/29

TRANSPORT

Primary Arterial Roads

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/29
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

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

N

0 500 m

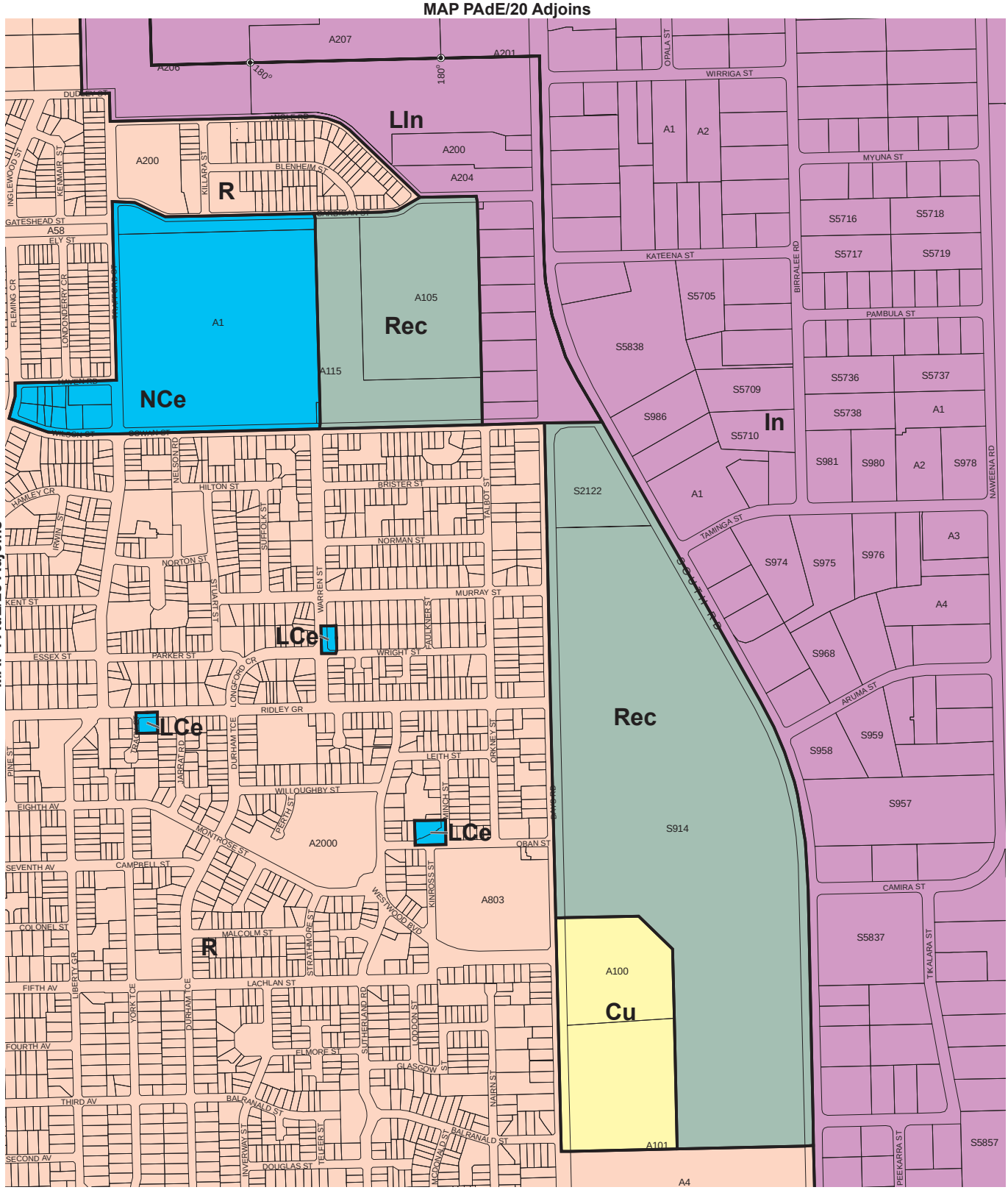
Overlay Map PAdE/29

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

● State heritage place

MAP PAdE/20 Adjoins



MAP PAdE/28 Adjoins

MAP PAdE/30 Adjoins

MAP PAdE/35 Adjoins

MAP PAdE/36 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

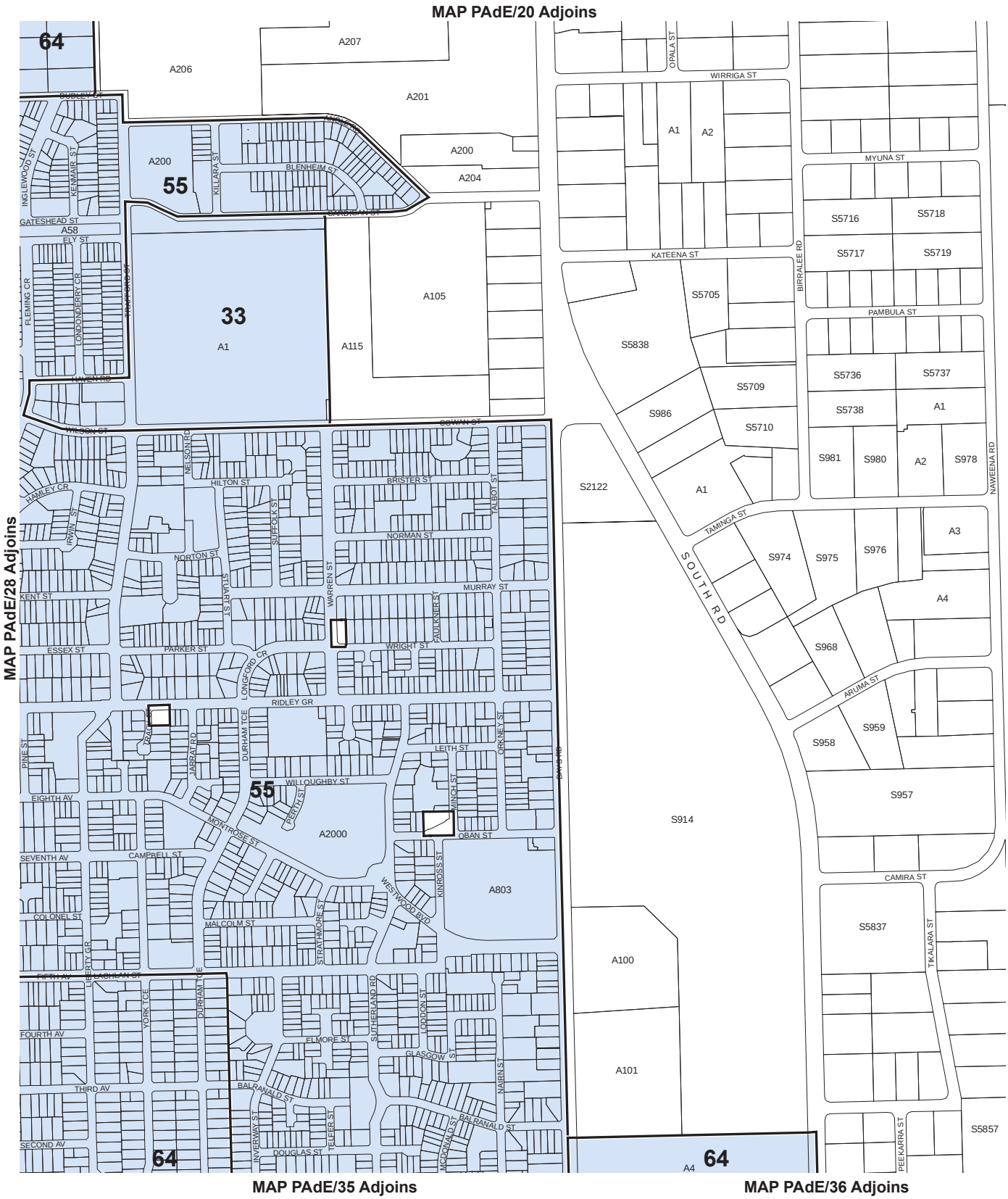
0 500 m

Zones

Cu	Community
In	Industry
LIn	Light Industry
LCe	Local Centre
NCe	Neighbourhood Centre
Rec	Recreation
R	Residential
	Zone Boundary

Zone Map PAdE/29

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

33 The Parks
55 Comprehensive Development
64 Residential East

N

0 500 m

Policy Area Map PAdE/29

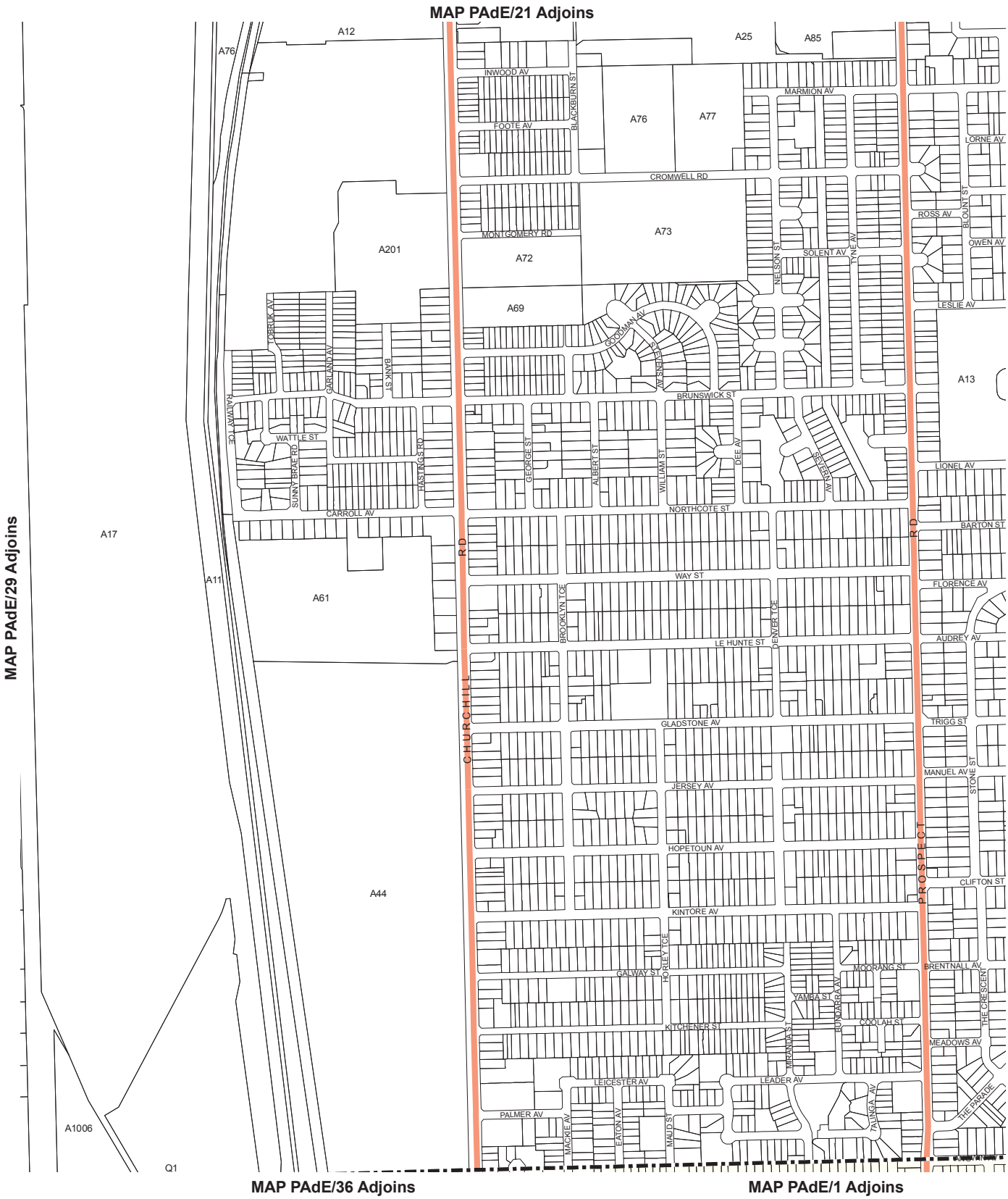
Policy Area Boundary

PORT ADELAIDE ENFIELD COUNCIL

Location Map PAdE/30

S School
P Post Office
Railways
Local Reserves
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



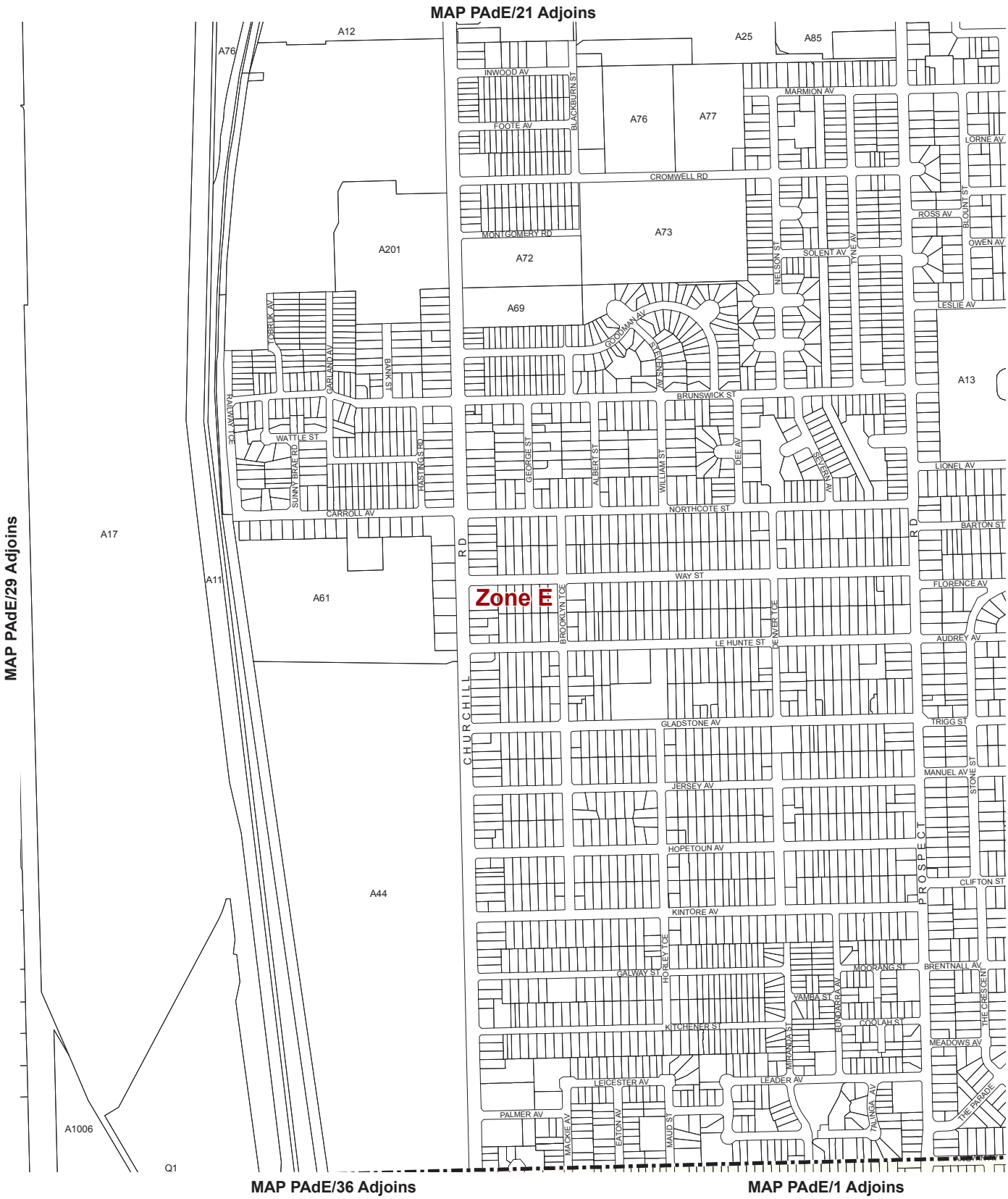
Overlay Map PAdE/30

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Secondary Arterial Roads

Development Plan Boundary



Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

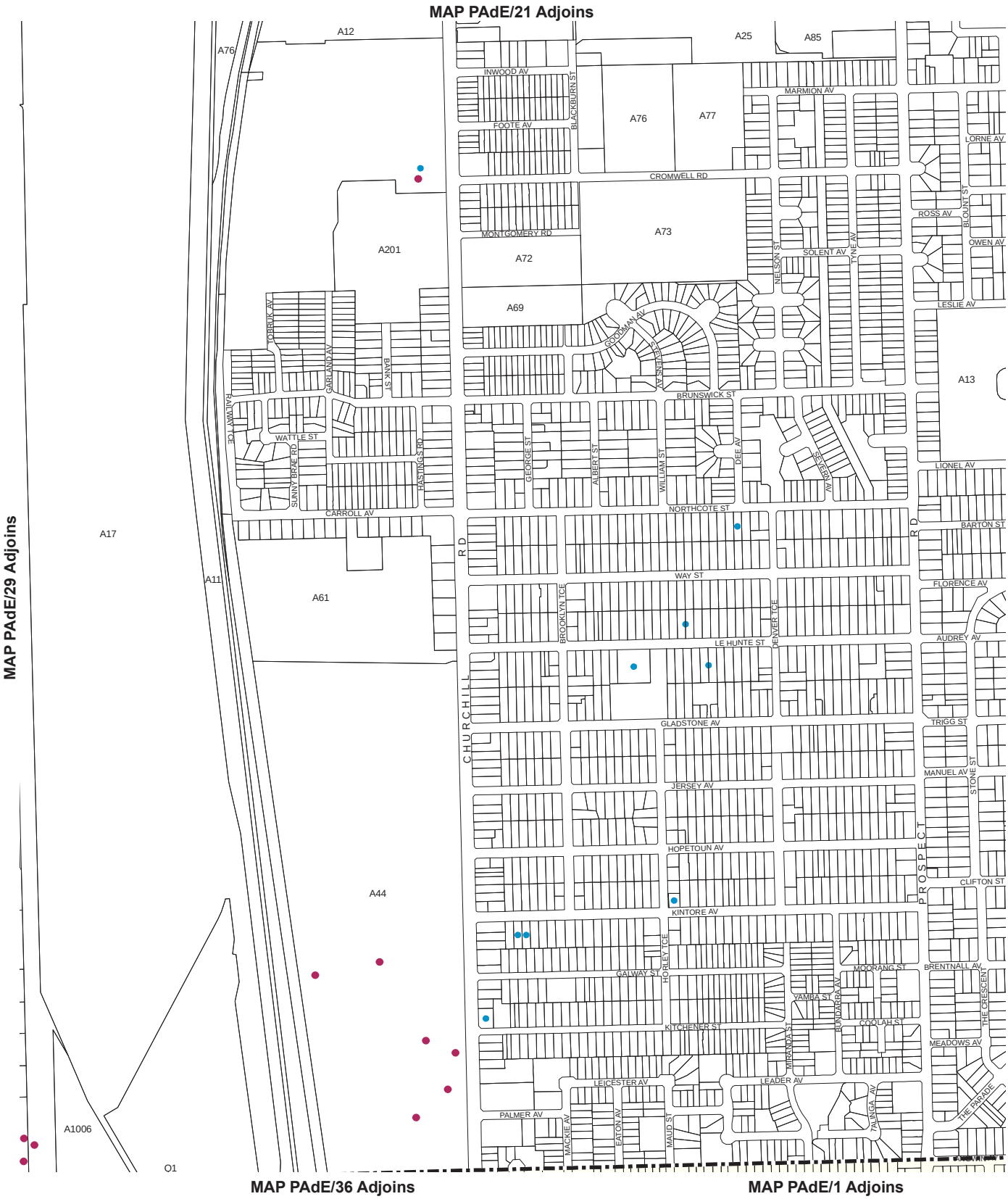
Overlay Map PAdE/30

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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

N

0 500 m

Local heritage place

State heritage place

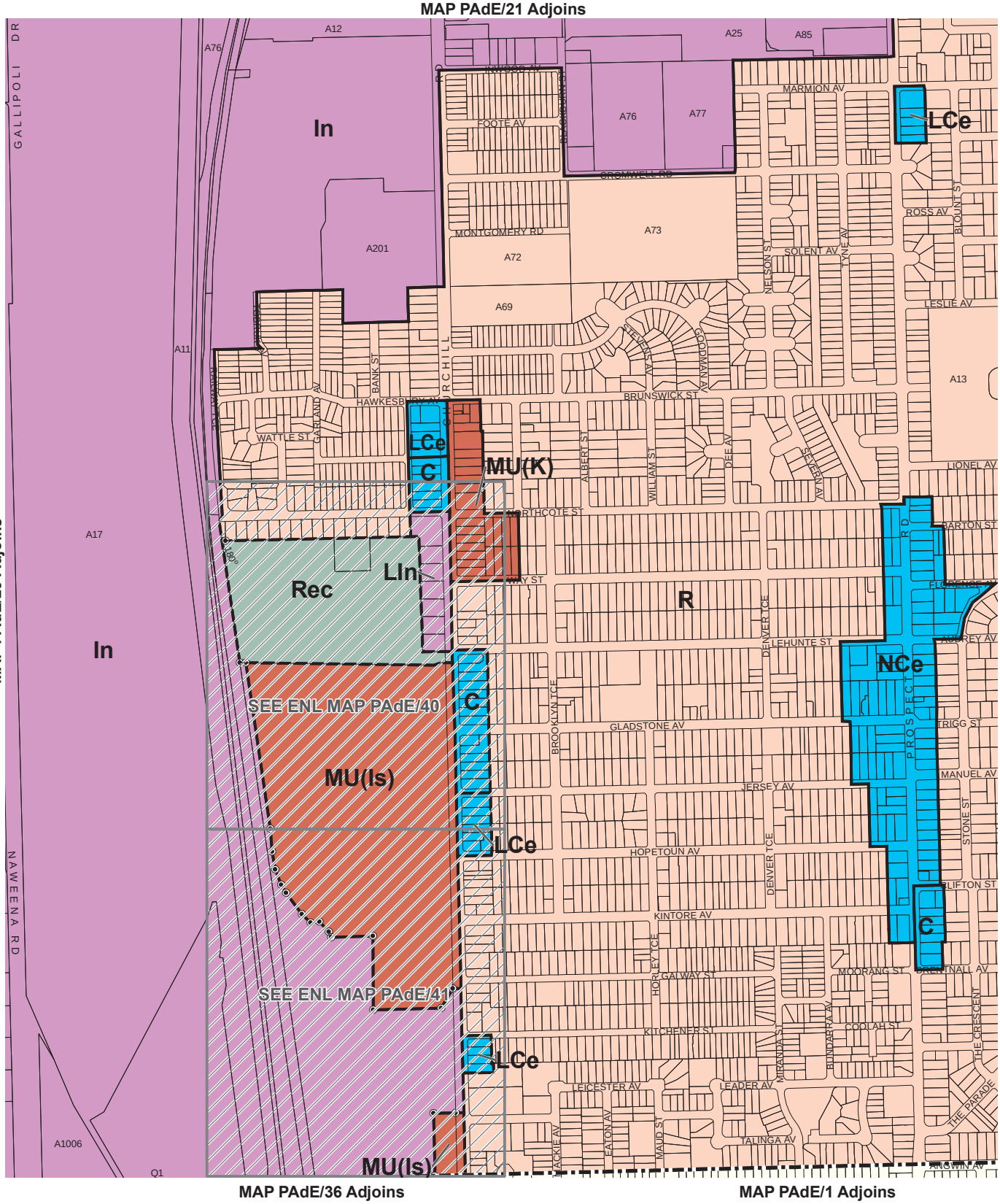
Development Plan Boundary

Overlay Map PAdE/30

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/21 Adjoins



MAP PAdE/29 Adjoins

MAP PAdE/31 Adjoins

MAP PAdE/36 Adjoins

MAP PAdE/1 Adjoins

See enlargement map for accurate representation.

Lamberts Conformal Conic Projection, GDA94

Zones

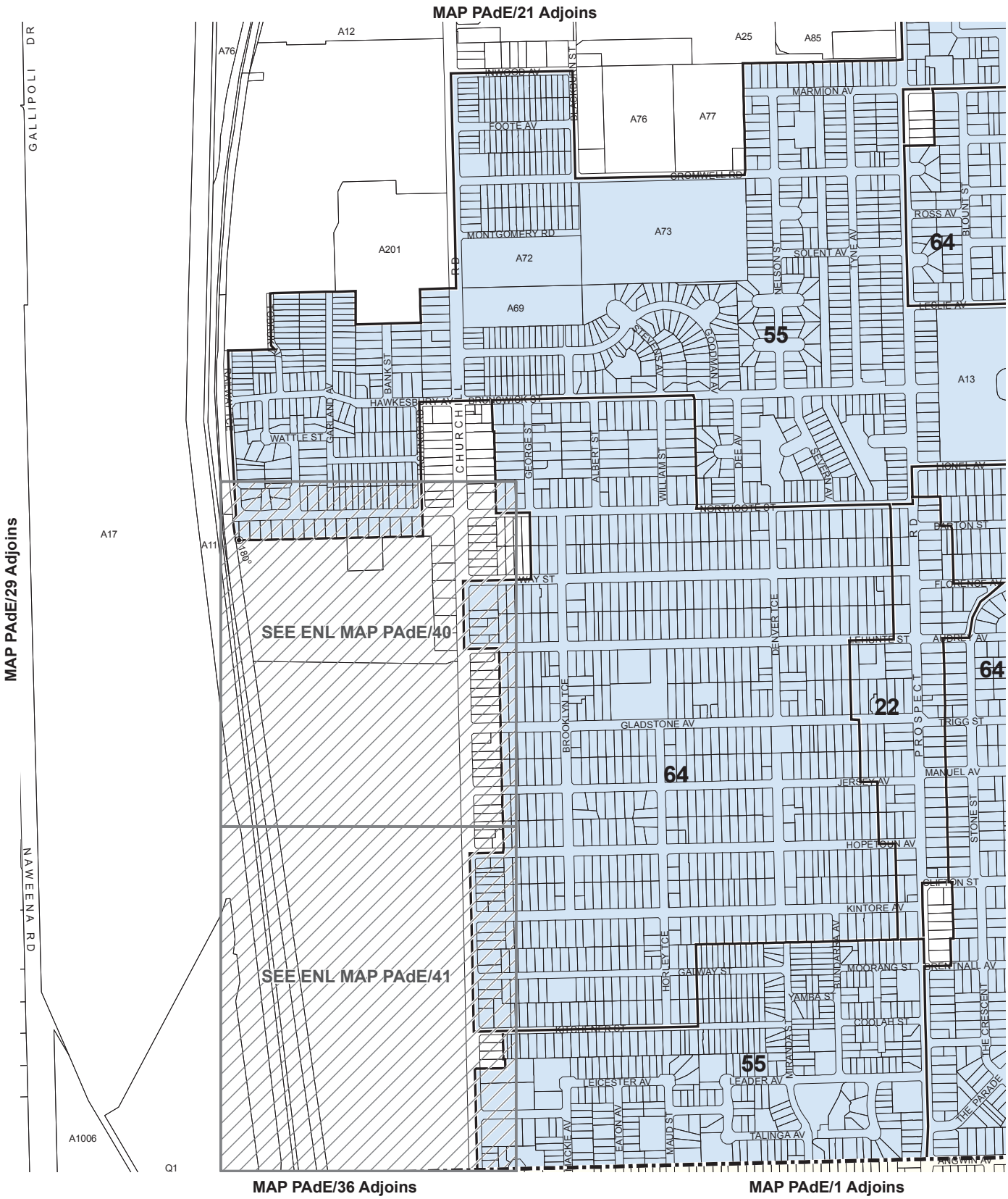
- C — Commercial
- In — Industry
- LIn — Light Industry
- LCe — Local Centre
- MU(Is) — Mixed Use (Islington)
- MU(K) — Mixed Use (Kilburn)
- NCe — Neighbourhood Centre
- Rec — Recreation
- R — Residential
- Zone Boundary
- Development Plan Boundary

N

0 500 m

Zone Map PAdE/30

PORT ADELAIDE ENFIELD COUNCIL



See enlargement map for accurate representation.

Lamberts Conformal Conic Projection, GDA94

Policy Area

22 Blair Athol
55 Comprehensive Development
64 Residential East

N

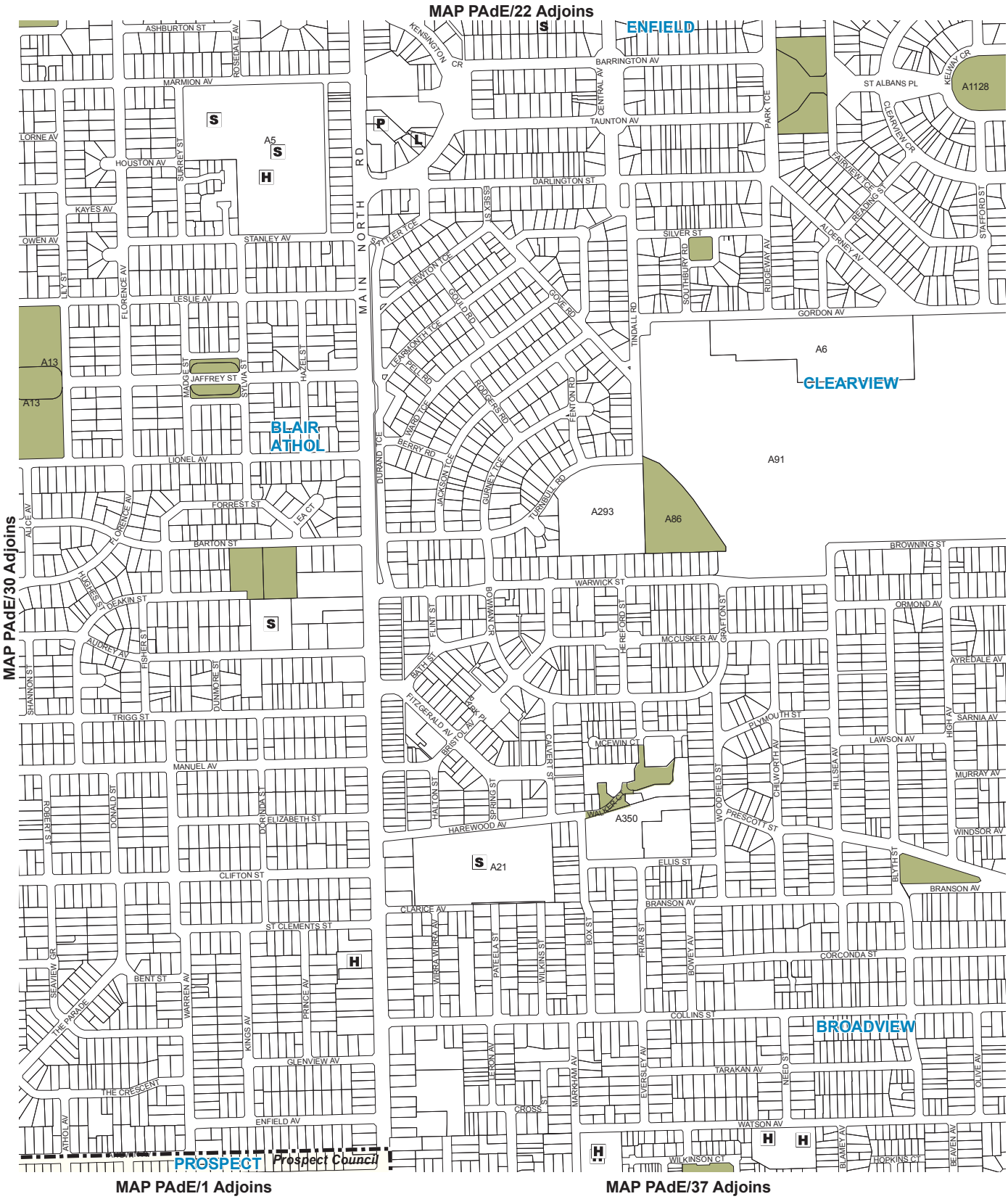
0 500 m

Policy Area Map PAdE/30

Policy Area Boundary

Development Plan Boundary

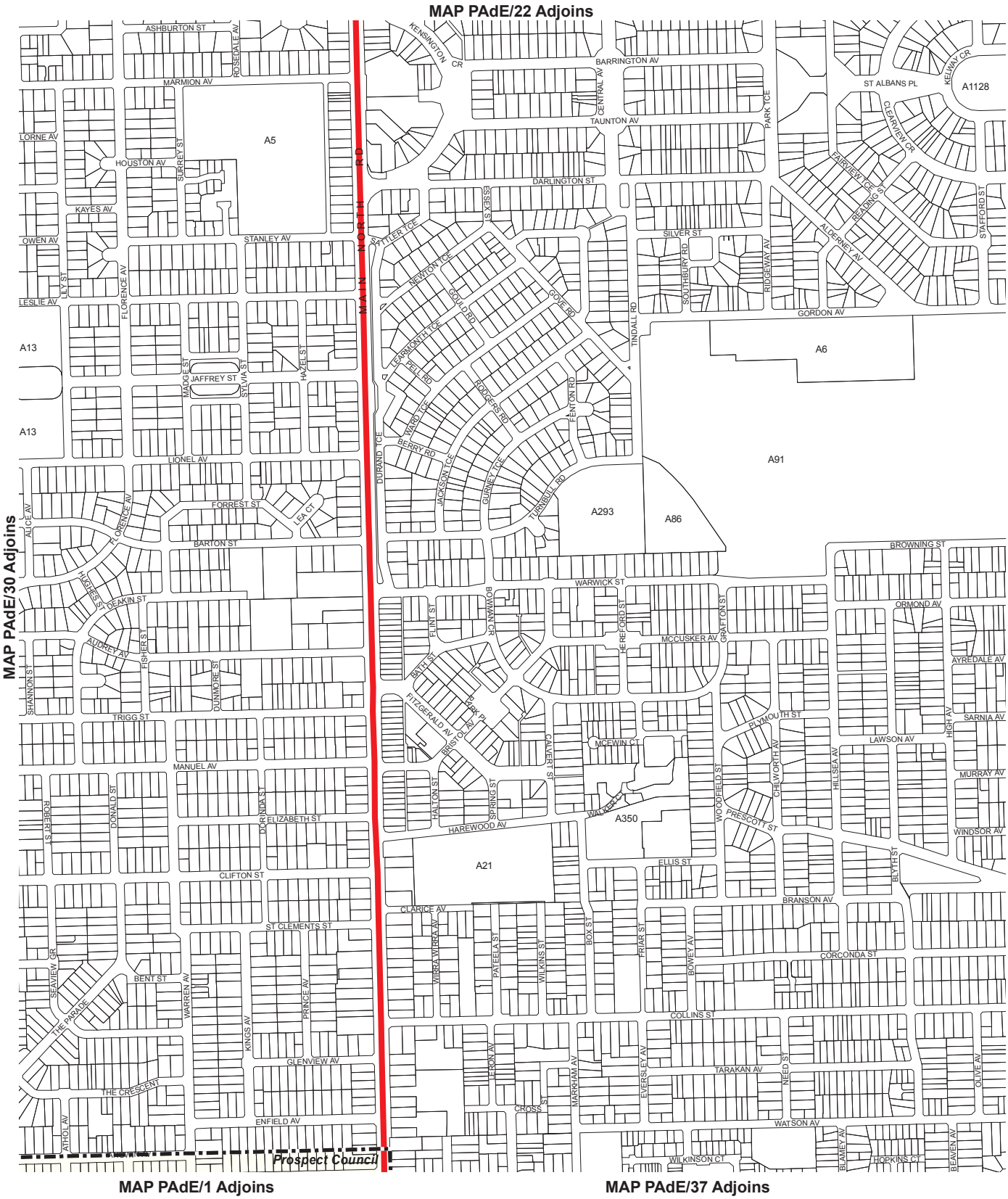
PORT ADELAIDE ENFIELD COUNCIL



- School
- Public Library
- Post Office
- Other Health Services
- Local Reserves
- Development Plan Boundary

Location Map PAdE/31

PORT ADELAIDE ENFIELD COUNCIL



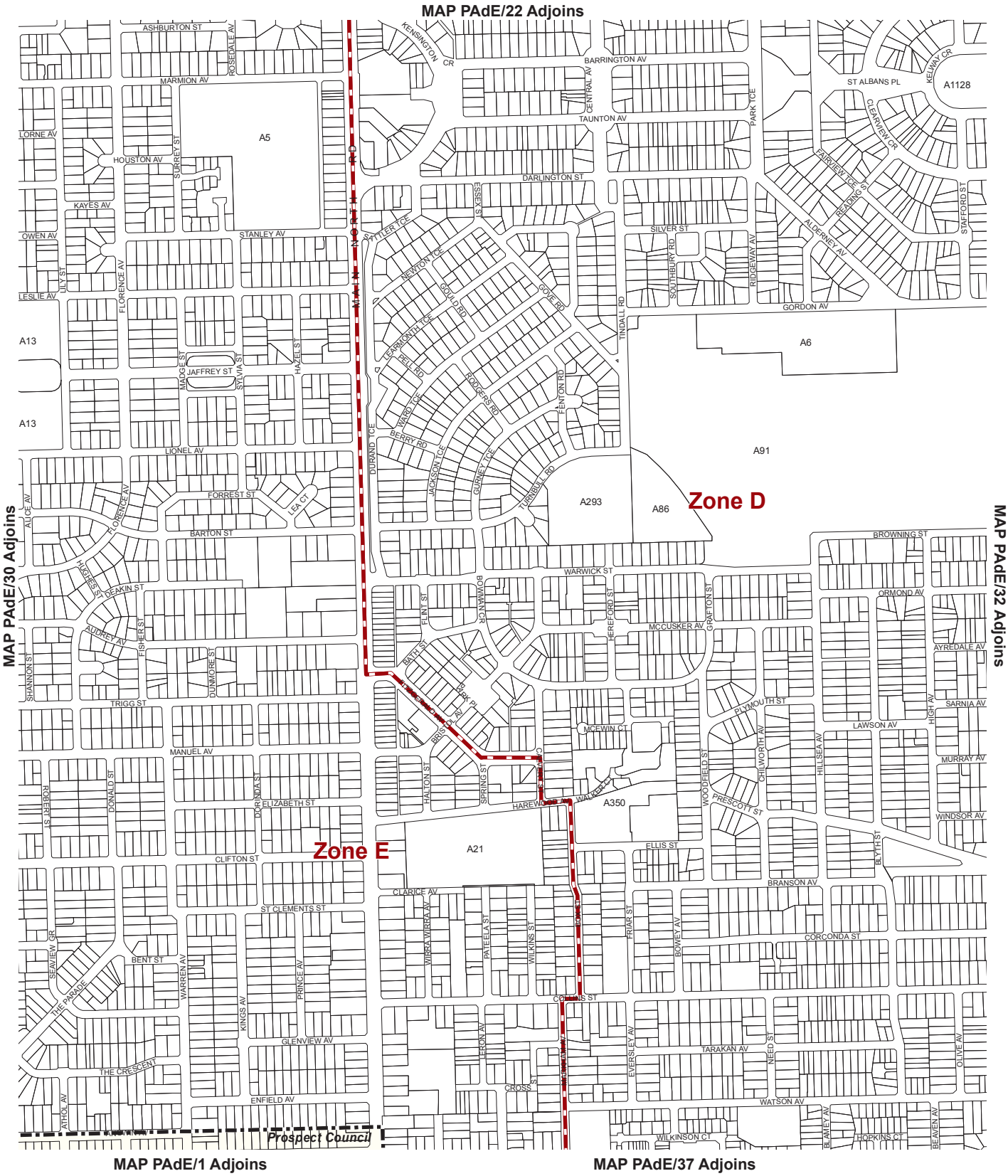
Overlay Map PAdE/31

TRANSPORT

Primary Arterial Roads

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

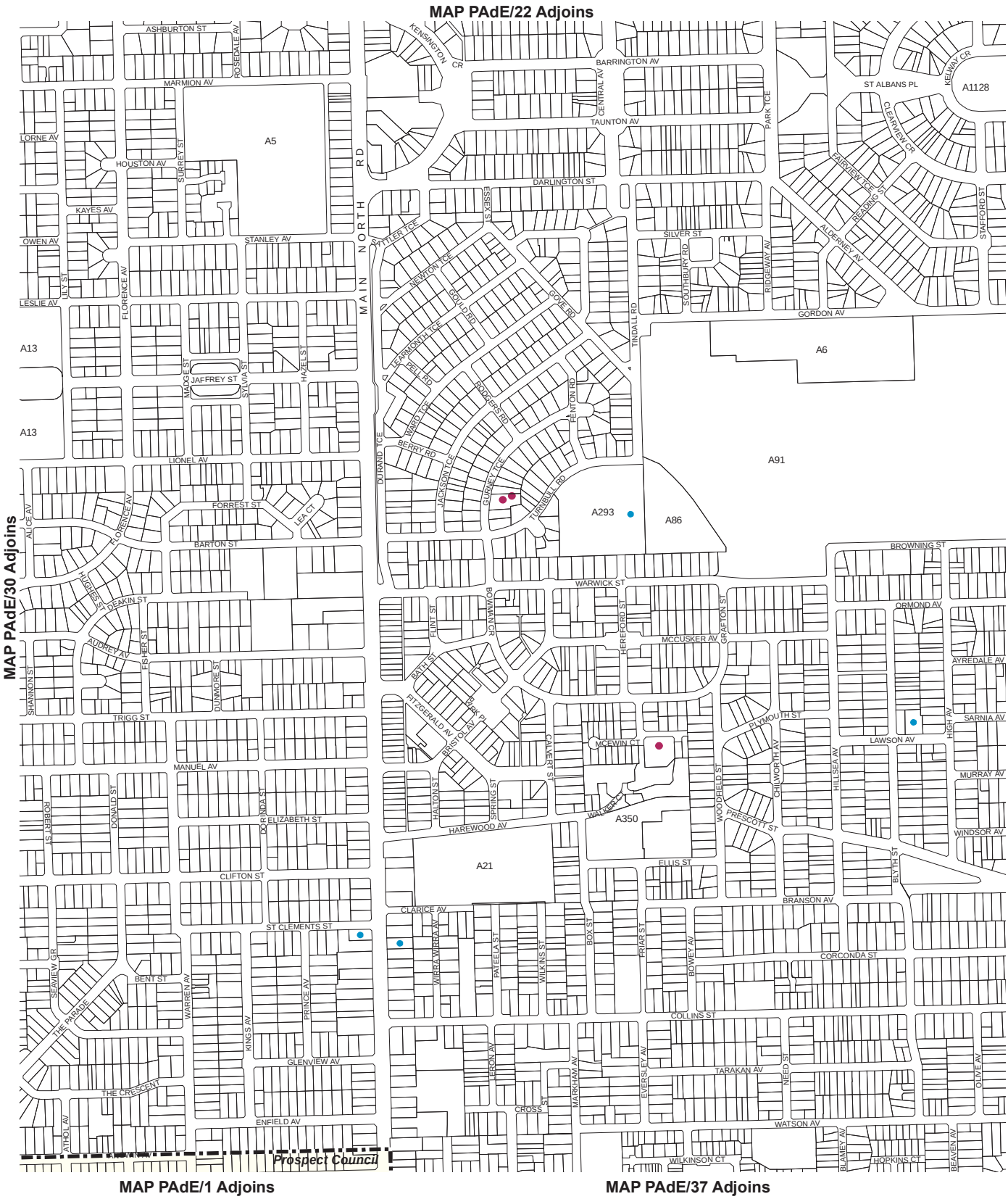
Overlay Map PAdE/31

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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

N

0 500 m

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

Overlay Map PAdE/31

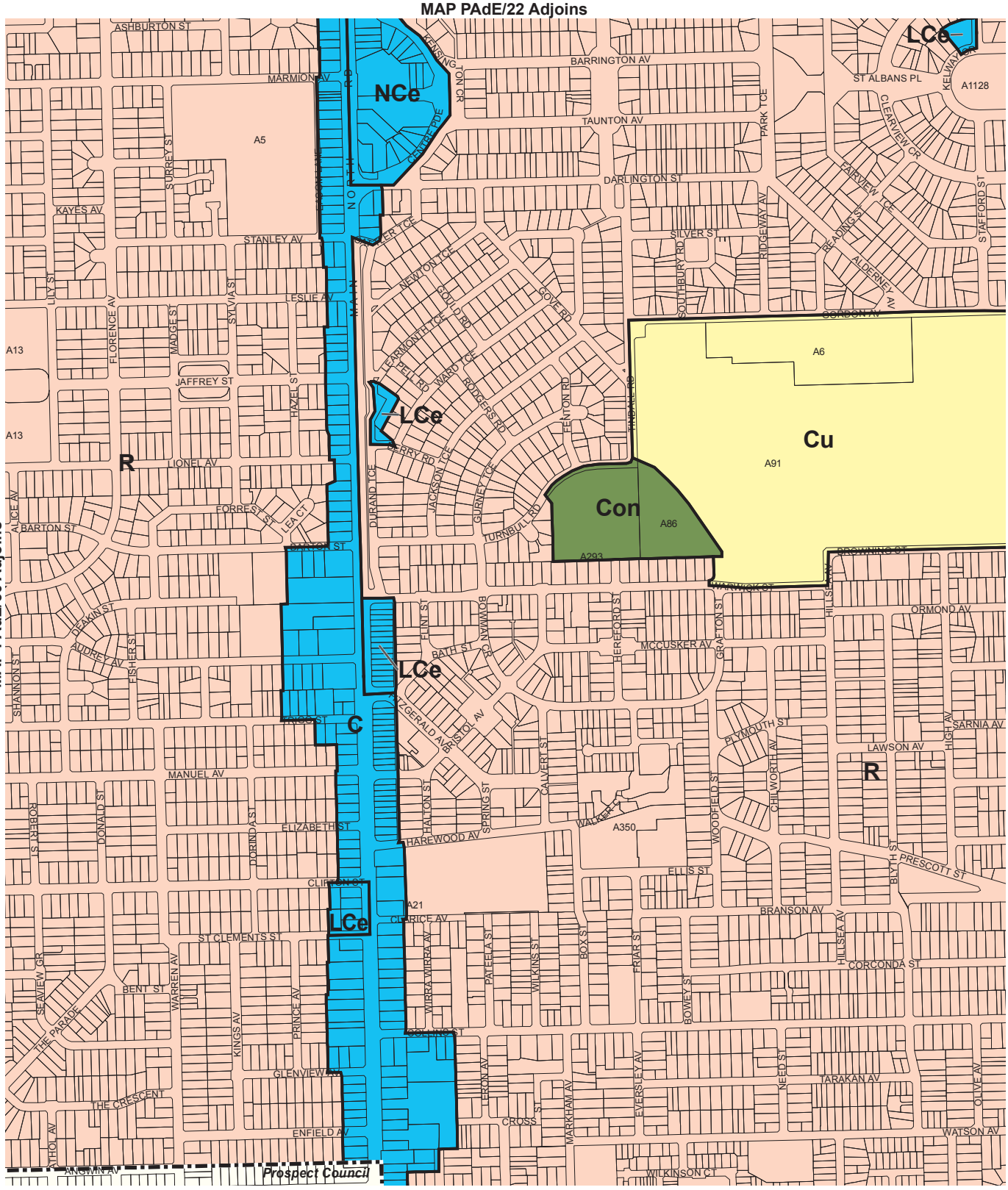
HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/22 Adjoins

MAP PAdE/30 Adjoins

MAP PAdE/32 Adjoins



MAP PAdE/1 Adjoins

MAP PAdE/37 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

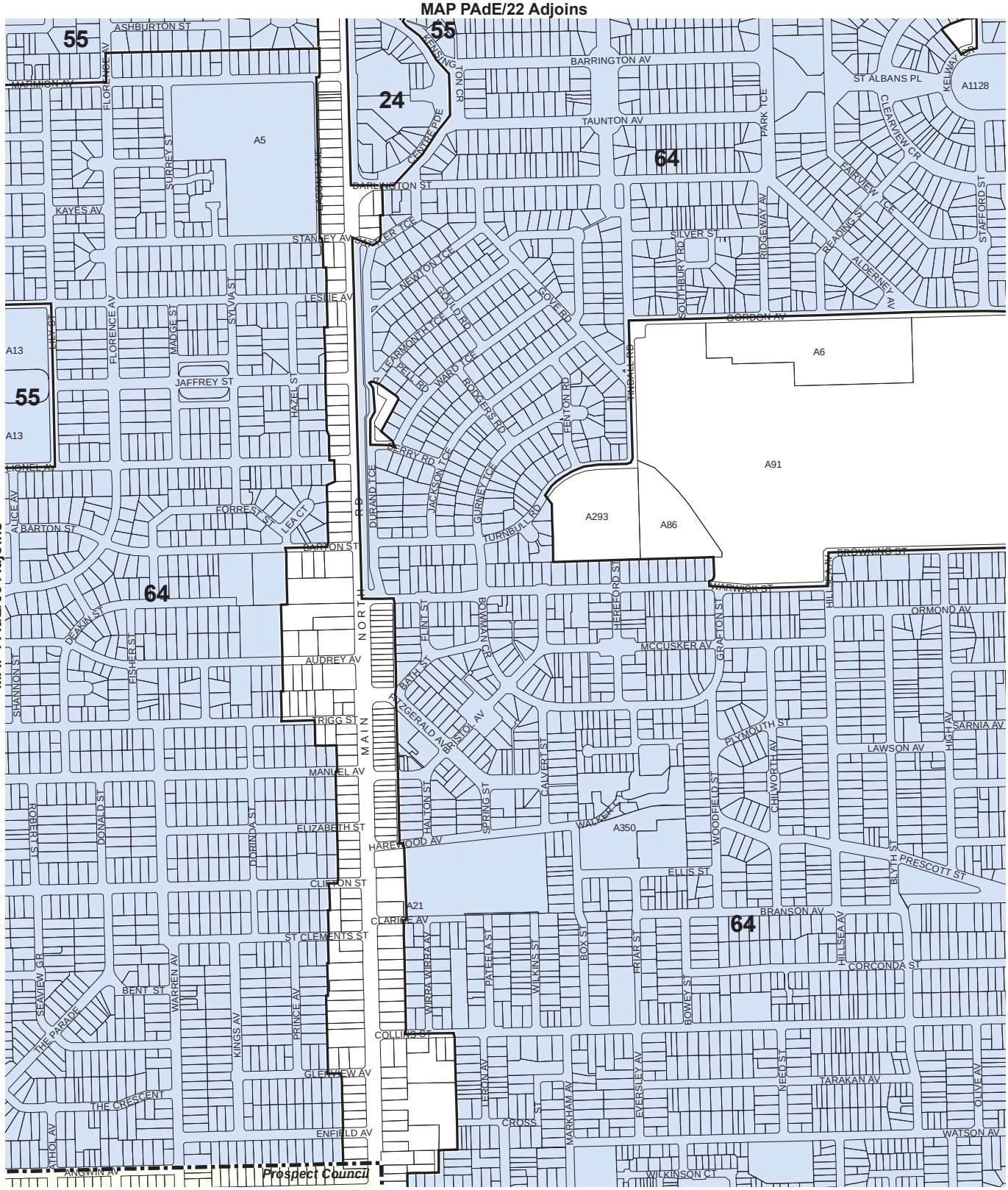
Zones

- C Commercial
- Cu Community
- Con Conservation
- LCe Local Centre
- NCe Neighbourhood Centre
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/31

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/22 Adjoins



MAP PAdE/30 Adjoins

MAP PAdE/32 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/37 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

24 Enfield
55 Comprehensive Development
64 Residential East

N

0 500 m

Policy Area Map PAdE/31

Policy Area Boundary

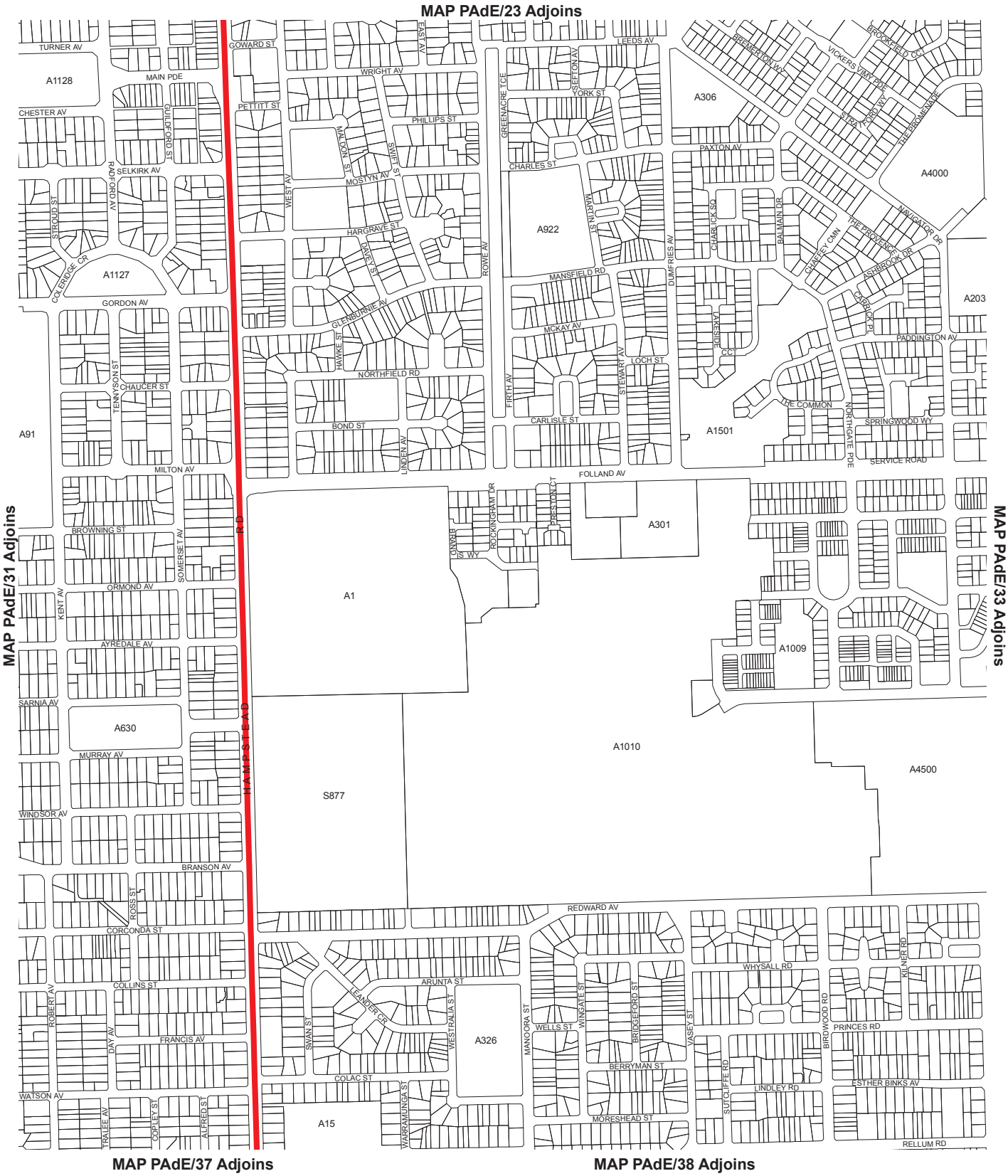
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Location Map PAdE/32

S School
P Post Office
H Hospital
Local Reserves

PORT ADELAIDE ENFIELD COUNCIL

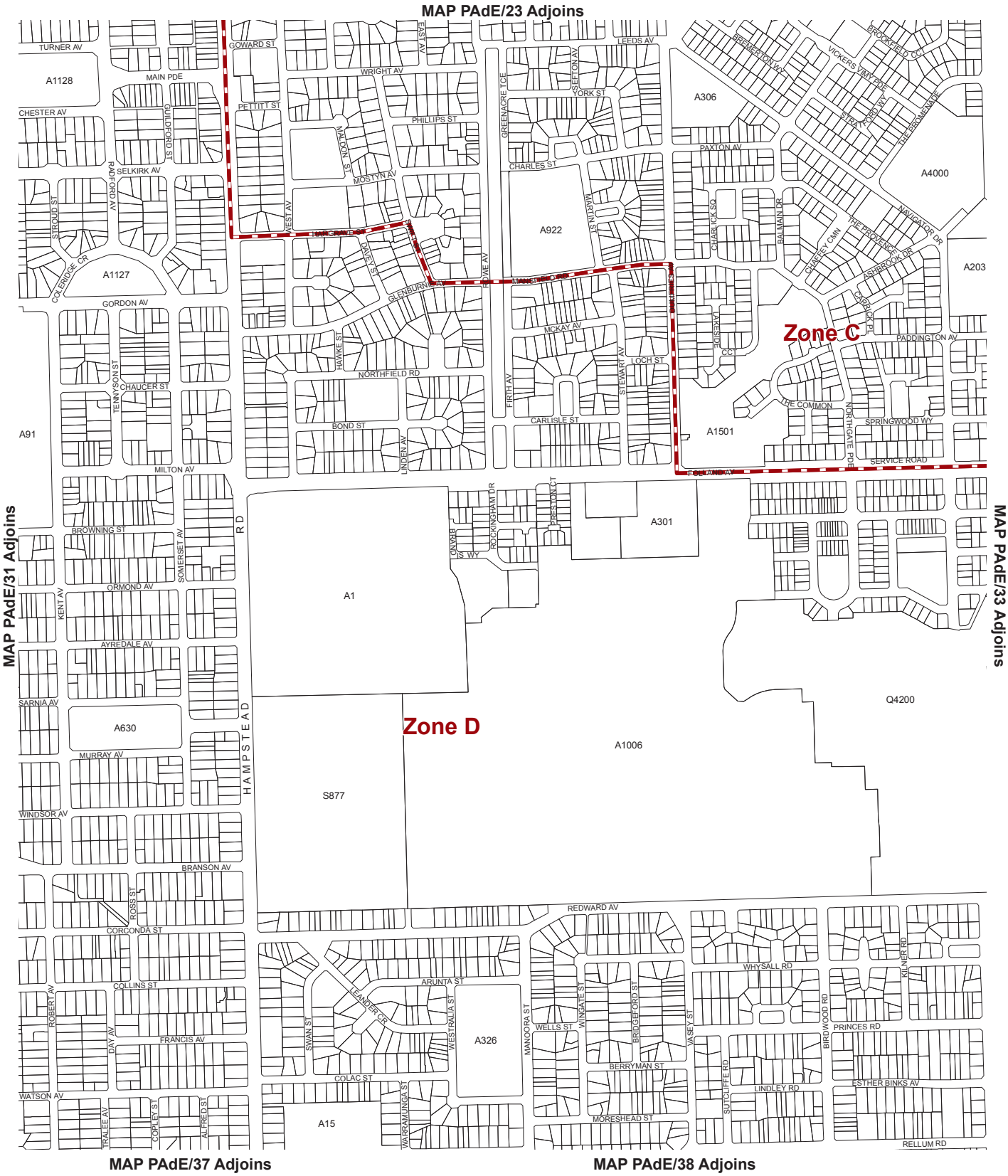


Overlay Map PAdE/32

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level

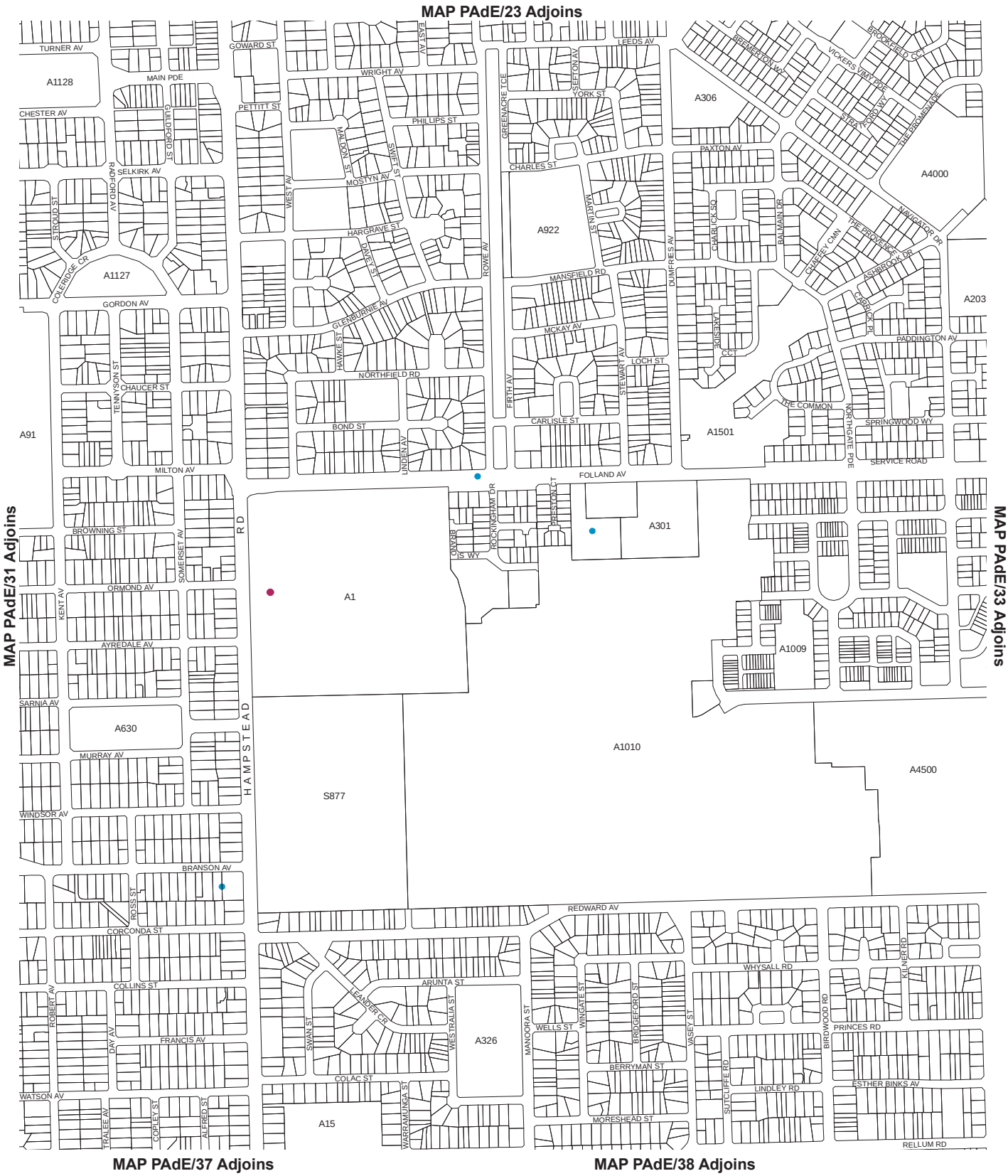
N

0 500 m

Overlay Map PAdE/32
DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights



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

N

0 500 m

- Local heritage place
- State heritage place

Overlay Map PAdE/32

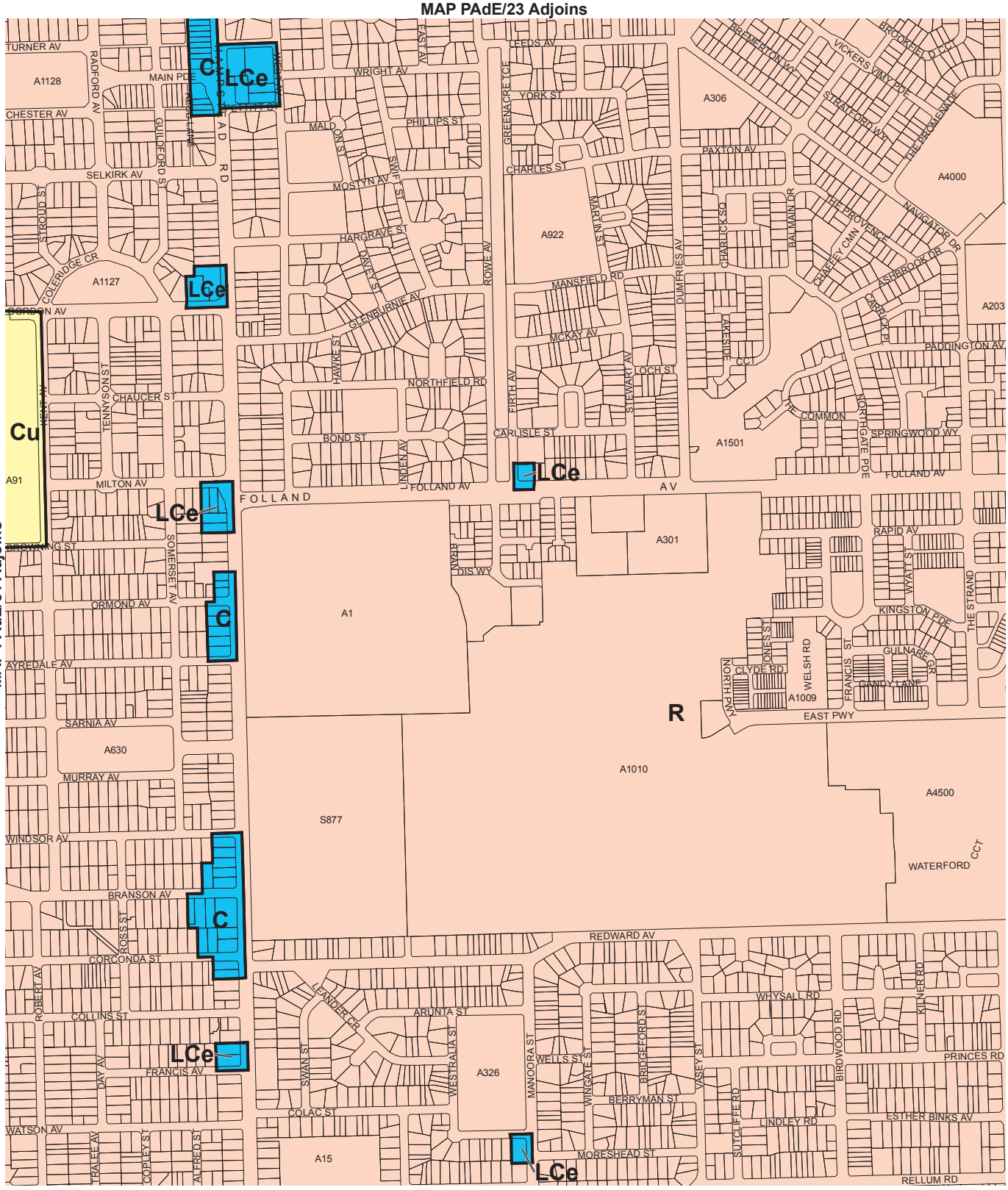
HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/23 Adjoins

MAP PAdE/31 Adjoins

MAP PAdE/33 Adjoins



Lamberts Conformal Conic Projection, GDA94

N

0 500 m

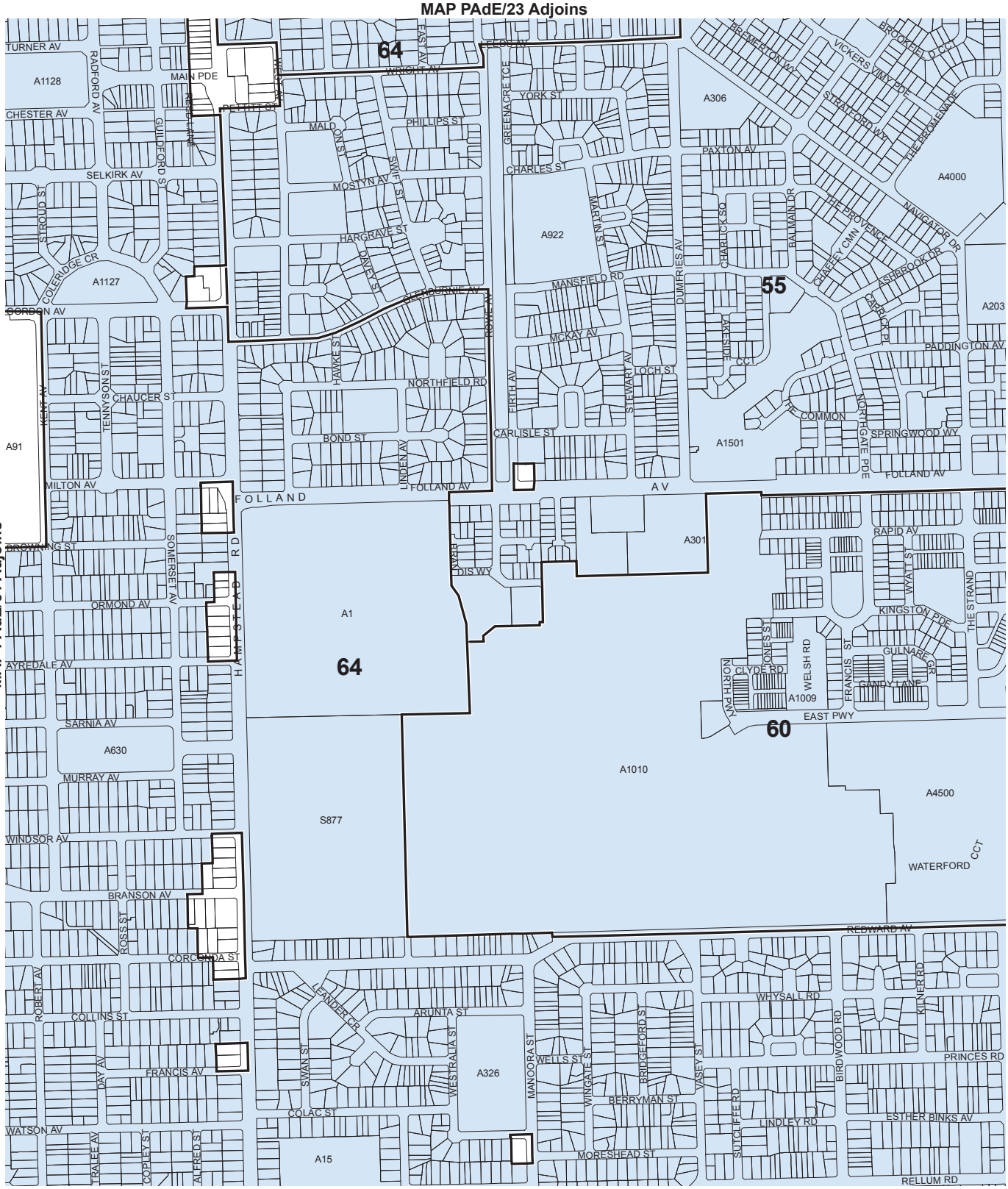
Zones

- C Commercial
- Cu Community
- LCe Local Centre
- R Residential
- Zone Boundary

Zone Map PAdE/32

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/23 Adjoins



MAP PAdE/31 Adjoins

MAP PAdE/33 Adjoins

MAP PAdE/37 Adjoins

MAP PAdE/38 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

55 Comprehensive Development
60 Northgate
64 Residential East

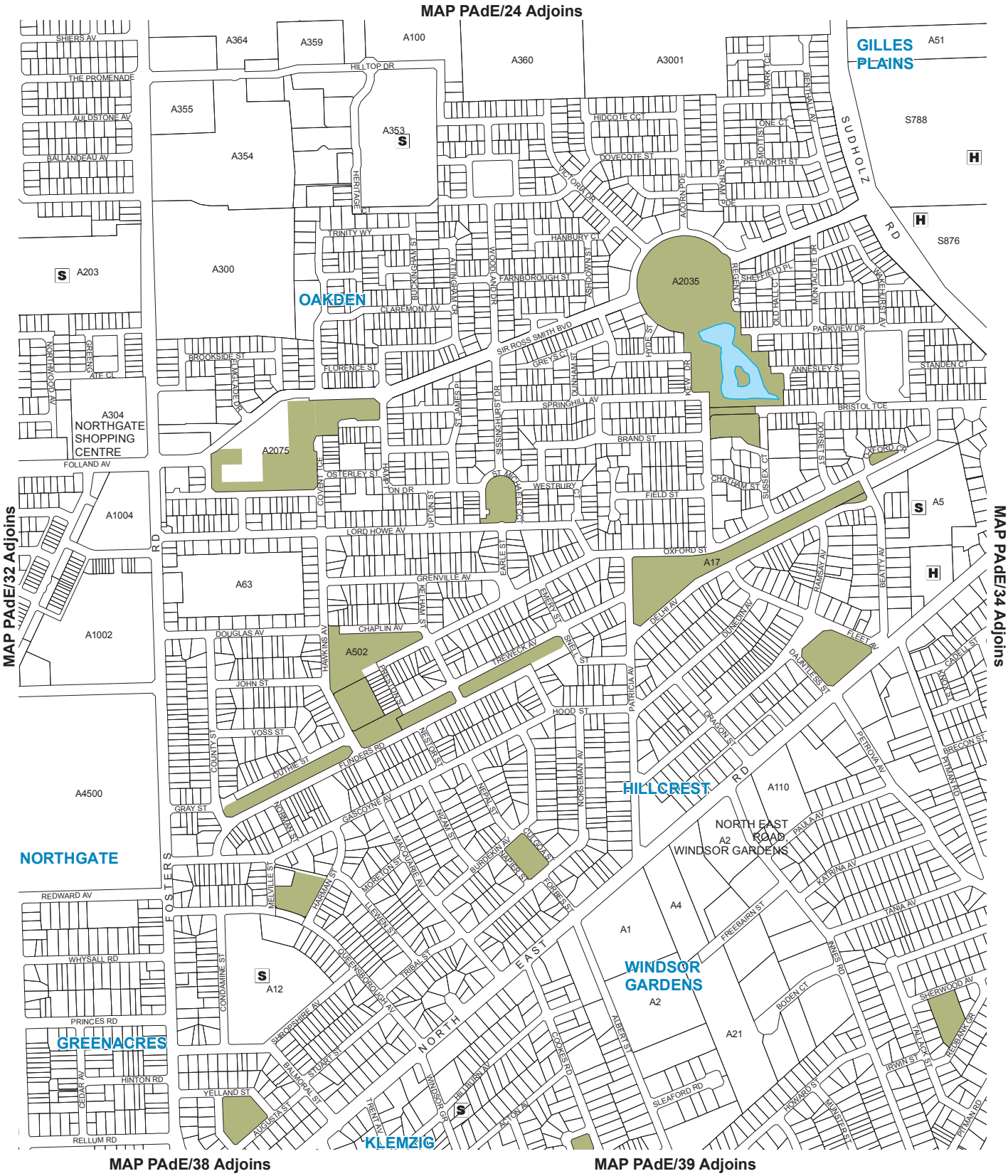
N

0 500 m

Policy Area Map PAdE/32

Policy Area Boundary

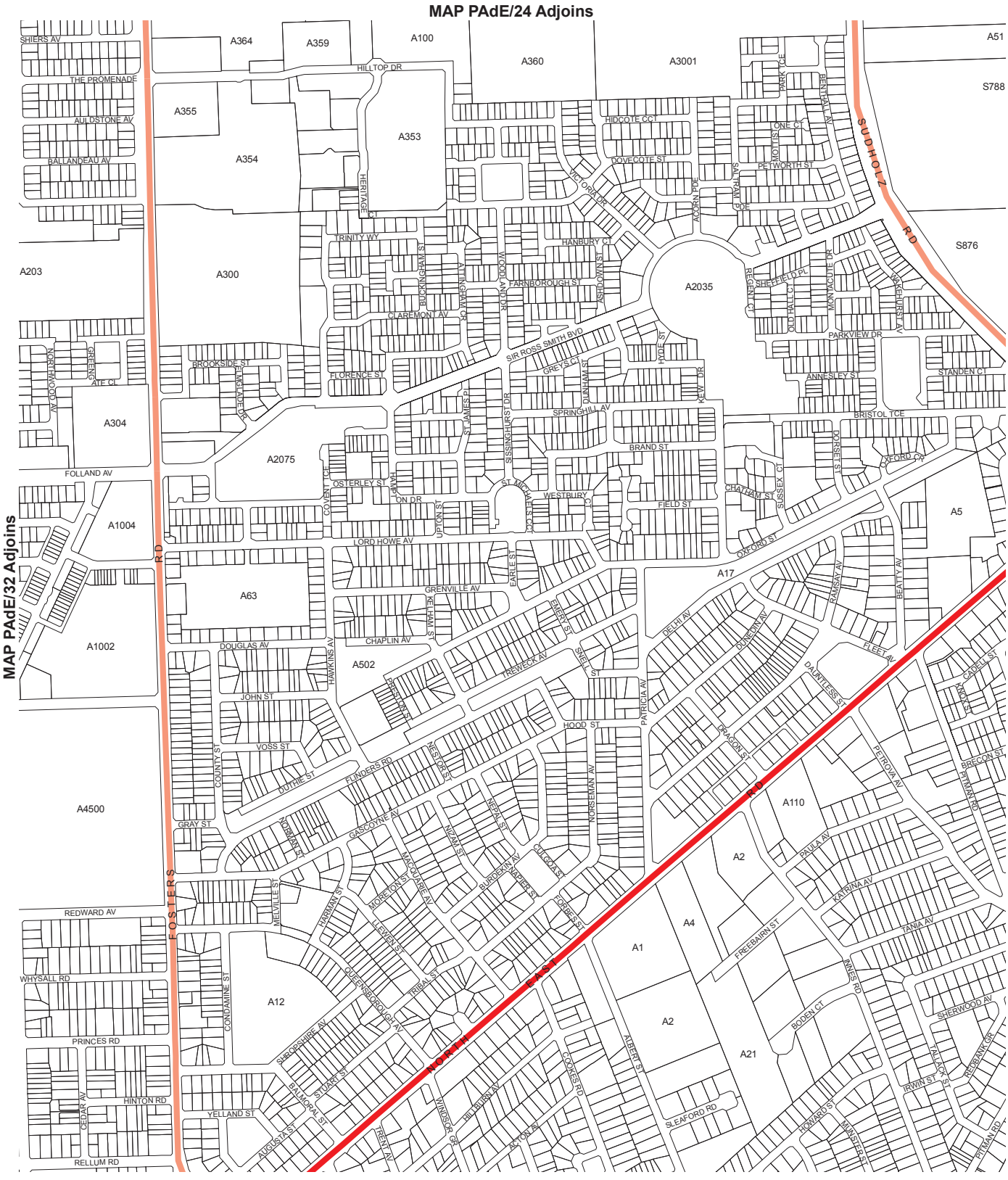
PORT ADELAIDE ENFIELD COUNCIL



Location Map PAdE/33

S School
H Other Health Services
Local Reserves
Waterbodies

PORT ADELAIDE ENFIELD COUNCIL



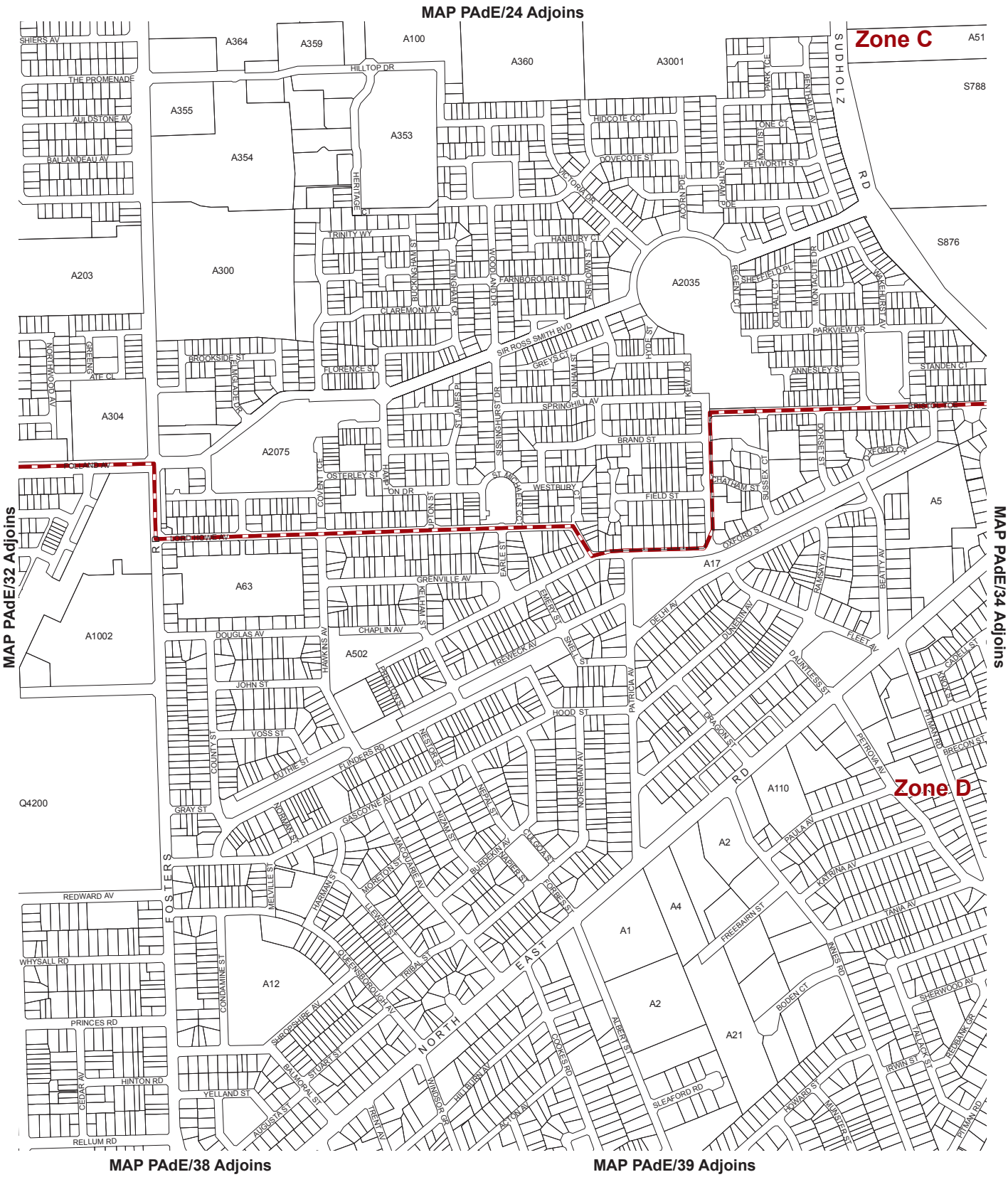
Overlay Map PAdE/33

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level

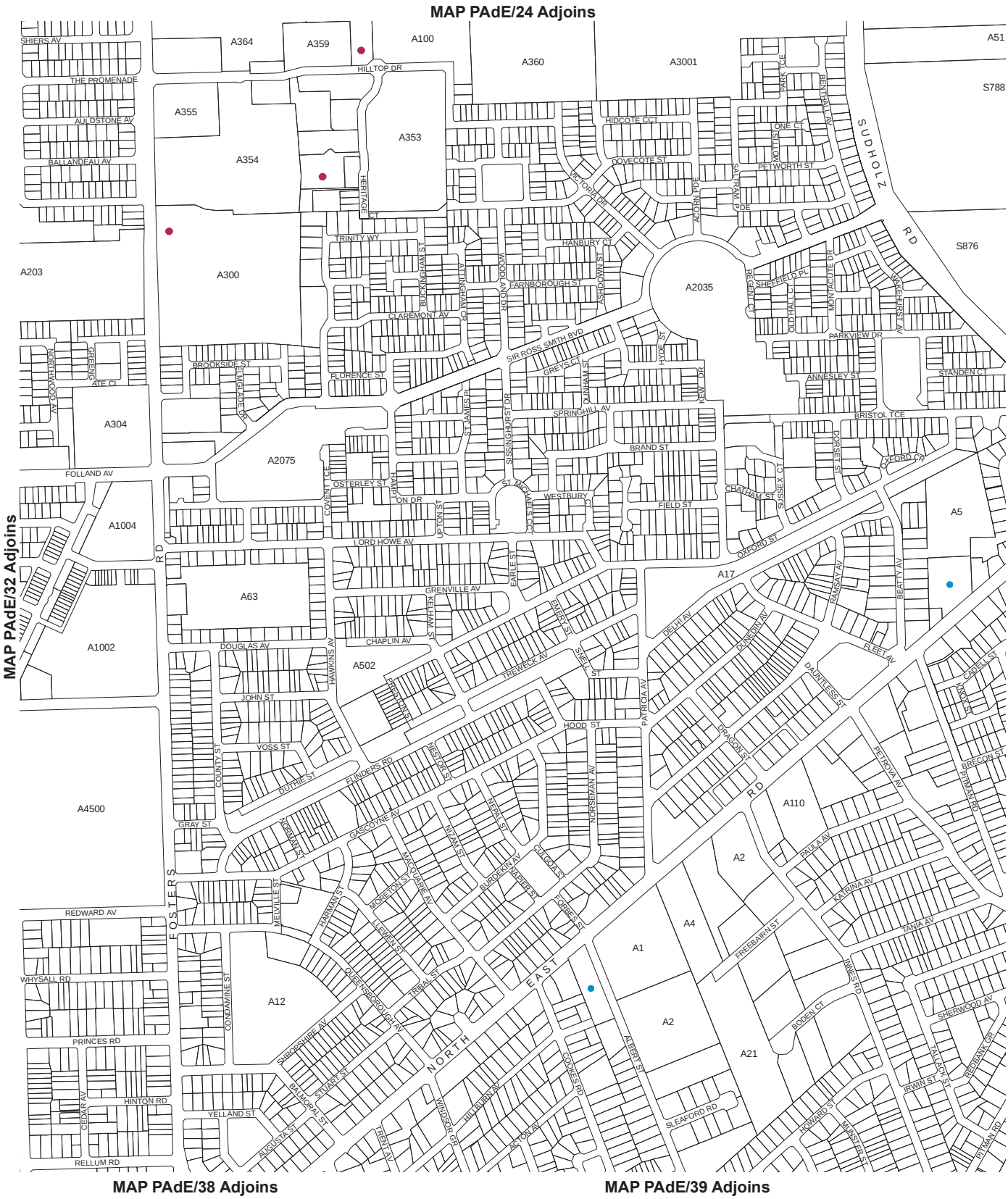
N

0 500 m

Overlay Map PAdE/33
DEVELOPMENT CONSTRAINTS

Airport Building Heights

PORT ADELAIDE ENFIELD COUNCIL



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N

0 500 m

Overlay Map PAdE/33

HERITAGE

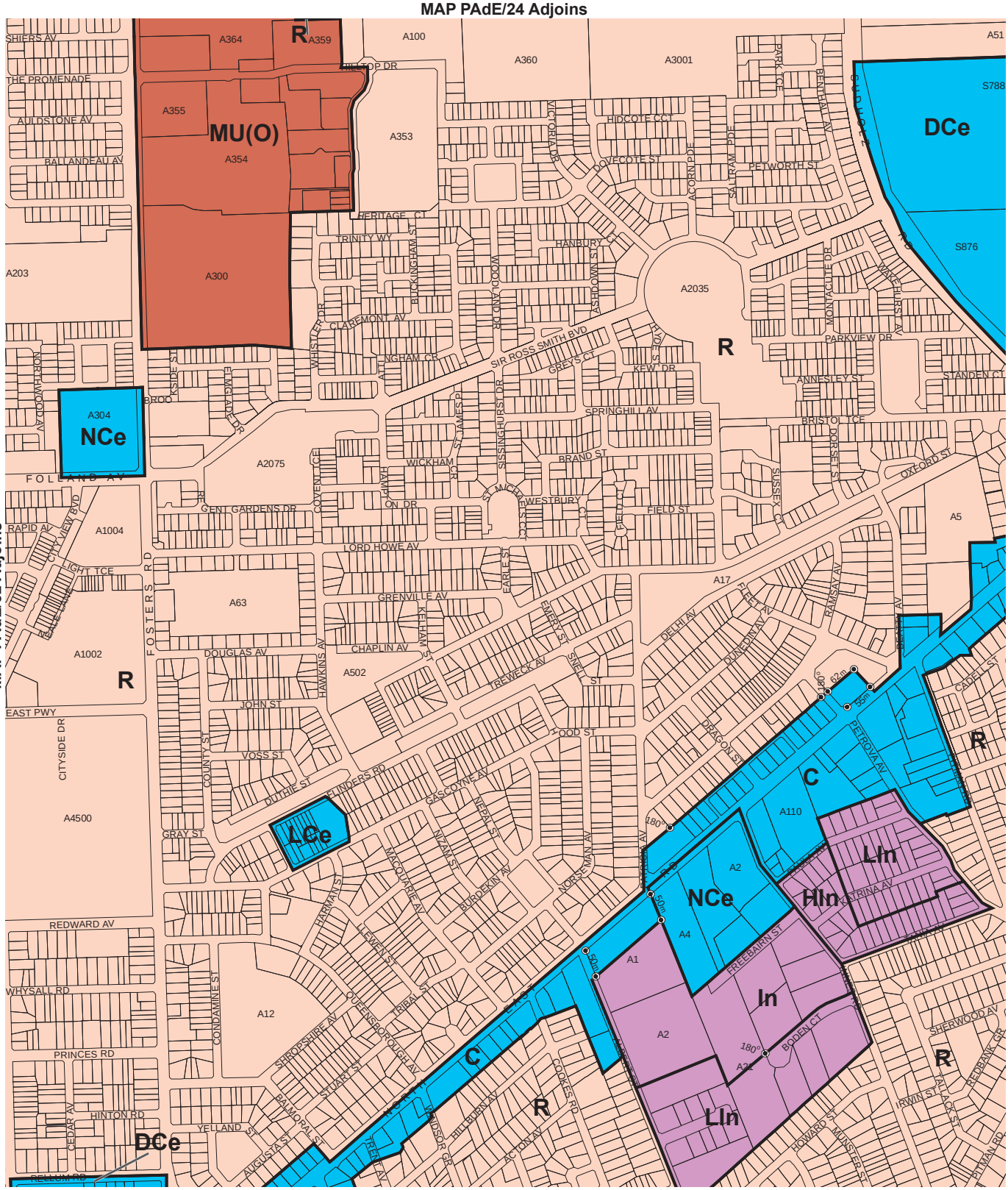
- State heritage place
- Local heritage place

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/24 Adjoins

MAP PAdE/32 Adjoins

MAP PAdE/34 Adjoins



MAP PAdE/38 Adjoins

MAP PAdE/39 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

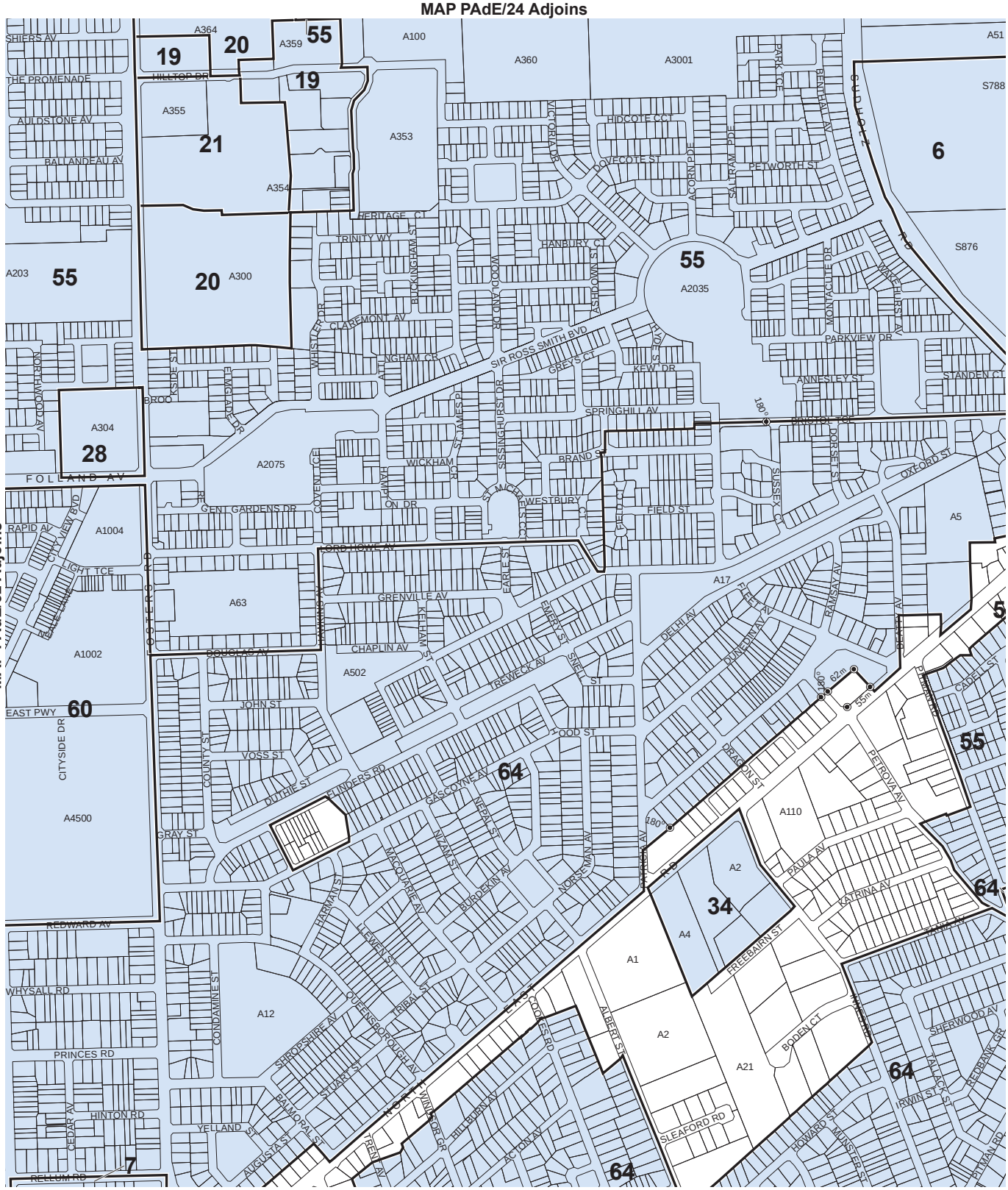
Zones

- C Commercial
- DCe District Centre
- HIn Home Industry
- In Industry
- LIn Light Industry
- LCe Local Centre
- MU(O) Mixed Use (Oakden)
- NCe Neighbourhood Centre
- R Residential
- Zone Boundary

Zone Map PAdE/33

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/24 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

19 Commercial
20 Institutions
21 Recreation and Sporting
28 Northgate Shopping Centre
34 Windsor Gardens
55 Comprehensive Development
6 Gilles Plains
60 Northgate
64 Residential East
7 Greenacres

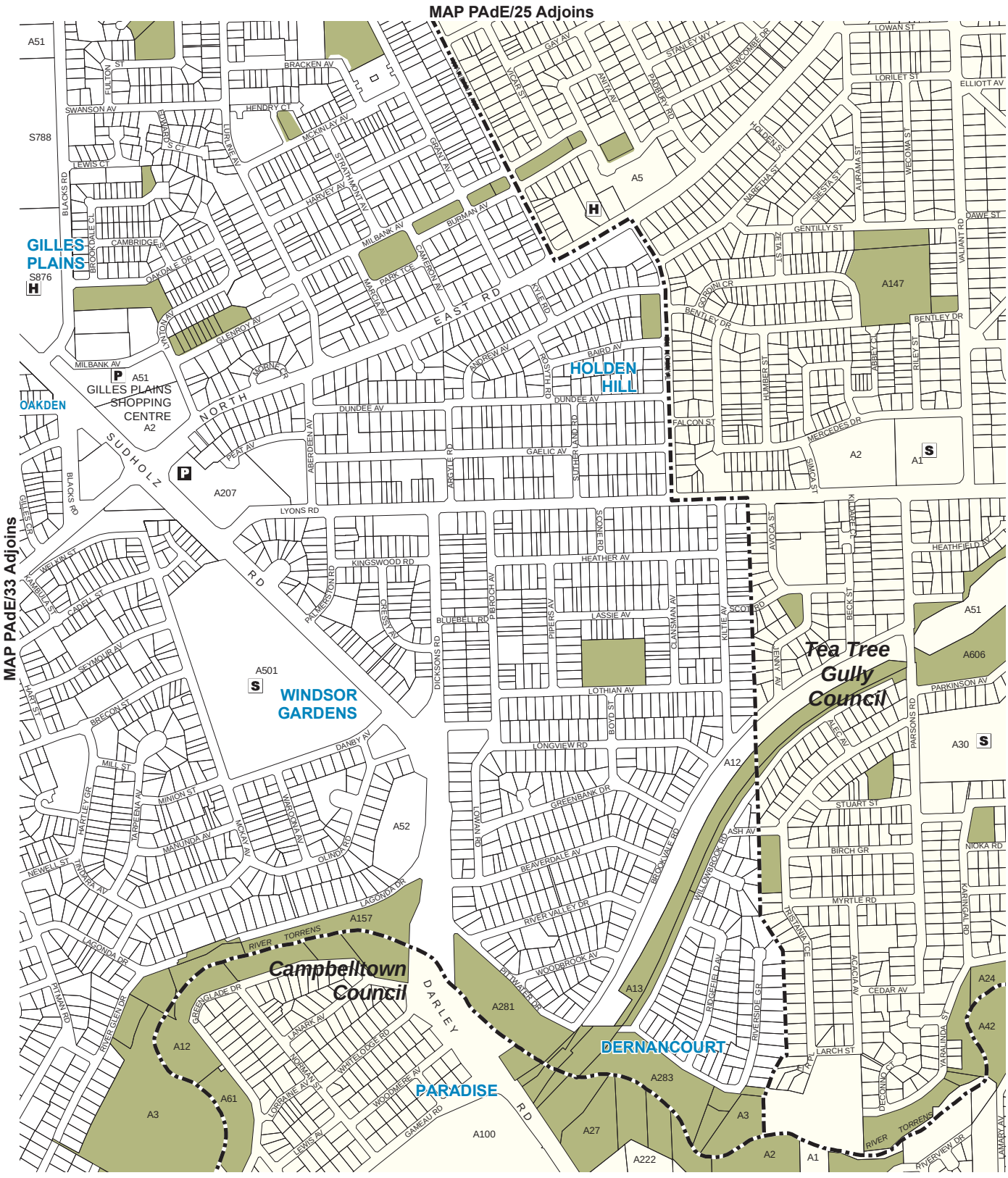
N

0 500 m

Policy Area Map PAdE/33

Policy Area Boundary

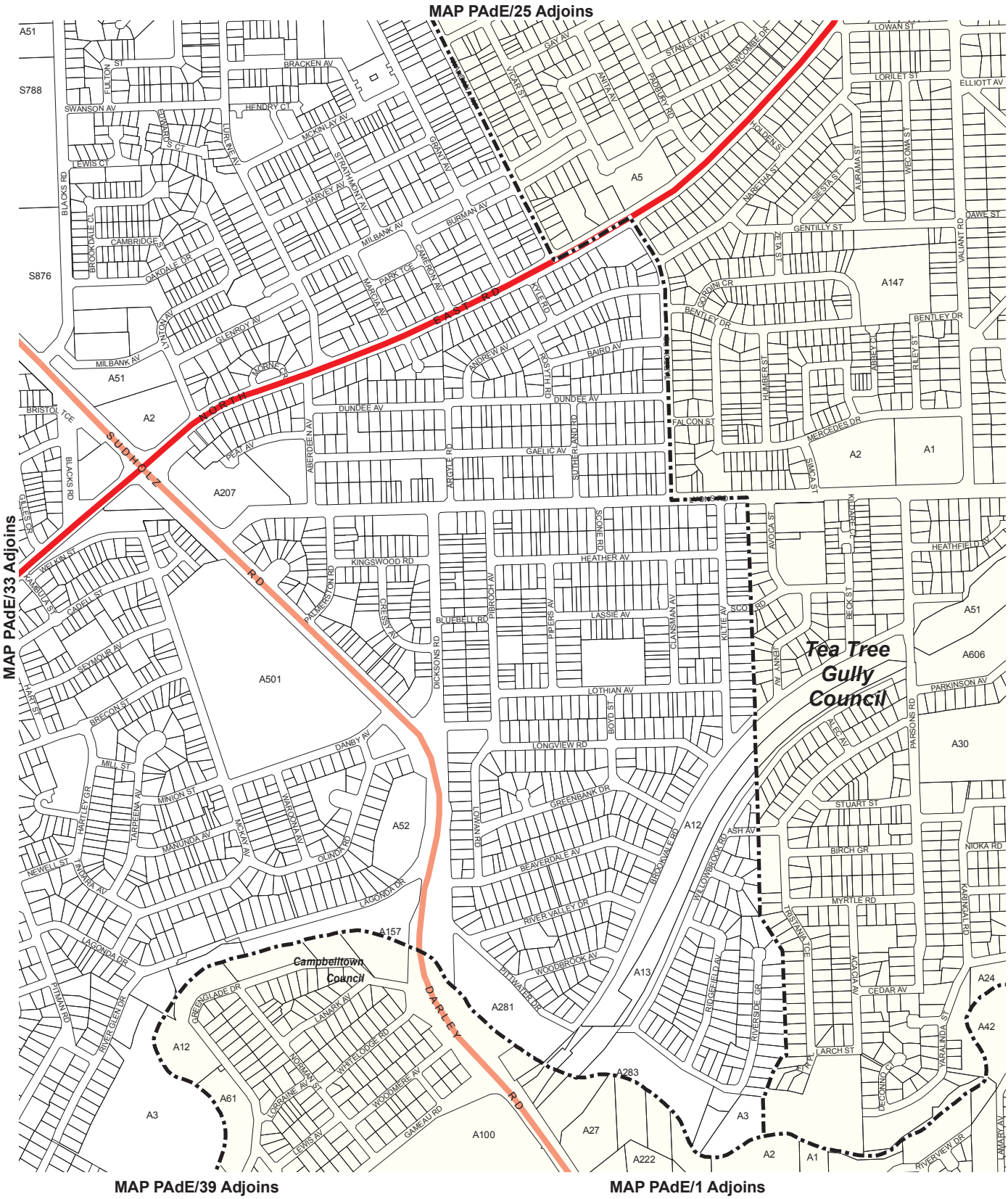
PORT ADELAIDE ENFIELD COUNCIL



S School
P Post Office
H Other Health Services
P Police Station
Local Reserves
Development Plan Boundary

Location Map PAdE/34

PORT ADELAIDE ENFIELD COUNCIL



N

0 500 m

Overlay Map PAdE/34

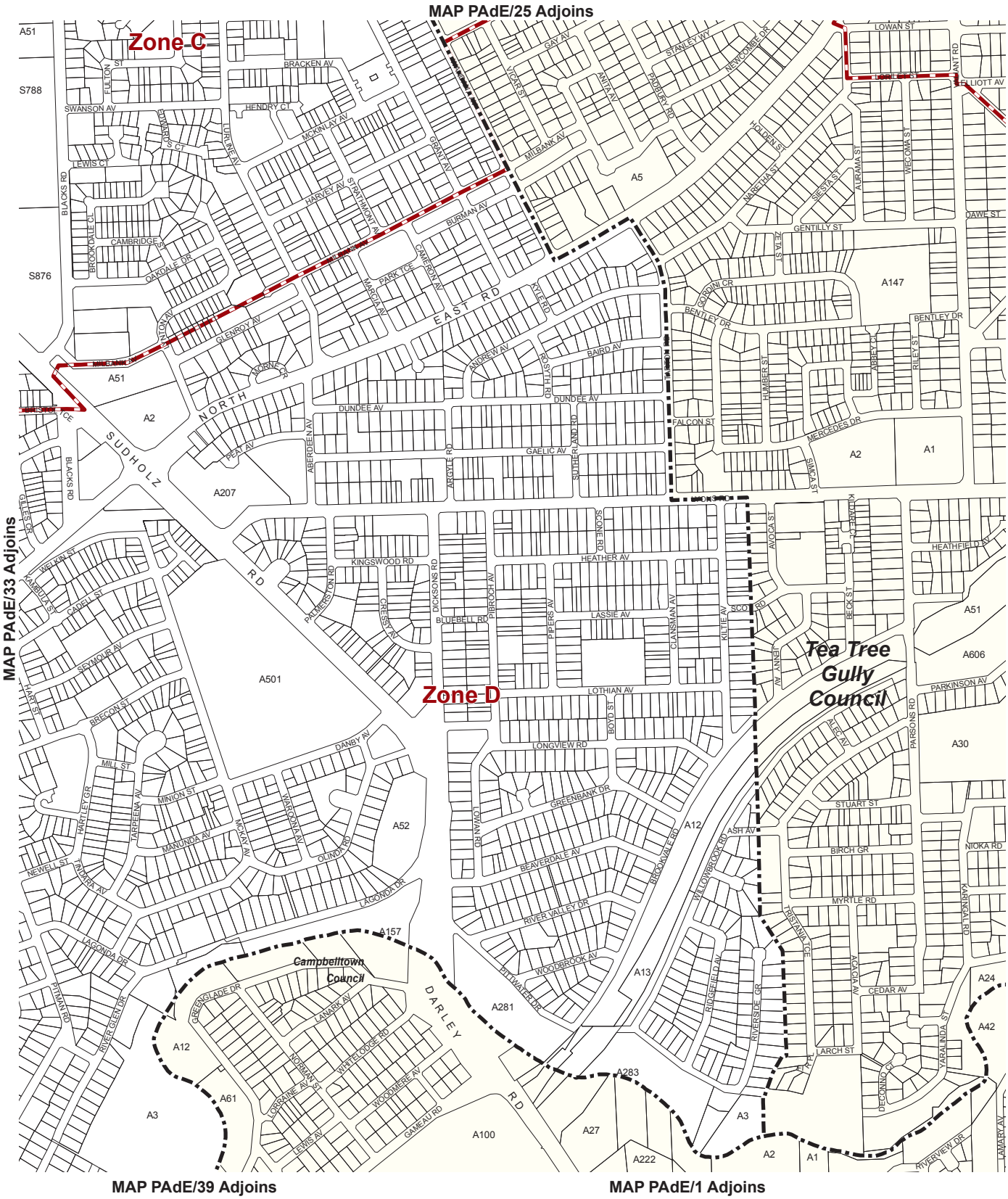
TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

Primary Arterial Roads

Secondary Arterial Roads

Development Plan Boundary



Airport Building Heights
Zone C All Structures Exceeding 15 metres above existing ground level
Zone D All Structures Exceeding 45 metres above existing ground level

N

0 500 m

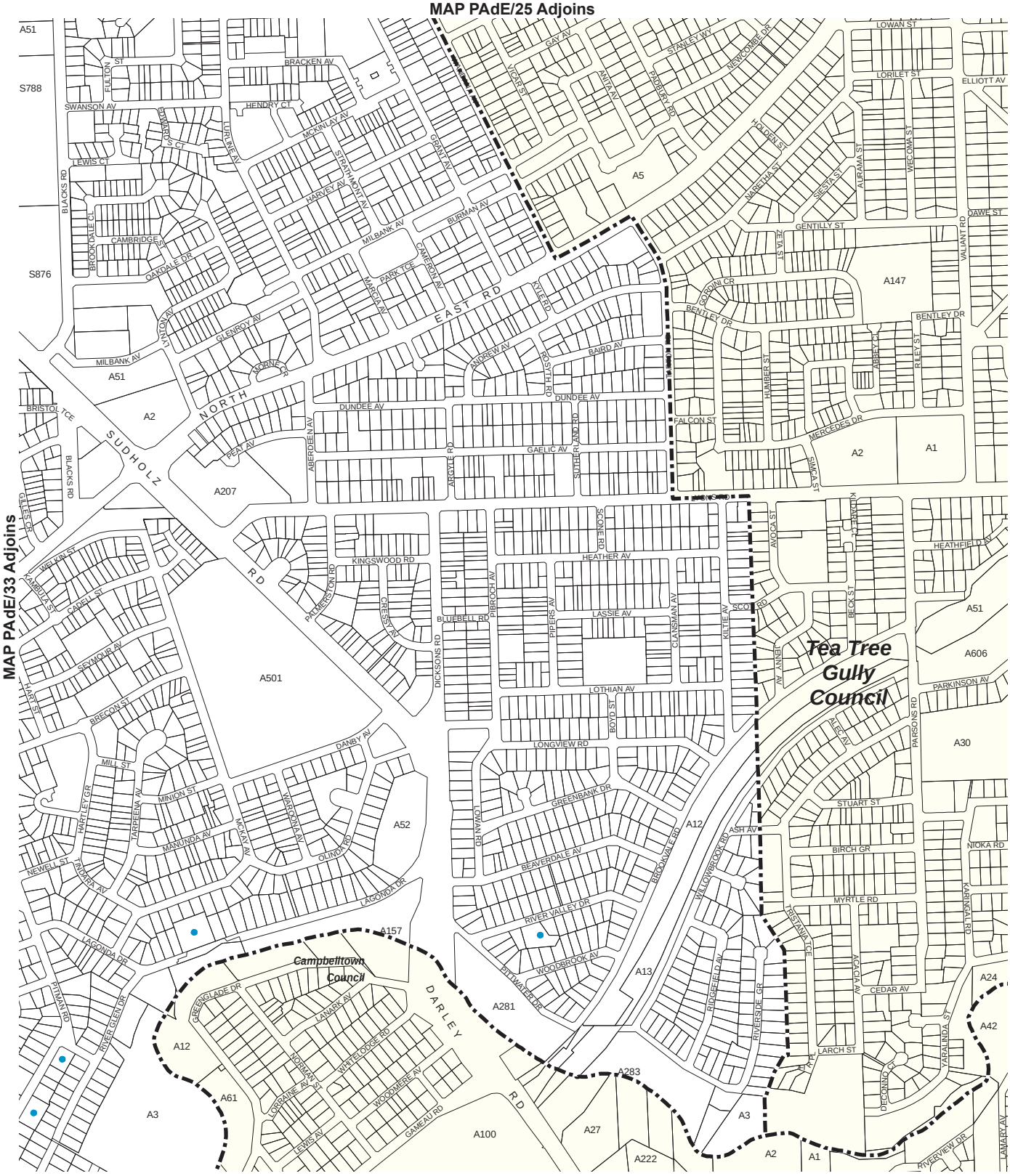
Overlay Map PAdE/34

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights
Development Plan Boundary

MAP PAdE/25 Adjoins



MAP PAdE/39 Adjoins

MAP PAdE/1 Adjoins

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

Overlay Map PAdE/34

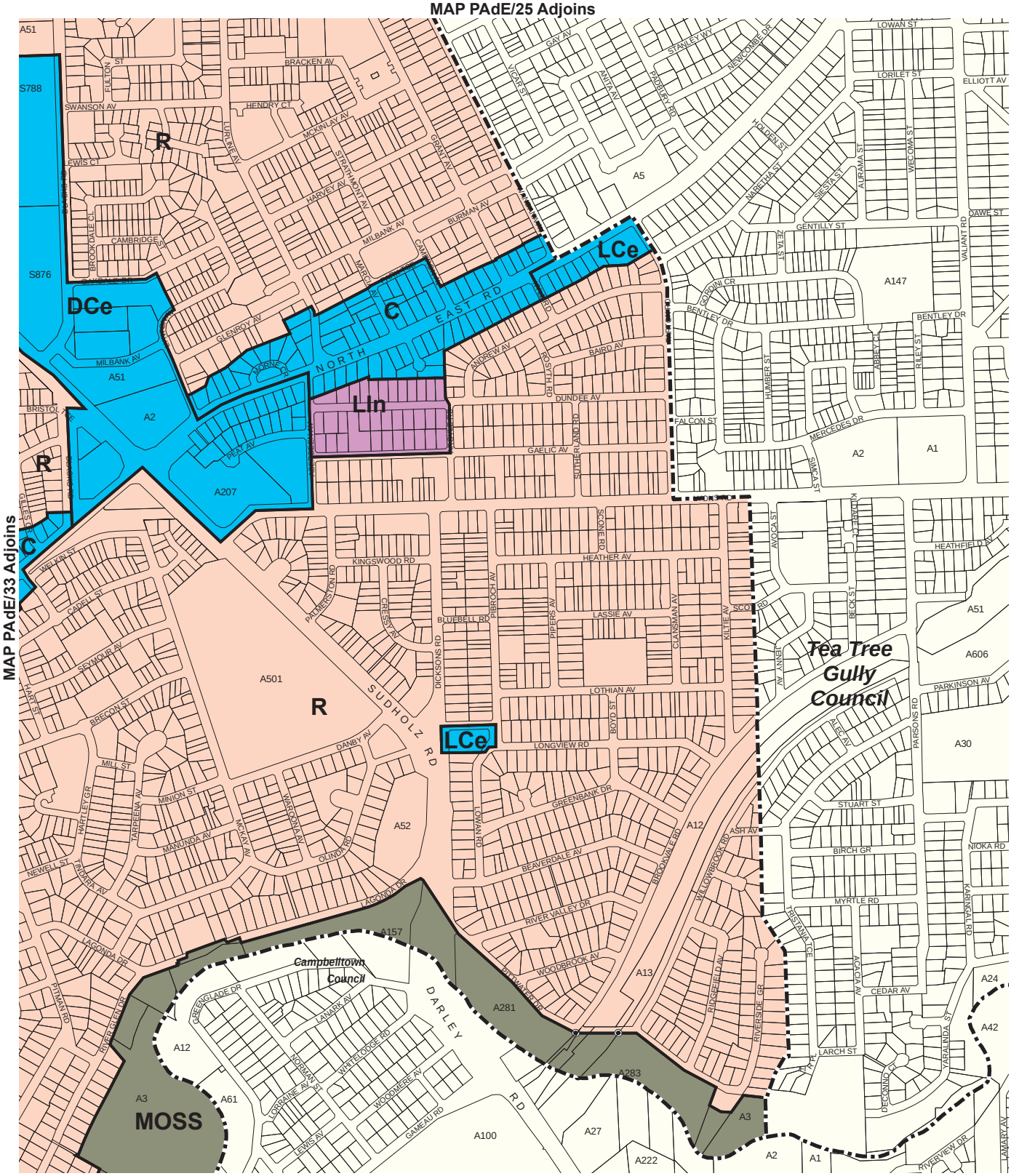
HERITAGE

Local heritage place

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/25 Adjoins



MAP PAdE/39 Adjoins

MAP PAdE/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

0 500 m

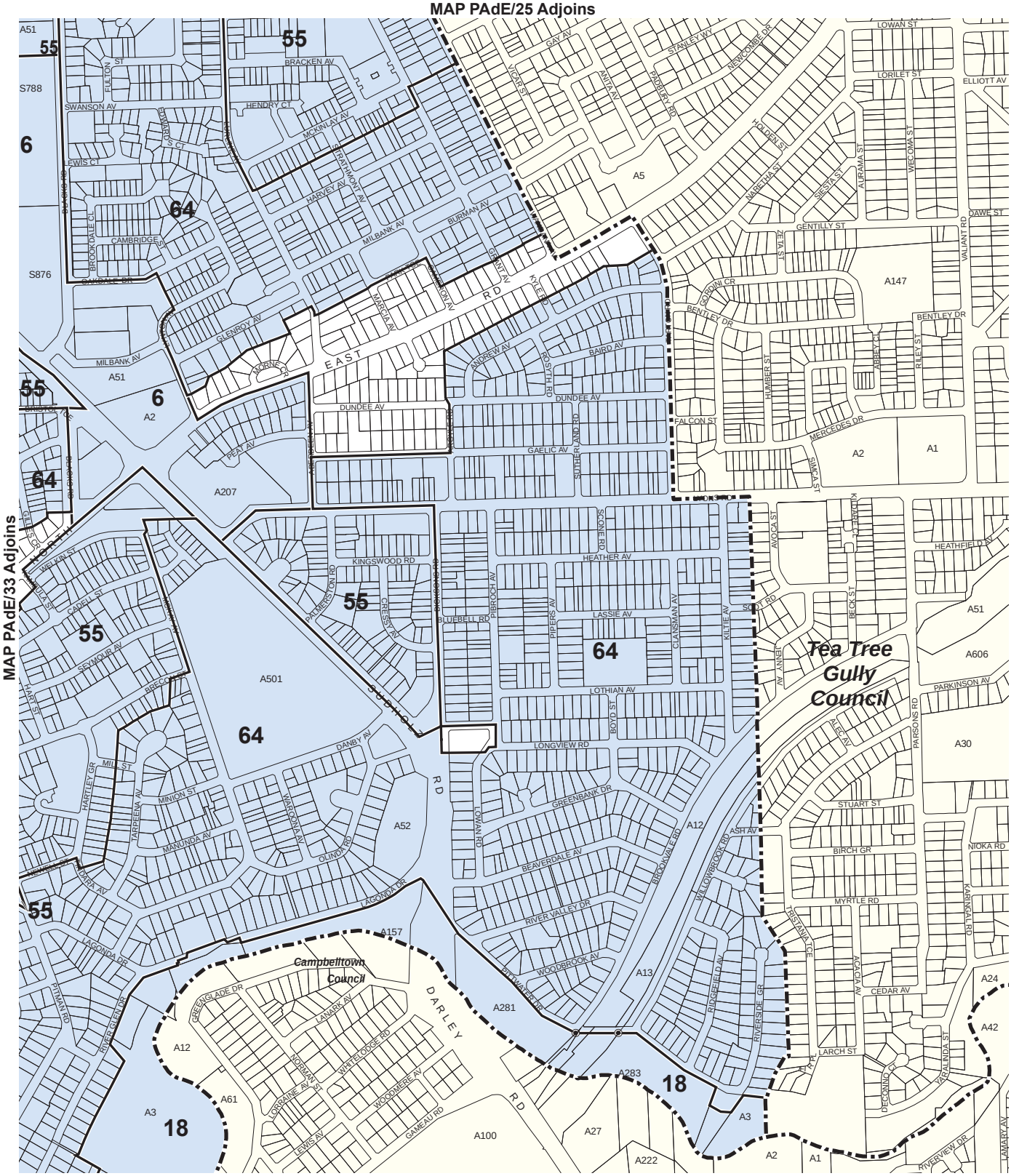
Zones

- C — Commercial
- DCe — District Centre
- LIn — Light Industry
- LCe — Local Centre
- MOSS — Metropolitan Open Space System
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/34

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/25 Adjoins



Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation
55 Comprehensive Development
6 Gilles Plains
64 Residential East

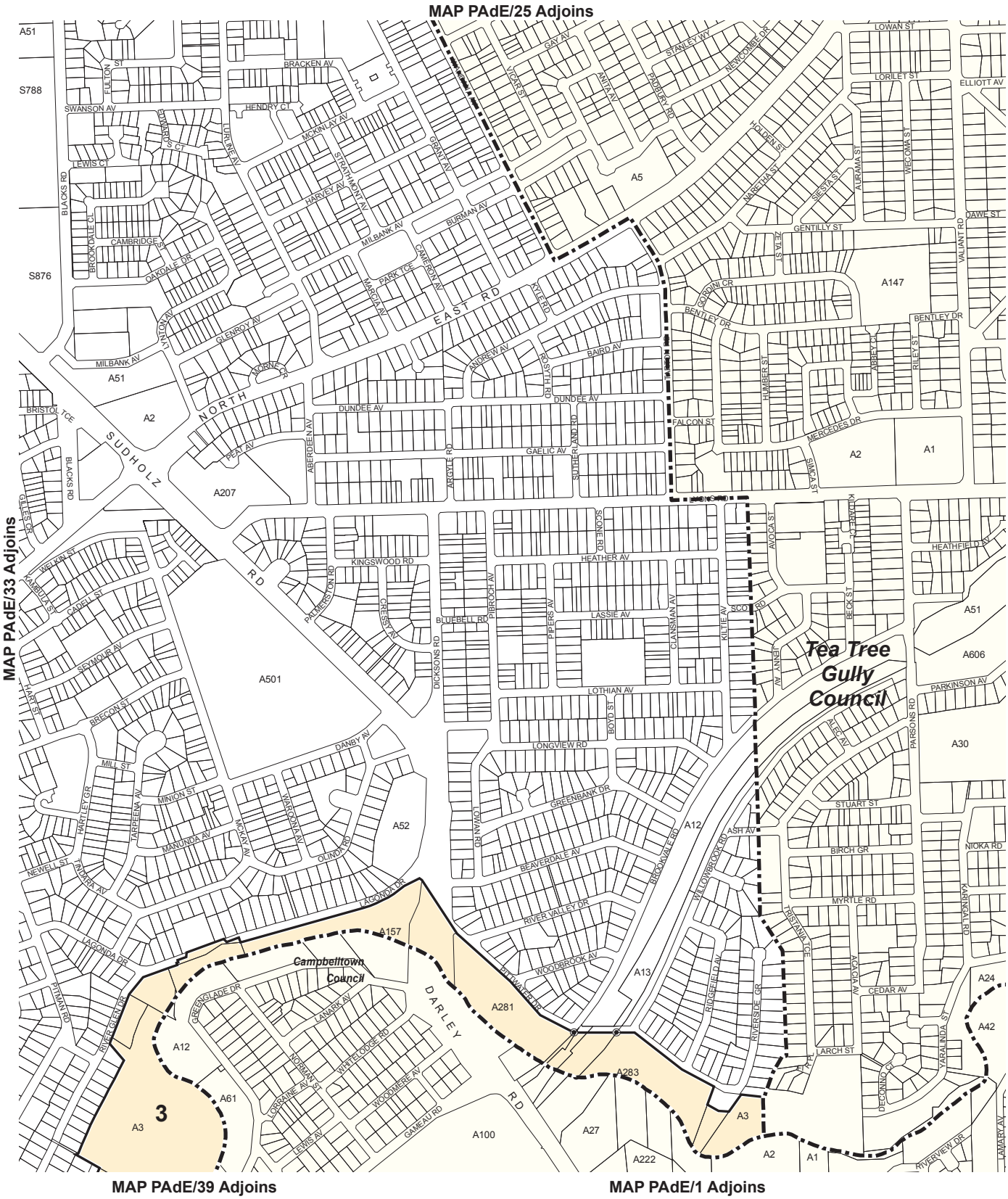
N

0 500 m

Policy Area Map PAdE/34

Policy Area Boundary
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Precinct

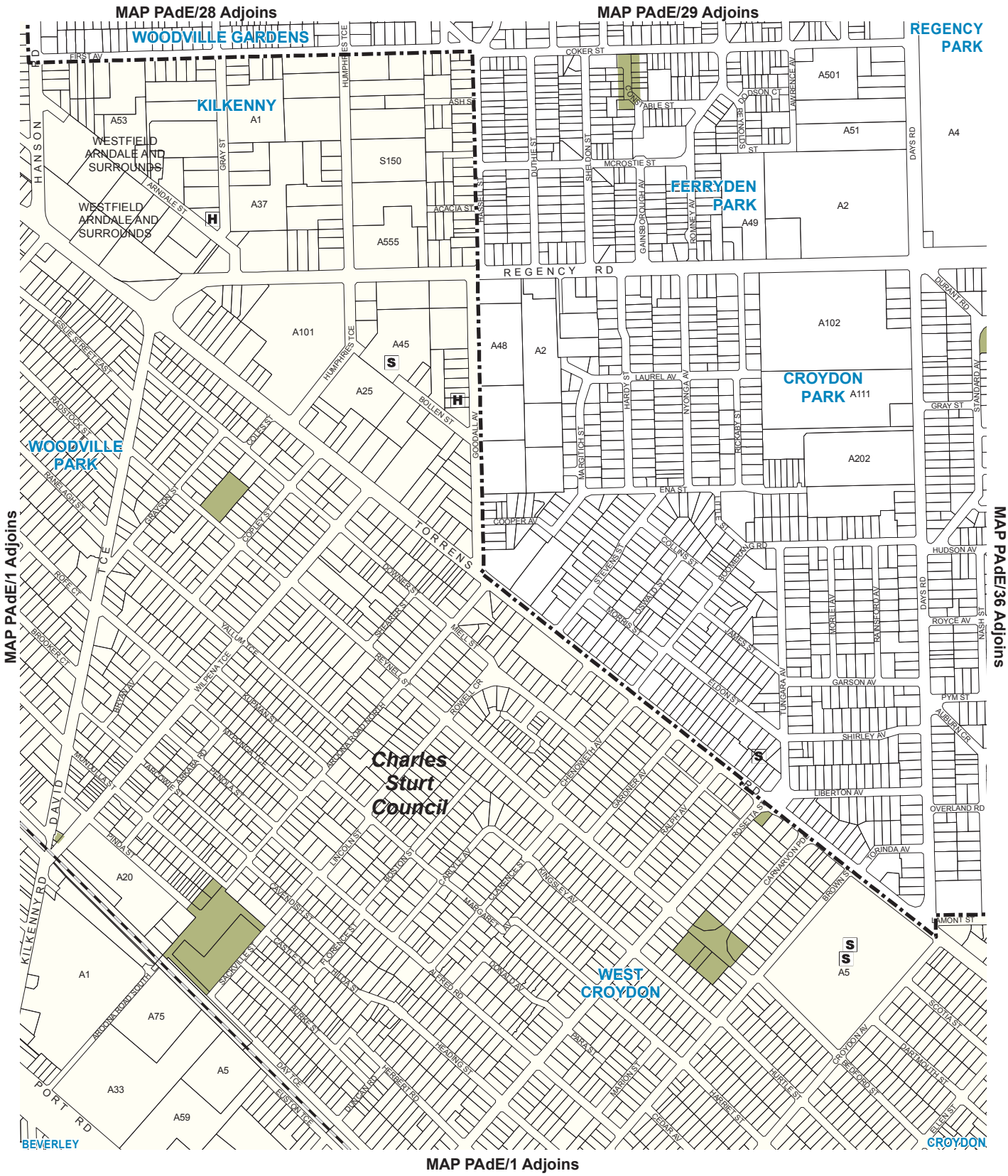
3 River Torrens Linear Park

Precinct Map PAdE/34

Precinct Boundary

Development Plan Boundary

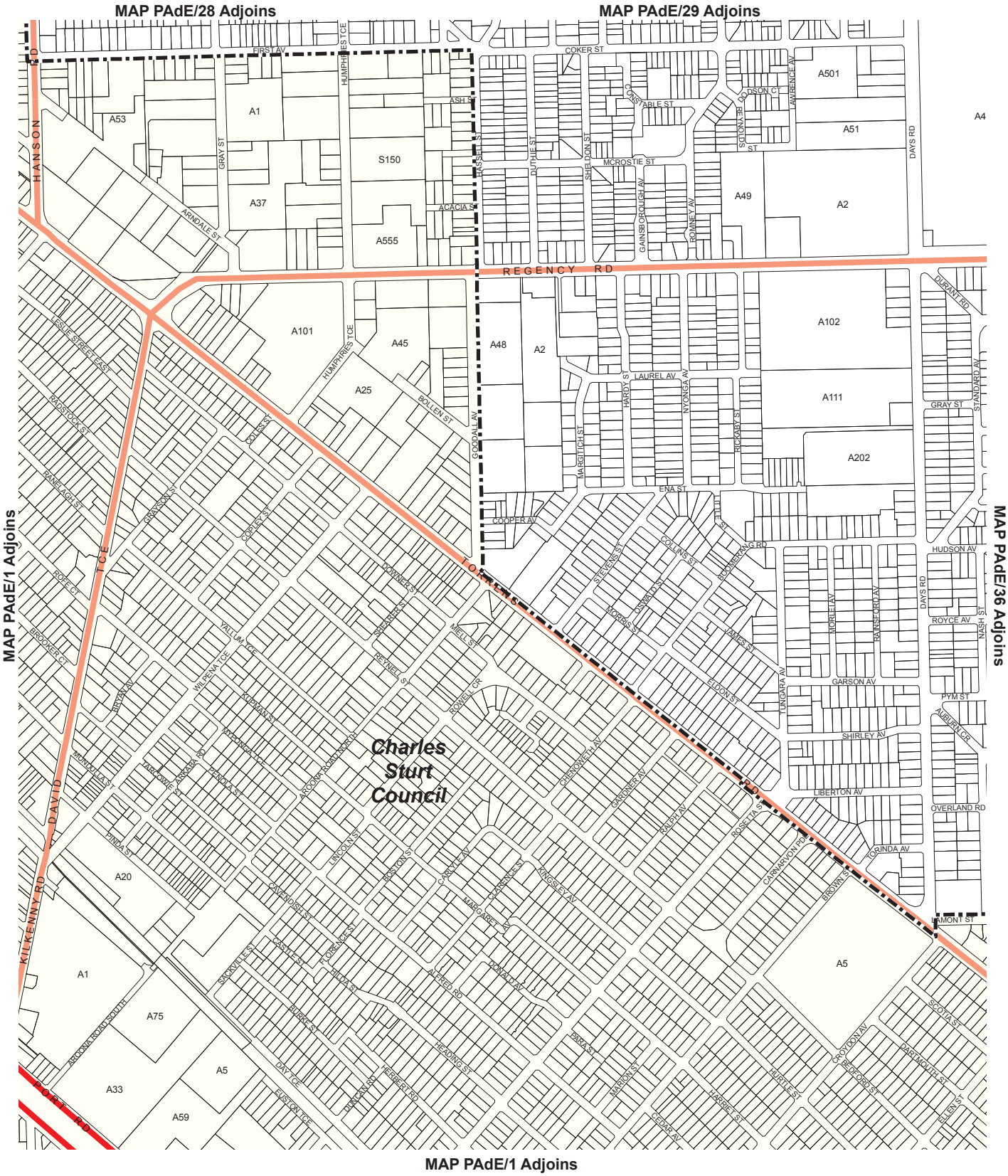
PORT ADELAIDE ENFIELD COUNCIL



Location Map PAdE/35

S School
H Other Health Services
Railways
Local Reserves
Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

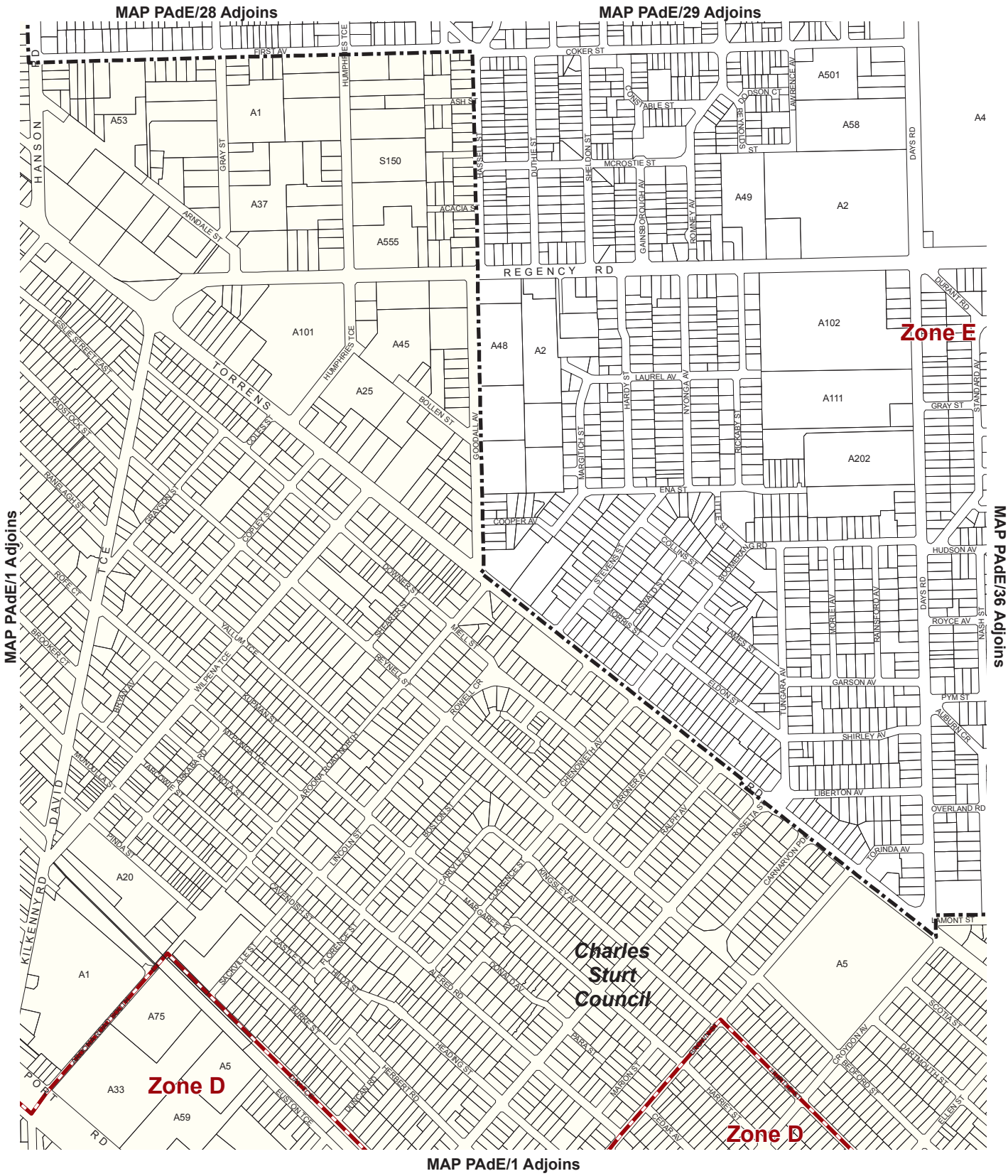


Overlay Map PAdE/35

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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



Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

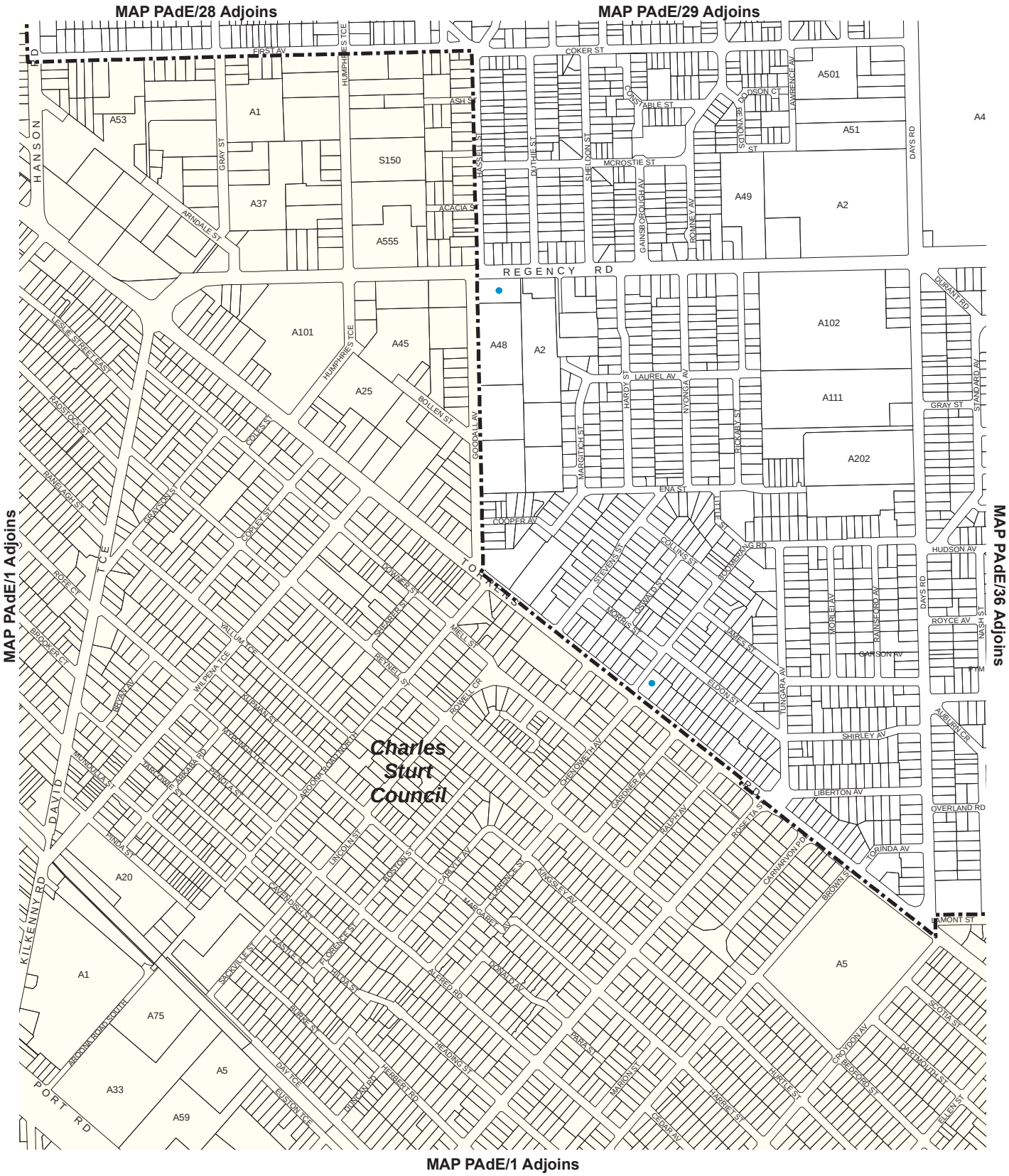
Overlay Map PAdE/35

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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

N

0 500 m

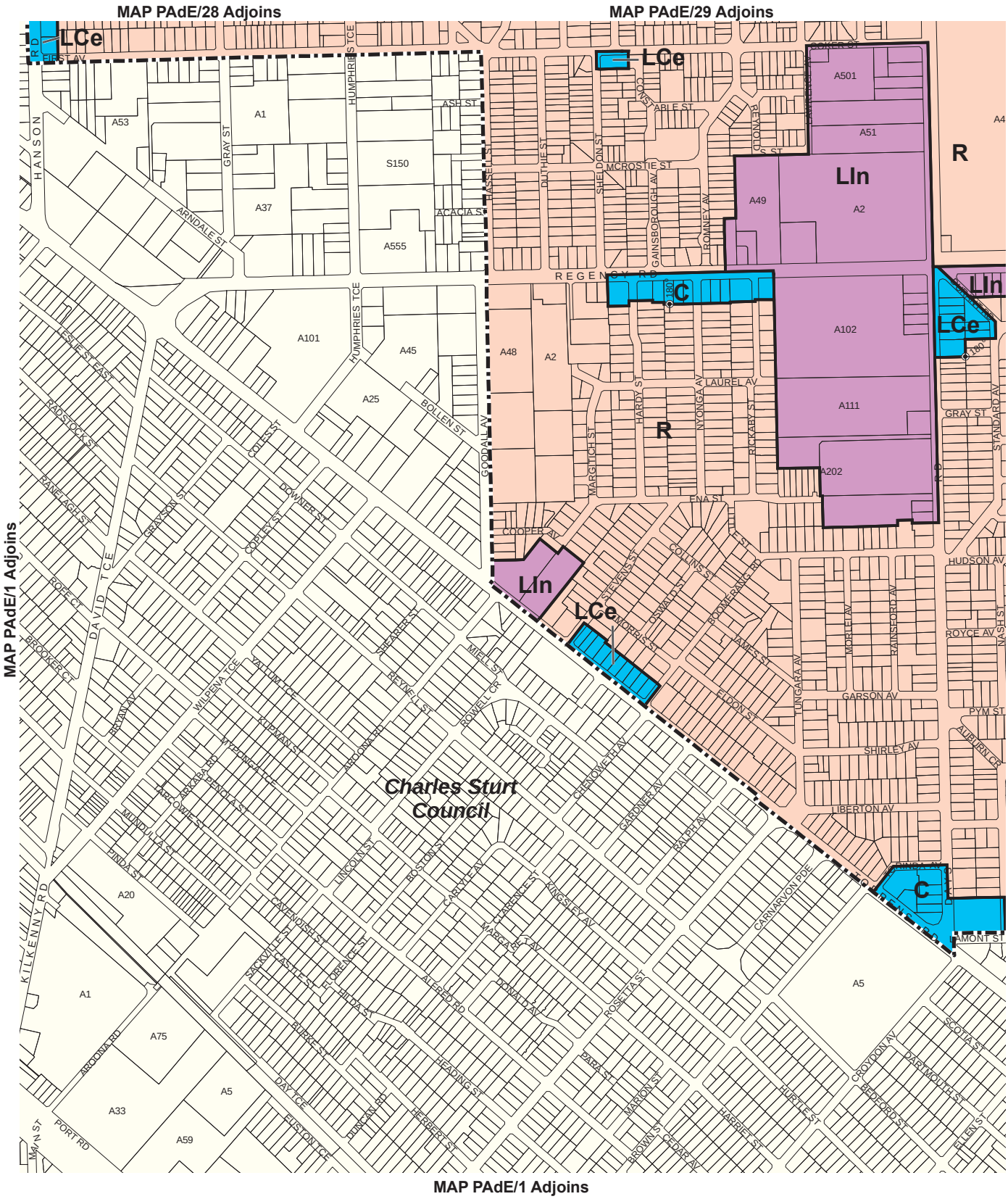
Overlay Map PAdE/35

HERITAGE

Local heritage place

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

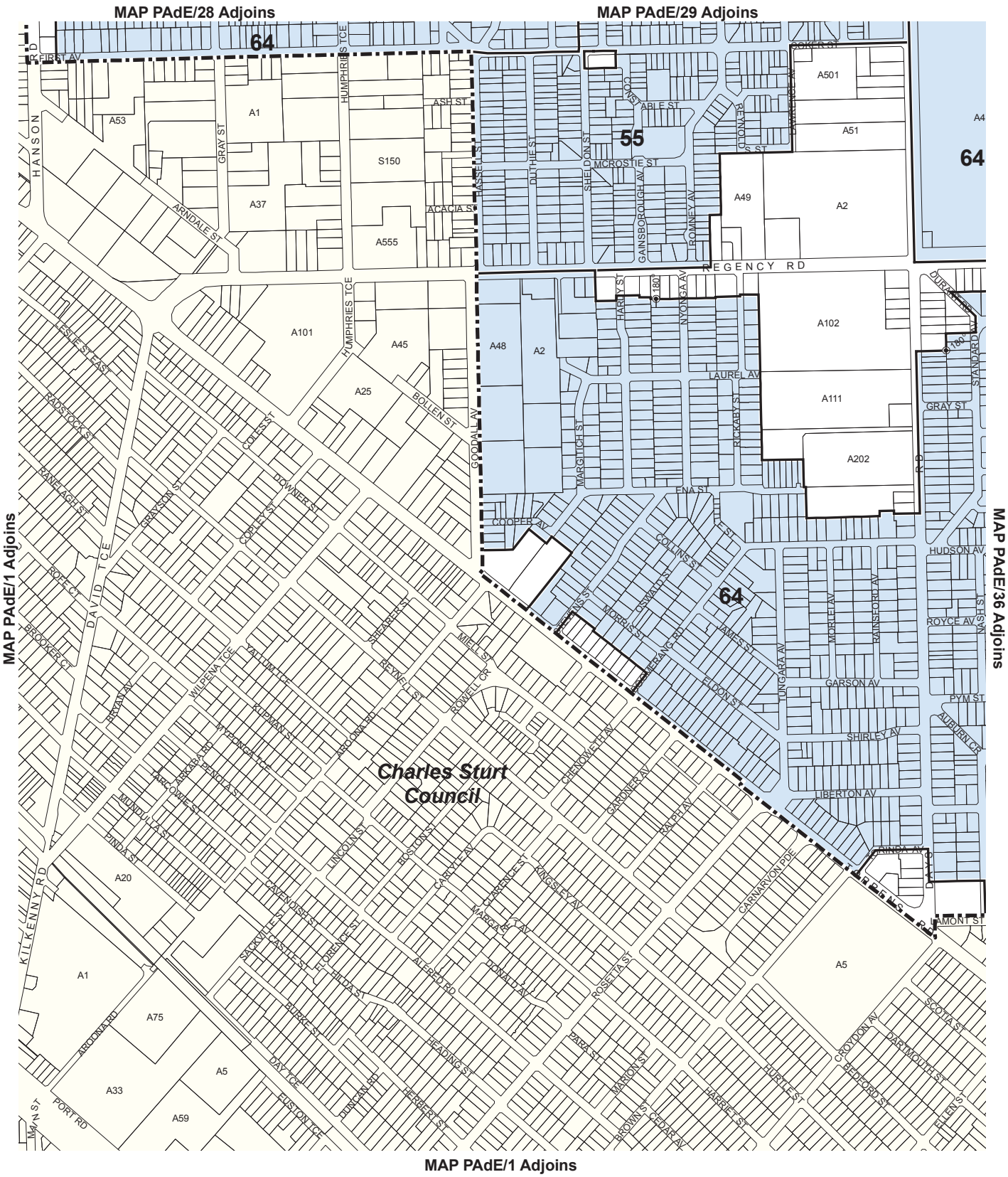


Zones

- C — Commercial
- LIn — Light Industry
- LCe — Local Centre
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/35

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

55 Comprehensive Development

64 Residential East

N

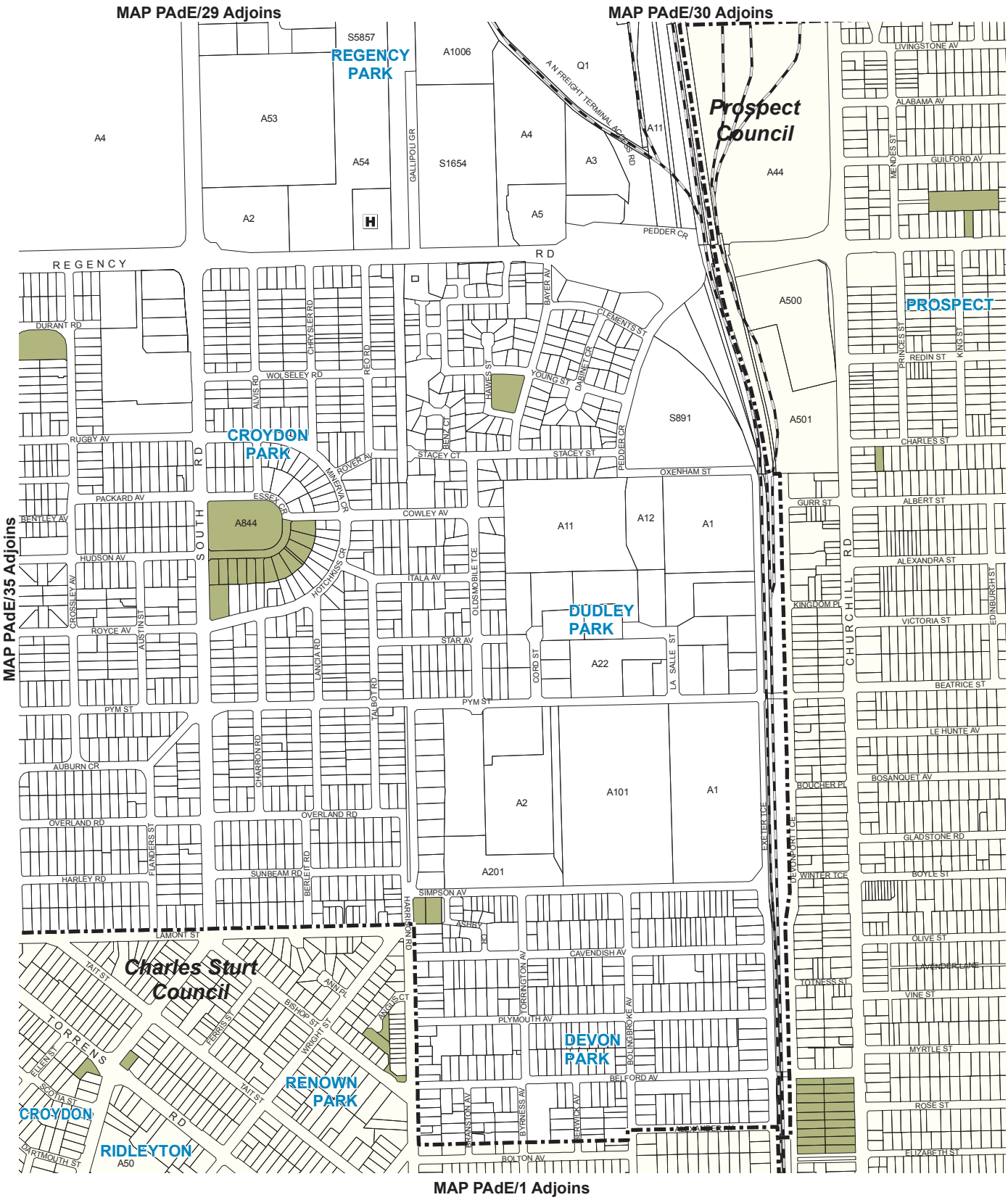
0 500 m

Policy Area Map PAdE/35

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Location Map PAdE/36

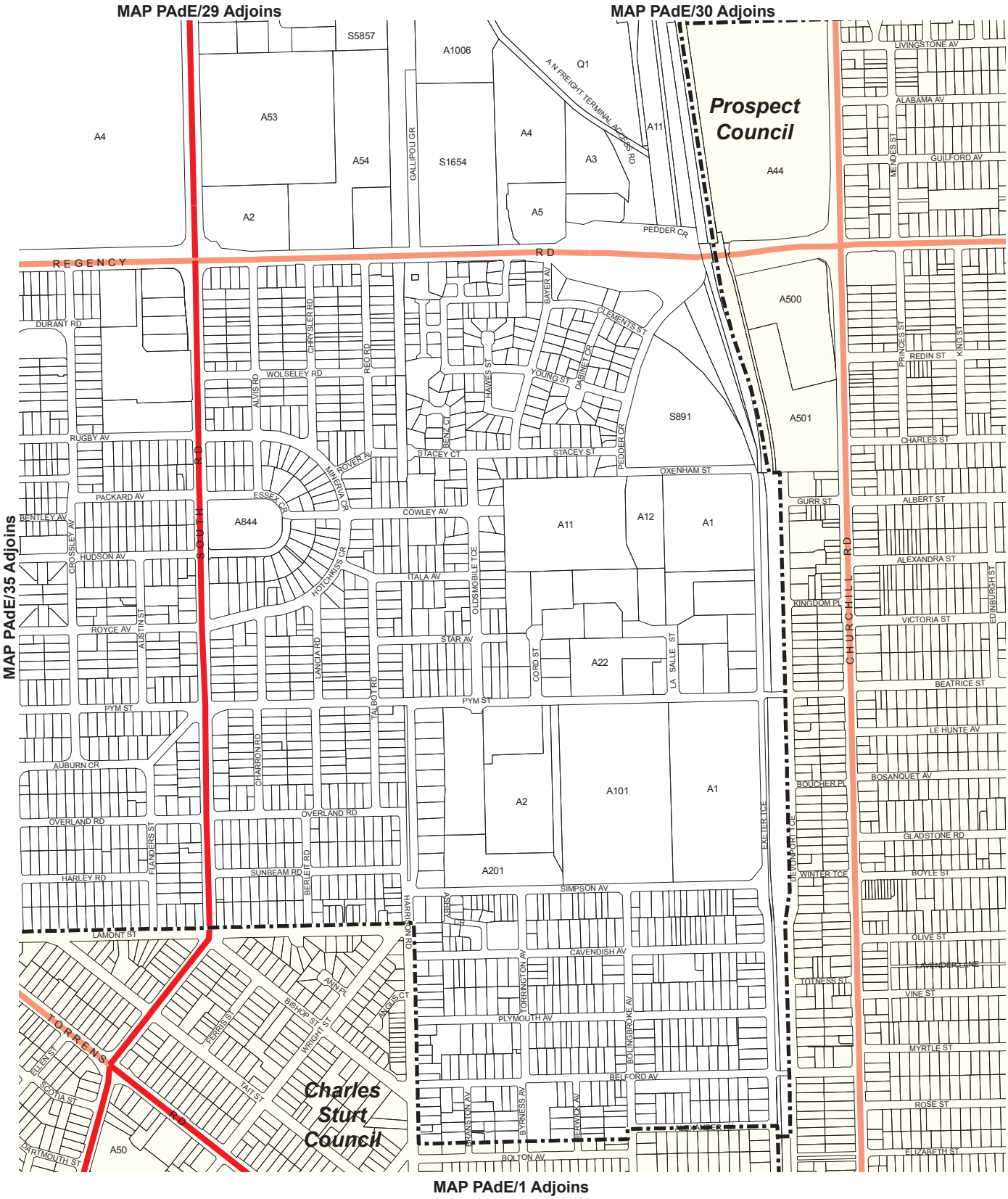
H Other Health Services

Railways

Local Reserves

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/36

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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

Airport Building Heights
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

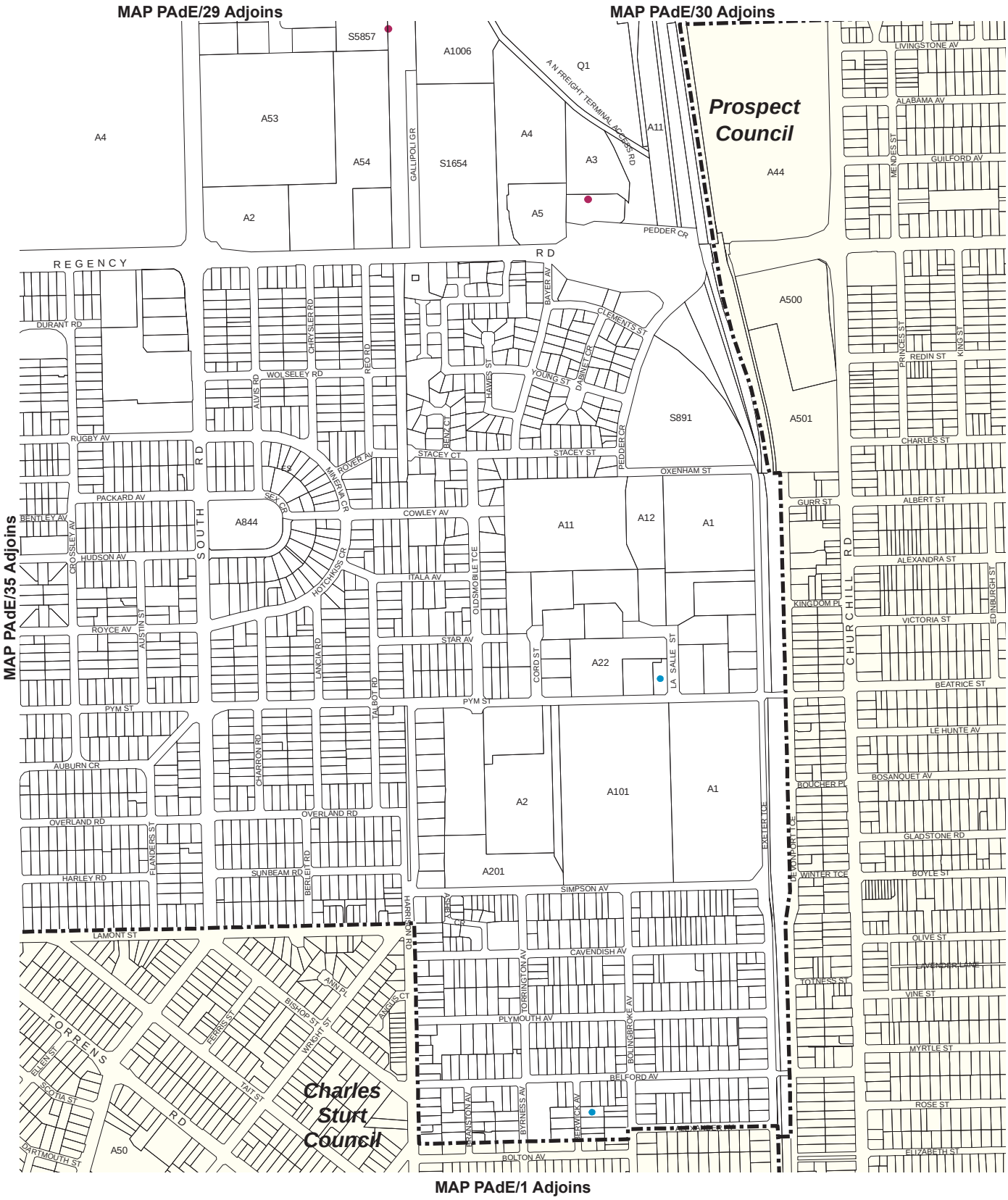
Overlay Map PAdE/36

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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

Overlay Map PAdE/36

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

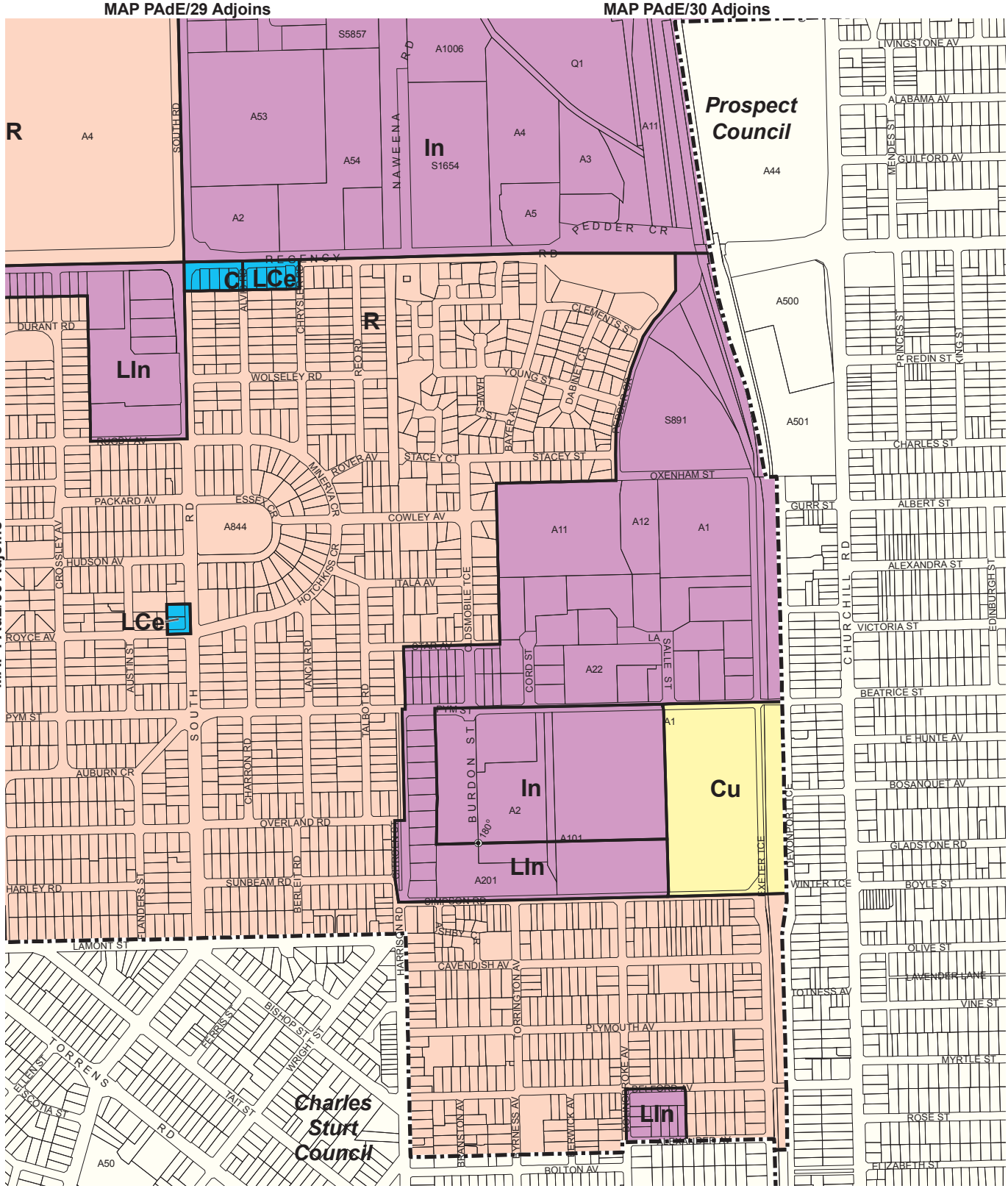
- State heritage place
- Local heritage place
- Development Plan Boundary

MAP PAdE/29 Adjoins

MAP PAdE/30 Adjoins

MAP PAdE/35 Adjoins

MAP PAdE/1 Adjoins



MAP PAdE/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

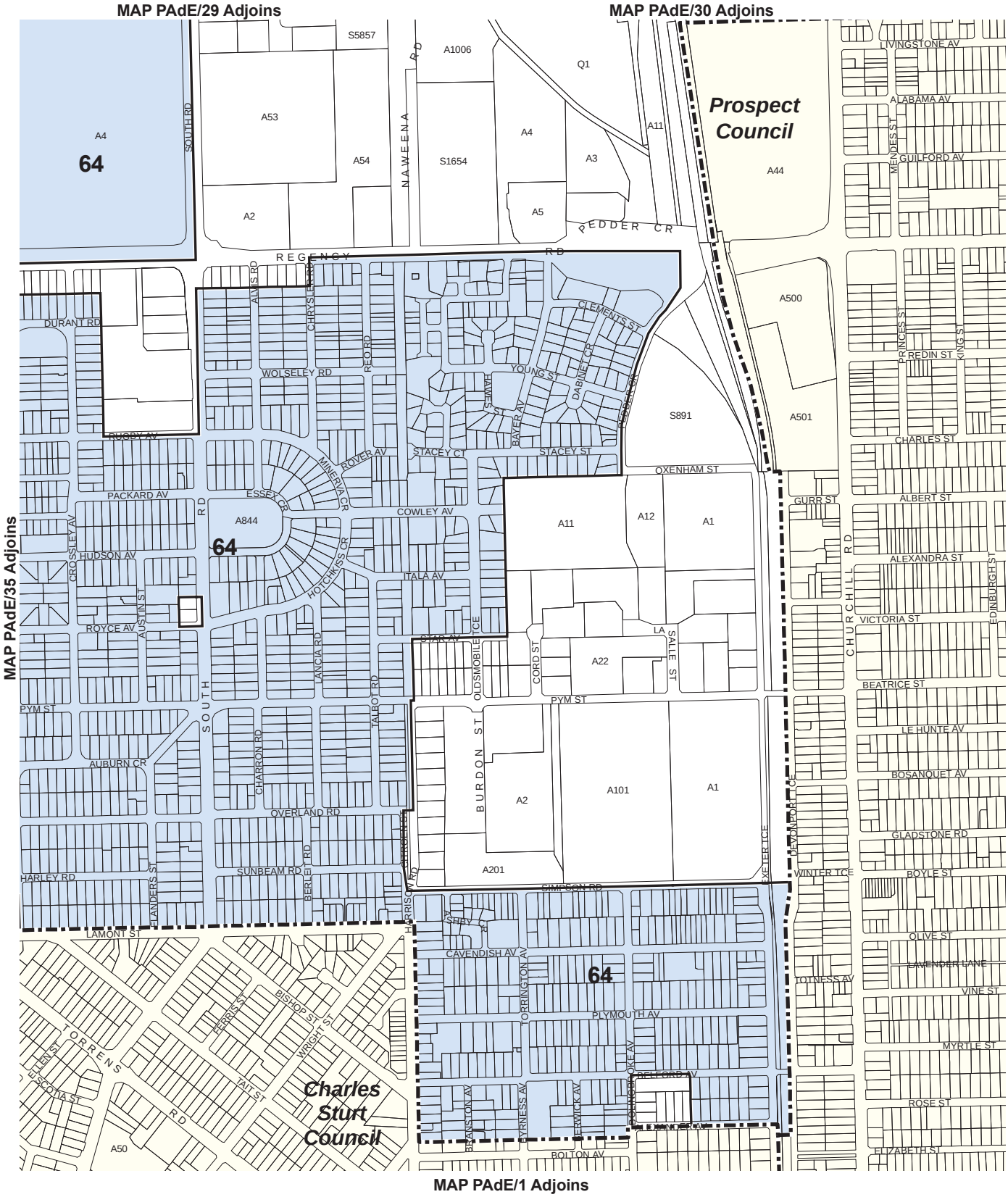
0 500 m

Zones

- C Commercial
- Cu Community
- In Industry
- LIn Light Industry
- LCe Local Centre
- R Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/36

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

64 Residential East

N

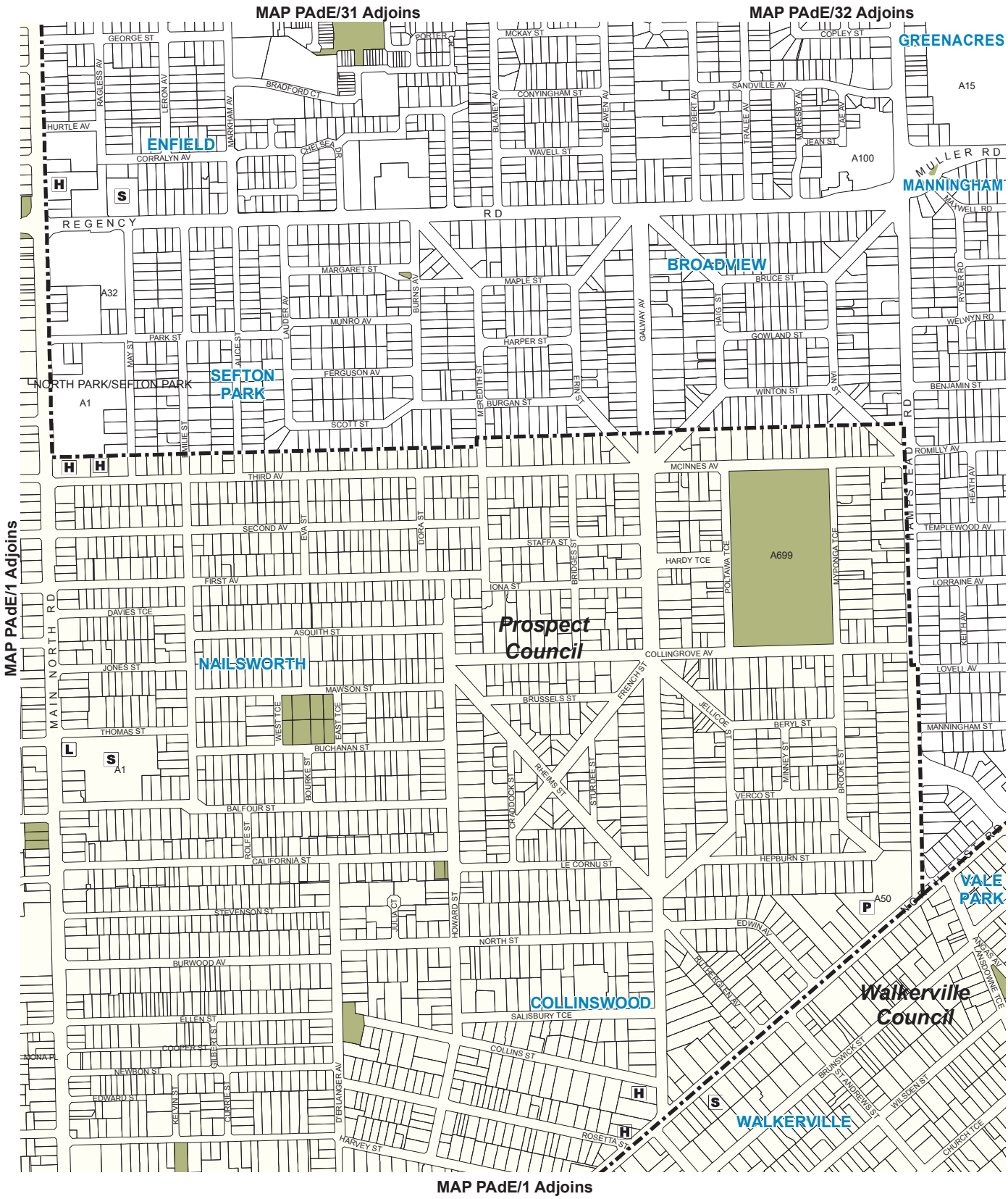
0 500 m

Policy Area Map PAdE/36

Policy Area Boundary

Development Plan Boundary

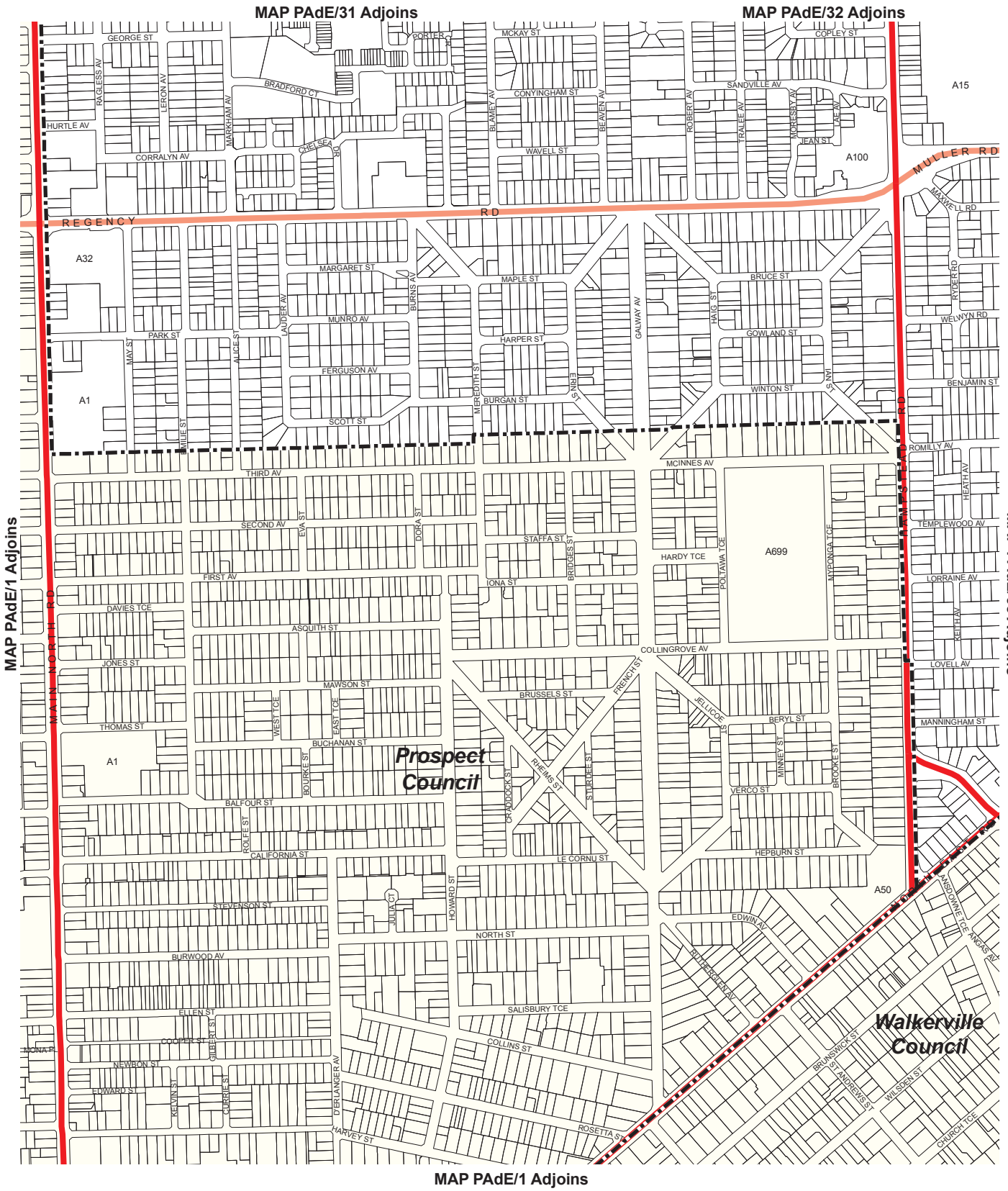
PORT ADELAIDE ENFIELD COUNCIL



S School
L Public Library
P Post Office
H Other Health Services
Local Reserves
Development Plan Boundary

Location Map PAdE/37

PORT ADELAIDE ENFIELD COUNCIL

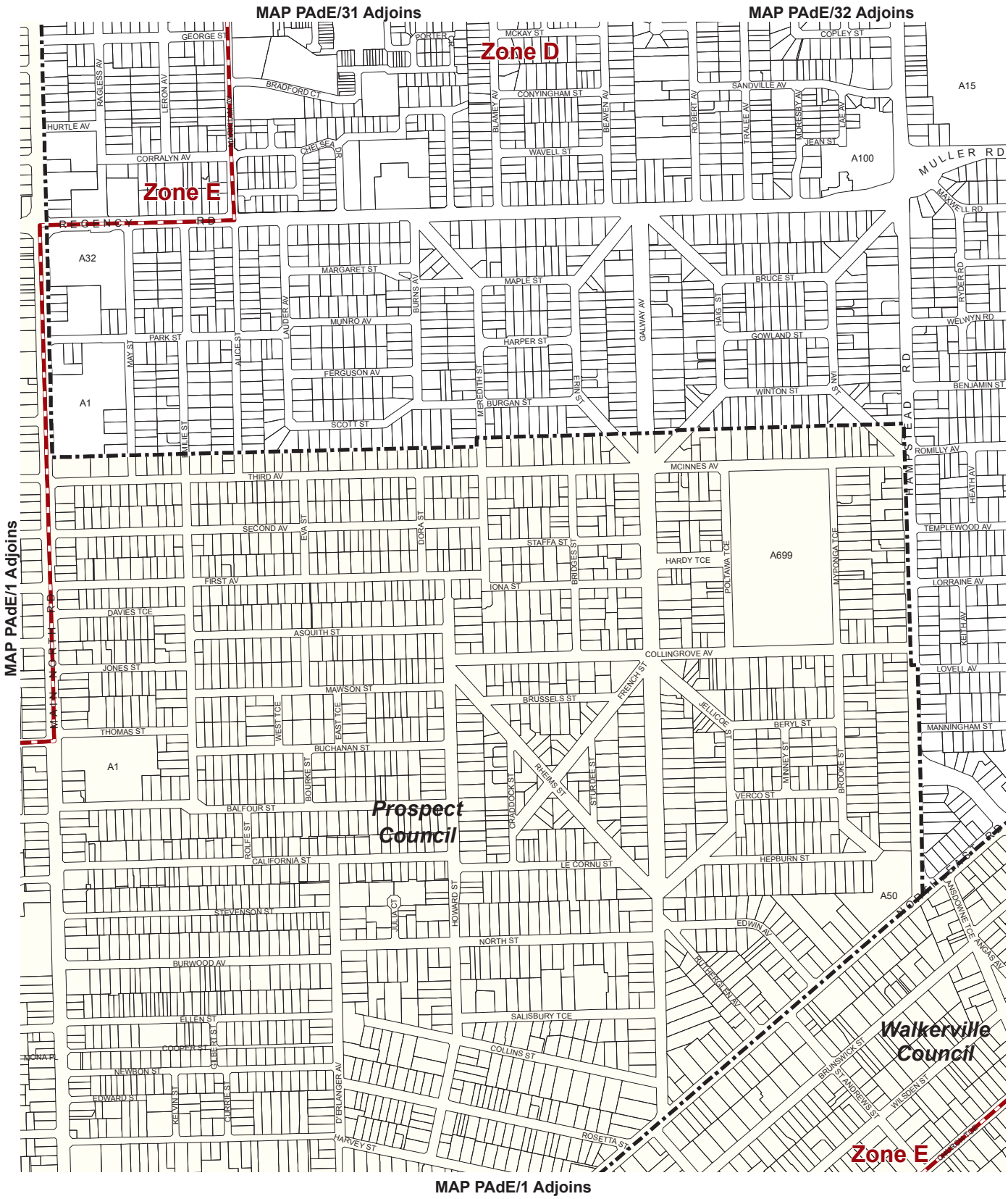


Overlay Map PAdE/37

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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

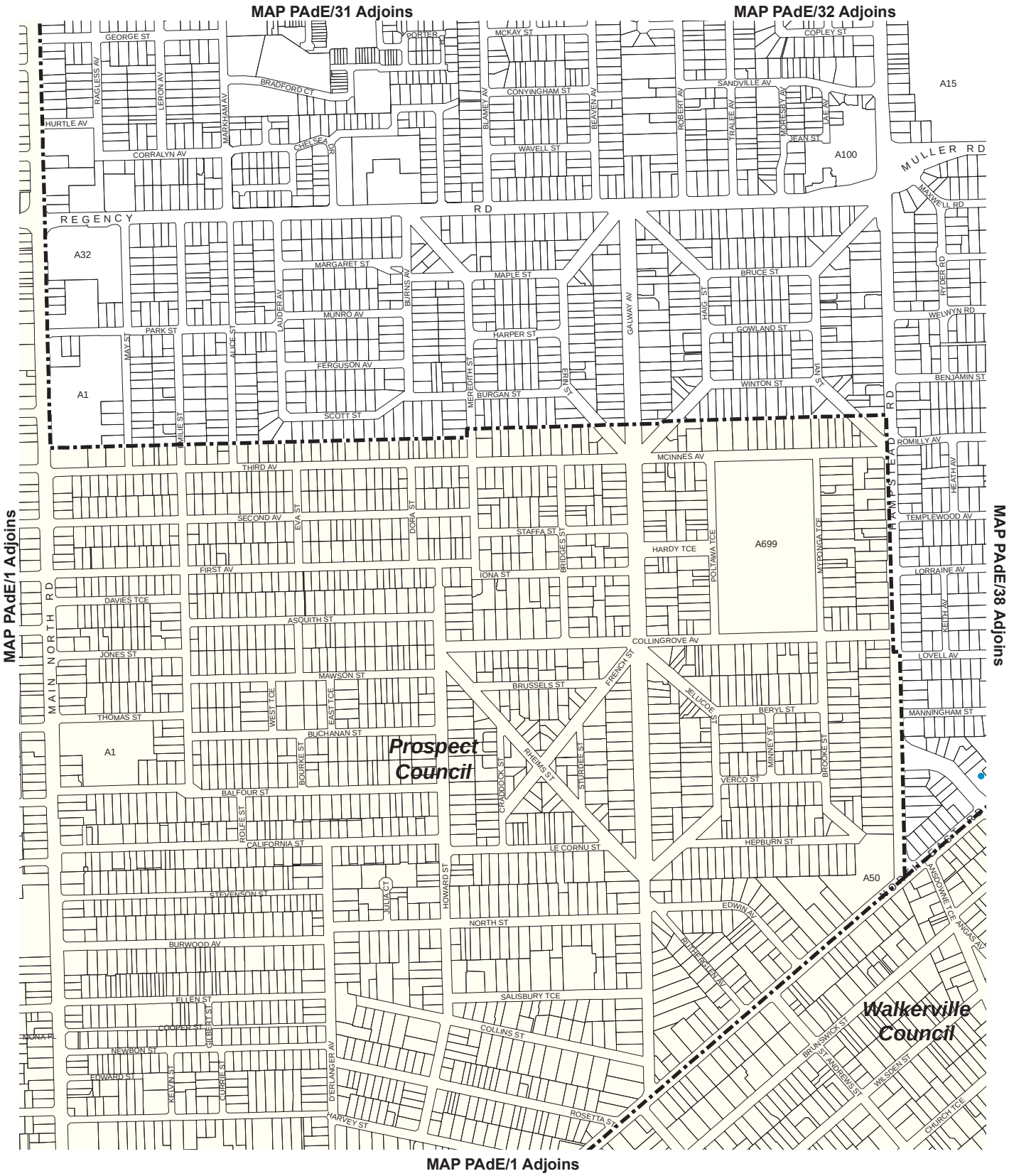


Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/37

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL



Heritage points are indicative only.
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N

0 500 m

Overlay Map PAdE/37

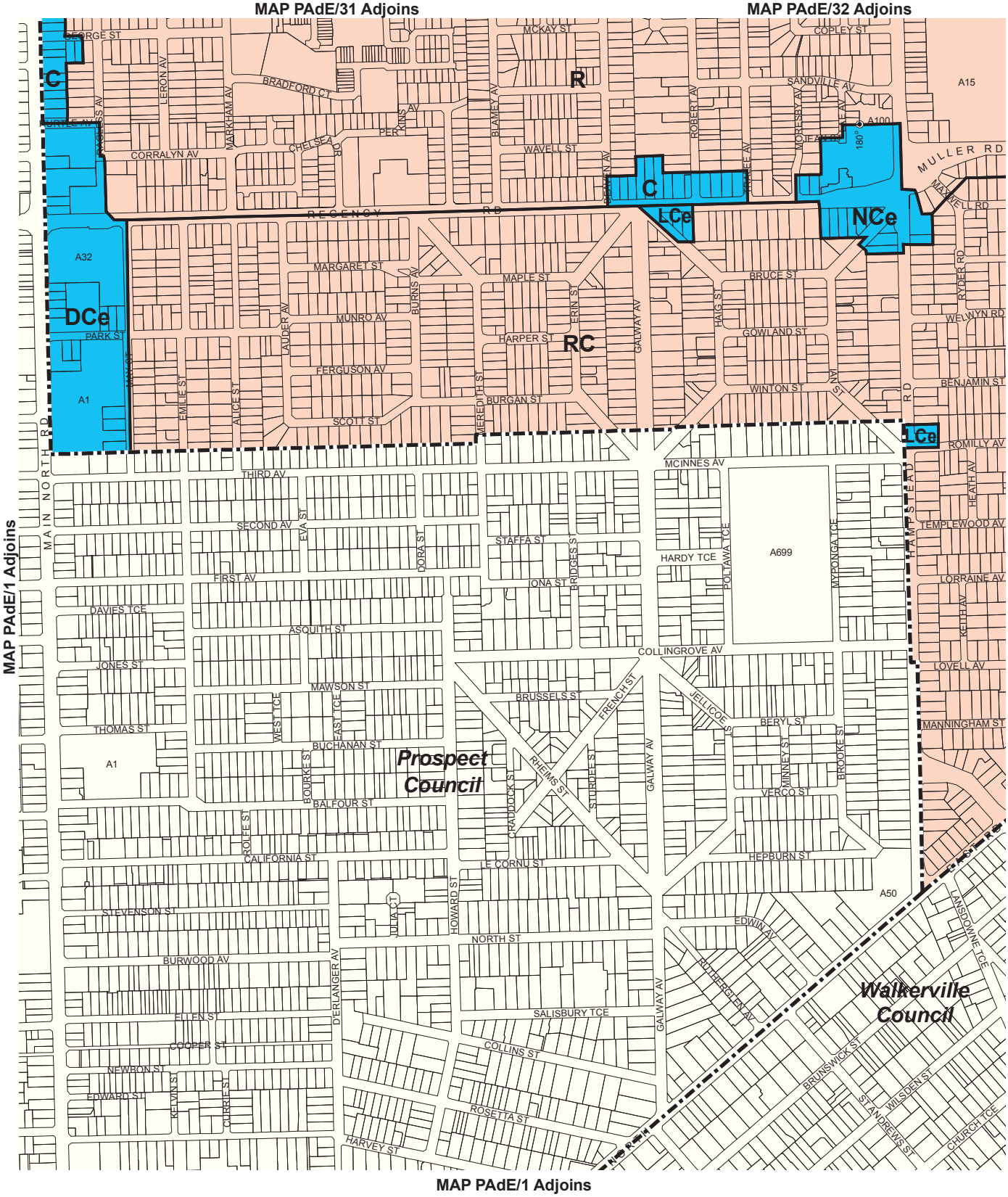
HERITAGE

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

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/31 Adjoins

MAP PAdE/32 Adjoins



MAP PAdE/1 Adjoins

MAP PAdE/38 Adjoins

MAP PAdE/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

N

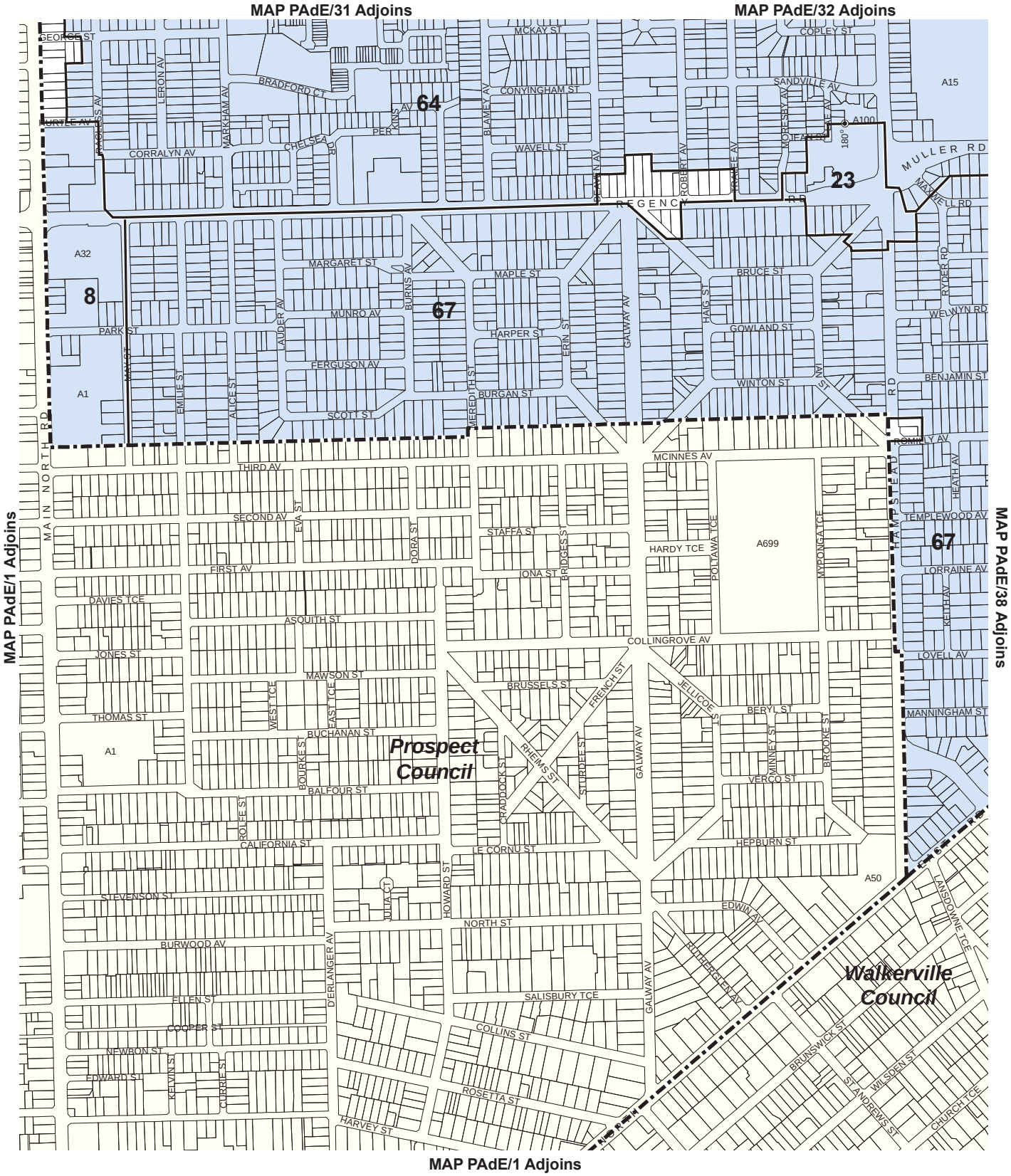
0 500 m

Zones

- C Commercial
- DCe District Centre
- LCe Local Centre
- NCe Neighbourhood Centre
- R Residential
- RC Residential Character
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/37

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

23 Broadview
64 Residential East
67 Enfield
8 Sefton Park

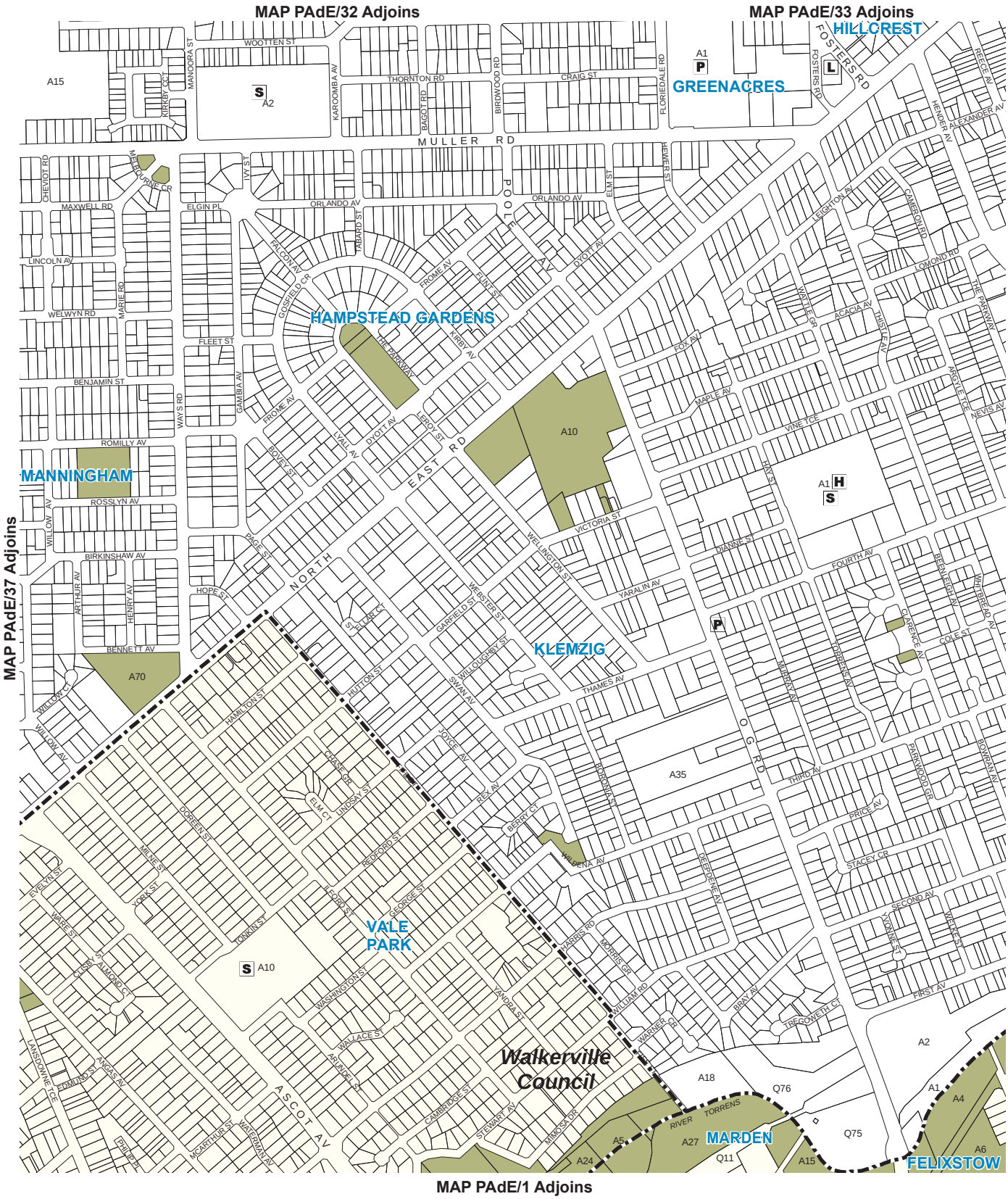
N

0 500 m

Policy Area Map PAdE/37

Policy Area Boundary
Development Plan Boundary

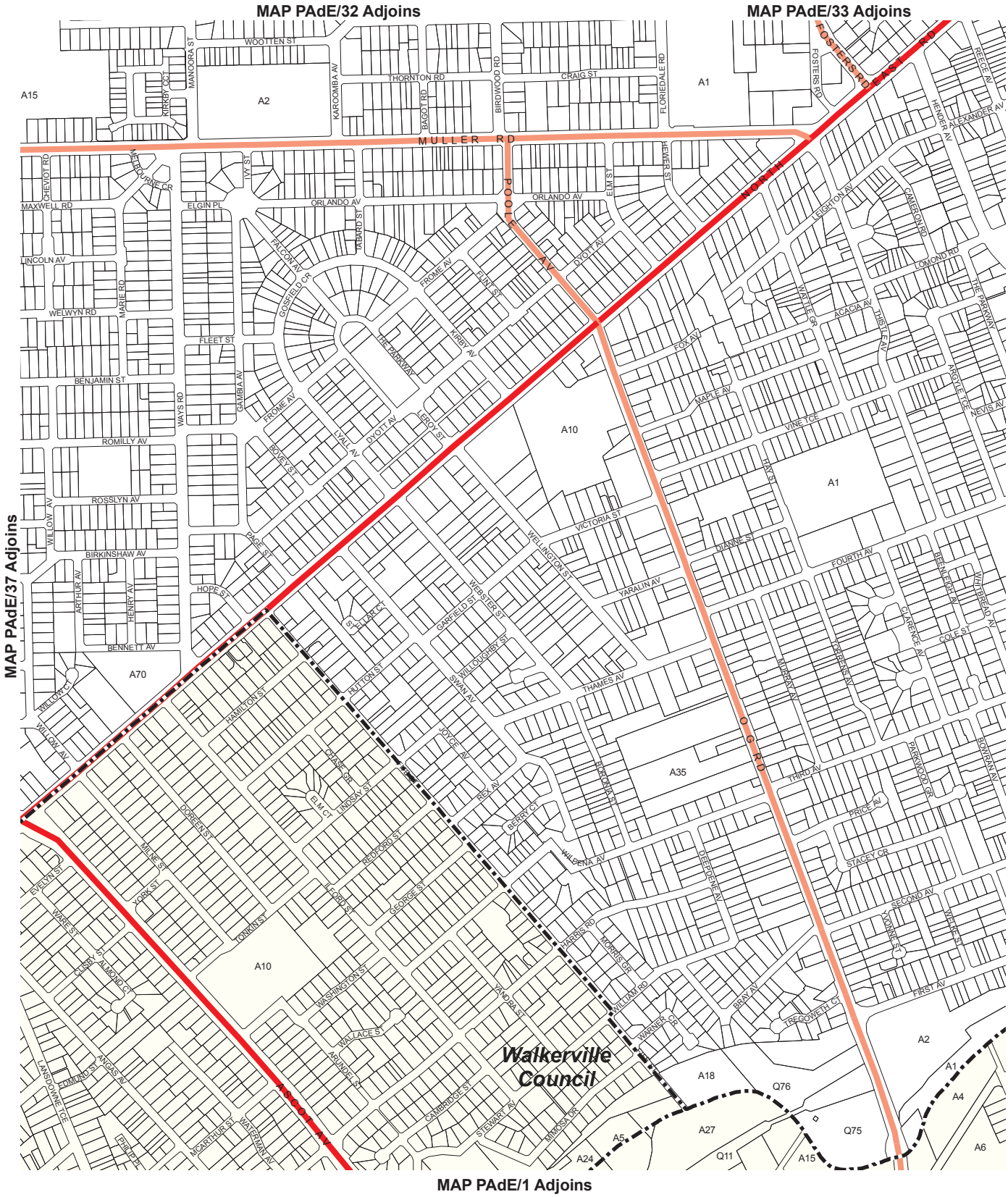
PORT ADELAIDE ENFIELD COUNCIL



S School
L Public Library
P Post Office
H Other Health Services
Local Reserves
Development Plan Boundary

Location Map PAdE/38

PORT ADELAIDE ENFIELD COUNCIL

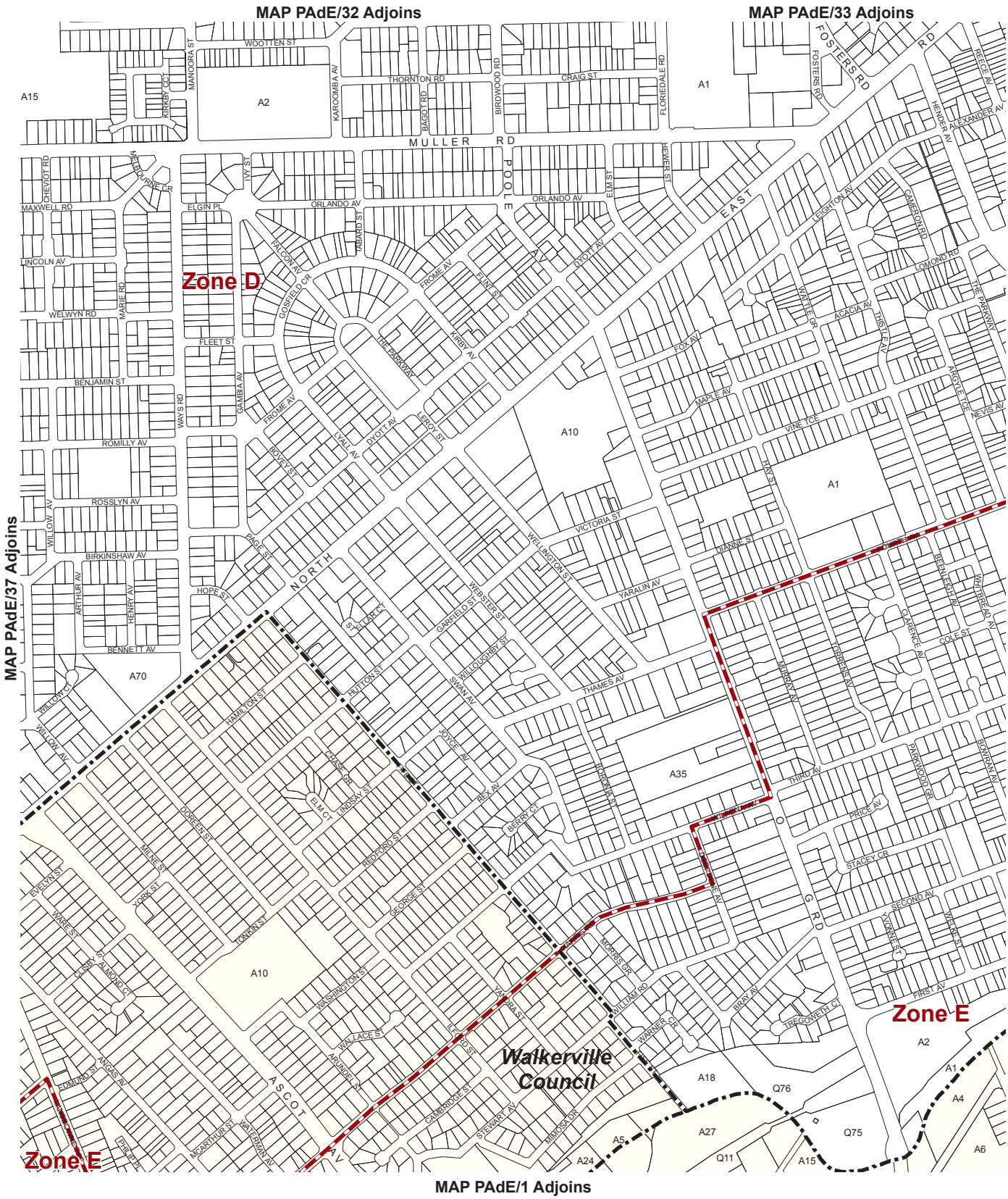


Overlay Map PAdE/38

TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL

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



Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

Overlay Map PAdE/38

DEVELOPMENT CONSTRAINTS

Airport Building Heights

Development Plan Boundary

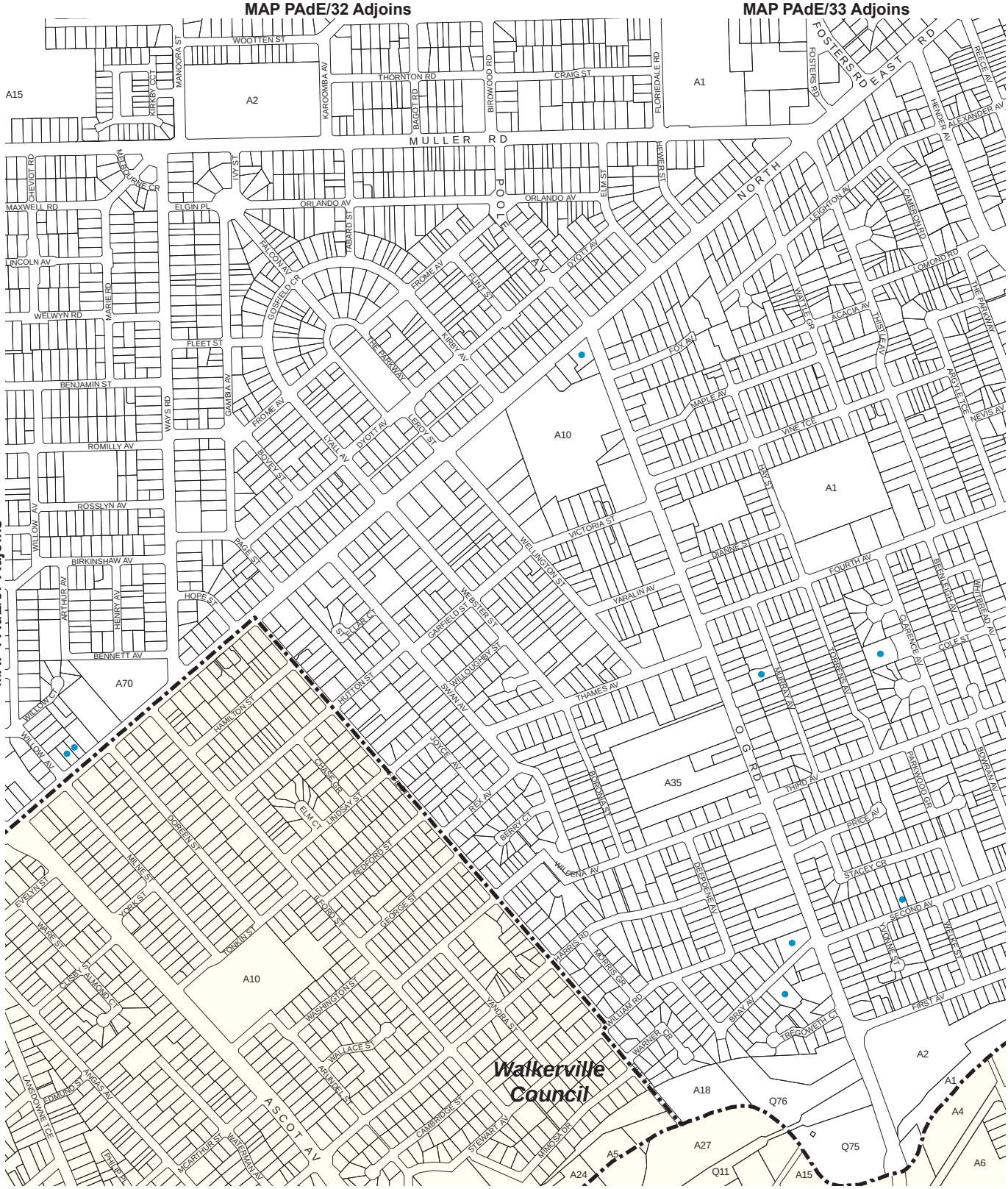
PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/32 Adjoins

MAP PAdE/33 Adjoins

MAP PAdE/37 Adjoins

MAP PAdE/39 Adjoins



MAP PAdE/1 Adjoins

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

N

0 500 m

- Local heritage place
- Development Plan Boundary

Overlay Map PAdE/38

HERITAGE

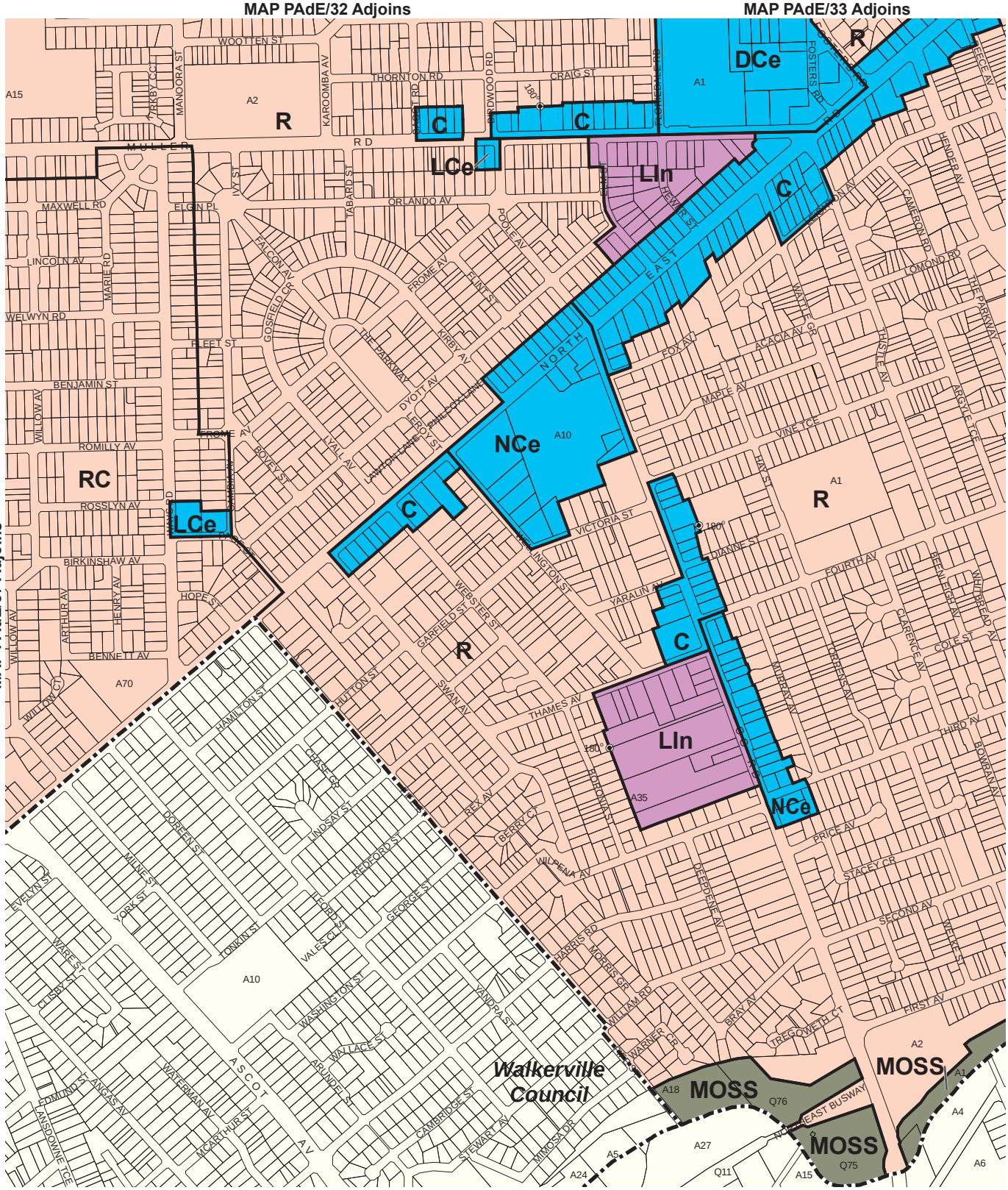
PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/32 Adjoins

MAP PAdE/33 Adjoins

MAP PAdE/37 Adjoins

MAP PAdE/39 Adjoins



MAP PAdE/1 Adjoins

Zones

- C Commercial
- DCe District Centre
- LIn Light Industry
- LCe Local Centre
- MOSS Metropolitan Open Space System
- NCe Neighbourhood Centre
- R Residential
- RC Residential Character
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/38

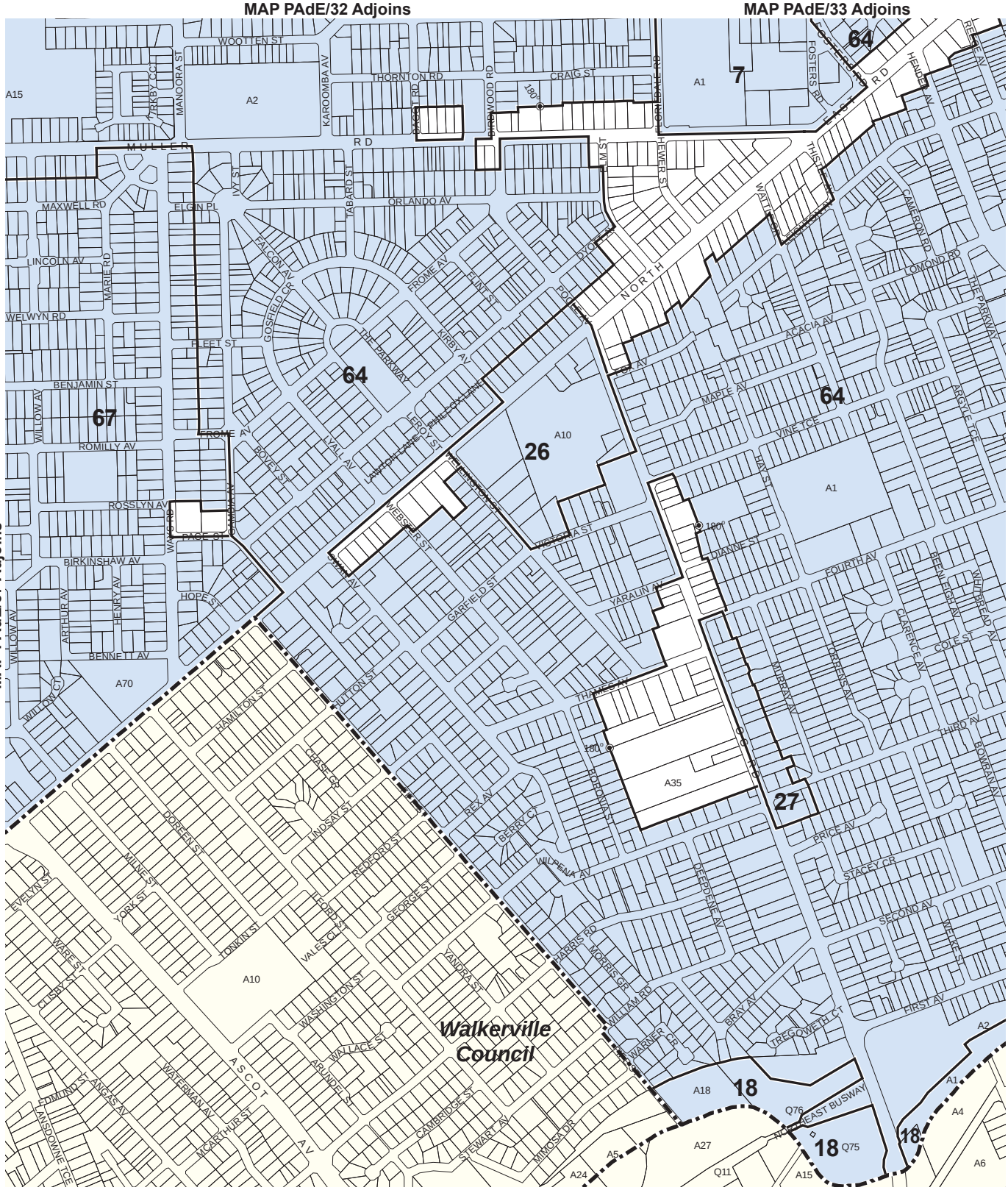
PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/32 Adjoins

MAP PAdE/33 Adjoins

MAP PAdE/37 Adjoins

MAP PAdE/39 Adjoins



MAP PAdE/1 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation
26 Hampstead Gardens
27 Klemzig
64 Residential East
67 Enfield
7 Greenacres

N

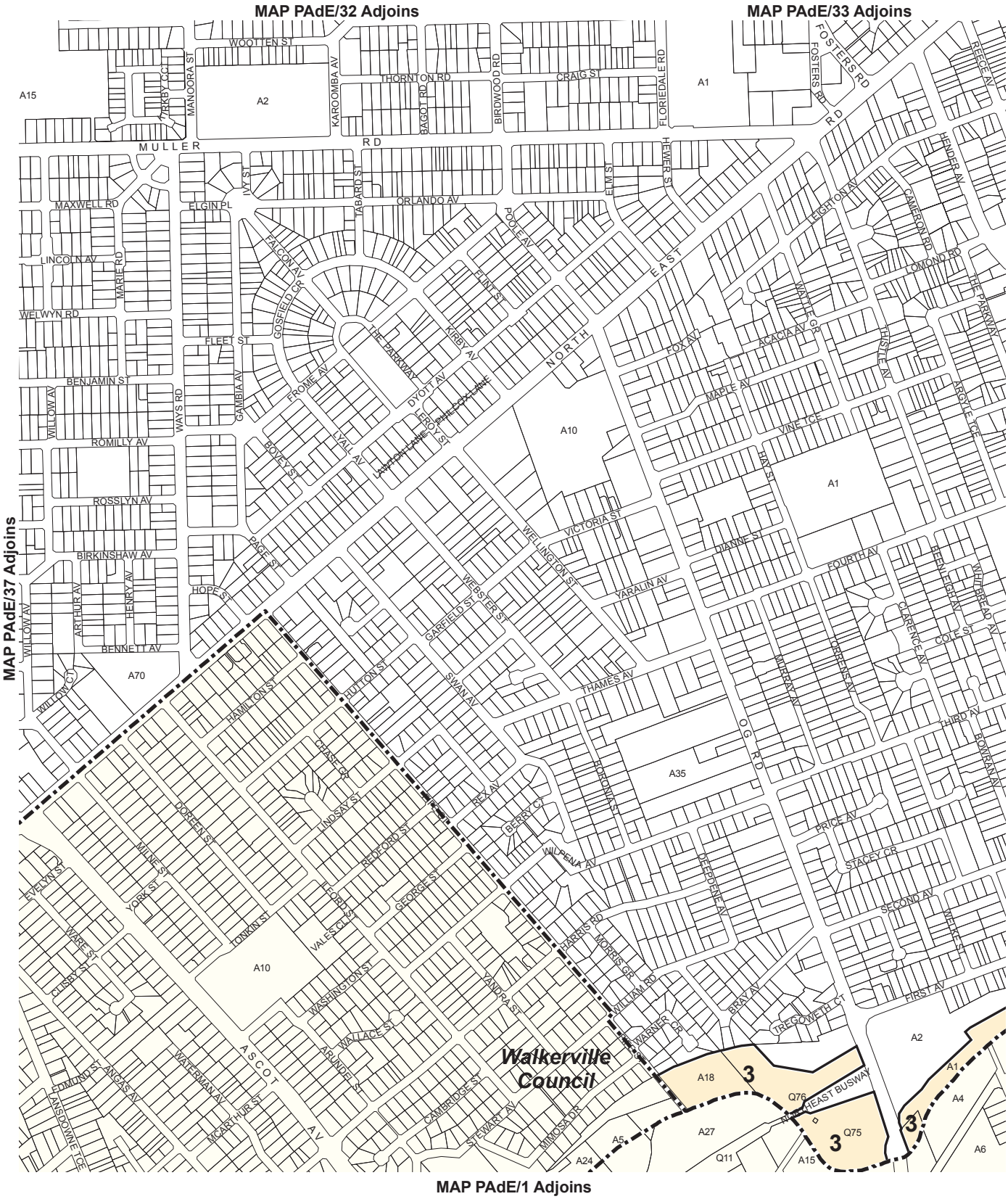
0 500 m

Policy Area Map PAdE/38

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Precinct

3 River Torrens Linear Park

N

0 500 m

Precinct Map PAdE/38

Precinct Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/33 Adjoins

MAP PAdE/34 Adjoins

MAP PAdE/38 Adjoins

MAP PAdE/1 Adjoins

MAP PAdE/1 Adjoins

N

0 500 m

Location Map PAdE/39

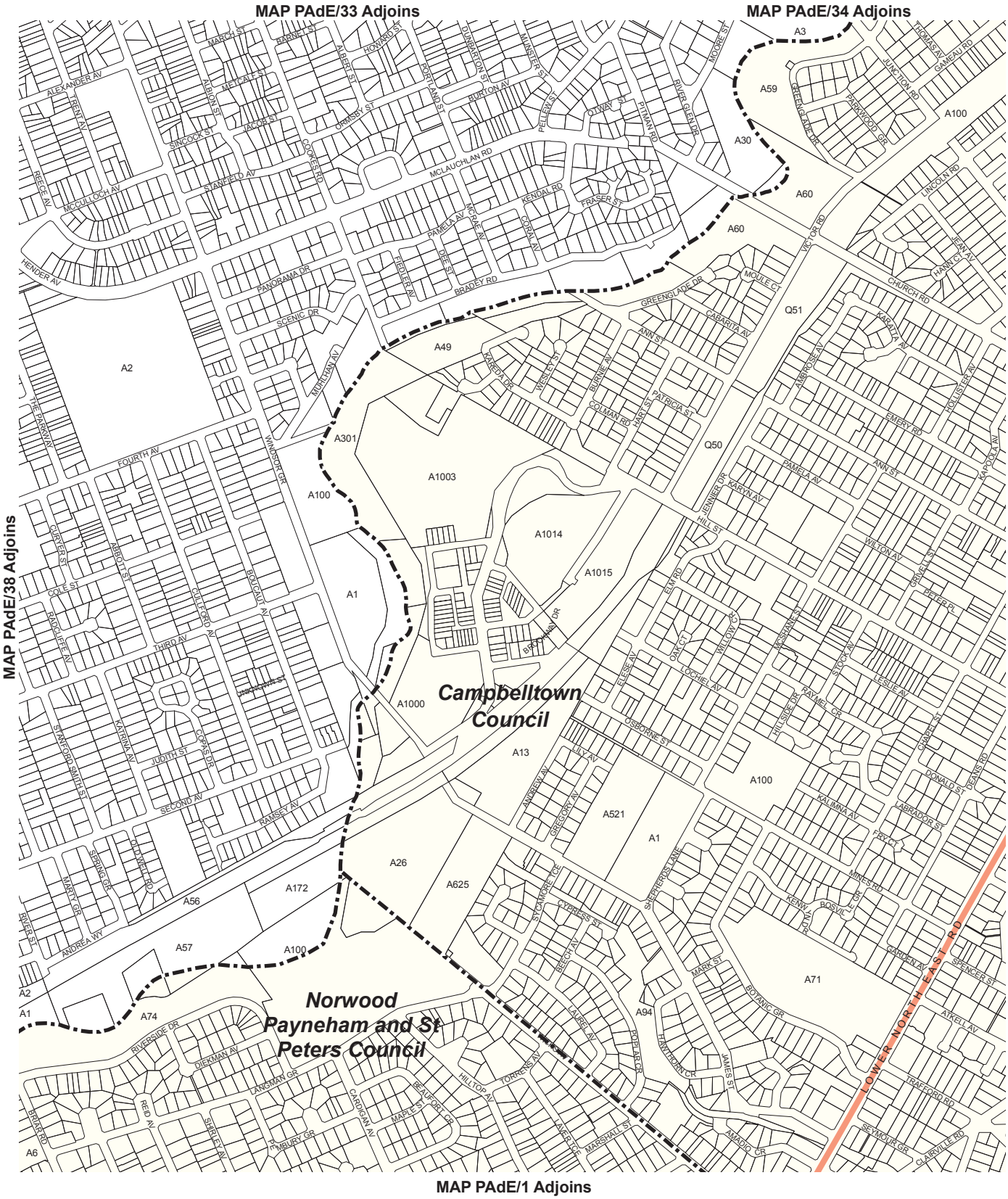
S School

H Other Health Services

Local Reserves

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Overlay Map PAdE/39

TRANSPORT

Secondary Arterial Roads

Development Plan Boundary

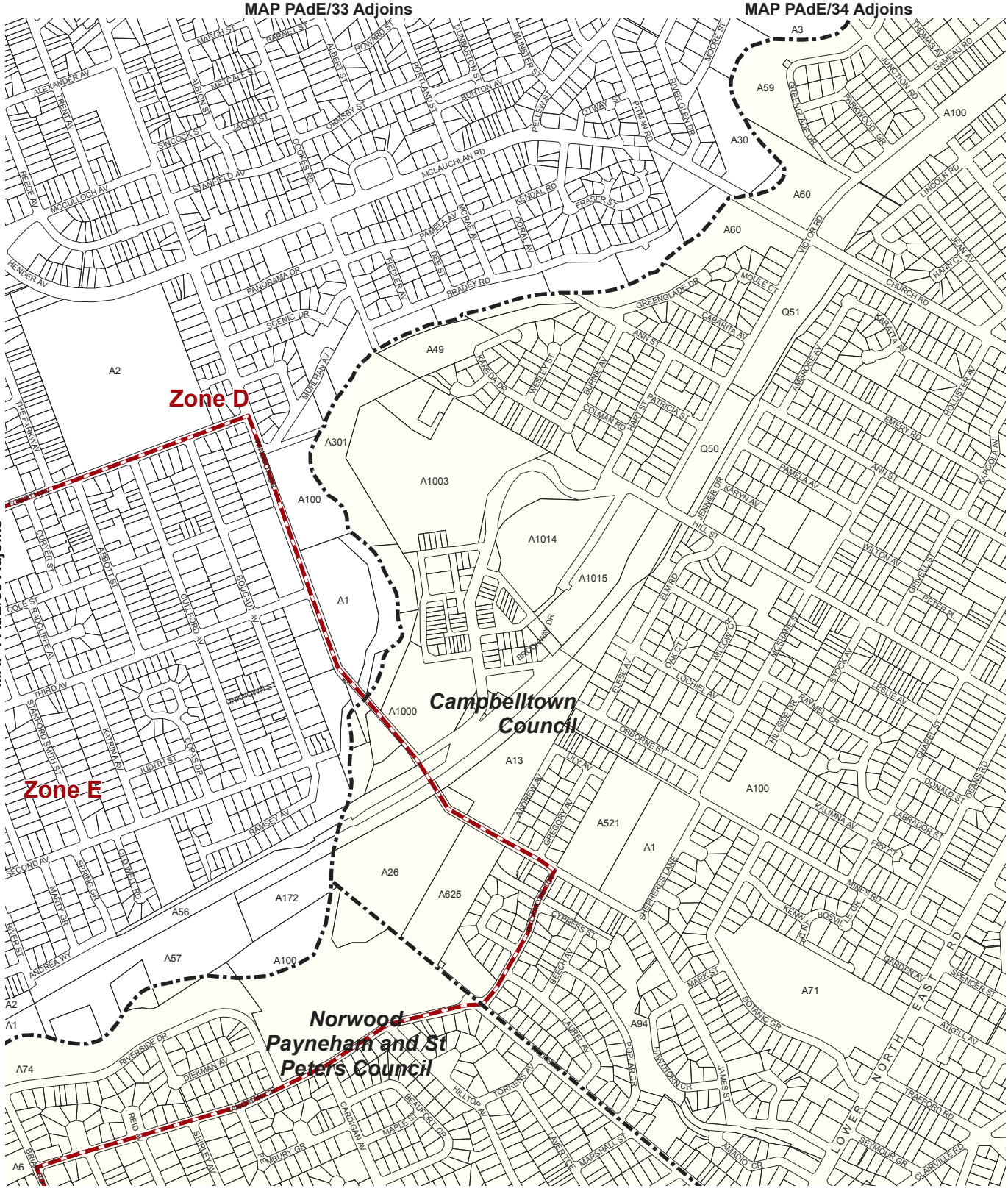
PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/33 Adjoins

MAP PAdE/34 Adjoins

MAP PAdE/38 Adjoins

MAP PAdE/1 Adjoins



Airport Building Heights
Zone D All Structures Exceeding 45 metres above existing ground level
Zone E All Structures Exceeding 100 metres above existing ground level

N

0 500 m

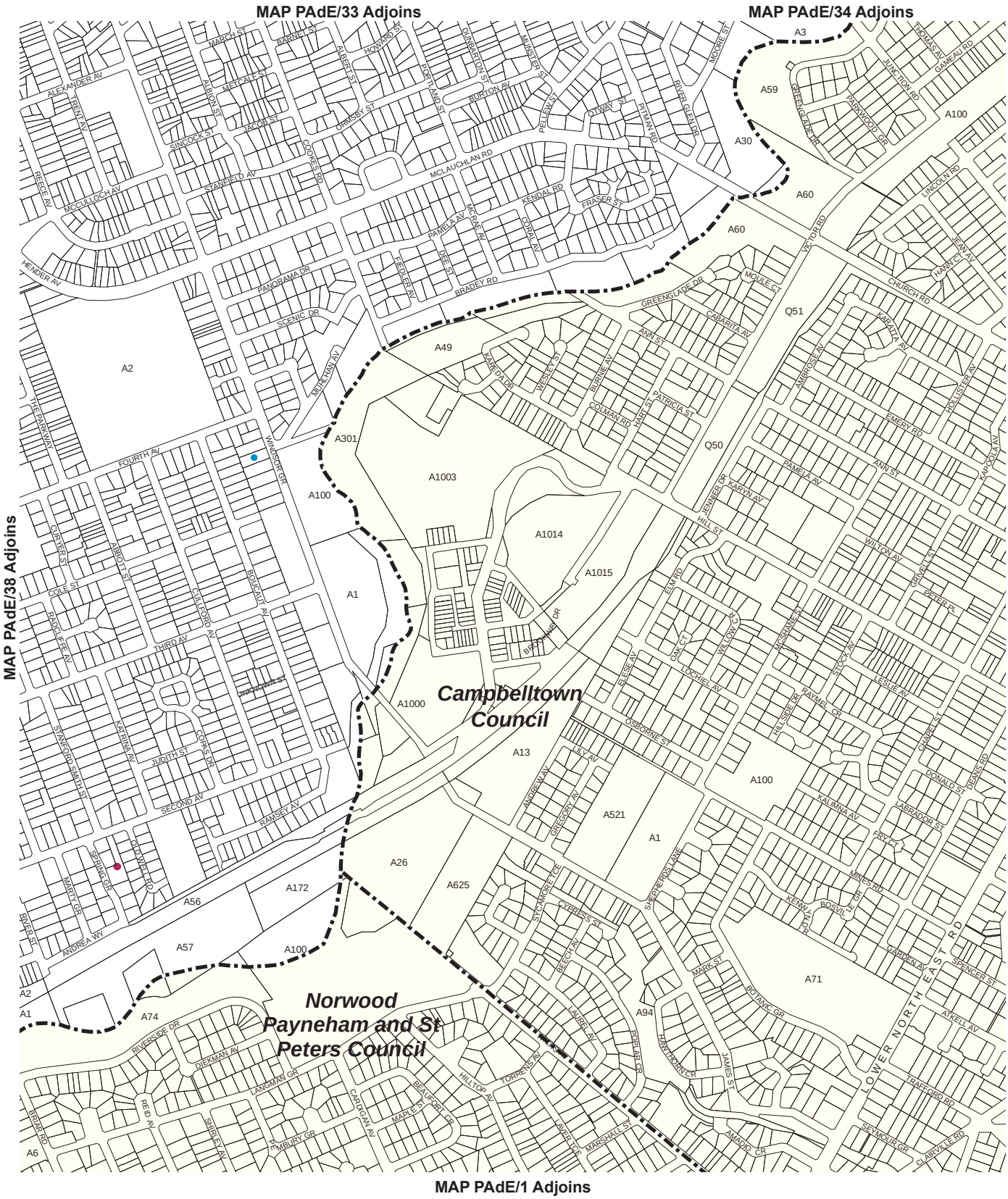
Overlay Map PAdE/39

DEVELOPMENT CONSTRAINTS

PORT ADELAIDE ENFIELD COUNCIL

Airport Building Heights

Development Plan Boundary



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N

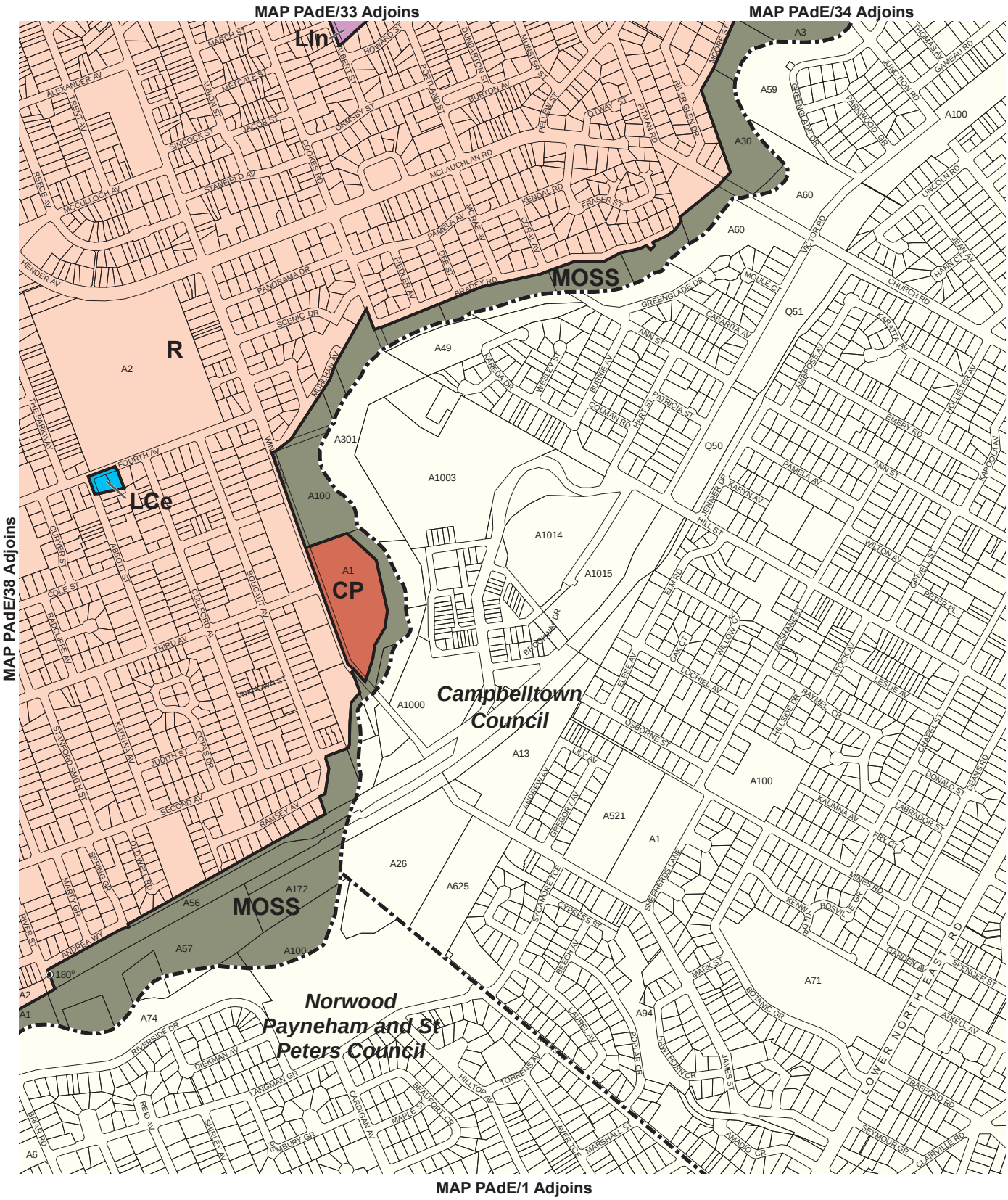
0 500 m

Overlay Map PAdE/39

HERITAGE

PORT ADELAIDE ENFIELD COUNCIL

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



Lamberts Conformal Conic Projection, GDA94

N

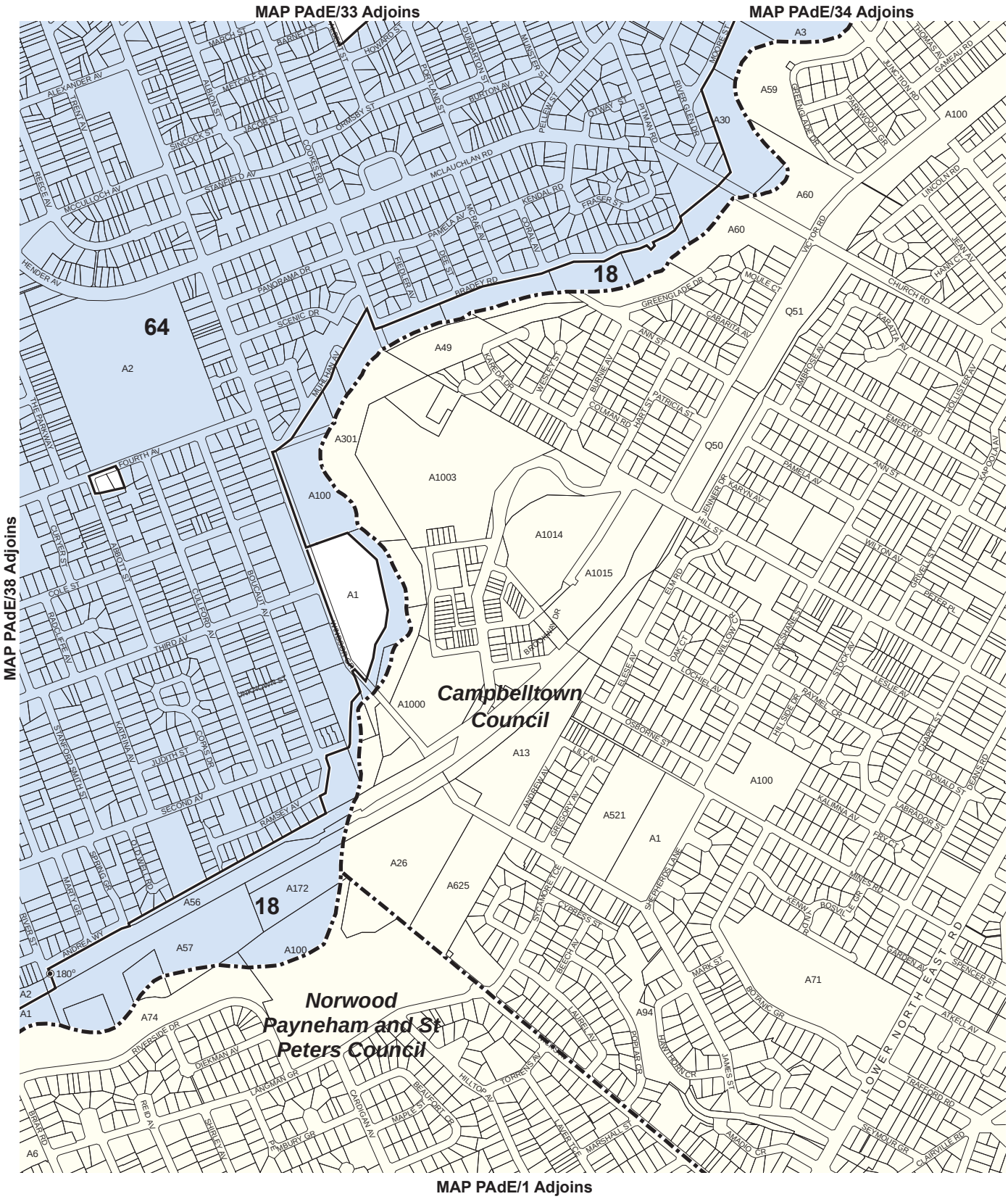
0 500 m

Zones

- CP — Caravan and Tourist Park
- LIn — Light Industry
- LCe — Local Centre
- MOSS — Metropolitan Open Space System
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/39

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area

18 Recreation

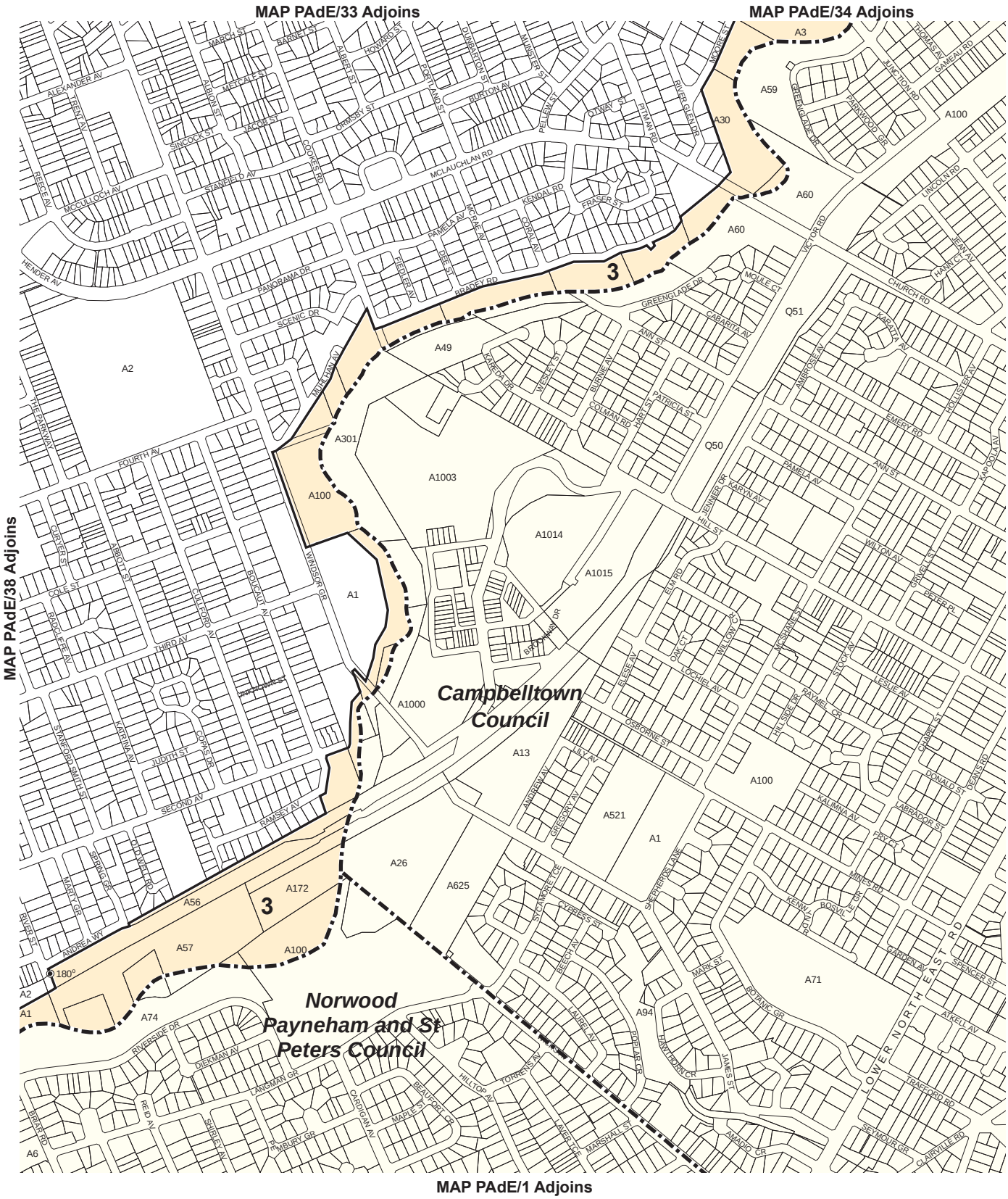
64 Residential East

Policy Area Map PAdE/39

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

Precinct

3 River Torrens Linear Park

N

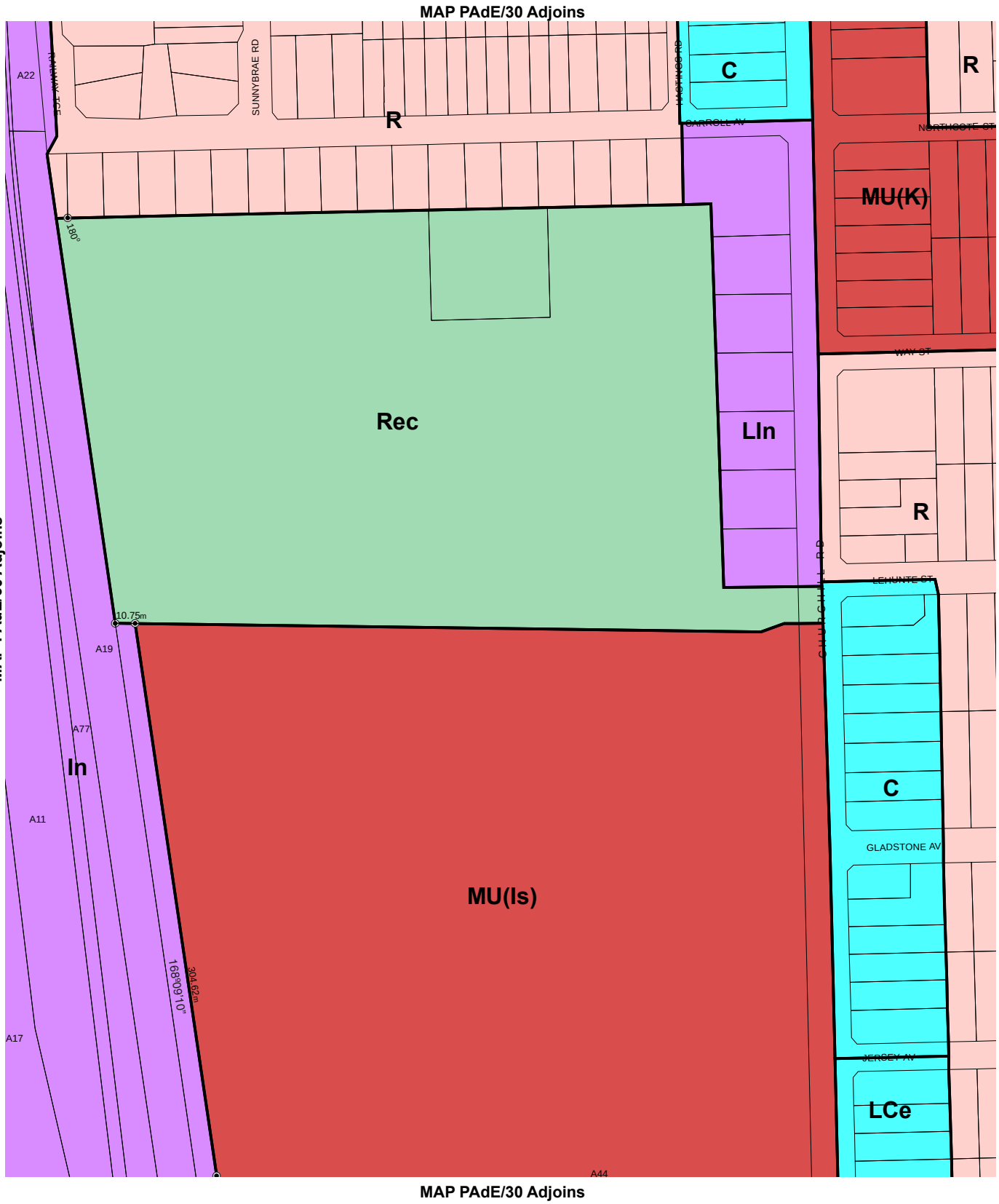
0 500 m

Precinct Map PAdE/39

Precinct Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL



See enlargement map for accurate representation.

Lamberts Conformal Conic Projection, GDA94

N

0 125 m

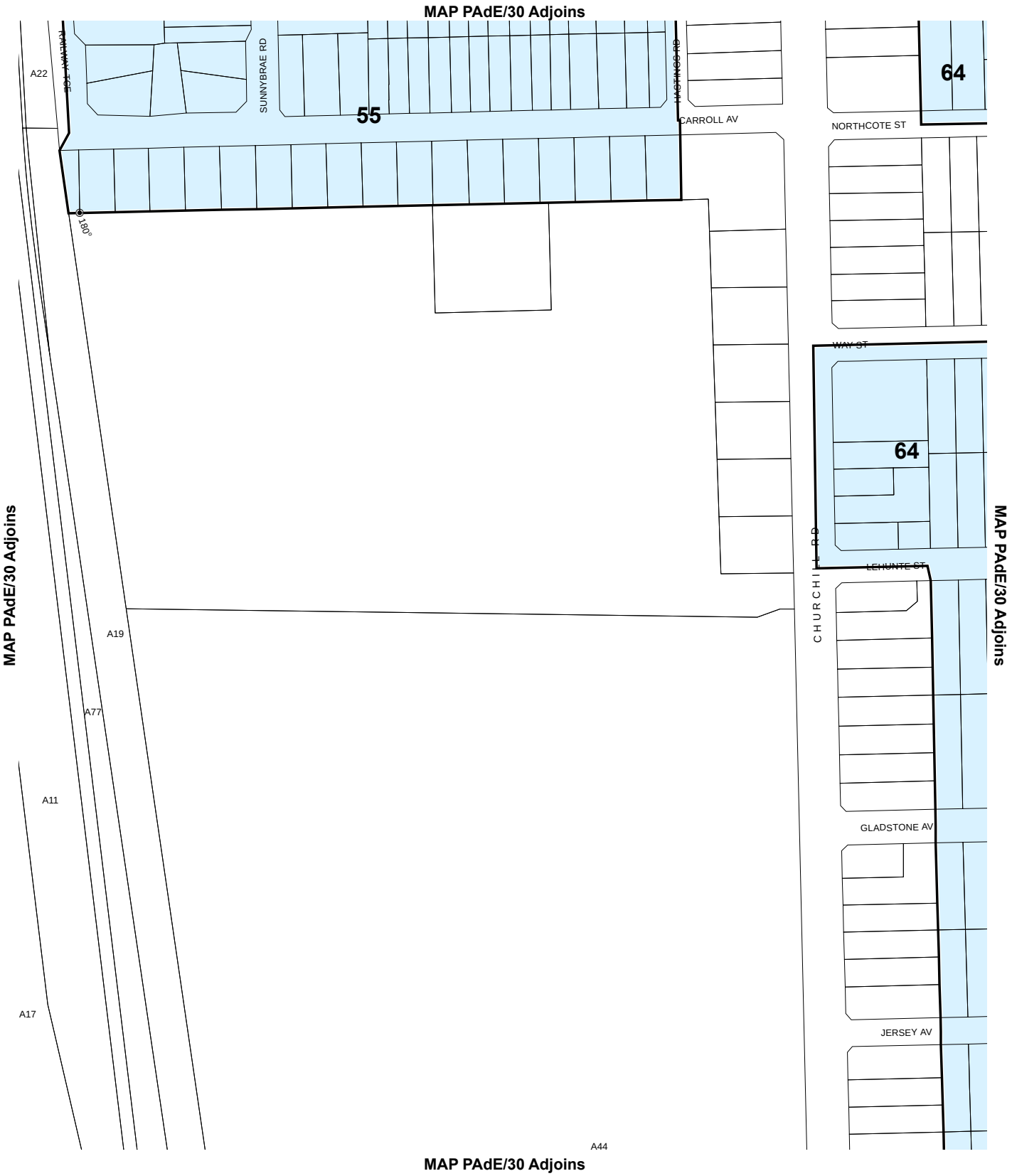
Zones

C	Commercial
In	Industry
LIn	Light Industry
LCe	Local Centre
MU(Is)	Mixed Use (Islington)
MU(K)	Mixed Use (Kilburn)
Rec	Recreation
R	Residential
	Zone Boundary

Zone Map PAdE/40

ENLARGEMENT

PORT ADELAIDE ENFIELD COUNCIL



See enlargement map for accurate representation.

Lamberts Conformal Conic Projection, GDA94

Policy Area

55 Comprehensive Development

64 Residential East

N

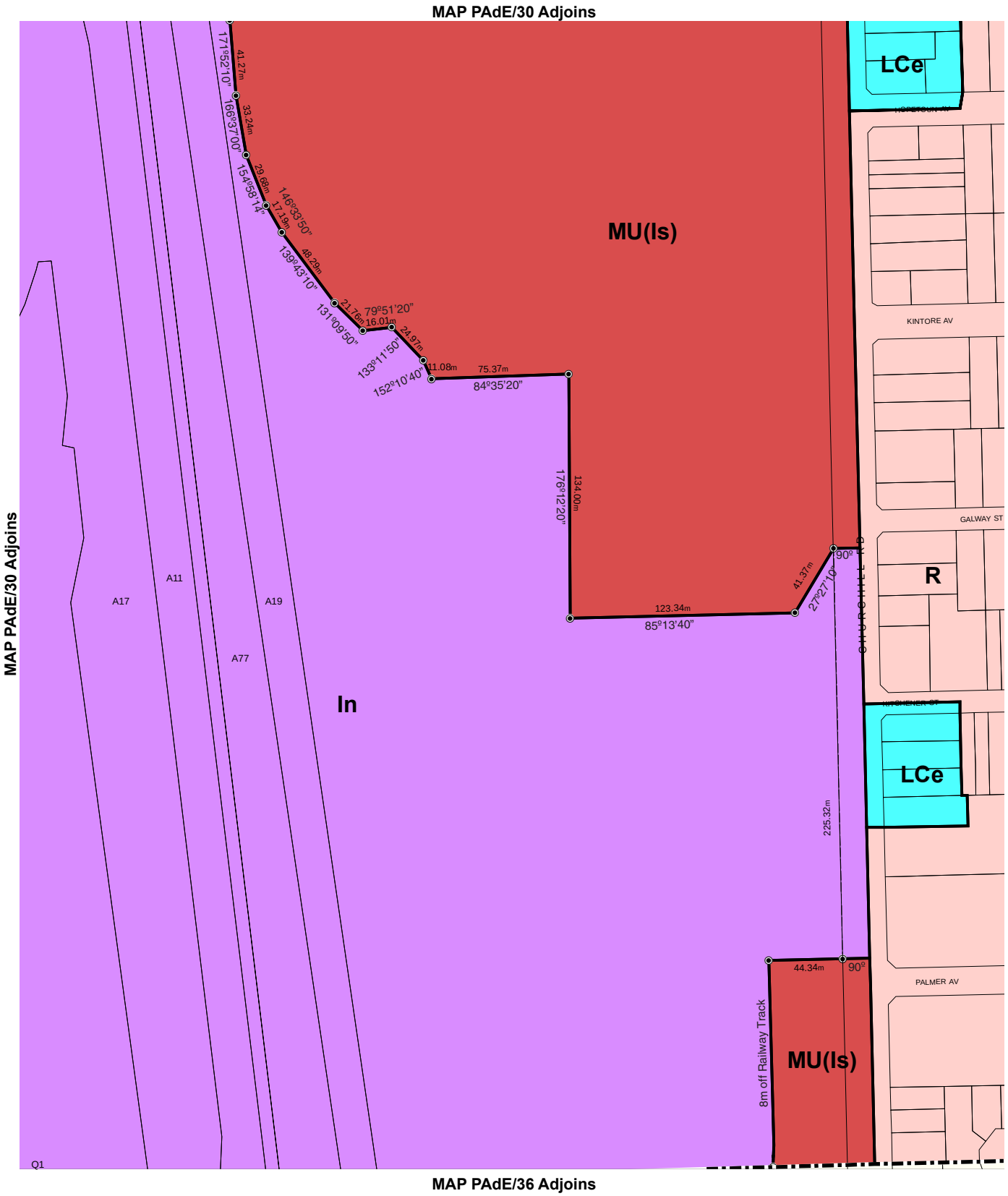
0 125 m

Policy Area Map PAdE/40

ENLARGEMENT

Policy Area Boundary

PORT ADELAIDE ENFIELD COUNCIL



Lamberts Conformal Conic Projection, GDA94

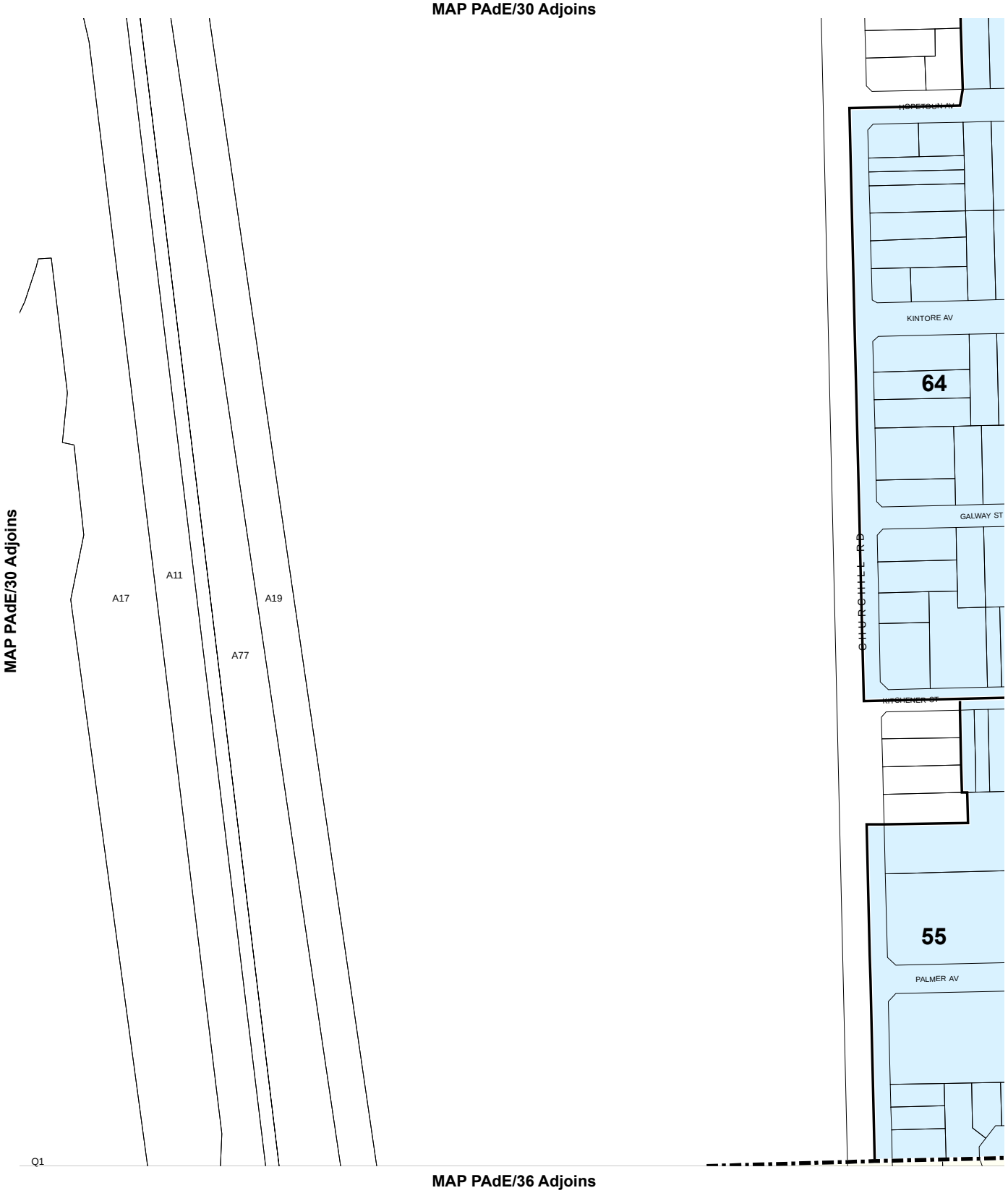
Zones

- In — Industry
- LCe — Local Centre
- MU(ls) — Mixed Use (Islington)
- R — Residential
- Zone Boundary
- Development Plan Boundary

Zone Map PAdE/41
ENLARGEMENT

PORT ADELAIDE ENFIELD COUNCIL

MAP PAdE/30 Adjoins



MAP PAdE/30 Adjoins

MAP PAdE/30 Adjoins

MAP PAdE/36 Adjoins

Lamberts Conformal Conic Projection, GDA94

Policy Area

55 Comprehensive Development

64 Residential East

N

0 125 m

Policy Area Map PAdE/41

ENLARGEMENT

Policy Area Boundary

Development Plan Boundary

PORT ADELAIDE ENFIELD COUNCIL

Concept Plan Maps

- Coastal
- Boathaven Area
- Residential Area
- Business Area
- Landscape Buffer and Open Space
- BR Boat Ramp
- P Parking
- C Club Facilities
- Shared Walkway
- Public Walkway
- Concept Area Boundary
- Development Plan Boundary

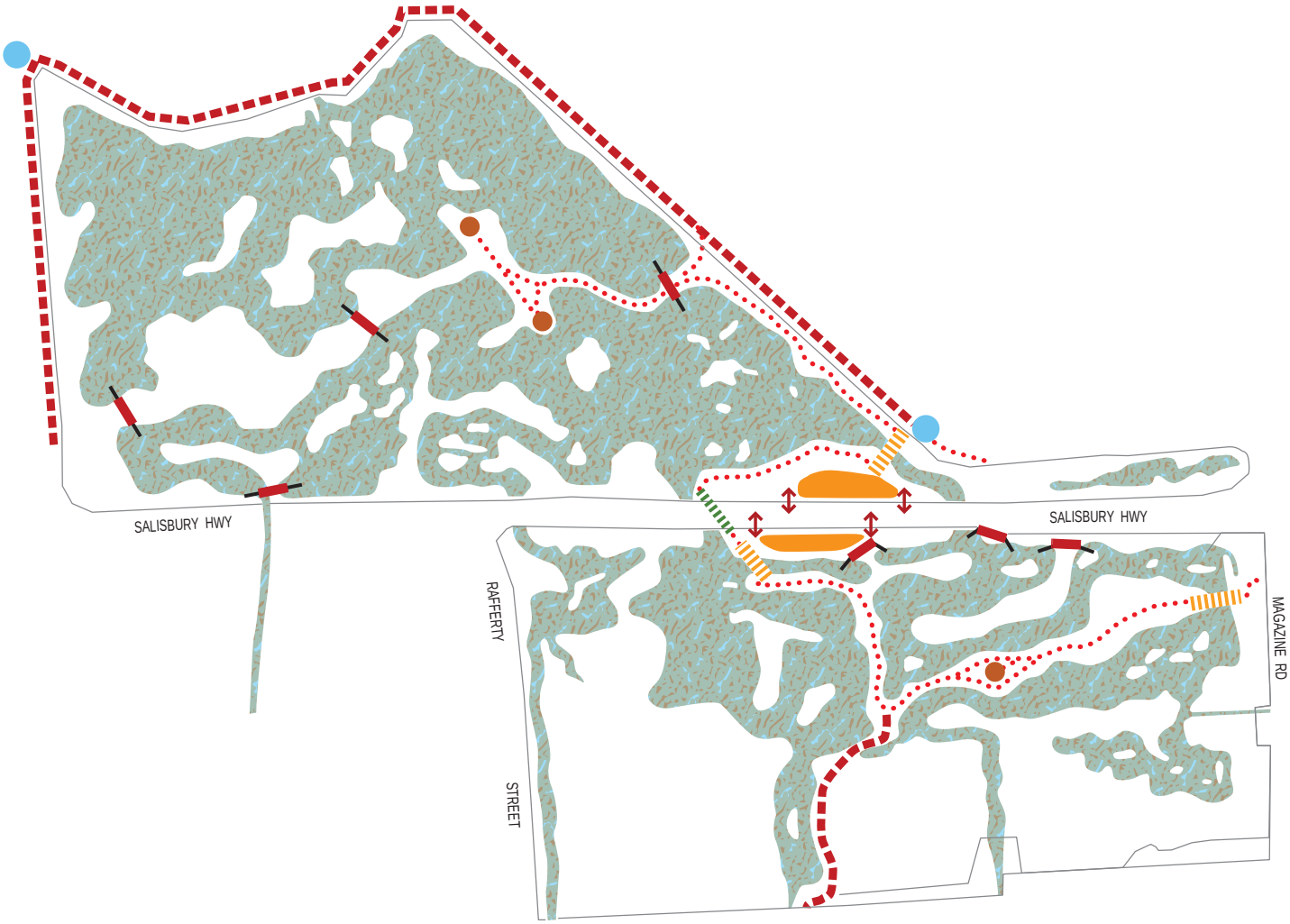
N

0 100 200 300 400 500 metres

Concept Plan Map PAdE/1

NORTH HAVEN MARINA

PORT ADELAIDE ENFIELD COUNCIL



Parking Area
Wetlands
Maintenance Vehicle Access
Walking Path
Lookout
HEP Culvert Underpass
Footbridge
Feral Animal Fence and Gate
Sea Wall Access Gate
Vehicle Access

N

0m 100 200 300 400 500Metres

Concept Plan Map PAdE/2

BARKER INLET WETLANDS

PORT ADELAIDE ENFIELD COUNCIL

1	Shopping Core
2	Commercial
3	Administration
4	Education
5	Community
6	Residential
7	Open Space
-----	Potential New Road
XXXXX	Potential Road Closure
⟺	Minor Access Points
⟷	Major Access Points
	Landscape Buffer
	Concept Plan Boundary

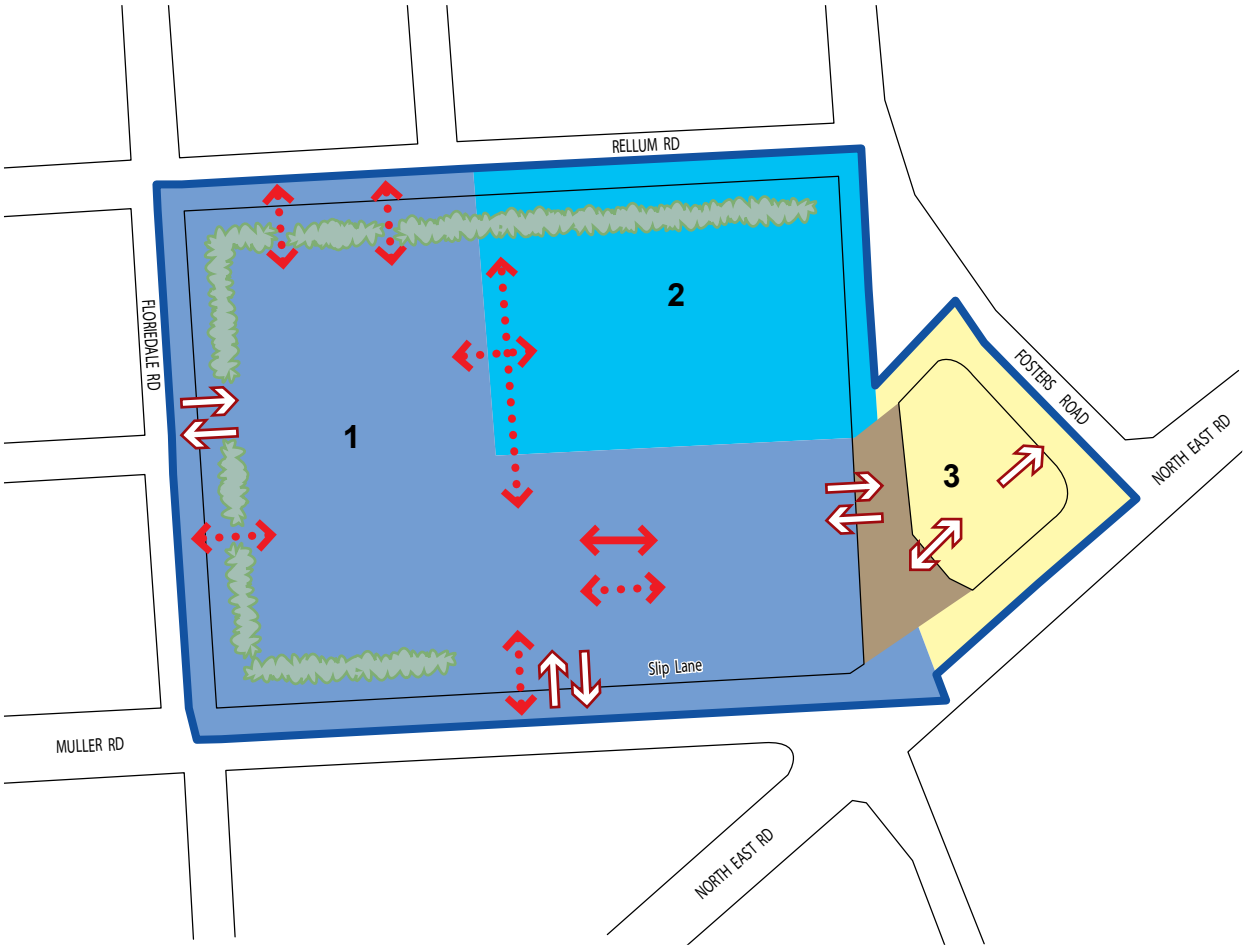
N

0 100 200 300 400 500Metres

Concept Plan Map PAdE/3

GILLES PLAINS DISTRICT CENTRE

PORT ADELAIDE ENFIELD COUNCIL



- Possible Future Traffic Restriction Measures
- 1 Shopping Core
- 2 Commercial
- 3 Community
- Pedestrian Links
- Vehicle Links
- Possible Access Points
- Landscape Buffer
- Concept Plan Boundary

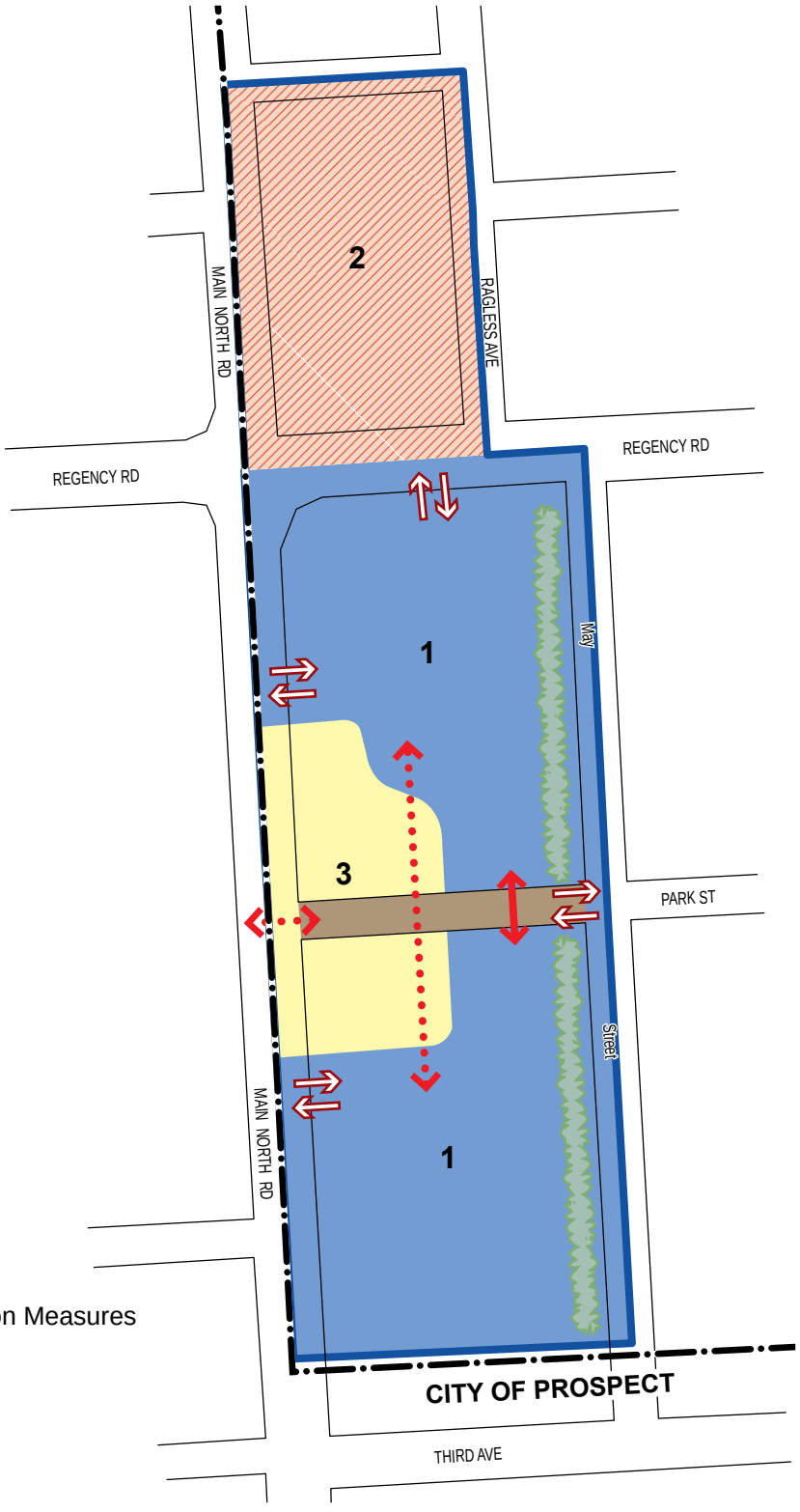
N

0 50 100 150 200 Metres

Concept Plan Map PAdE/4

GREENACRES DISTRICT CENTRE

PORT ADELAIDE ENFIELD COUNCIL



Possible Future Traffic Restriction Measures
1 Shopping
2 Office
3 Community
Pedestrian Links
Vehicle Links
Possible Access Points
Intensive Landscape Buffer
Concept Plan Boundary
Development Plan Boundary

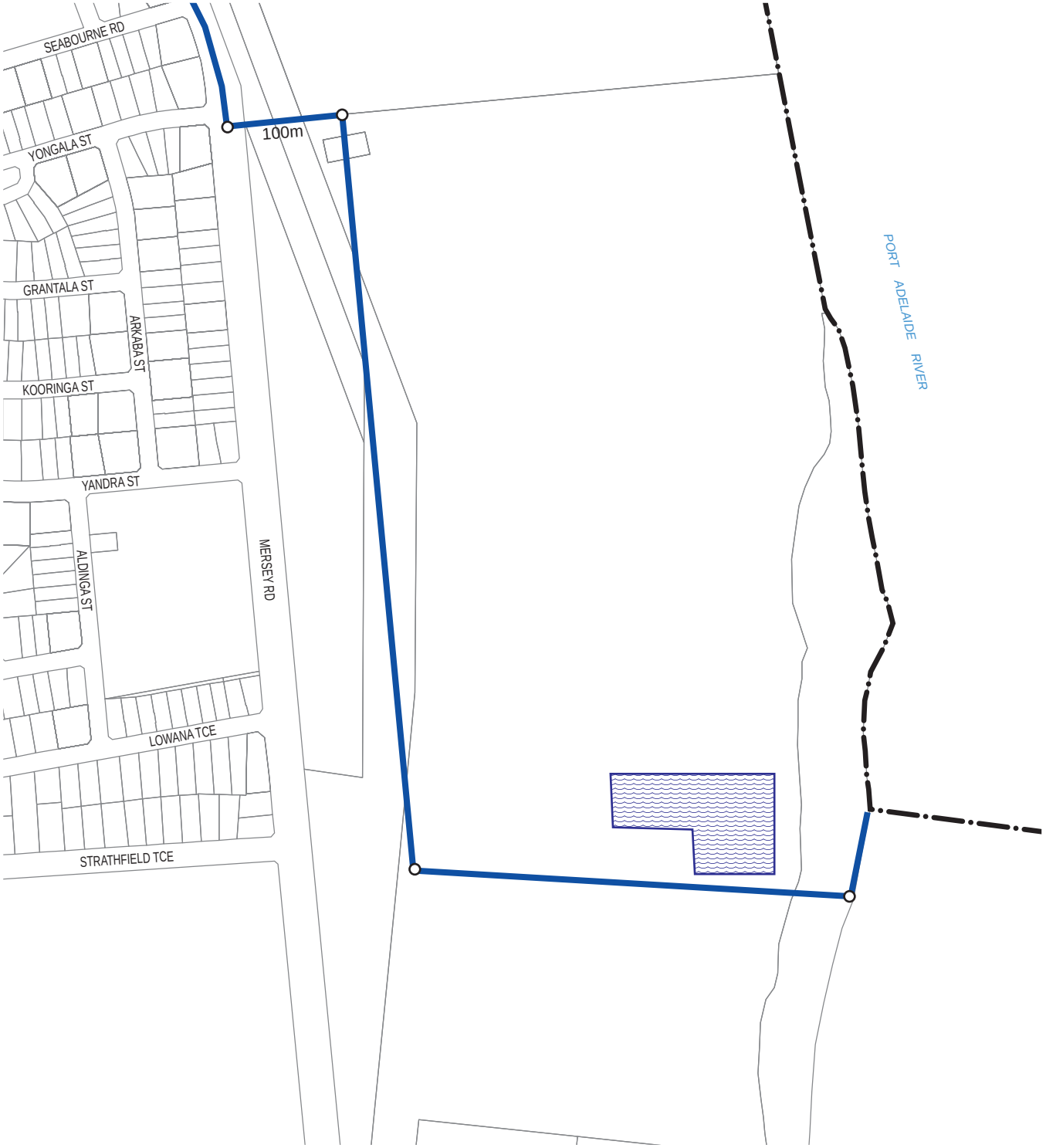
N

0 50 100 150 200 Metres

Concept Plan Map PAdE/5

SEFTON PARK DISTRICT CENTRE

PORT ADELAIDE ENFIELD COUNCIL



Possible location for a stormwater management facility (subject to engineering design)

Zone Boundary

Development Plan Boundary

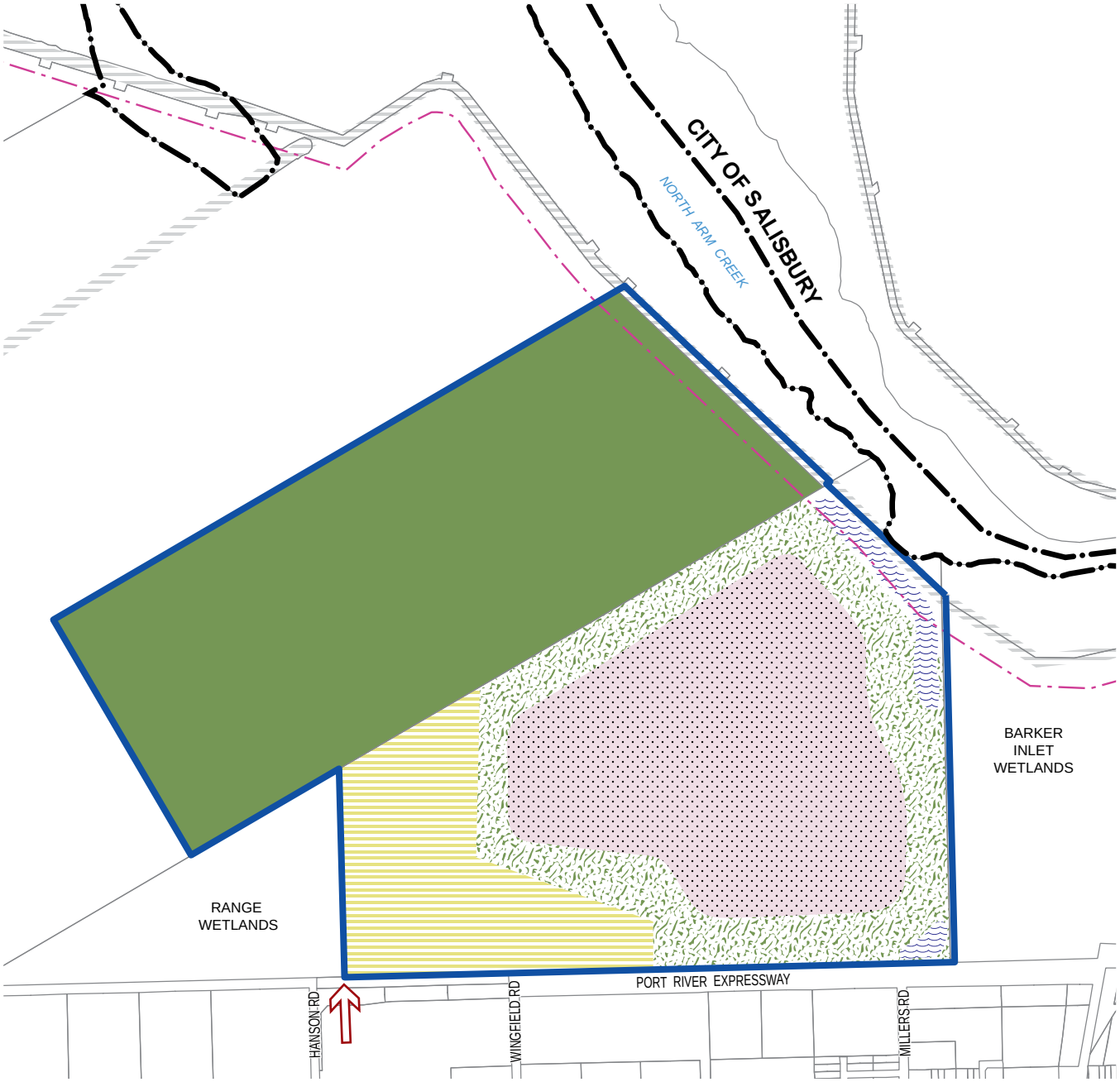
N

0 50 100 150 200 250Metres

Concept Plan Map PAdE/6

PORT ADELAIDE STORMWATER MANAGEMENT

PORT ADELAIDE ENFIELD COUNCIL



- Coordinated Development/Environmental Management Area
- Building Development Area
- Former Landfill Area/Potential Landfill Mining
- Stormwater Retention/Detention Pond
- Significant Plantings
- Levee
- Gas Main
- Proposed Major Access Route
- Concept Plan Boundary
- Development Plan Boundary

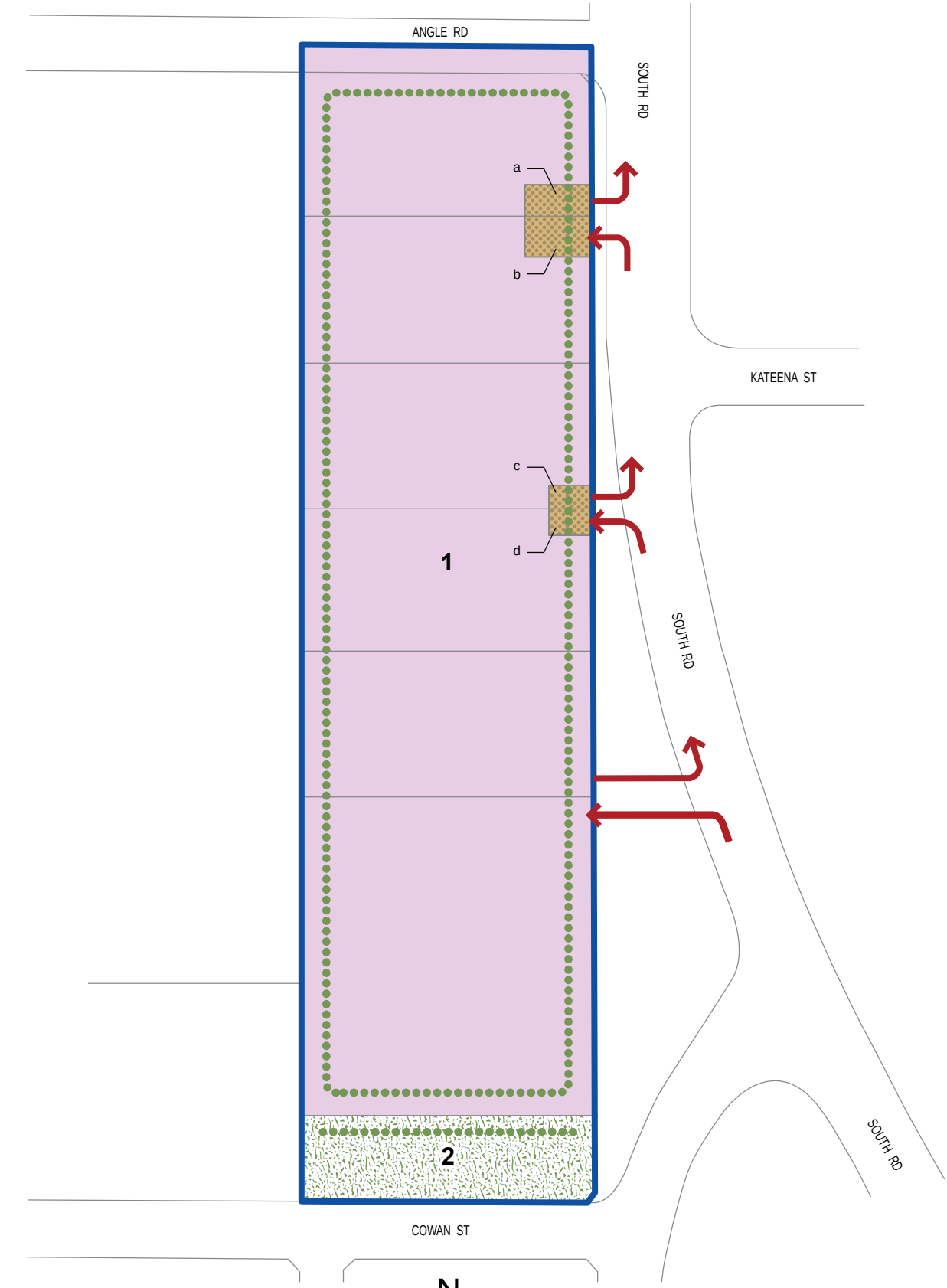
N

0 250 500 750 1000 Metres

Concept Plan Map PAdE/7

GILLMAN COASTAL RESOURCE RECOVERY PRECINCT

PORT ADELAIDE ENFIELD COUNCIL



1 Light Industry Area

2 Landscaped Buffer Area

Unrestricted Right-of-Way

Planting Buffer

Access Points

Concept Plan Boundary

Concept Plan Map PAdE/8

ANGLE PARK

LIGHT INDUSTRY ZONE

PORT ADELAIDE ENFIELD COUNCIL

- Super School
- Reserve/Easement Boundery
- Landscape Buffer
- Vegetation
- P Paved Parking Area
- Unpaved Overflow Parking Area
- Exclusive Bicycle Route
- Bicycle and Pedestrian Route
- Pedestrian Route
- Stormwater Detention Basin
- Concept Plan Boundary
- Development Plan Boundary

N

0 100 200 300 400 500 metres

Concept Plan Map PAdE/9

STATE SPORTS PARK PRECINCT

PORT ADELAIDE ENFIELD COUNCIL

Area 1 Maximum 50% Impervious Area

Area 2 Maximum 20% Impervious Area

(Impervious area excludes road reserves and laneways)

MOSS Zone (State Sports Park Gepps Cross Precinct 5)

N

0 100 200 300 400 500 Metres

Concept Plan Map PAdE/10

STATE SPORTS PARK IMPERVIOUS AREAS

PORT ADELAIDE ENFIELD COUNCIL

1 Core Retail

2 Light Industry/Commercial

3 Mixed Retail/Commercial

4 Bulky Goods Retail

Land Use Transition

Open Space/Streetscape Interface Area

Public Transport Corridor/Node

Stormwater Detention Area

Open Space Interface Area

Railways

Development Plan Boundary

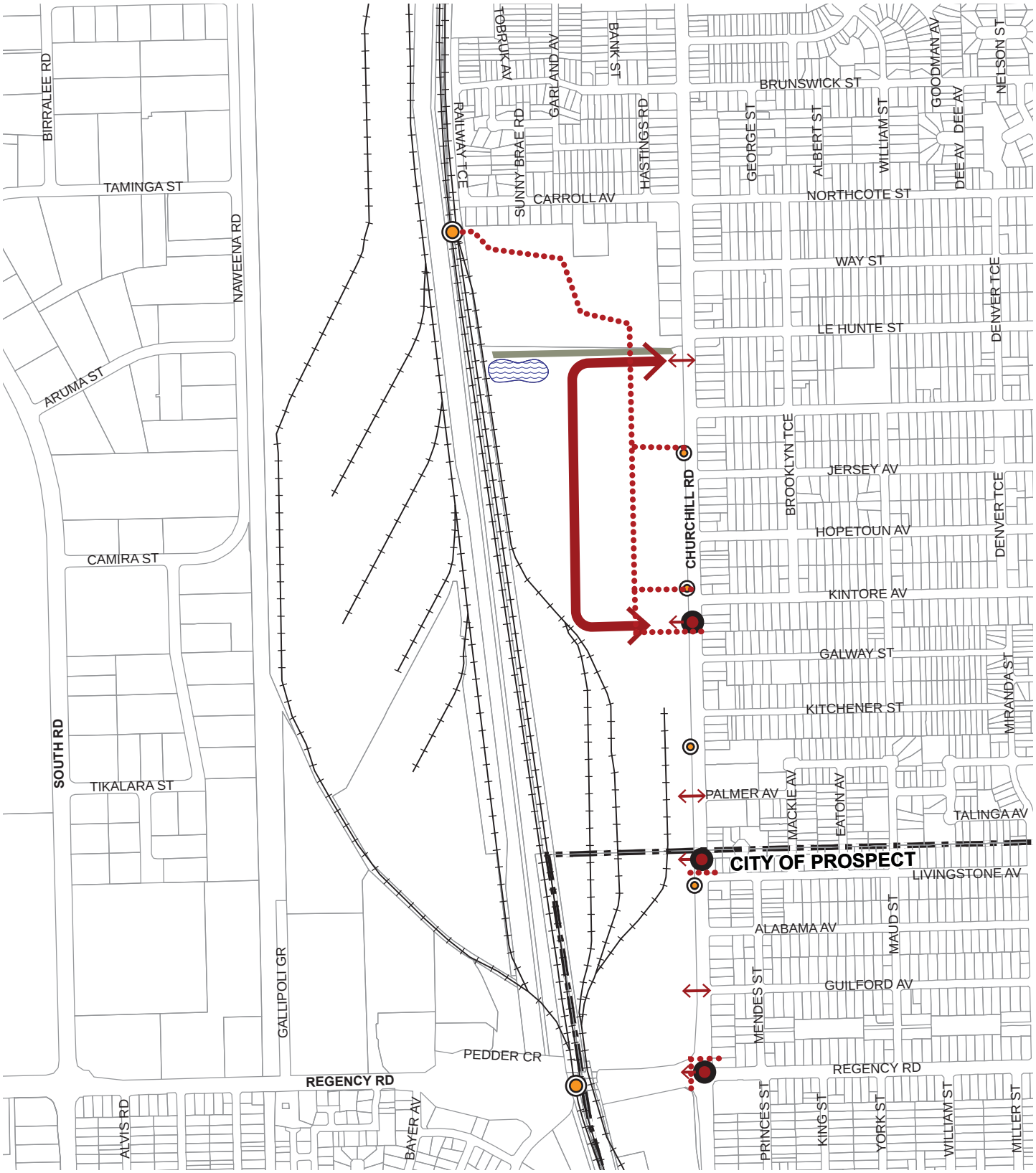
N

0 120 240 360 480 600 metres

Concept Plan Map PAdE/11

ISLINGTON LAND USE & INTERFACE

PORT ADELAIDE ENFIELD COUNCIL



Major Vehicle Link

Vehicle Access (Two Way)

Traffic Control Measure

Pedestrian Links

Public Transport Corridor/Node

Stormwater Detention Area

Open Space Interface Area

Railways

Development Plan Boundary

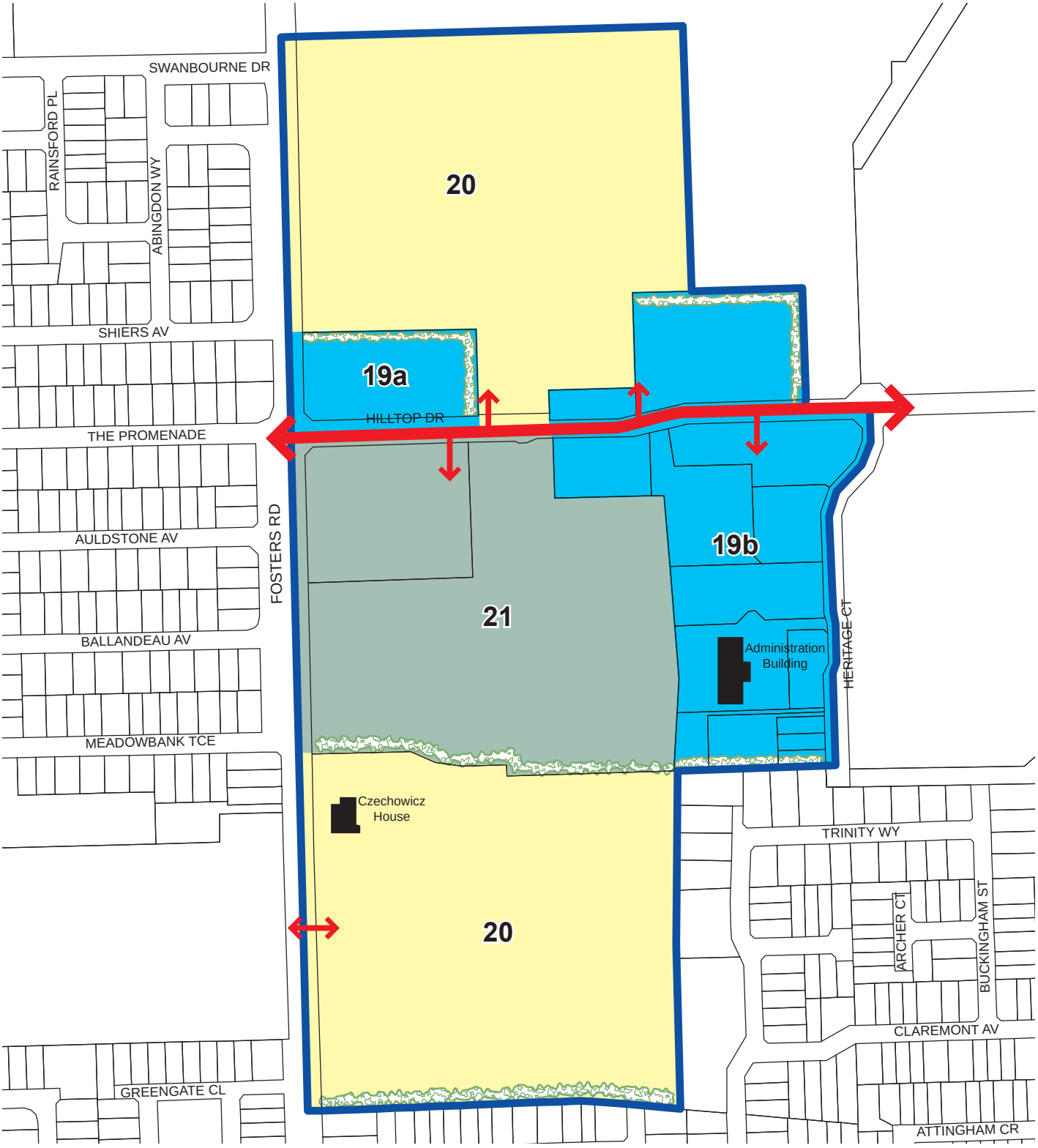
N

0 120 240 360 480 600 metres

Concept Plan Map PAdE/12

ISLINGTON ACCESS & MOVEMENT

PORT ADELAIDE ENFIELD COUNCIL



19 Commercial Area

20 Institutions Area

21 Recreation / Sporting Area

State Heritage Listed Buildings

Landscape Buffer

Public Road

Access Points

Concept Plan Boundary

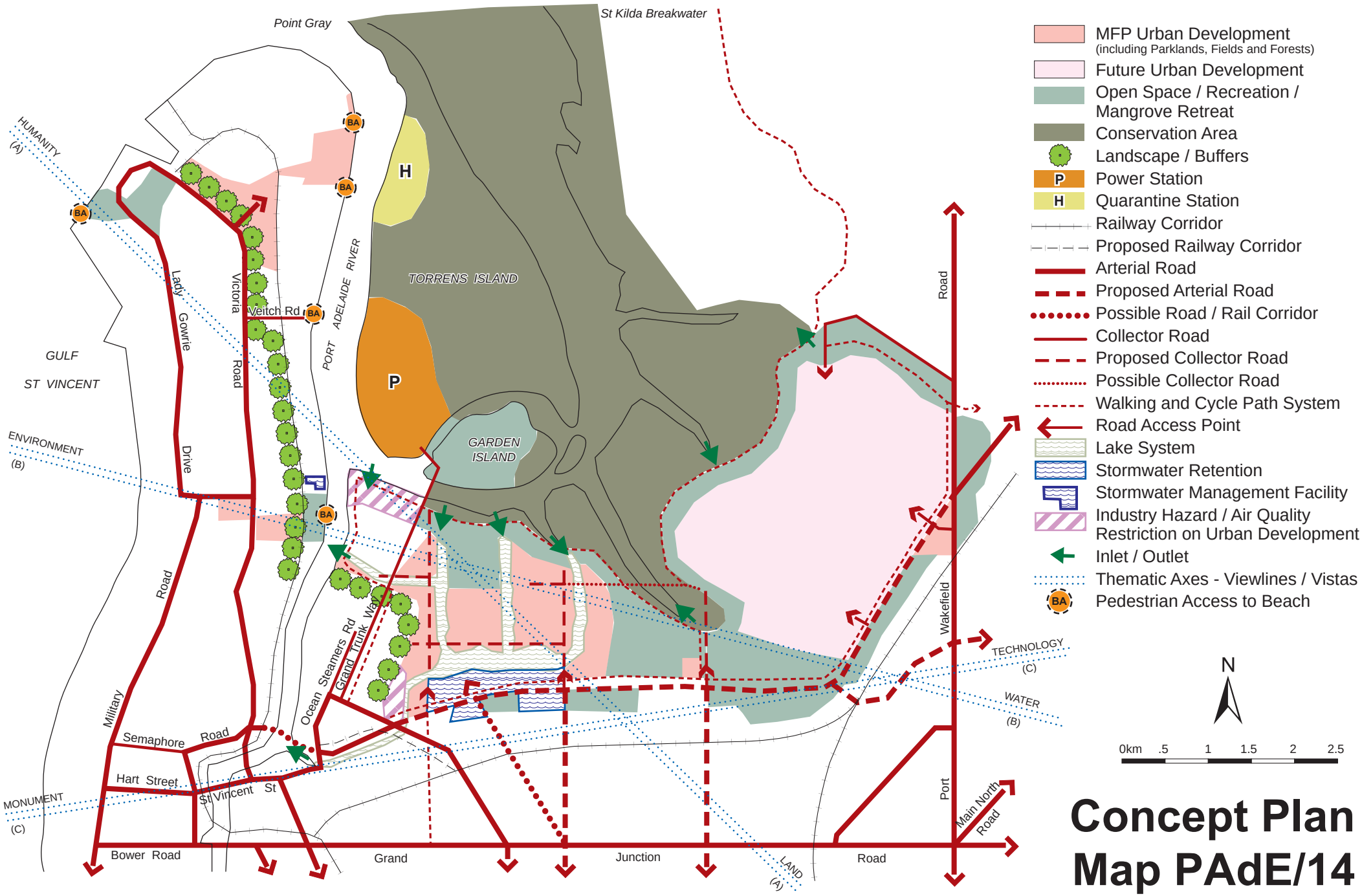
N

0 50 100 150 200 250 metres

Concept Plan Map PAdE/13

OAKDEN MIXED LAND USE ARRANGEMENT

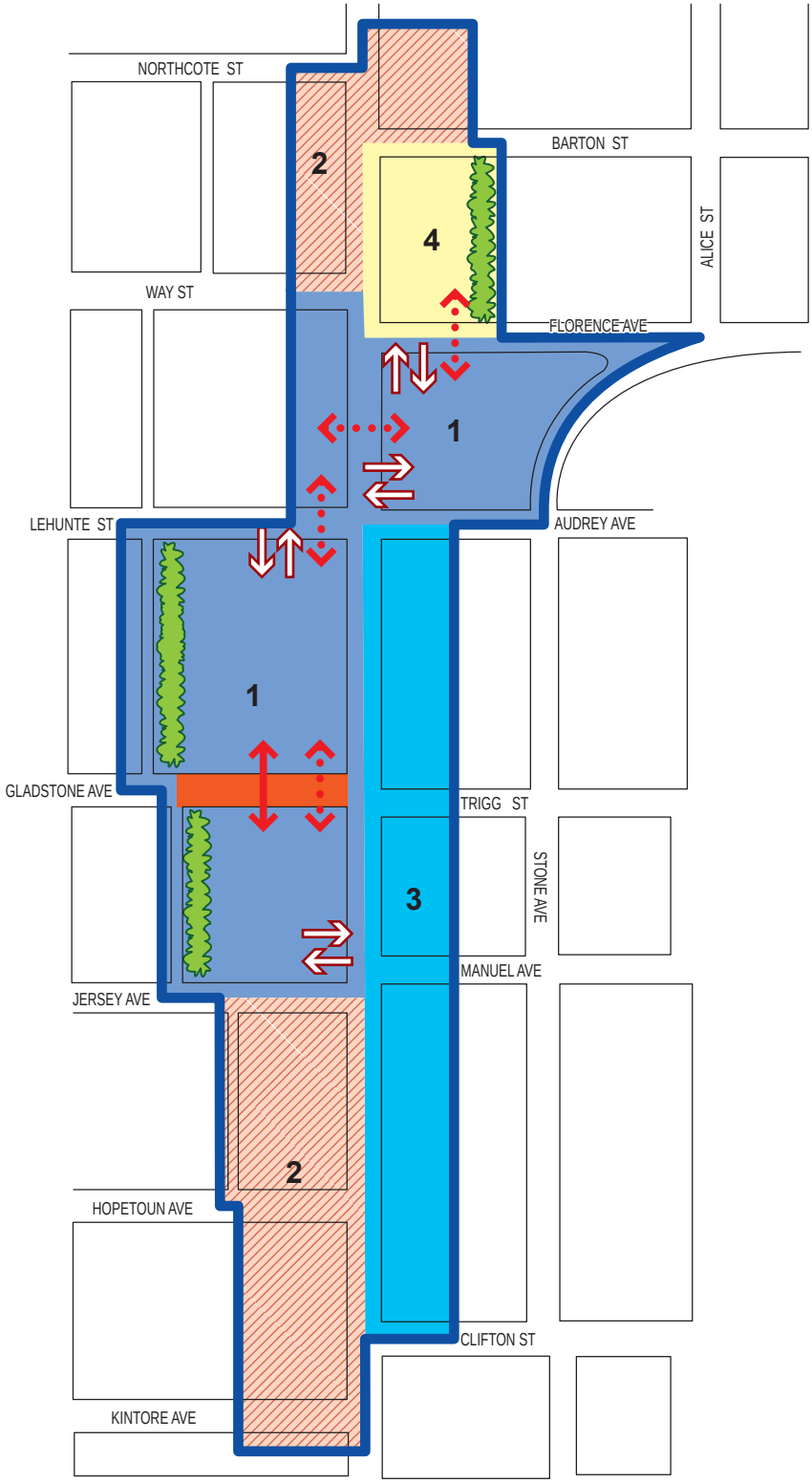
PORT ADELAIDE ENFIELD COUNCIL



Concept Plan Map PAdE/14

LEFEVRE PENINSULA/BARKER INLET

PORT ADELAIDE ENFIELD COUNCIL



Possible Future Traffic Restriction Measures

Pedestrian Links

Vehicle Links

Possible Access Points

Intensive Landscape Buffer

1 Shopping

2 Office

3 Commercial

4 Community

Concept Plan Boundary

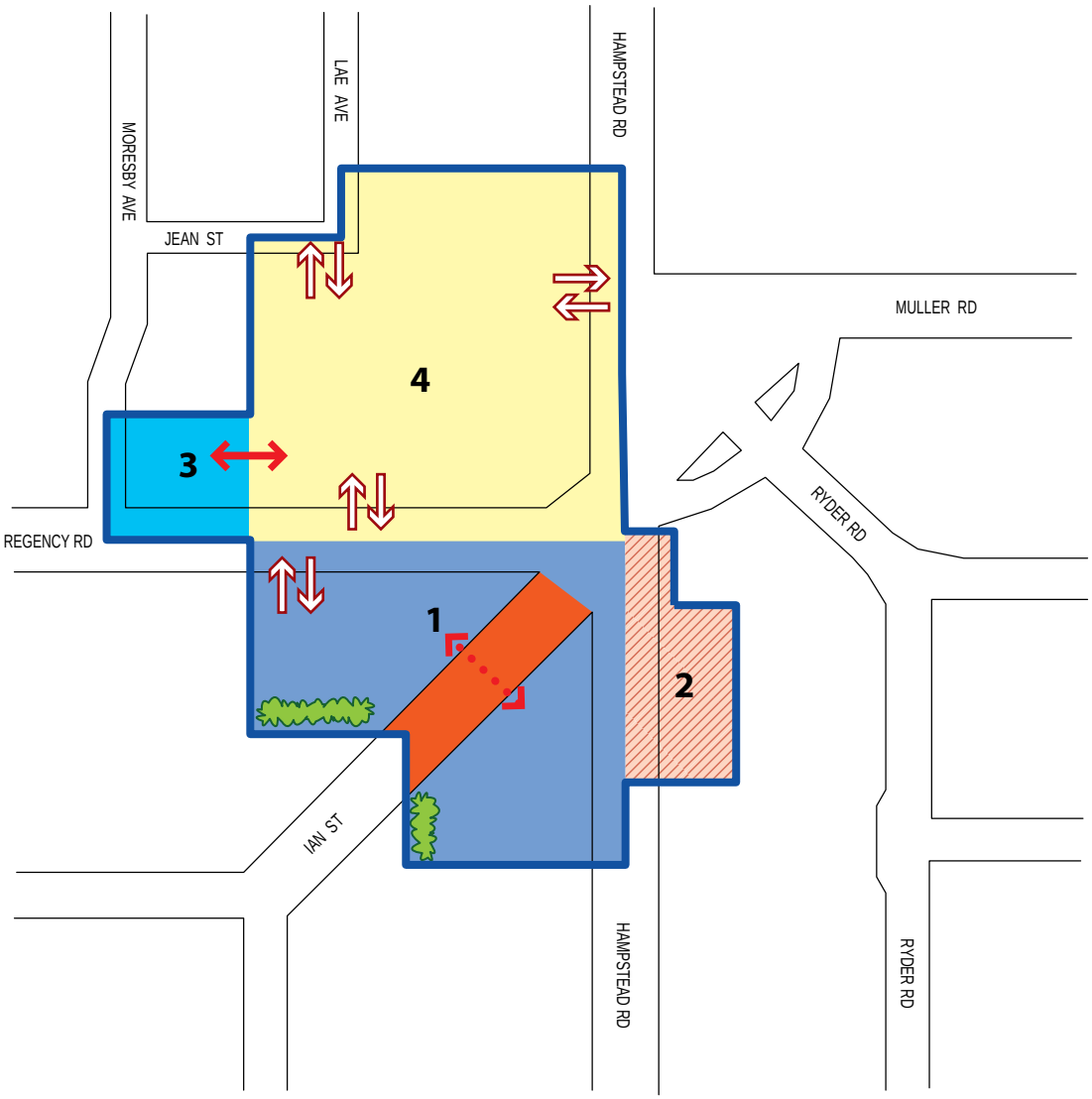
N

0 50 100 150 200 Metres

Concept Plan Map PAdE/15

BLAIR ATHOL NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



- Possible Future Traffic Restriction Measures
- 1 Shopping
- 2 Office
- 3 Commercial
- 4 Administration/Community
- Intensive Landscape Buffer
- Possible Access Points
- Pedestrian Links
- Vehicle Links
- Concept Plan Boundary

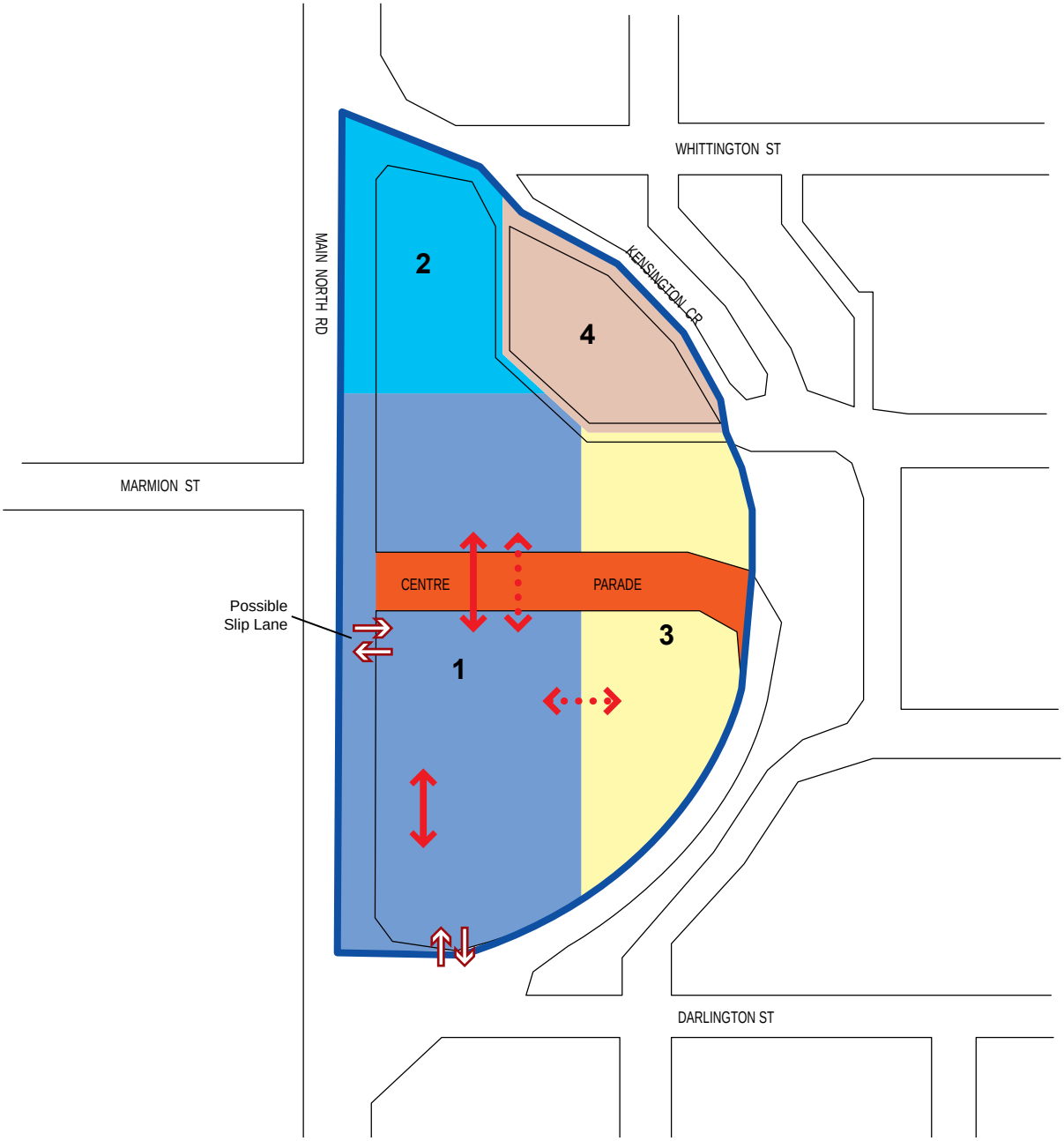
N

0 50 100 150 200 Metres

Concept Plan Map PAdE/16

BROADVIEW NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



Possible Future Traffic Restriction Measures

1 Shopping

2 Commercial

3 Community

4 Living

Pedestrian Links

Vehicle Links

Possible Access Points

Concept Plan Boudary

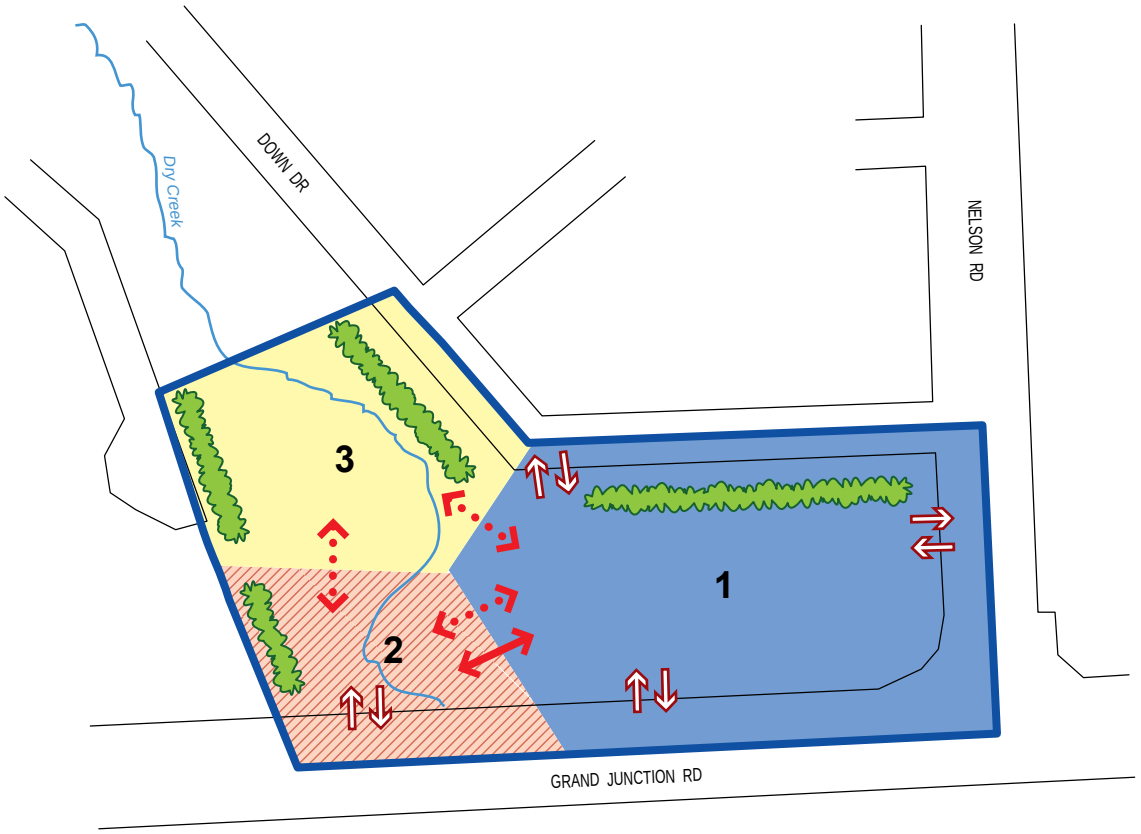
N

0 50 100 150 200 Metres

Concept Plan Map PAdE/17

ENFIELD NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



1 Shopping
2 Office
3 Community
Intensive Landscape Buffer
Pedestrian Links
Vehicle Links
Possible Access Points
Concept Plan Boundary

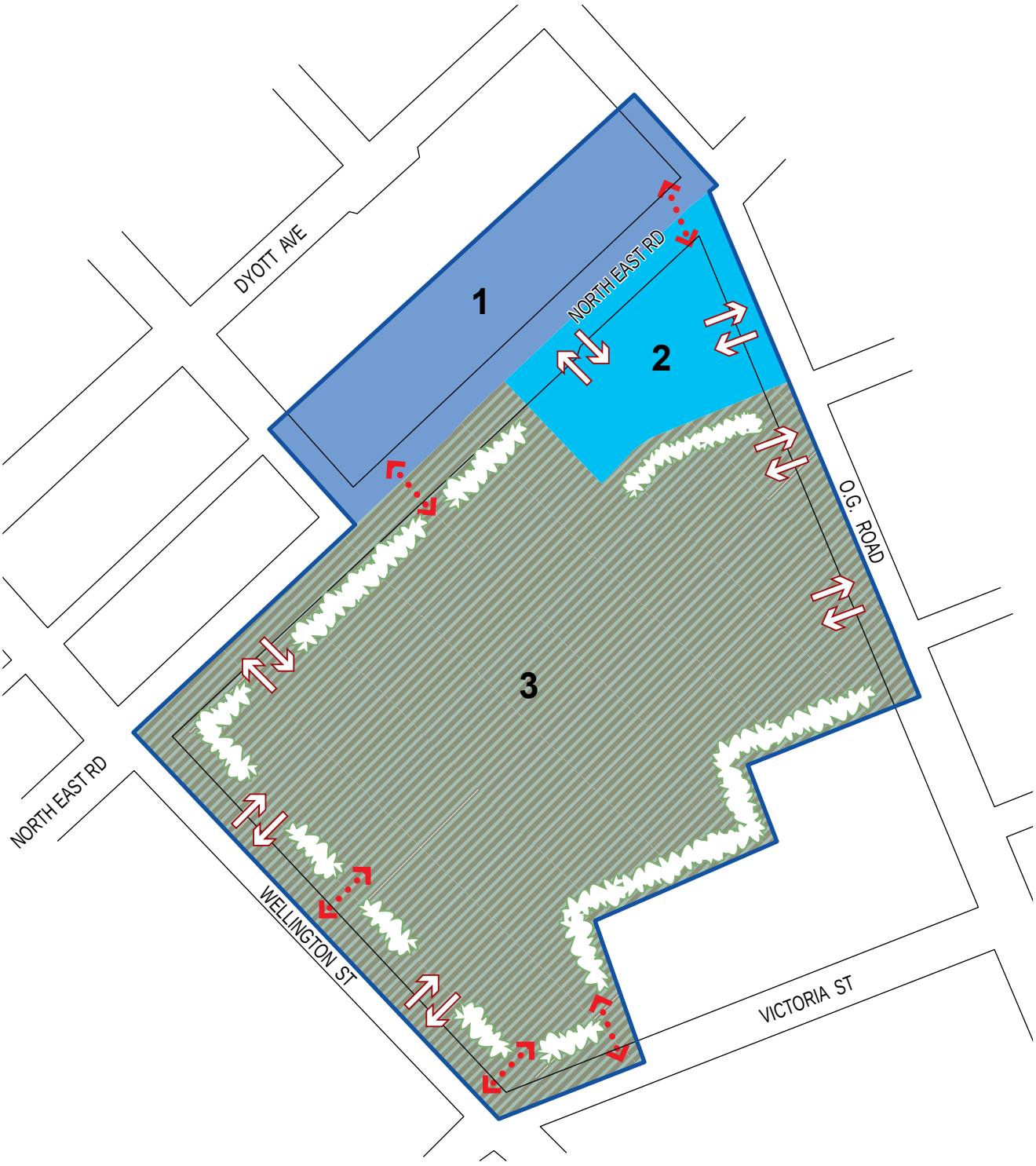
N

0 50 100 150 200 Metres

Concept Plan Map PAdE/18

GRAND JUNCTION ROAD NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



N

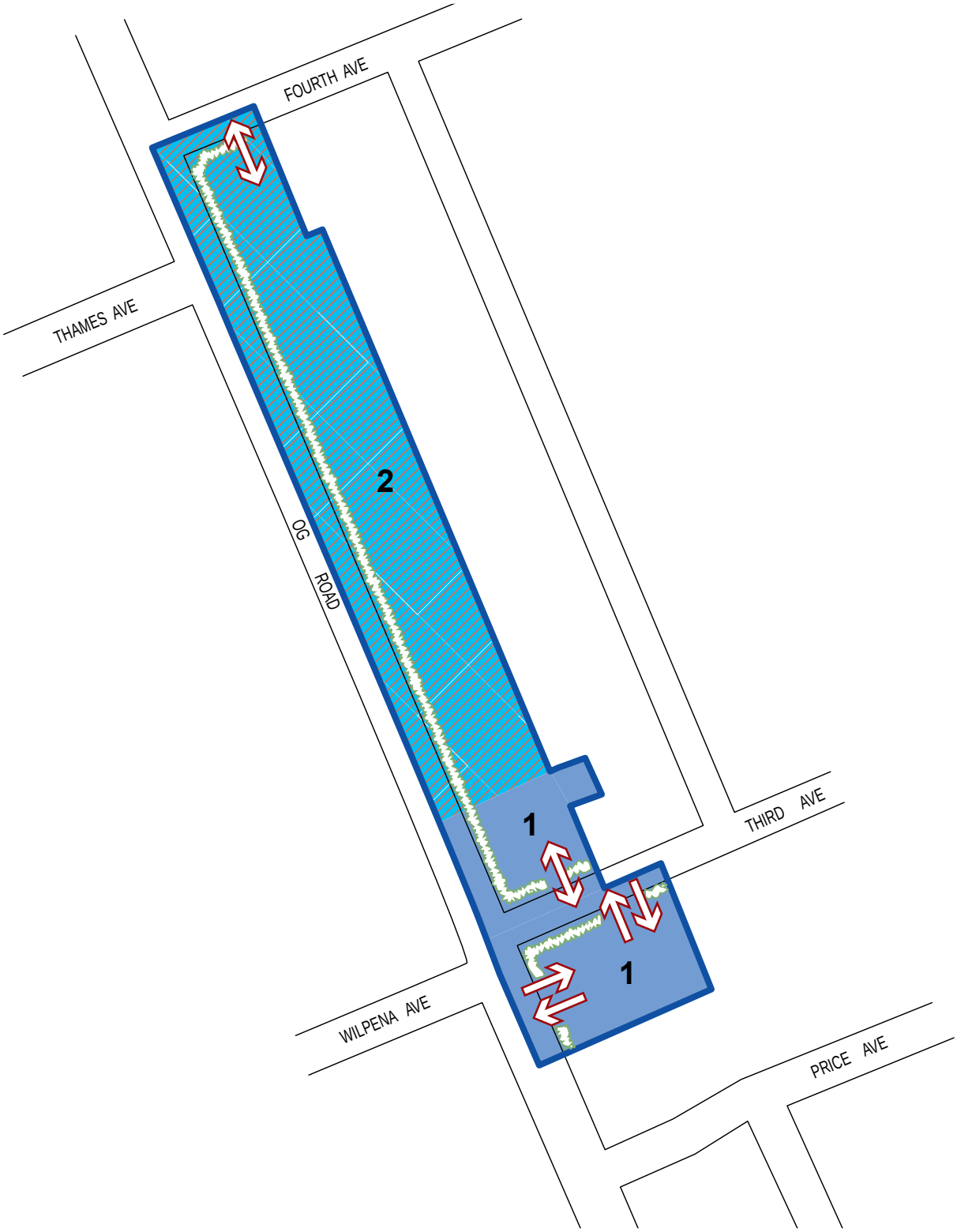
0 50 100 150 200 Metres

1 Shopping Core
2 Commercial
3 Recreation and Open Space
Pedestrian Links
Access Points
Landscape Buffer
Concept Plan Boundary

Concept Plan Map PAdE/19

HAMPSTEAD GARDENS NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



1 Shopping Core

2 Office/Commercial/Community

Possible Access Points

Landscape Buffer

Concept Plan Boundary

0 50 100 150 200 Metres

Concept Plan Map PAdE/20

KLEMZIG NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL

Shopping/Office/Community

Landscaping / Street trees

Pedestrian Crossing

Vehicle Access Points

Dual Carriageway

Roundabout

Concept Plan Boundary

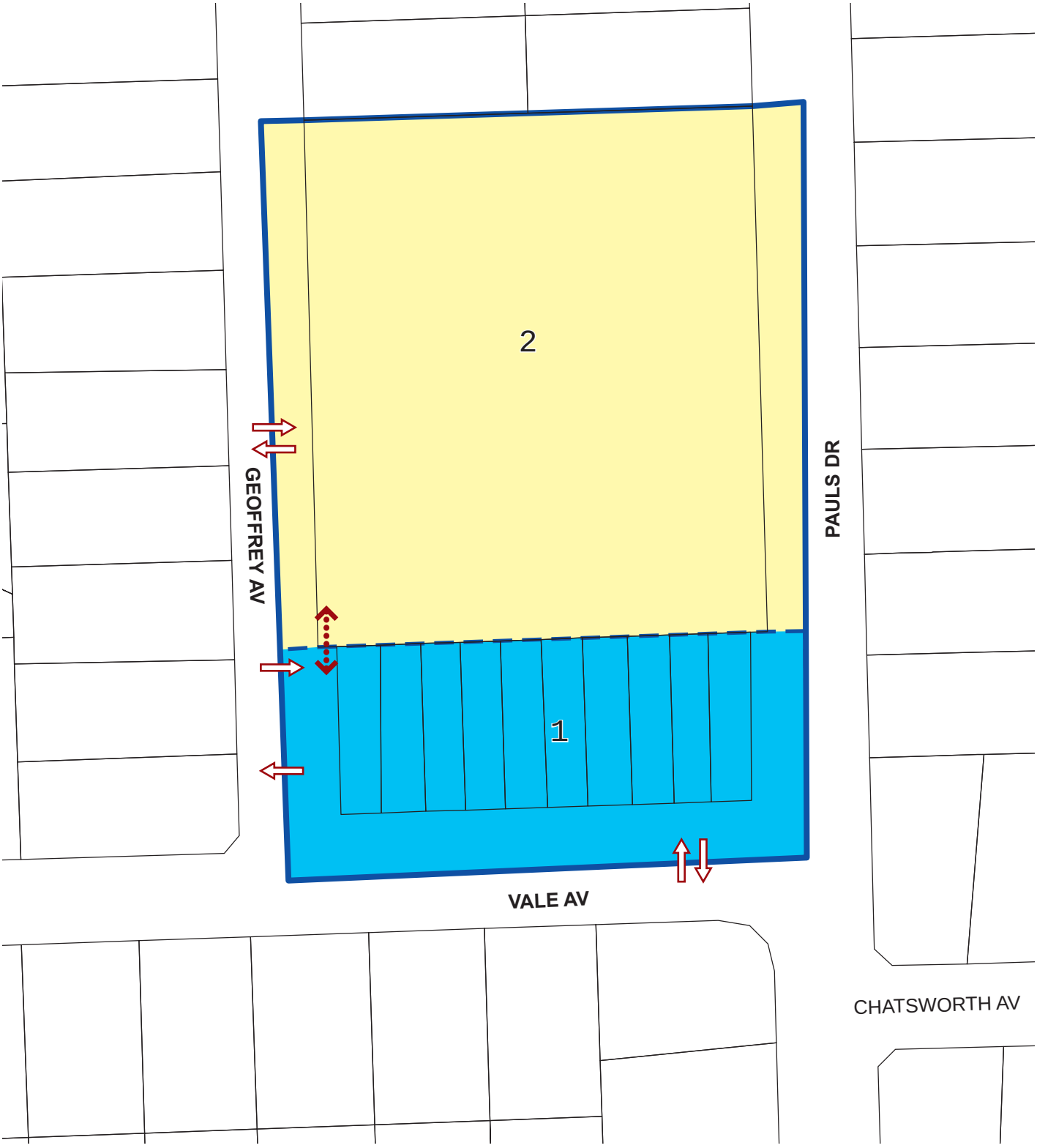
N

0 20 40 60 80 100 metres

Concept Plan Map PAdE/21

NORTHGATE NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



1 Shopping
2 Community
Vehicle Access Points
Pedestrian Links
Concept Plan Boundary

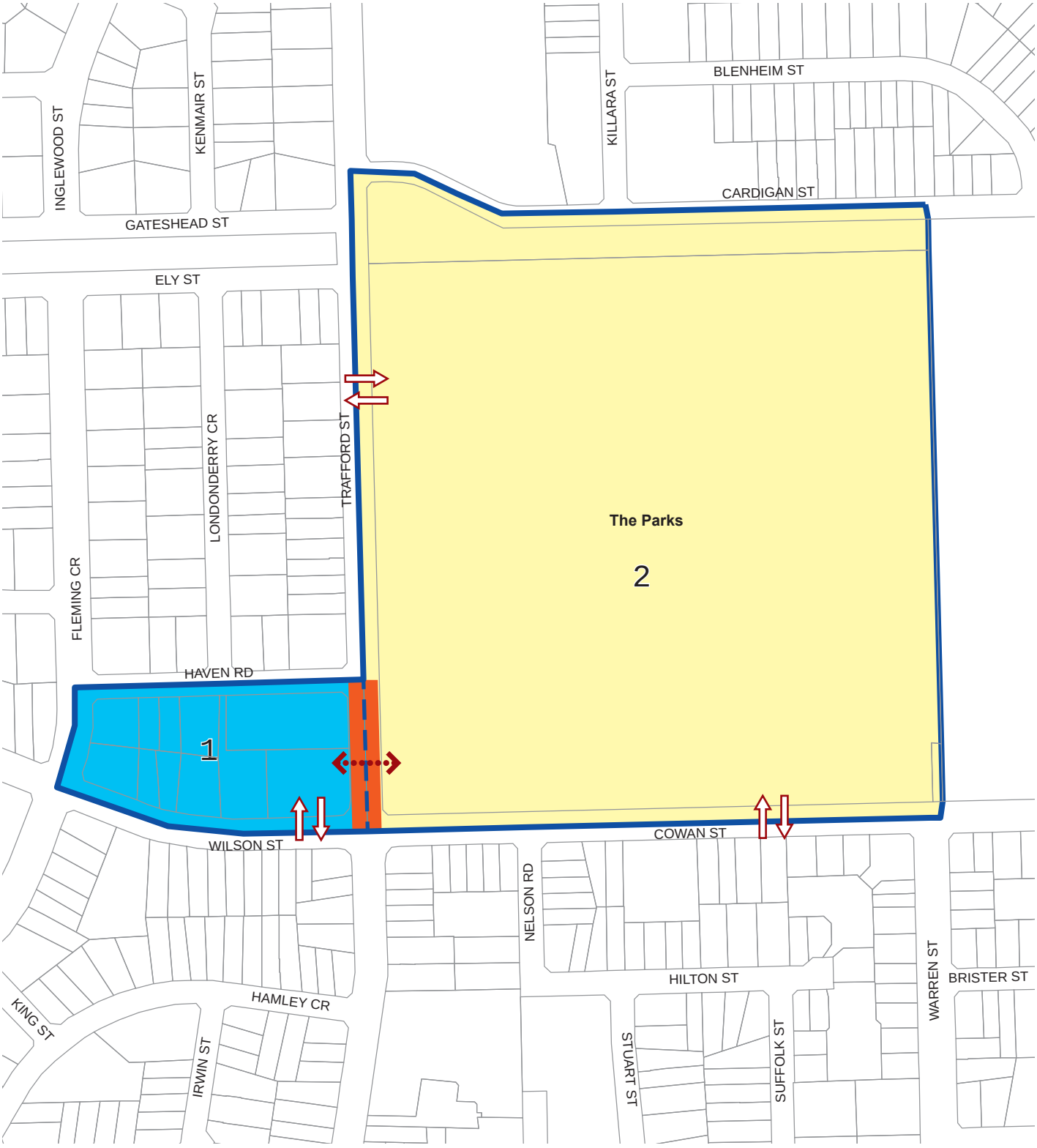
N

0 15 30 45 60 75 metres

Concept Plan Map PAdE/22

PAULS DRIVE NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



1 Shopping

2 Community

Possible Future Traffic Restriction Measures

Vehicle Access Points

Pedestrian Links

Concept Plan Boundary

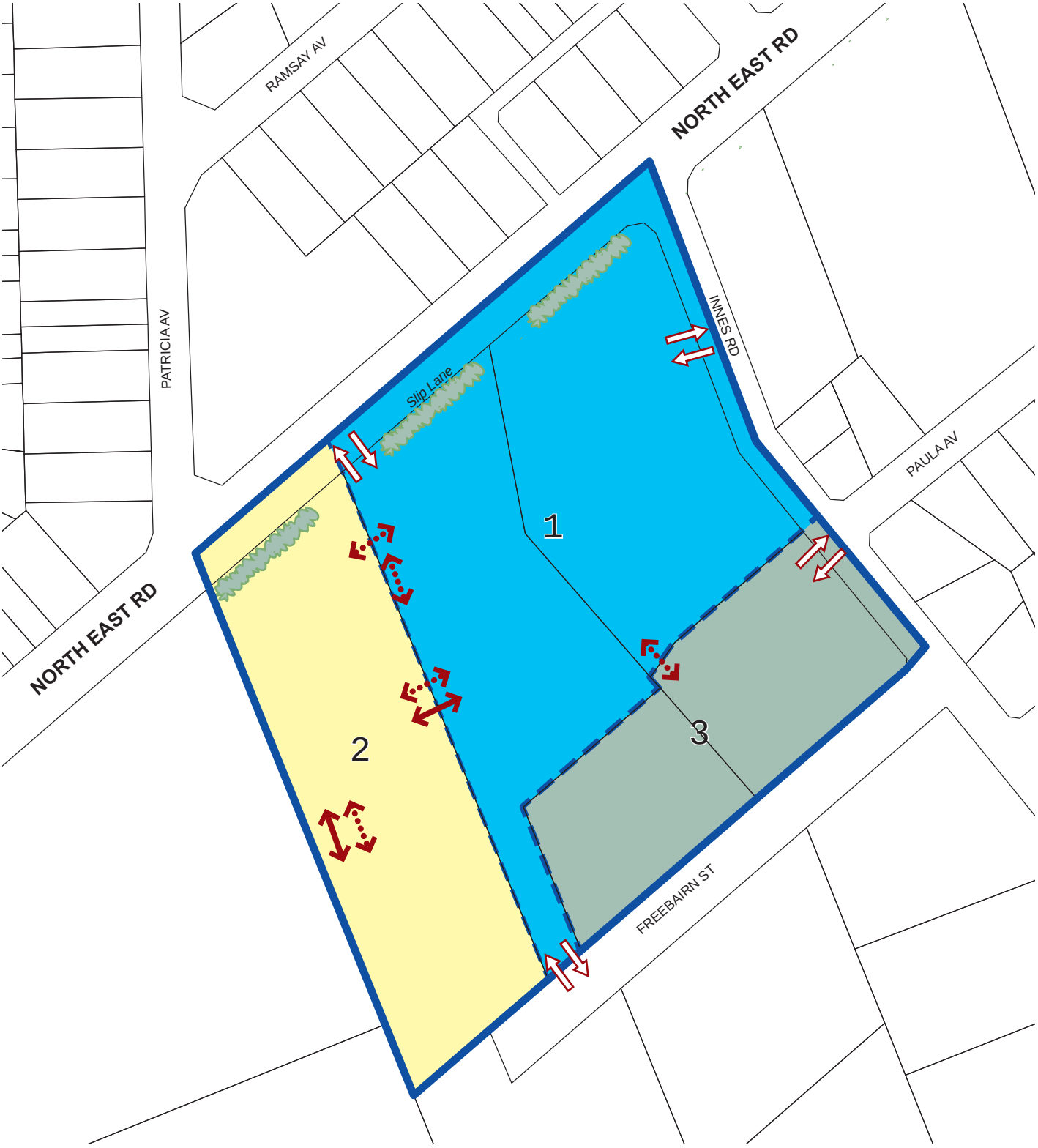
N

0 50 100 150 200 250 metres

Concept Plan Map PAdE/23

THE PARKS NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL



1 Shopping Core
2 Commercial
3 Recreation
Landscape Buffer
Vehicle Access Points
Vehicle Links
Pedestrian Links
Concept Plan Boundary

N

0 30 60 90 120 150 metres

Concept Plan Map PAdE/24

WINDSOR GARDENS NEIGHBOURHOOD CENTRE

PORT ADELAIDE ENFIELD COUNCIL

1 Activity Focus

2 Open Space Reserve

Alberton Oval

Local Heritage Building

Landscape Buffer

Major Access Points

Concept Plan Boundary

Development Plan Boundary

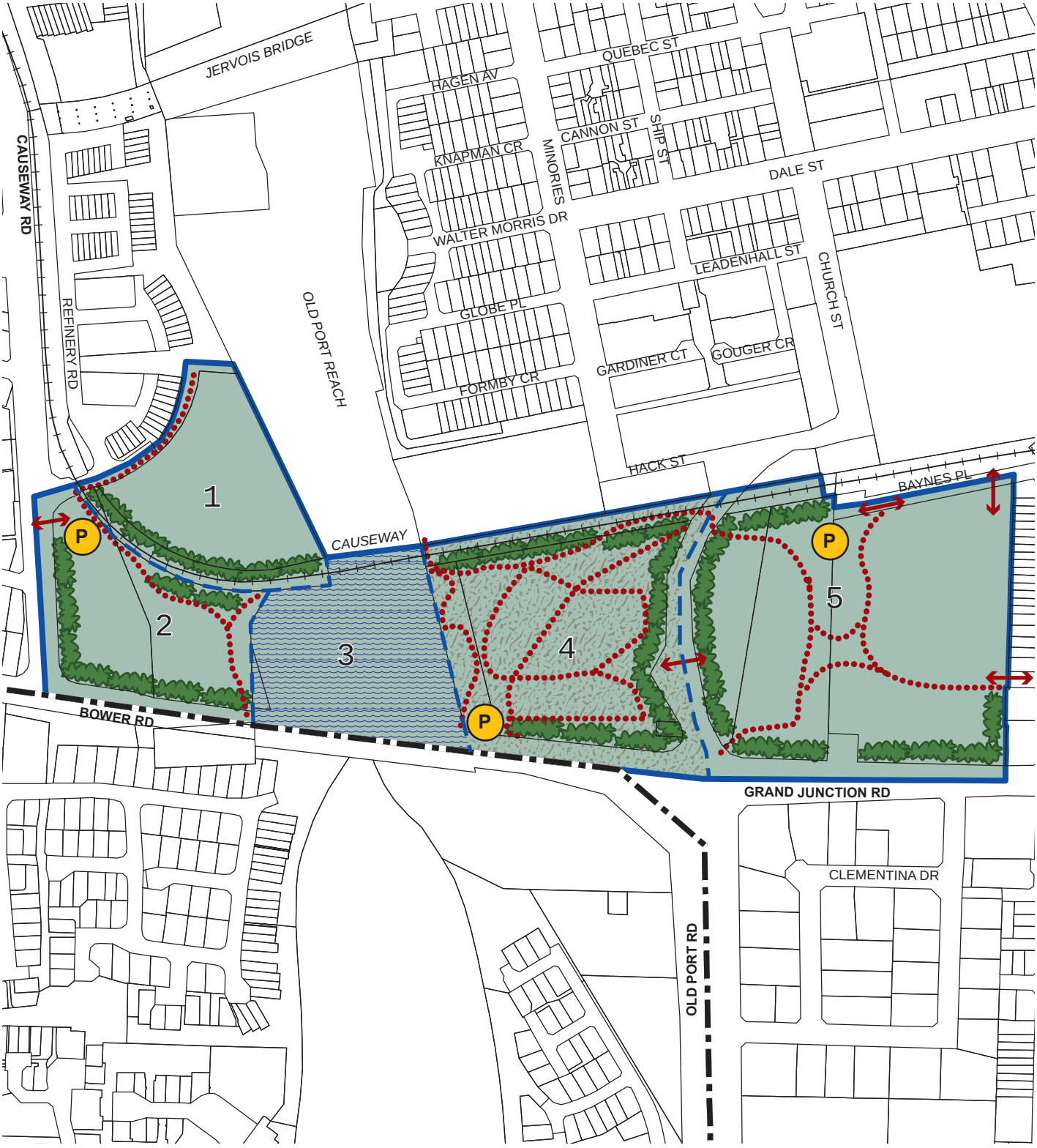
N

0 30 60 90 120 150 metres

Concept Plan Map PAdE/25

ALBERTON OVAL RECREATION ZONE

PORT ADELAIDE ENFIELD COUNCIL



1 Mangrove Conservation Area
2 Institution and Community Uses
3 The Basin
4 Open Space Reserve
5 Activity Focus Area
Landscape Buffer
P Carpark Area
Pedestrian and Bicycle Routes
Vehicle Access
Railway

Concept Plan Boundary
Development Plan Boundary

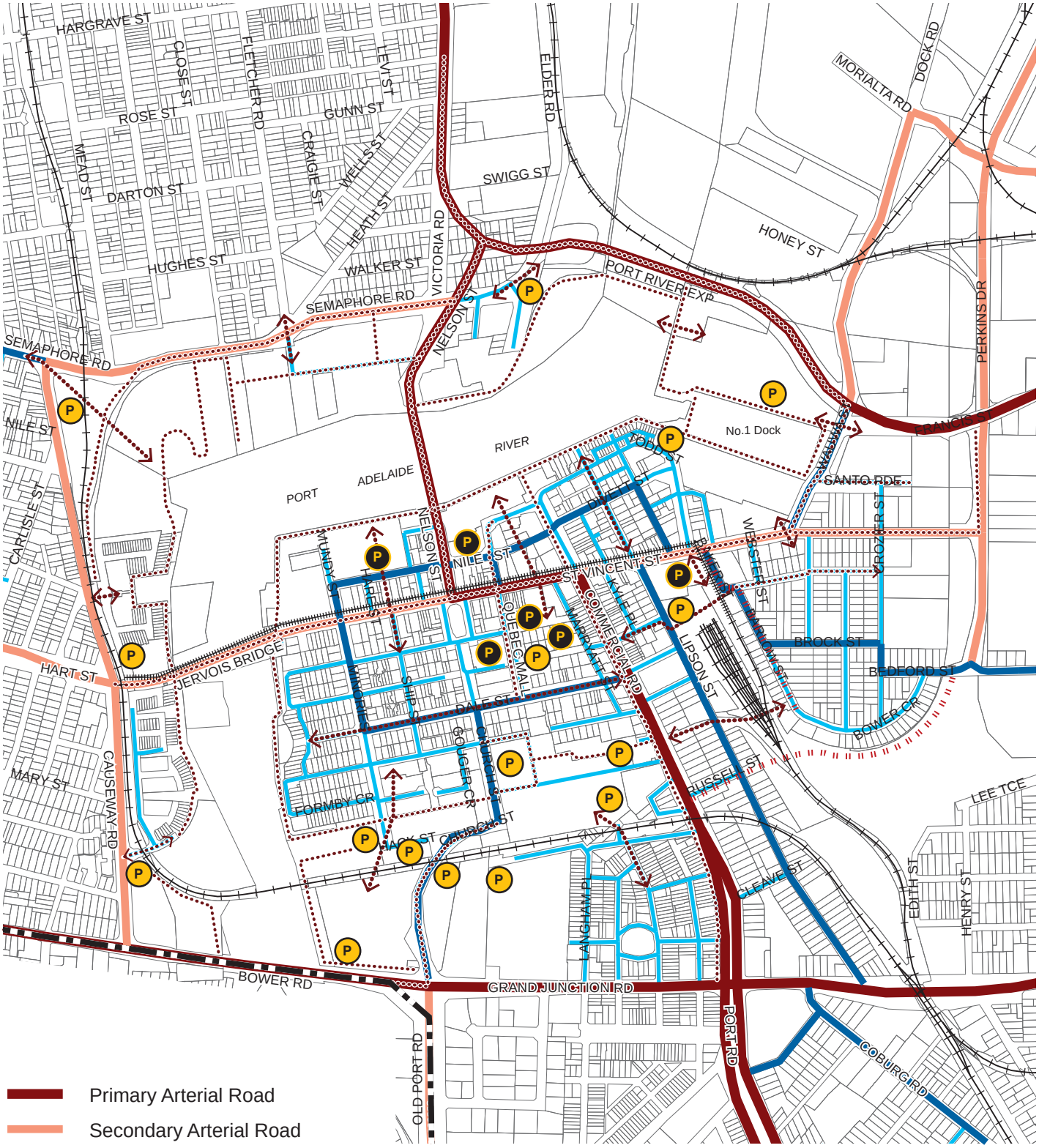
N

0 60 120 180 240 300 metres

Concept Plan Map PAdE/26

WESTERN REGIONAL PARK RECREATION ZONE

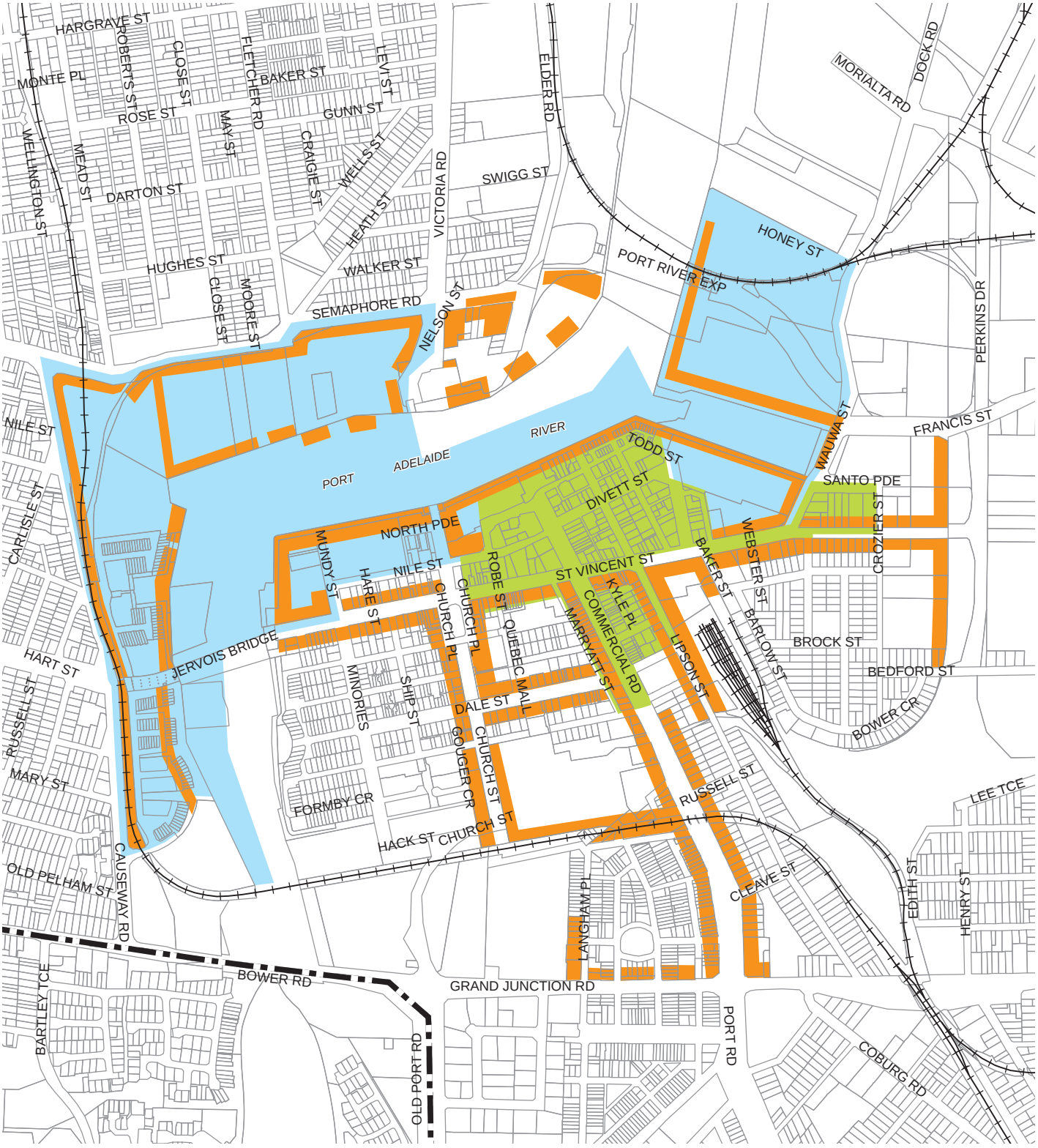
PORT ADELAIDE ENFIELD COUNCIL



Concept Plan Map PAdE/27

PORT ADELAIDE CENTRE TRAFFIC AND TRANSPORT

PORT ADELAIDE ENFIELD COUNCIL



Waterfront Developement Area

Area for Townscape Conservation

Area Requiring Townscape Improvement

Railway

Development Plan Boundary

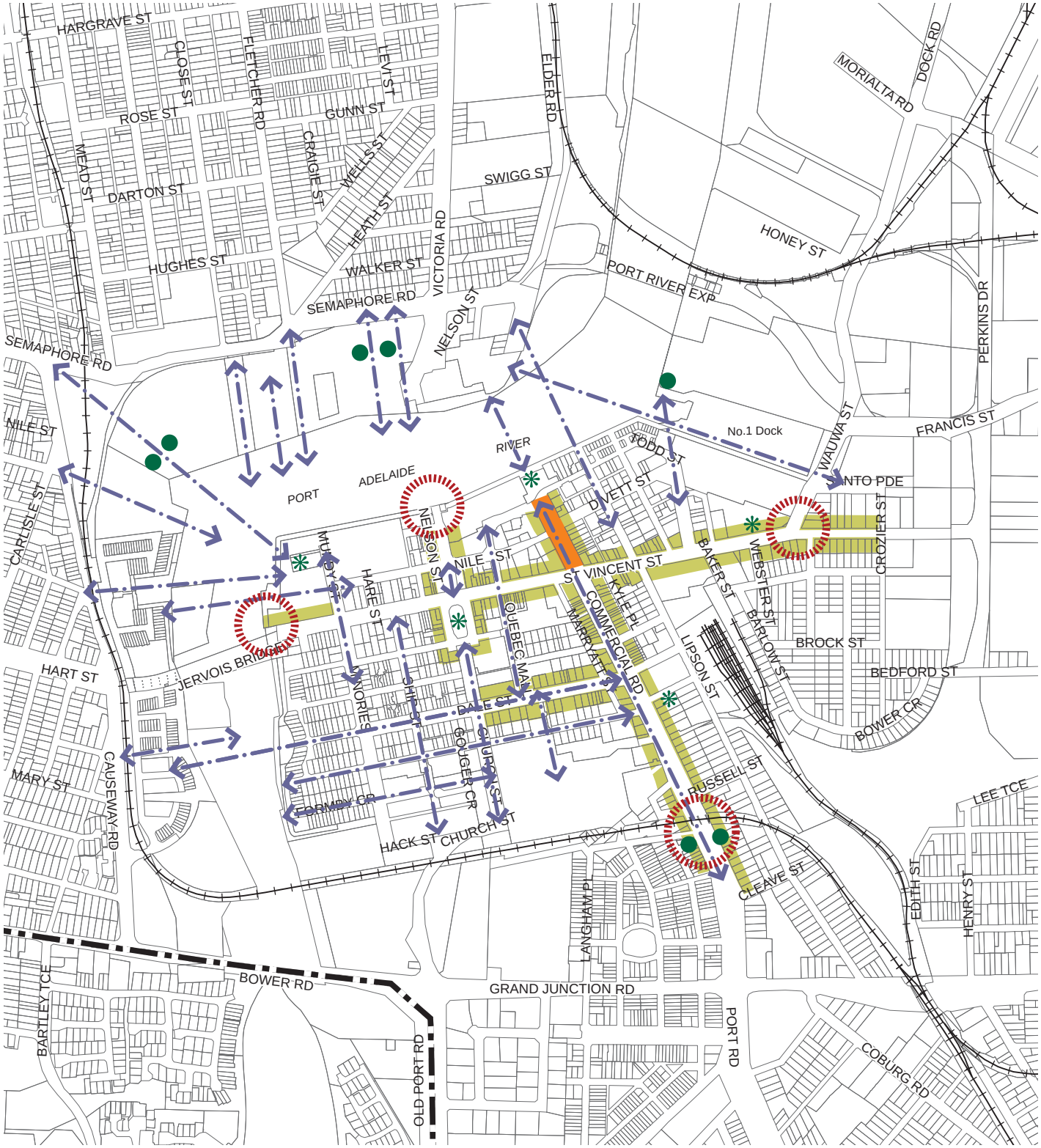
N

0 150 300 450 600 750 metres

Concept Plan Map PAdE/28

PORT ADELAIDE TOWNSCAPE AND WATERFRONT DEVELOPMENT AREAS

PORT ADELAIDE ENFIELD COUNCIL



Town Square

Street Frontage where development should incorporate facades not less than 2 storeys in height

Existing Landmark Building

Possible sites for new Landmark Buildings

View Corridor

Major Gateway

Development Plan Boundary

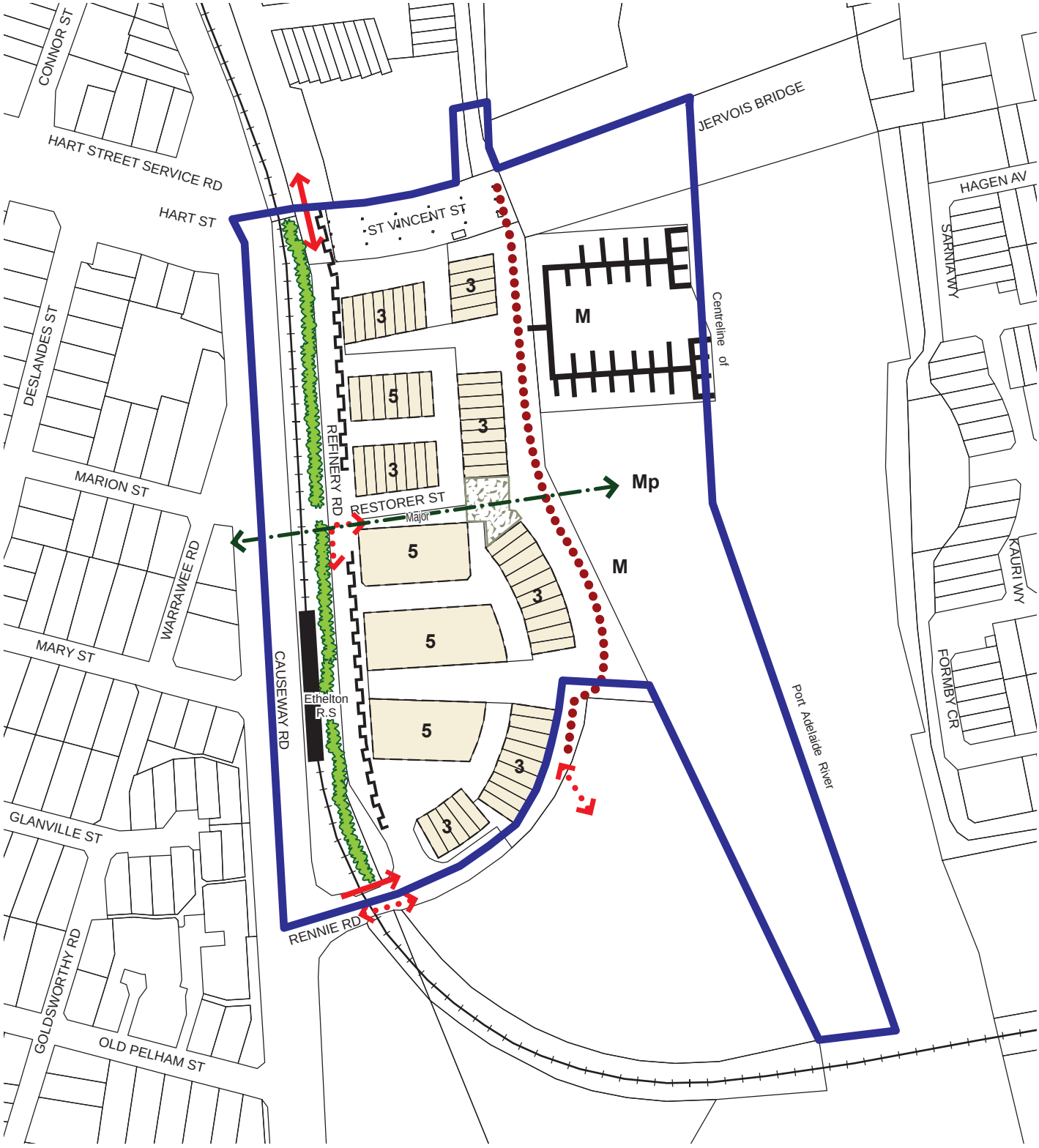
N

0 150 300 450 600 750 metres

Concept Plan Map PAdE/29

PORT ADELAIDE KEY VISUAL ELEMENTS

PORT ADELAIDE ENFIELD COUNCIL



- Public Reserve
- Articulated Facade
- **Mp** Marina with public access
- **M** Marina (private use)
- Public Promenade (Inner Harbour Ring Route)
- 3 Maximum Building Height (Storeys)
- Pedestrian/Cycle Link
- Road Linkages
- Landscape Buffer
- View Corridor
- Passenger Rail
- Concept Plan Boundary

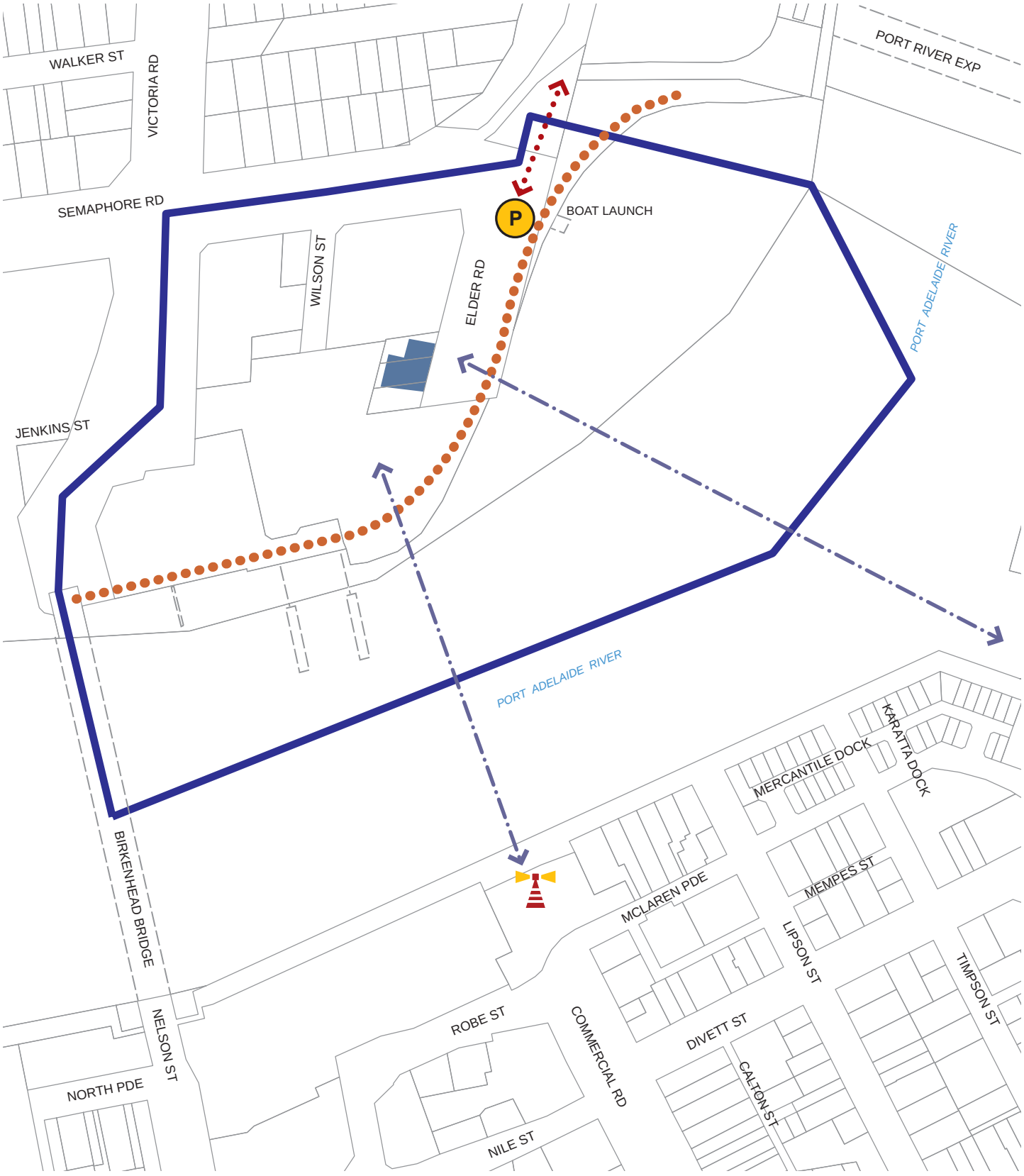
N

0 30 60 90 120 150 metres

Concept Plan Map PAdE/30

AVICENNIA WATERS POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



Heritage Places

Public Promenade (Inner Harbour Ring Route)

Public Carparking

Existing Lighthouse

View Corridor

Pedestrian/Cycle Link

Concept Plan Boundary

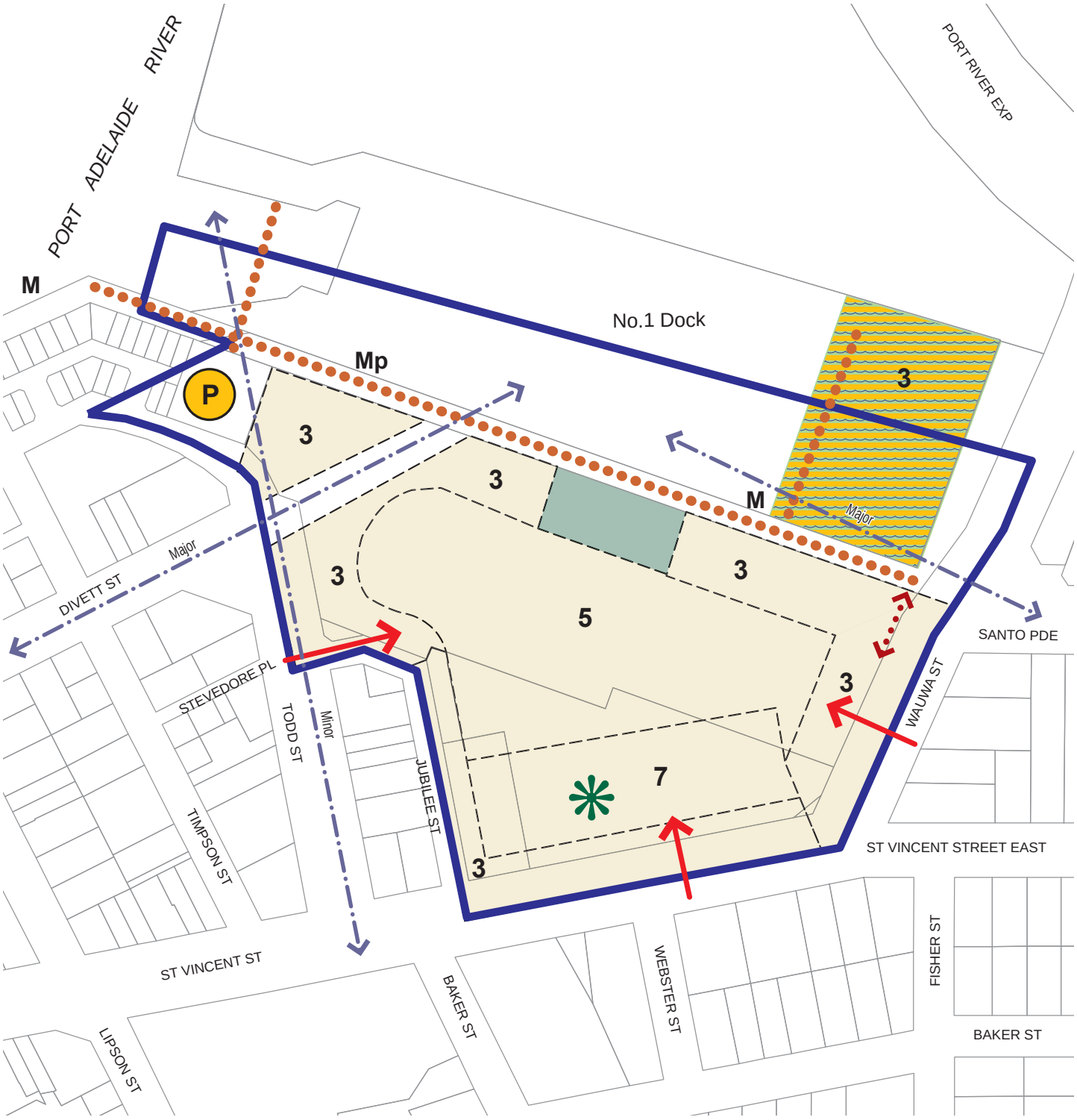
N

0 30 60 90 120 150 metres

Concept Plan Map PAdE/31

CRUICKSHANK'S CORNER POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



- Public Reserve
- Potential Over-water Development
- Existing Landmark Building
- **Mp** Marina with public access
- **M** Marina (private use)
- 3 Maximum Building Height (Storeys)
- Public Promenade (Inner Harbour Ring Route)
- Pedestrian/Cycle Link
- Road Linkages
- P Public Carparking
- View Corridor
- Concept Plan Boundary

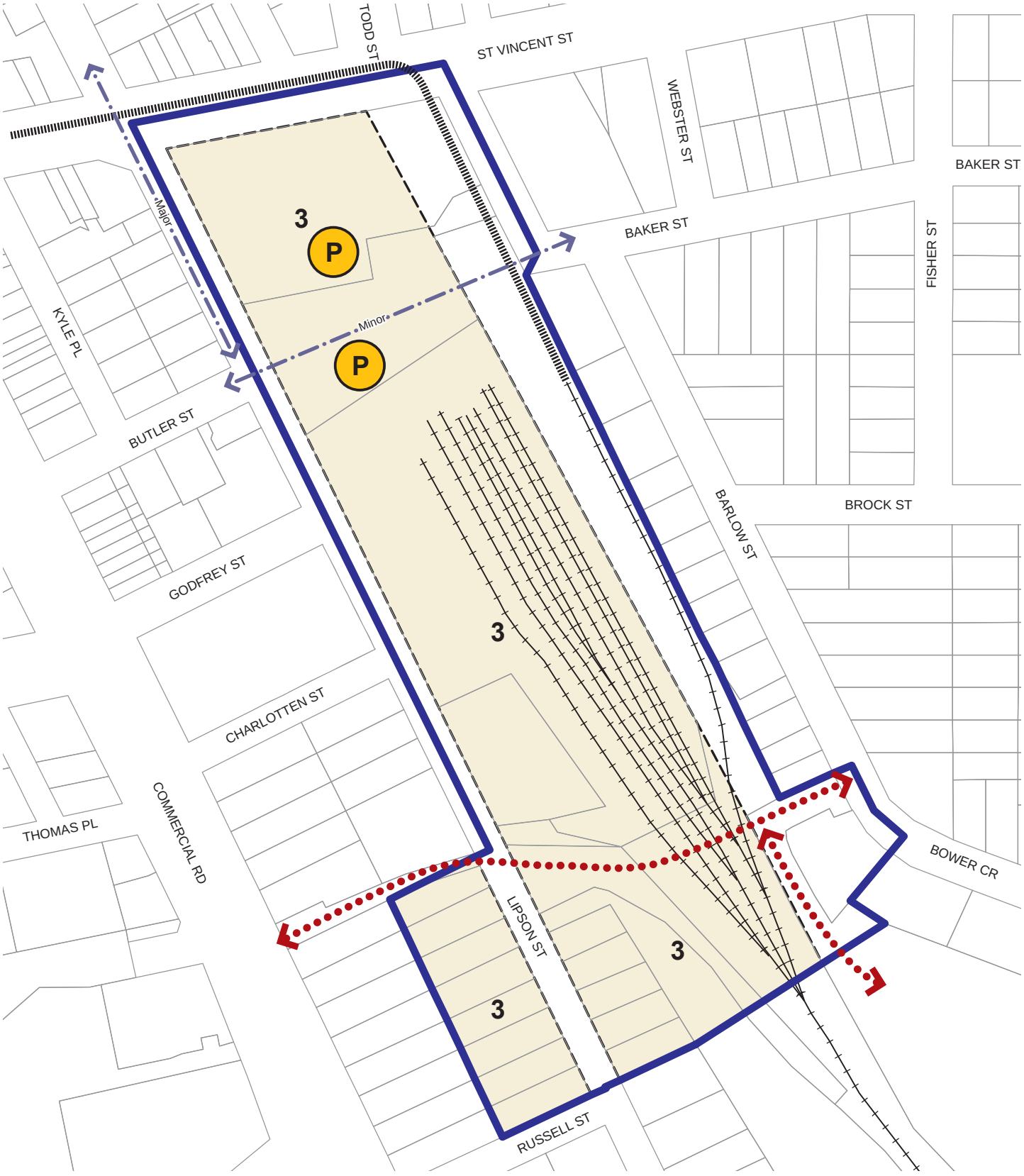
N

0 30 60 90 120 150 metres

Concept Plan Map PAdE/32

DOCK ONE POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



Pedestrian/Cycle Link

Railway

Potential Light Rail

P Public Parking

3 Maximum Building Height (Storeys)

View Corridor

Concept Plan Boundary

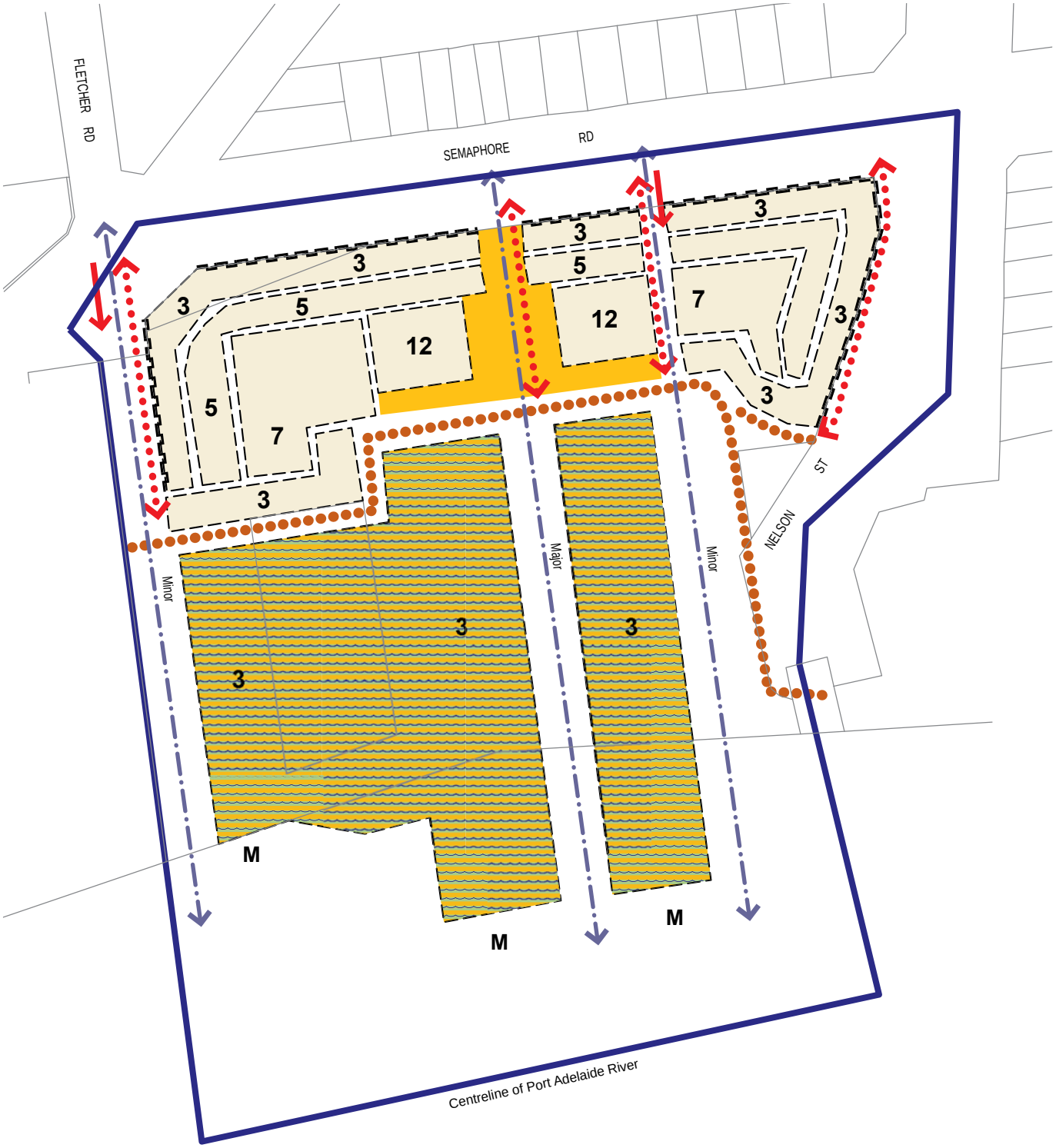
N

0 30 60 90 120 150 metres

Concept Plan Map PAdE/33

EAST END POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



Potential Over-water Development

Public Plaza

3 Maximum Building Height (Storeys)

Public Promenade (Inner Harbour Ring Route)

Articulated Facade

M Marina (private use)

Pedestrian/Cycle Link

Road Linkages

View Corridor

Concept Plan Boundary

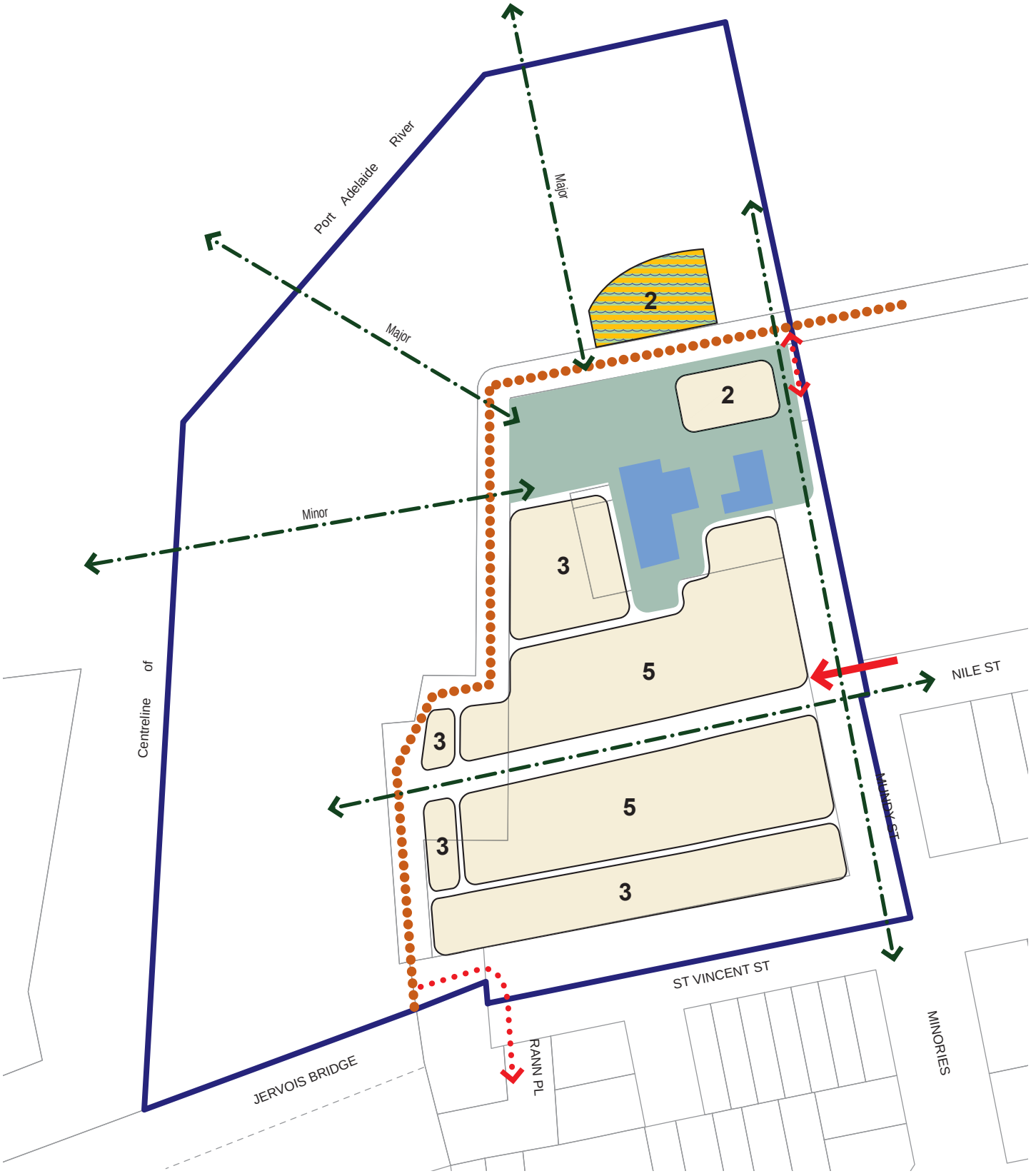
N

0 25 50 75 100 125 metres

Concept Plan Map PAdE/34

FLETCHERS HAVEN POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



3 Maximum Building Height (Storeys)

Heritage Places

Potential Over-water Development

Public Reserve

Public Promenade (Inner Harbour Ring Route)

Pedestrian/Cycle Link

Road Linkages

View Corridor

Concept Plan Boundary

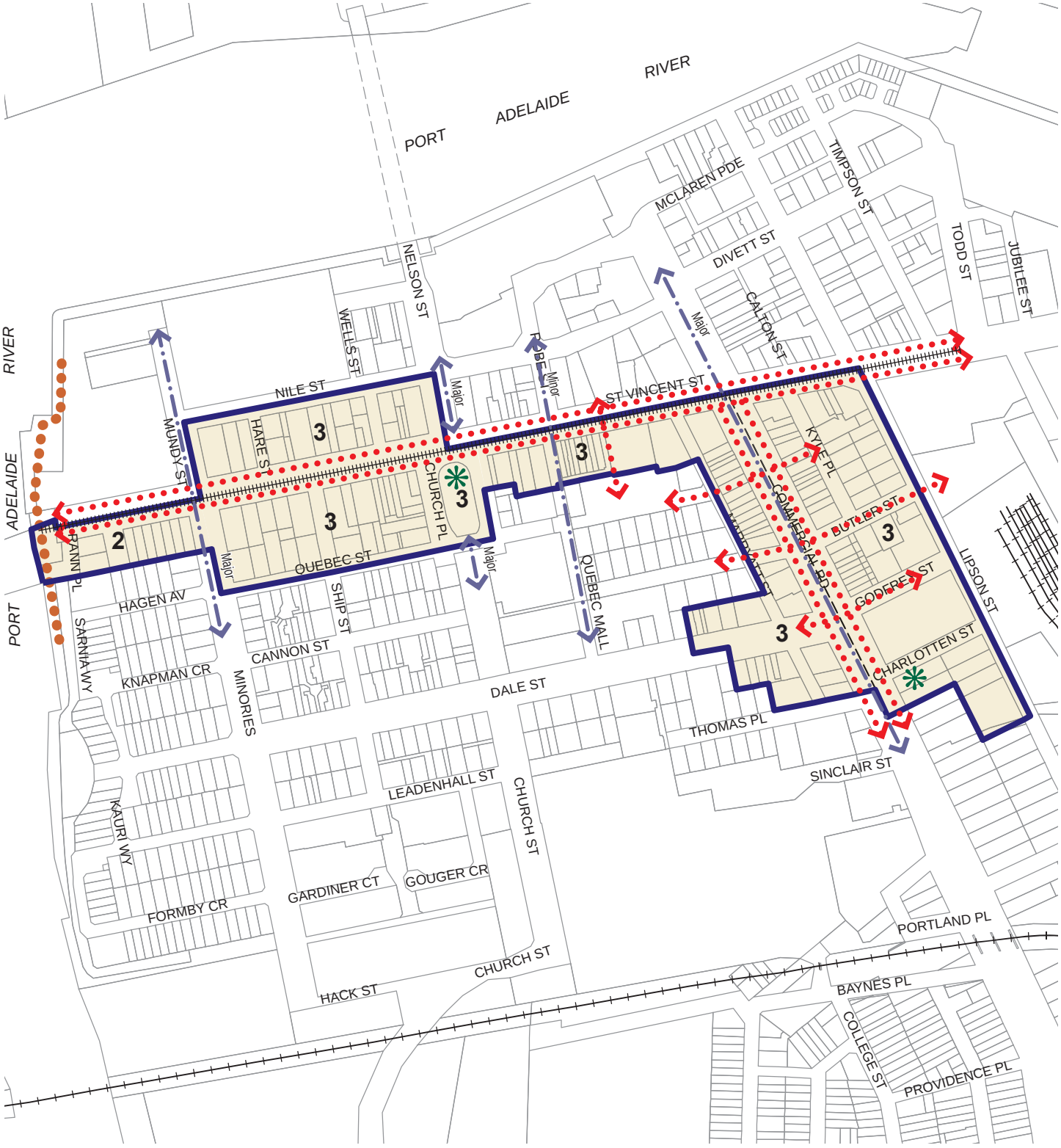
N

0 25 50 75 100 125 metres

Concept Plan Map PAdE/35

HART'S MILL POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



N

0 60 120 180 240 300 metres

3 Maximium Building Height (Storeys)

Existing Landmark Building

Public Promenade (Inner Harbor Ring Route)

View Corridor

Pedestrian/Cycle Link

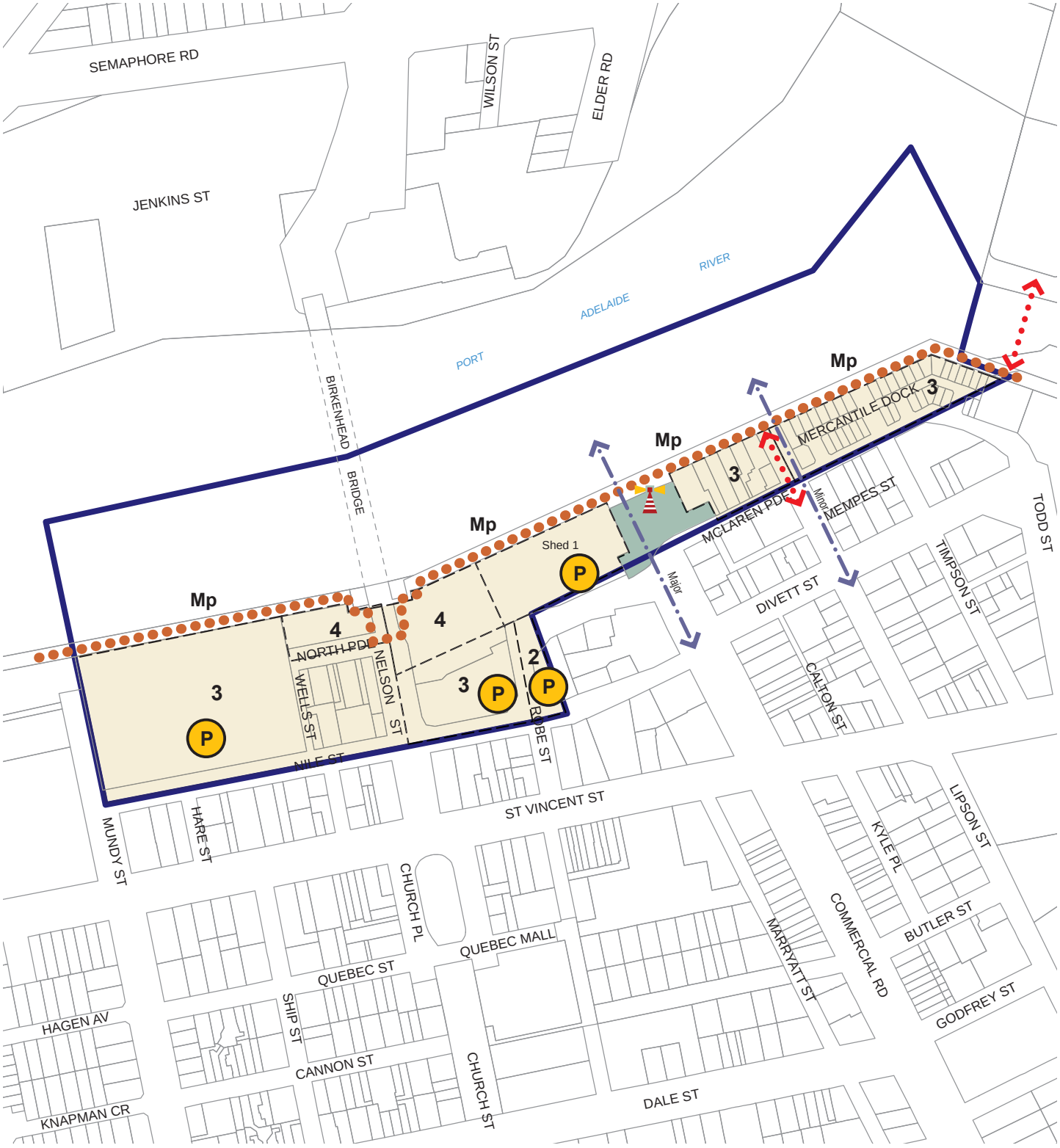
Potential Light Rail

Concept Plan Boundary

Concept Plan Map PAdE/36

MAIN STREET POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



3 Maximium Building Height (Storeys)

Mp Marina with public access

P Public Carparking

Public Reserve

Public Promenade (Inner Harbour Ring Route)

Pedestrian/Cycle Link

View Corridor

Existing Lighthouse

Concept Plan Boundary

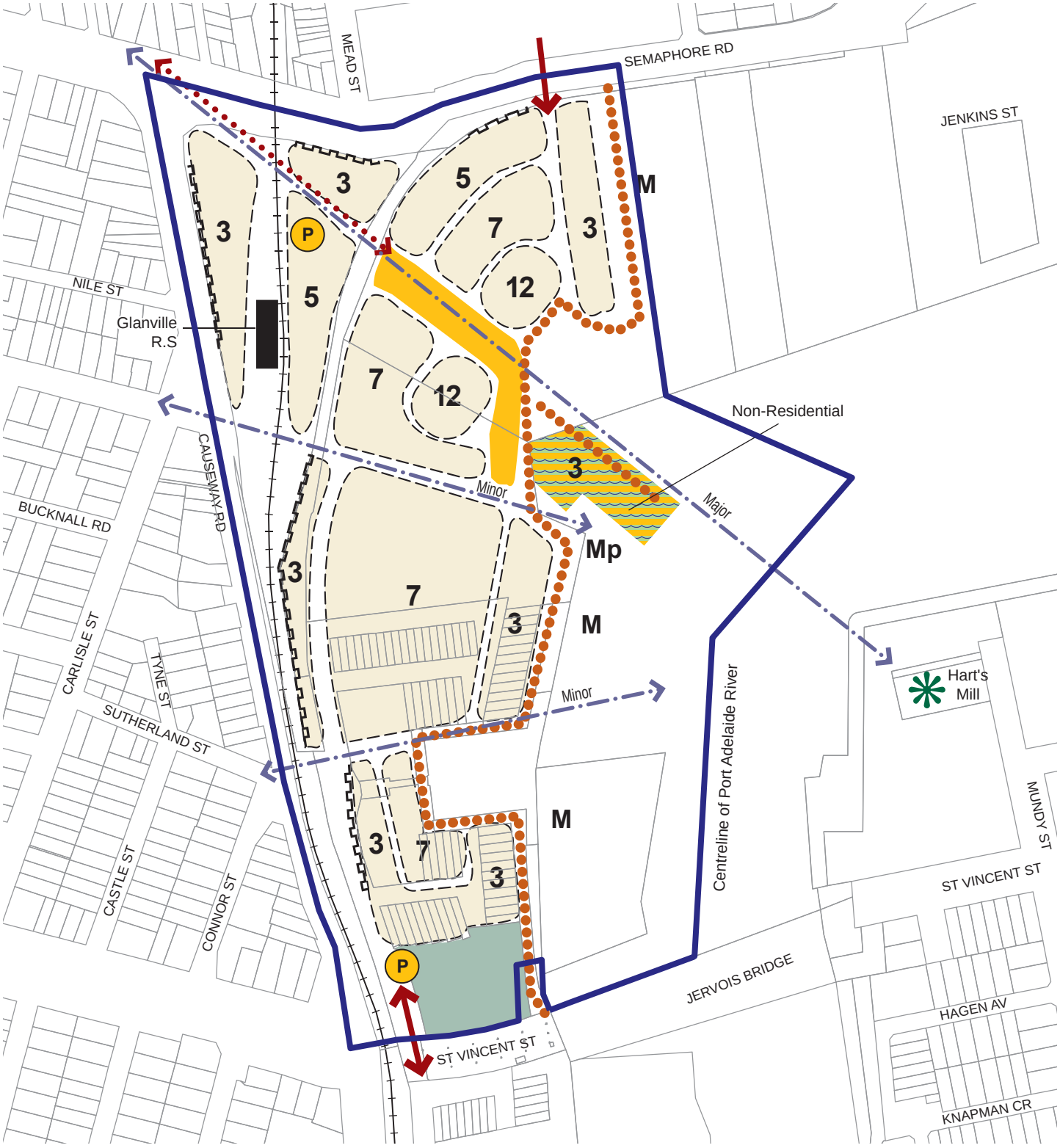
N

0 60 120 180 240 300 metres

Concept Plan Map PAdE/37

MCLAREN'S WHARF POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



- Public Reserve
- Public Plaza
- Potential Over-water Development
- 3 — Maximum Building Height (Storeys)
- Articulated Facade
- Mp — Marina with public access
- M — Marina (private use)
- P — Public Carparking
- Pedestrian/Cycle Link
- Road Linkages
- Public Promenade (Inner Harbour Ring Route)
- Existing Landmark Building
- View Corridor
- Passenger Rail
- Concept Plan Boundary

N

0 metres 60 120 180 240 300

Concept Plan Map PAdE/38

NEWPORT QUAYS POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL

Heritage Places

Potential Over-water Development

Public Reserve

3 Maximum Building Height (Storeys)

Mp Marina with public access

M Marina (private use)

View Corridor

Public Promenade
(Inner Harbour Ring Route)

Concept Plan Boundary

N

0 25 50 75 100 125 metres

Concept Plan Map PAdE/39

NORTH BANK POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL

- Landscape Buffer
- Public Reserve
- 3 — Maximum Building Height (Storeys)
- View Corridor
- Public Promenade (Inner Harbour Ring Route)
- Existing Railway
- Concept Plan Boudary

N

0 metres 50 100 150 200 250

Concept Plan Map PAdE/40

OLD PORT REACH POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL

N

Town Square

3 Maximum Building Height (Storeys)

Existing Landmark Building

Pedestrian/Cycle Link

View Corridor

Potential Light Rail

Concept Plan Boundary

0 50 100 150 200 250 metres

Concept Plan Map PAdE/41

PORT ADELAIDE STATE HERITAGE AREA POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL

Public Reserve

Potential Over-water Development

3 Maximum Building Height (Storeys)

Public Promenade (Inner Harbour Ring Route)

Mp Marina with public access

M Marina (private use)

P Public Carparking

Landscape Buffer

Pedestrian/Cycle Link

Concept Plan Boundary

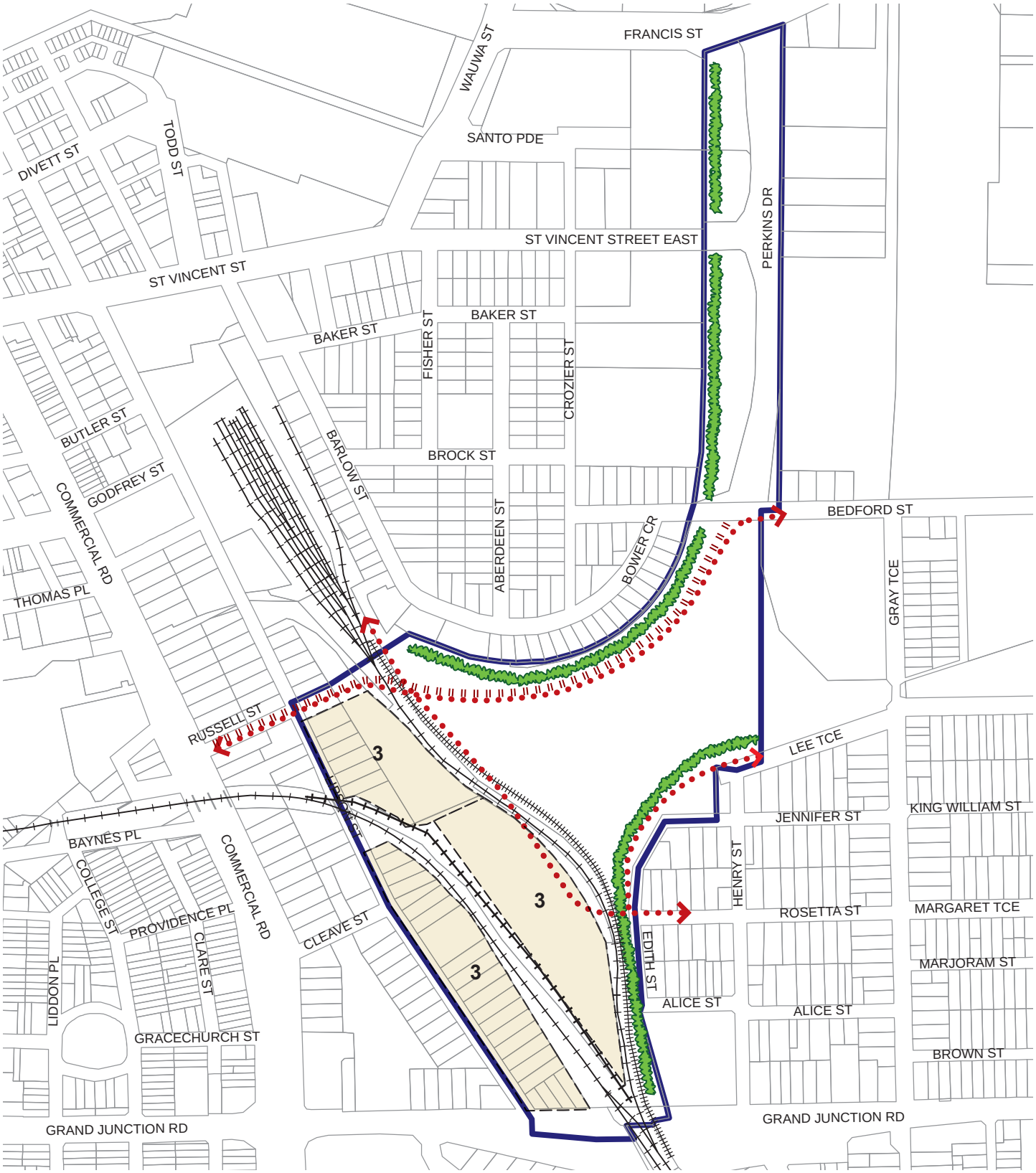
N

0 50 100 150 200 250 metres

Concept Plan Map PAdE/42

PORT APPROACH POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



Potential Collector/Local Crossing Road

3 Maximum Building Height (Storeys)

Existing Railway

Potential Light Rail

Pedestrian/ Cycle Link

Landscape Buffer

Concept Plan Boundary

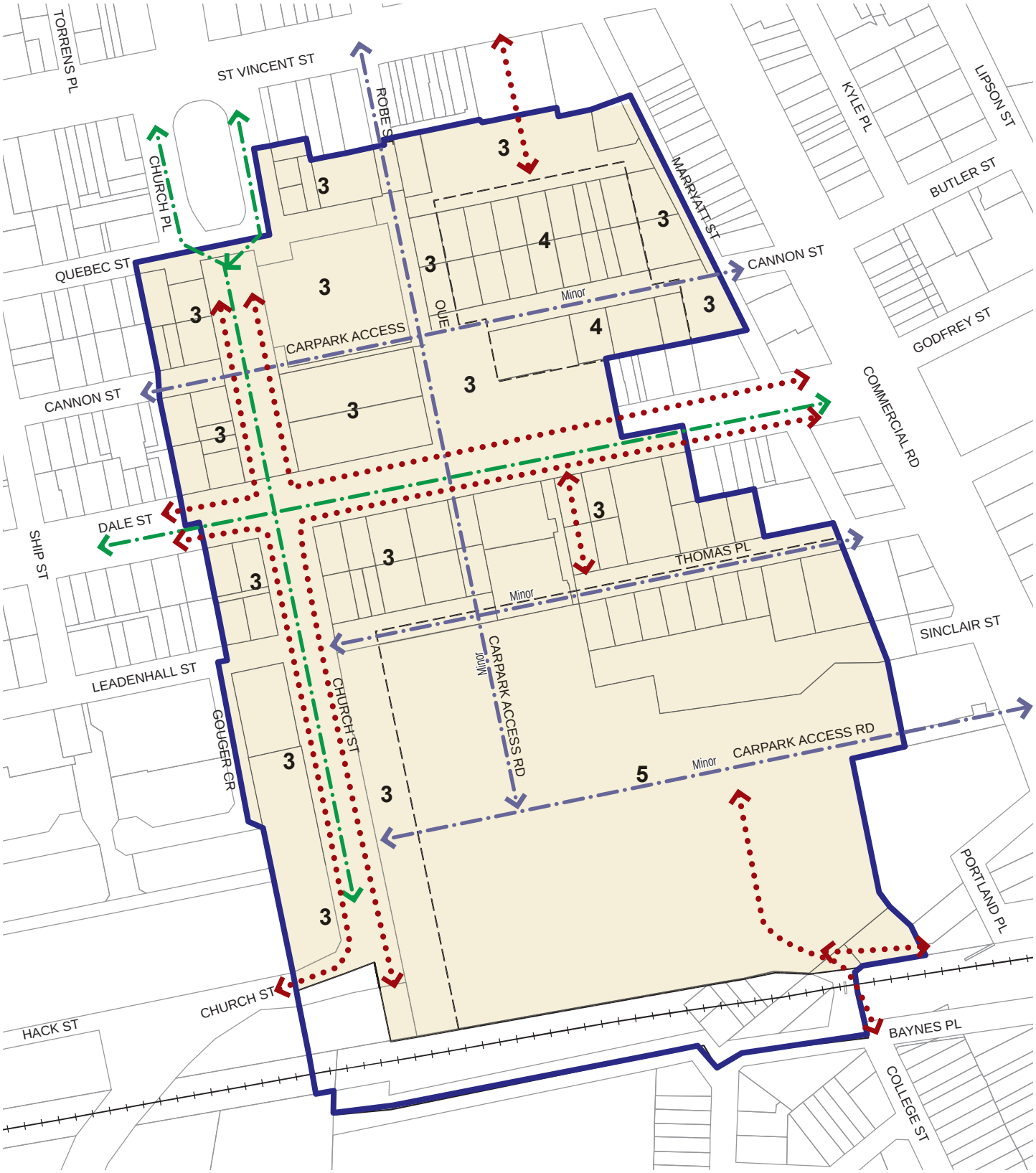
N

0 80 160 240 320 400 metres

Concept Plan Map PAdE/43

RAILWAYS POLICY AREA

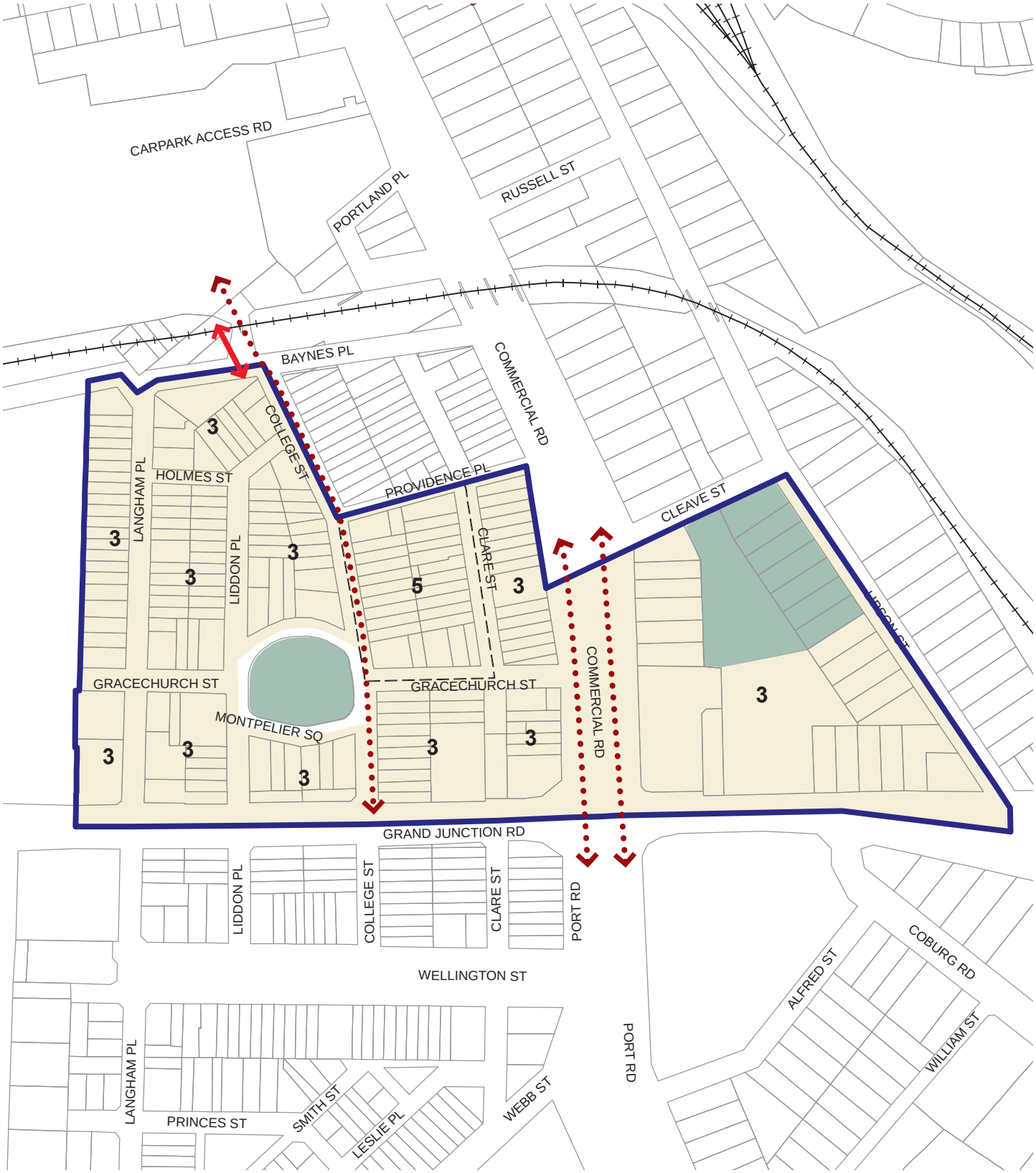
PORT ADELAIDE ENFIELD COUNCIL



Concept Plan Map PAdE/44

RETAIL CORE POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



3 Maximum Building Height (Storeys)

Public Reserve

Road Linkage

Pedestrian/Cycle Link

Concept Plan Boundary

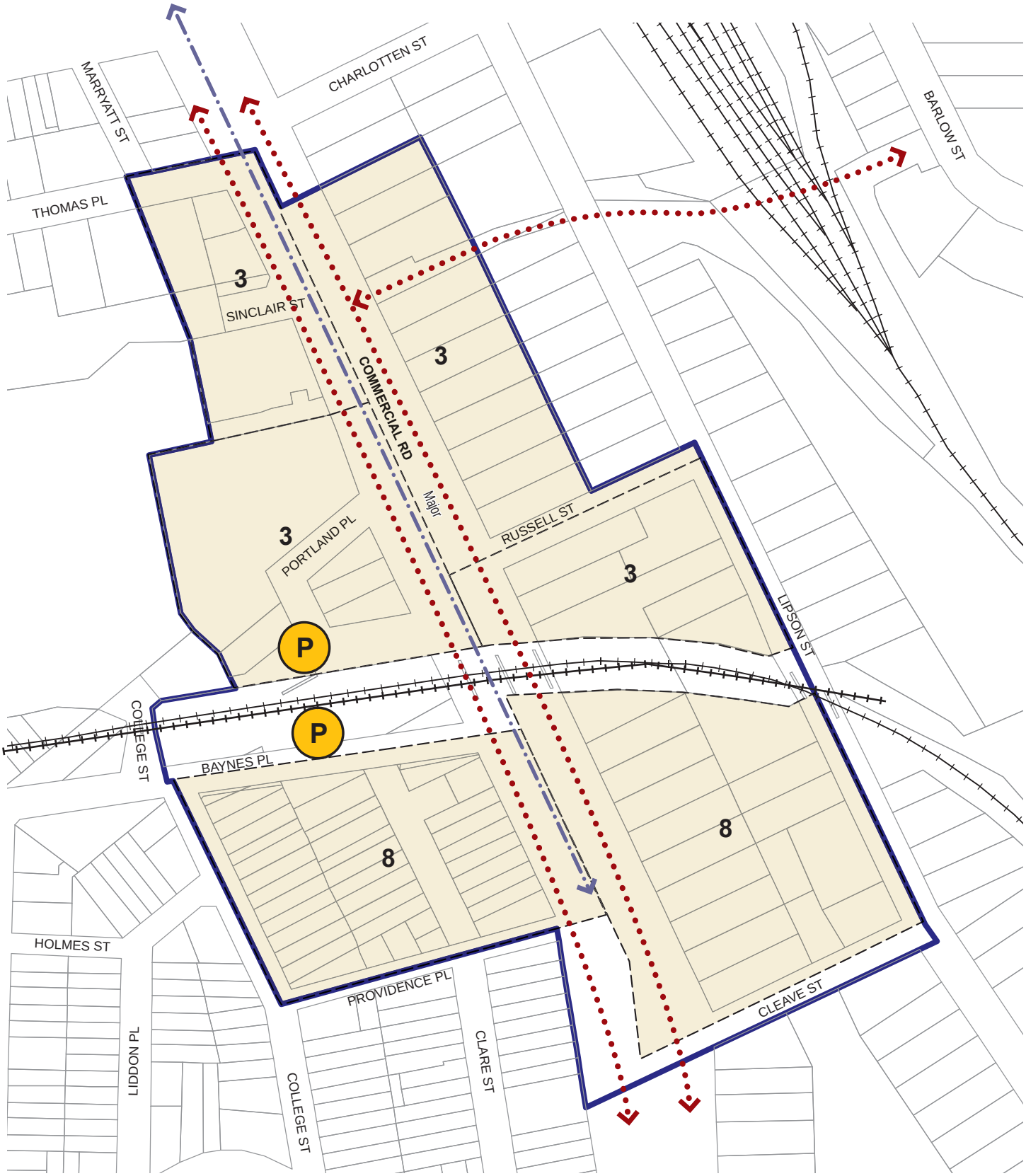
N

0 40 80 120 160 200 metres

Concept Plan Map PAdE/45

SOUTHERN APPROACH POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



3 Maximum Building Height (Storeys)

P Public Parking

Existing Railway

View Corridor

Pedestrian/Cycle Link

Concept Plan Boundary

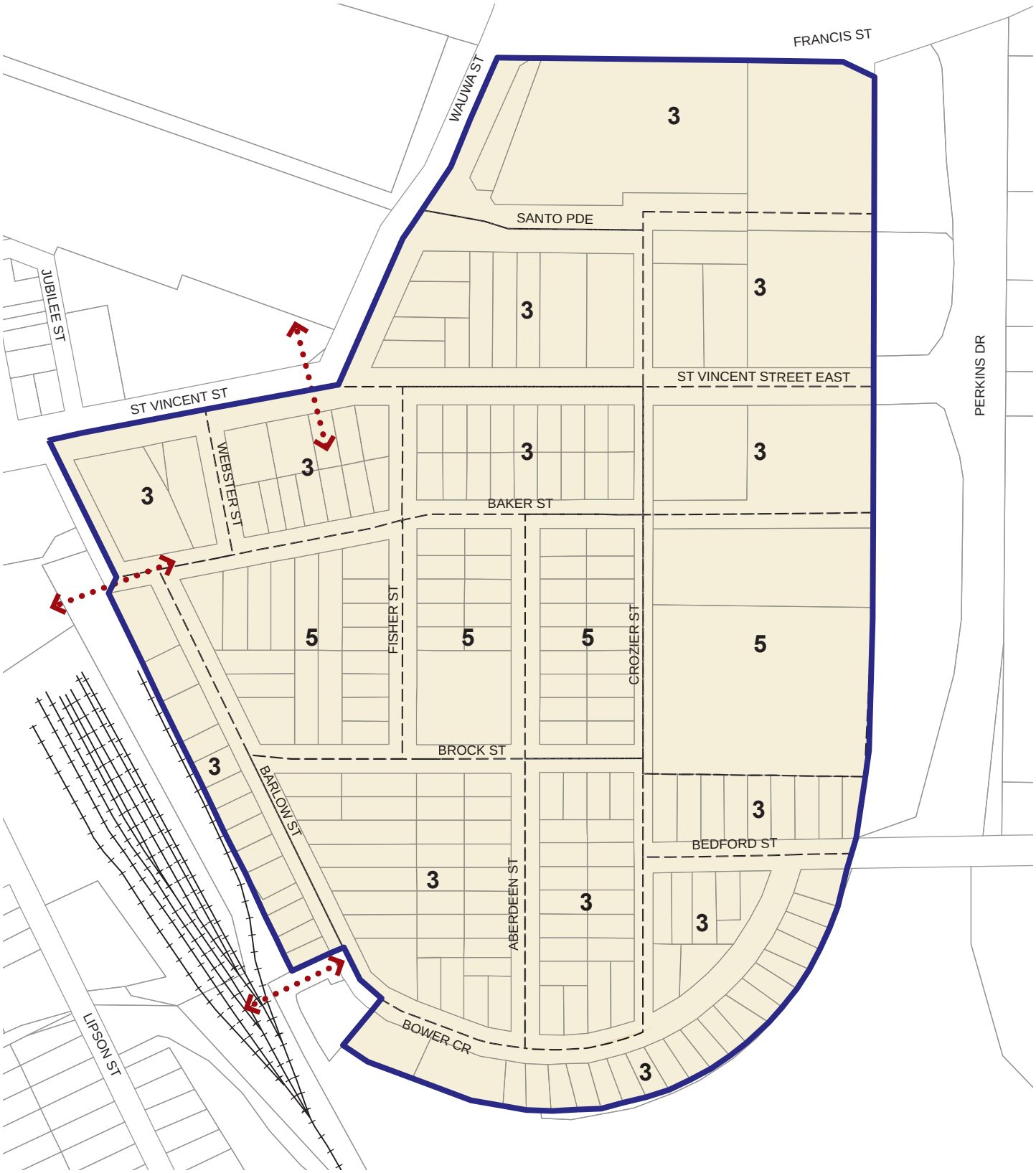
N

0 40 80 120 160 200 metres

Concept Plan Map PAdE/46

SOUTHERN GATEWAY POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



3 Maximum Building Height (Storeys)

Pedestrian/Cycle Link

Existing Railway

Concept Plan Boundary

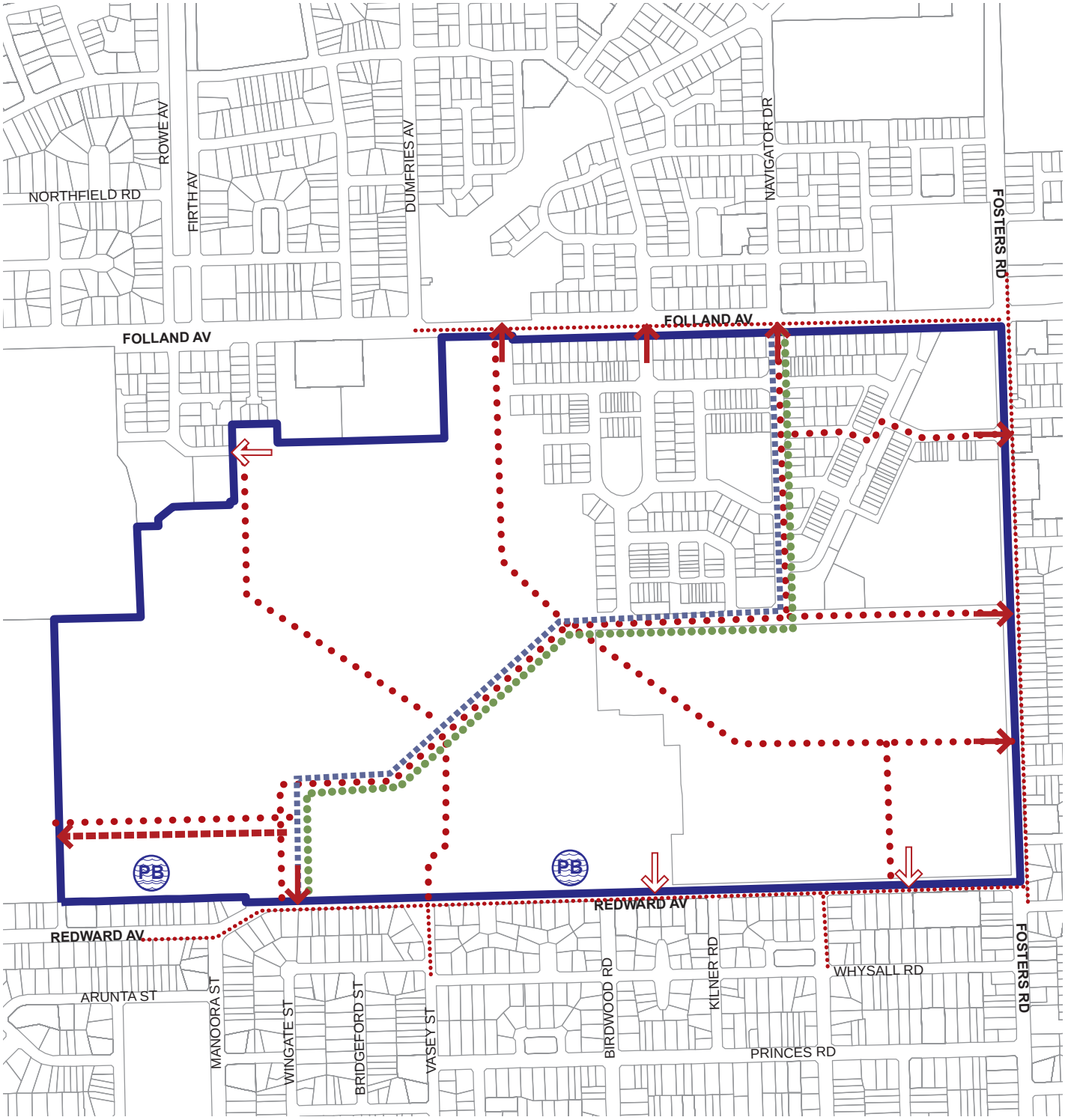
N

0 50 100 150 200 250 metres

Concept Plan Map PAdE/47

WOOLSTORES POLICY AREA

PORT ADELAIDE ENFIELD COUNCIL



PB Ponding Basin

Bicycle Route

Major Pedestrian/Bicycle Links

Major Landscaped corridors/linkage

Proposed Bus Route

Minor Road Access/Egress

Major Road Access/Egress

Alternative Western Access/Egress/Bus Route

Concept Plan Boundary

N

0 100 200 300 400 500 metres

Concept Plan Map PAdE/48

NORTHGATE RESIDENTIAL

PORT ADELAIDE ENFIELD COUNCIL

Area within the Residential Zone where new boarding houses are non-complying. Extensions and renovations to existing subject to principles of Development Control

Railway

Development Plan Boundary

N

0 120 240 360 480 600 metres

Concept Plan Map PAdE/49

BOARDING HOUSES

PORT ADELAIDE ENFIELD COUNCIL

N

0 60metres

1 Residential – up to 3 storeys

2 Reserve

Carpark

Area Boundary

Concept Plan Map PAdE/50

RESIDENTIAL EAST

PORT ADELAIDE ENFIELD COUNCIL

City of Port Adelaide Enfield

Better Development Plan Conversion
Development Plan Amendment

Summary of Consultation and Proposed Amendments (SCPA) Report

October 2011

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Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the Development Plan Amendment (DPA). The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations contained in this report.

Consultation

Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B (consultation approval not required) and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were also consulted about the DPA:

(a) Member for Cheltenham - Hon Jay Weatherill
(b) Member for Croydon - Mr Michael Atkinson
(c) Member for Enfield - Hon John Rau
(d) Member for Port Adelaide - Hon Kevin Foley
(e) Member for Lee - Mr Michael Wright
(f) Member for Torrens - Mrs Robyn Geraghty
(g) Member for Playford - Hon Jack Snelling
(h) Member for Florey - Ms Frances Bedford
(i) Member for Norwood - Mr Steven Marshall

The public submissions are included within ***Attachment A***.

The consultation period commenced on 18 May 2011 and concluded 15 July 2011.

Public Notification

Notices were published in the The Advertiser on 18 May 2011, The Portside, City North and Weekly Times Messengers on 18 May 2011 and the Government Gazette on 19 May 2011.

The DPA documents were also on display at the following Council service centres and libraries:

- Civic Centre, 163 St Vincent Street, Port Adelaide
- Enfield Library and Council Office, Kensington Crescent, Enfield
- Greenacres Library and Council Office, 2 Fosters Road, Greenacres
- Parks Library and Council Office, Cowan Street, Angle Park
- Semaphore Library, 14 Semaphore Road, Semaphore
- Port Adelaide Library, 2-4 Church Street, Port Adelaide

A copy of the DPA was forwarded to the Department of Planning and Local Government on 19 May 2011.

Public and Agency Submissions

Public Submissions

Four public submissions, all from other Councils, were received. No issues were raised in those submissions (refer to ***Attachment A****).*

Agency Submissions

Eleven responses were received from agencies. Most of the issues raised were of a minor or technical nature. However, several of the more substantial submissions are summarised as follows:

(a) The Department of Planning and Local Government (DPLG) submission identified a number of policies to be removed that repeated other policies, in accordance with one of the key principles of the BDP project.

(b) The Land Management Corporation (LMC)'s submission focused on the Regional Centre and identified policies that had not been carried over from the existing Development Plan into the BDP Development Plan.

(c) The Department of Transport, Energy and Infrastructure (DTEI) generally sought amendments that supported its objectives, such as the protection of arterial roads from increased car parking and protection of sight lines along rail corridors.

(d) ElectraNet sought additional policies that would protect its assets (high voltage transmission lines and substations) from conflict with incompatible development.

Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 18 July 2011 to 2 August 2011 at the City of Port Adelaide Enfield Civic Centre.

Four public submissions and eleven agency submissions were received, however no-one requested to be heard and so no public meeting was held.

Additional Matters and Investigations

The Minister approved the below DPAs on 18 August 2011 and the changes brought about by these DPAs have been incorporated into the BDP Development Plan.

- Council-initiated 'City Wide Commercial Zones DPA'

- Minister-initiated 'Mixed Use (Islington) Zones DPA'

A number of additional amendments to the BDP Development Plan have been made by Council following the consultation period. These amendments are generally minor in nature and serve to correct technical and grammatical errors, enhance the readability/clarity of policy statements or alternatively remove repetitive policies. The key amendments to the DPA are outlined below. A comprehensive list of amendments is provided at ***Attachment E.***

(a) Changes to policies in the Historic Conservation Area general module

   i. Removal of core PDC 8: "The conversion of an existing dwelling into two or more dwellings may be undertaken provided that the building and front yard retain the original external appearance to the public road".

This policy is an 'optional' core policy within the BDP Planning Library. Originally, Council elected to include it but upon reflection it is considered to add marginal value to the assessment of dwellings within the Historic Conservation Area.

PDC 8 allows for more than one dwelling to be created from a single dwelling and prefaces the likelihood of subsequent land division.

Whilst other policies in the Development Plan would prevent inappropriate subdivision or development of a heritage listed or contributory item, the inclusion of PDC 8 may result in the potential interpretation by proponents that the PDC can override the normal dwelling requirements and/or the minimum site area per dwelling. It may also encourage applications for 'hammerhead' allotments, which is generally discouraged by Council. Thus its retention may create unrealistic expectations for developers and arguments of interpretation with Council and in the Courts, without adding any real value to the assessment outcome.

ii. Restructure of PDC 5 to remove subclauses, as follows: "A contributory item should not be demolished in whole or in part unless it is structurally unsafe and/or unsound such that it cannot reasonably be rehabilitated and the proposed demolition is associated with a replacement development that supports the desired character for the policy area".

The policy was restructured and subclauses removed in order to ensure that it is clear that both elements (unsoundness of the building together with an approved replacement development) are required prior to the consent for the removal of a contributory item. Given that this has been an issue for Council in the past, it is important that no misinterpretation can occur.

(b) Clarification that minimum residential allotment sizes are to exclude common areas.

Several residential policy areas within the existing Development Plan contain explanatory notes regarding the calculation of the minimum site area per dwelling, some which are now out of date. Such notes are not acceptable within the BDP format and were not carried over. The City of Mitcham v Terra Equities Pty Ltd 2007 Supreme Court judgement was that common areas (such as driveways) should not be included in the calculation of minimum site area per dwelling. As the minimum site area is a basic starting point for the assessment of residential development applications, it is desirable that the calculation of site area is clearly stipulated within the Development Plan. Accordingly, each policy that provides a minimum residential site area per dwelling is appended with the phrase, "excluding common areas".

(c) Consolidation of all car parking rates into Table 5 'Off Street Vehicle Parking Requirements'

The provision of alternative car parking rates to those specified within Table 5, within certain zones and policy areas, may lead to confusion as to which rate is required (or the alternate rate may be inadvertently overlooked). In order to ensure that the appropriate rate is applied, *all* car parking rates have been incorporated into Table 5.

(d) Removal of the reference to 'single width' driveways from PDC 51 in the Residential Development module, as follows: "Driveway crossovers within the local road network should be located against the driveway of an adjoining property or separated from the driveways of adjoining properties to optimise the provision of on-street car parking".

The reference to 'single width' driveways is removed as these are usually difficult to engineer for houses with double garages and often result in the loss of an on-site car park, which is counter productive to the intent of the policy.

Additional Consultations

Given that most of the post-consultation amendments are of a minor nature no further consultation was necessary. However, Council met with both LMC and DPLG to discuss submissions and Council's

response. This was to ensure that the agencies and Council were generally in agreement with the proposed outcomes, thereby minimising potential issues and delays further along the process.

Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is provided at ***Attachment B***.

The original timeline stated that this SPCA Report would be submitted to the Minister in March 2011. This means that the project is approximately six months behind the original schedule. There is no specific reason for the delay, except that the process of converting the Development Plan was a detailed and complex process that entailed the conversion of a 593 page document (the length of the current Development Plan) into the BDP format, resulting in an 850 page document. Given that this sort of project had never been undertaken previously by Council, the timeframe was an estimate based on limited previous experience.

Additionally, various State Government initiatives such as the release of the 30 Year Plan for Greater Adelaide, the Minister's Mixed Use (Islington) Zone DPA and changes to the Development Regulations regarding significant trees, have required substantial input from Council and re-diverted resources.

CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in ***Attachment C*** (Schedule 4A Certificate) and ***Attachment D*** (Schedule 4B Certificate).

Summary of Recommended Changes to the Amendment following Consultation

A summary of the recommended key changes following the conclusion of the consultation period is provided below. These changes have arisen either in response to agency comments or as post-consultation amendments identified by Council:

(a) Removal of policies (or amalgamation with other policies) to reduce repetition.

(b) Inclusion of all off street car parking rates in Table PAdE/5 'Off Street Vehicle Parking Requirements'.

(c) Removal of a core BDP policy in the Heritage Conservation Area general module: "The conversion of an existing dwelling into two or more dwellings may be undertaken provided that the building and front yard retain the original external appearance to the public road".

(d) Specification that all minimum site areas for residential dwellings must exclude any common areas.

(e) Corrections to the envisaged land-use lists in the Regional Centre McLaren's Wharf Policy Area, Newport Quays Policy Area and Port Approach Policy Area to better align with other related policy statements.

(f) Amendments to several transport related policies to reflect DTEI requirements (e.g. minimisation of car parking on arterial roads and protection of sight lines along rail corridors).

(g) Minor technical amendments to various policies throughout the document in order to correct anomalies or improve the clarity/readability of the policy statement.

Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

Sub No.	Name and Address	Submission Summary	Council Comment	Change to DPA
1.	Amanda Berry, Policy Planner, City of Salisbury	No comments.	N/A	N/A
2.	Nigel Litchfield, Manager Planning and Regulation Services, Campbelltown City Council	No comments.	N/A	N/A
3.	Brett Steiner, Strategic Planner, City of Tea Tree Gully	No comments.	N/A	N/A
4.	Jim Gronthos, Senior Policy Planner, City of Charles Sturt.	No comments.	N/A	N/A

Attachment B – Timeframe Report

SCPA Timeframe Report: Process B – without consultation approval / 1 Step

The SOI was agreed to by the Minister and Council on 14 November 2009

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and DPA prepared	8-9 months	17 months	– Underestimation of the time required.
Agency and public consultation period (report on any delays incurred by agencies)	8 weeks	8 weeks	N/A
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. *Summary of Consultations and Proposed Amendments* submitted to Minister for approval.	4 months	3 months	N/A

Attachment C – Schedule 4A Certificate

Schedule 4A—Certificate—section 25(10)

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER
That a Development Plan Amendment (DPA) is suitable for the purposes of public consultation

I, Wally Iasiello, as Acting City Manager of the City of Port Adelaide Enfield, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

(a) accord with the Statement of Intent (as agreed between the City of Port Adelaide Enfield and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and

(b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and

(c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and

(d) complement the policies in the Development Plans for adjoining areas; and

(e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

DATED this 16th day of May 2011

W. Iasiello
.....
(Signature of Acting City Manager)

Attachment D – Schedule 4B Certificate

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval

I, Wally Iasiello, as Acting City Manager of the City of Port Adelaide Enfield, certify, in relation to the proposed amendment or amendments to the Port Adelaide Enfield (City) Development Plan as last consolidated on 18 August 2011, referred to in the report accompanying this certificate—

(a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and

(b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—

(i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and

(ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and

(iii) complement the policies in the Development Plans for adjoining areas; and

(iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and

(c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and

(d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act: Rosa Gagetti

Date: 14-10-2011

W. Iasiello

Acting City Manager

Attachment E – Additional Matters and Investigations

The below table outlines amendments made to the DPA, initiated by Council, following the consultation period.

Legend:
Strikethrough text = text that has been removed
Unlined text = text that has been inserted
Black text = core BDP policy
Green text = local additions (i.e. policies carried over from the existing Development Plan as they are not covered by core BDP policies)

Note small amendments such as insertion of commas, correction of typos etc have not been detailed in the table.

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
Animal Keeping, PDC 17(f)	Core policy with local addition subclause	Removal of reference to 'country township': Marine aquaculture and other offshore development should be ecologically sustainable and be located, designed, constructed and managed to: (f) occur at a suitable distance from pollution sources including ~~country townships,~~ urban and residential areas, established shack areas, industrial development, stormwater or other drainage outlets, sewage treatment facilities and outfall	'Country townships' are not relevant to Port Adelaide Enfield Council
Animal Keeping PDC 17(k)	Core policy with local addition subclause	Deletion of subclause (k): Marine aquaculture and other offshore development should be ecologically sustainable and be located, designed, constructed and managed to: (j) avoid adverse impacts to wildlife (marine and terrestrial plants, birds and animals), and on breeding grounds and habitats of	Subclause (k) removed as it essentially repeats the intent of subclause (j). A reference to 'birds' is also inserted into sublcause (j) to ensure that all aspects of subclause (k) are covered.

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
		native marine mammals and terrestrial fauna, especially migratory species ~~(k) minimise harm or destruction of marine predators such as seals, dolphins and birds~~	
Bulk Handling and Storage Facilities Objective 1	Core policy	Removal of "on and from" from policy: Facilities for the bulk handling and storage of commodities sited and designed to minimise adverse impacts on the landscape and ~~on and from~~ surrounding land uses.	The minor rewording is to improve the readability of the policy. Note that the prevention of conflict between land-uses is dealt with comprehensively in the Interface Between Land Uses module.
Coastal Areas PDC 26	Local addition	PDC 26 removed and incorporated into (core) PDC 13: ~~26 Other than within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49**, buildings on land abutting coastal reserves should be set-back 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.~~ 13 ~~Except~~ Other than within **Avicennia Waters Policy Area 37**, **Dock One Policy Area 39**, **Fletcher's Haven Policy Area 41**, **Hart's Mill Policy Area 42**, **McLaren's Wharf Policy Area 44**, **Newport Quays Policy Area 45**, **North Bank Policy Area 46** or **Port Approach Policy Area 49 or** where otherwise specified in a particular zone or policy area, buildings on land abutting coastal reserves should be set back either a distance	Incorporation of PDC 26 into PDC 13 as the two PDCs essentially contain the same meaning and content.

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
		of 8 metres from any boundary with the reserve or in line with adjacent development, whichever is the greater distance.	
Coastal Areas PDC 19	Local addition	PDC 19 removed and incorporated into (core) PDC 14: ~~19 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.~~ 14 Development that abuts or includes a coastal reserve should be sited and designed to be compatible with the purpose, management and amenity of the reserve, as well as to prevent inappropriate access to the reserve and illegal incorporation of reserve land into private land.	Combination of PDC 19 into PDC 14 as the two PDCs essentially contain similar content and meaning.
Coastal Areas PDC 31(c)	Core policy with local addition subclause	Removal of subclause (c): Land division in coastal areas outside of designated urban or settlement zones should not increase either of the following: (a) the number of allotments abutting the coast or a reserve ~~(c) the number of allotments abutting directly onto the coast or a reserve for conservation purposes is minimised~~.	Subclause (c) was a local addition to a core policy. It essentially repeats subclause (a) and is therefore not required.
Centres and Retail PDC	Local addition	Development within centres should be designed	Removed 'sidewalk' as it is an American term

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
7(c)		to incorporate a diversity of uses to promote safety and security by: (c) provision for ground-level after-hours uses such as ~~sidewalk~~ cafés <u>located</u> on key pedestrian routes through centres and at the edge of centres	and not required; the subclause already states that uses are ground-level and the example is that of cafés sited on pedestrian routes. The word 'located' was inserted to improve the expression.
Centres and Retail PDC 12	Local addition	Change of term from "Development should not…*materially* impair the movement of traffic on that road…" to "Development should not…*substantially* impair the movement of traffic on that road…" (emphasis added)	Change of terminology from 'materially' to 'substantially' for clarity.
Historic Conservation Area PDC 5	Core policy (with local addition amendment)	The policy is currently structured with two subclauses. However, the policy was restructured into sentences (with some additional text), as follows: Existing structure: Contributory items should not be demolished in whole or in part, unless they are: (a) structurally unsafe and/or unsound and cannot reasonably be rehabilitated (b) associated with a proposed replacement development that supports the desired character for the policy area. Amended structure: A contributory item should not be demolished in whole or in part unless it is structurally unsafe and/or unsound such that it cannot reasonably be rehabilitated <u>and the proposed demolition is</u> associated with a replacement development that supports the desired character for the policy area.	Rewritten so that it is clear that *both* of the elements addressed in both subclauses must be addressed - not one or the other. This is important to Council in the interests of ensuring the protection of contributory items.

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
Historic Conservation Area PDC 8	Core policy	Deletion of the policy: ~~The conversion of an existing dwelling into two or more dwellings may be undertaken provided that the building and front yard retain the original external appearance to the public road.~~	This policy is an 'optional' core policy within the BDP Planning Library. Originally, Council elected to include it but upon reflection it is considered to not add any value to the assessment of dwellings within the Historic Conservation Area. PDC 8 allows for more than one dwelling to be created from a single dwelling and prefaces the likelihood of subsequent land division. Whilst other policies in the Development Plan would prevent inappropriate subdivision or development of a heritage listed or contributory item, the inclusion of PDC 8 may result in the potential interpretation by proponents that the PDC can override the normal dwelling requirements and/or the minimum site area per dwelling. It may also encourage applications for 'hammerhead' allotments, which is generally discouraged by Council. Thus its retention may lead to unrealistic expectations for developers and arguments of interpretation with Council and in the Courts, without adding any real value to the assessment outcome.
Historic Conservation Area PDC 15	Local addition	Text removed, as follows: Additions or alterations to a contributory item as listed in Table PAdE/7- Contributory Item, including a fence, outbuilding or other structure ~~which contributes to the historic character of a **Historic Conservation Area**,~~ or a development on the site of that building or place, should retain, conserve and enhance and not diminish the historic character of the place or Historic Conservation Area.	Text removed to improve readability and avoid repetition.
Landscaping, Fencing	Local addition	Text inserted, as follows:	The phrase "or result in concealment" is an

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
and Walls PDC 6		The landscaping of parks, streets, public and private car parks and private property should promote safety and security by ensuring that landscape features do not restrict opportunities for surveillance, impair lines of sight or result in opportunities for concealment.	incomplete statement as it does not specify what is being concealed. Therefore the wording is slightly amended to state "or result in opportunities for concealment".
Landscaping, Fencing and Walls PDC 9(i)	Local addition to a core policy	Subclause (i) removed: Fences and walls, including retaining walls, should: (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites ~~(i) ensure appropriate vehicle sight distances are maintained.~~	Subclause (i) is not required as it repeats core subclause (f).
Residential Development PDC 37	Local addition	Amendment of subclause (a) to specify a (non) 'habitable room': Dwellings with less than 50 metres of ground level private open space should incorporate an area of not less than 8 cubic metres per dwelling for the storage of goods other than food and clothing either: (a) in the dwelling ~~but not including a habitable room~~ (only within non-habitable spaces such as bathrooms, laundries and hallways)	Required (non) 'habitable rooms' to be defined as per other policies within the module.
Residential Development PDC 51	Local addition (an amended core BDP policy)	Removal of reference to "single width" driveways: Driveway crossovers…should be ~~single width and be~~ located against the driveway of an adjoining	The reference to 'single width' driveways is removed as these are usually difficult to engineer for houses with double garages and often result in the loss of an on-site car park,

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
		property or separated from the driveways of adjoining properties to optimise the provision of on-street car parking.	which is counter productive to the intent of the policy.
Residential Development PDC 57	Local addition	Additional text added: The design and layout of common driveways should: (b) limit fencing along the common driveway to behind the main face (the external wall closest to the street of the principal address of the dwelling) of the adjoining buildings.	Additional text included to clarify that the subclause is referring to fencing along the common driveway, and not all fencing.
Transportation and Access PDC 7(c)	Core policy with local addition subclauses	Addition of word: The location and design of public and community transport set-down and pick-up points should: (c) provide seating that is designed for short-term use only	Slight amendment in order to improve readability.
Transportation and Access PDC 19	Core policy with local additions	Minor amendments to text: Developments (such as centre, office, commercial or industrial developments that ~~is~~ are likely to give rise to a demand for cyclist facilities) should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:..	Minor amendments to improve readability.
Transportation and access PDC 40	Local addition	Removal of reference to the 'Industry/Business (Gepps Cross Gateway) Zone': The design of the intersection of a road providing access to ~~the **Industry/Business (Gepps Cross~~	This policy was carried over from the Industry/Business (Gepps Cross Gateway) Zone in the existing Development Plan into the general section of the BDP Development Plan, so that it could apply council-wide. Therefore, it

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
		~~**Gateway) Zone**~~ a development from an arterial road should: (a) not compromise the function of the arterial road to distribute traffic at consistent speeds (b) accommodate the safe manoeuvring of heavy commercial vehicles, where appropriate.	was an oversight that the policy retained the reference to the Industry/Business (Gepps Cross Gateway) Zone and hence it has been removed.
Coastal Marina Zone, Residential Policy Area 3, PDC 1	Local addition	Removal of reference to 'cluster housing': The following forms of development are envisaged in the policy area: ▪ ~~cluster housing~~ ▪ detached dwelling ▪ group dwelling ▪ multiple dwelling ▪ residential flat building ▪ row dwelling ▪ semi-detached dwelling.	Remove 'cluster housing' reference as this is an undefined land-use.
Coastal Open Space Zone, Activity Focus Policy Area, Desired Character Statement	Local addition	Change of tense from "is" to "will be": The northern portion of the policy area ~~is~~ will be a focal point for maritime activities with strong connections between built form and the beach. Development in this area will be directly related to marine activity.	Change "is" to "will be" to be consistent with the tense used elsewhere in the Desired Character Statement
Commercial Zone Objective 3	Local addition	Amendment and restructure of the policy: Enhancement of arterial ~~roads~~ road frontages through:	Minor amendment and restructure of the policy in order to improve clarity.

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
		(a) development of high quality new buildings (b) redevelopment of existing buildings and sites that have high public exposure ~~(c) sites with high public exposure.~~	
Commercial Zones PDC 12(b)(i)	Local addition	References to specific roads inserted into subclause, as follows: Advertisements should not exceed a maximum height of (a) or (b), whichever is lesser: (a) equal to the height of the associated building (b) no greater than: (i) 6 metres for sites with frontage onto Grand Junction Road, North East Road and Main North Road	The 6 metre exception also applies to North East Road and Main North Road as per the former Local Commercial Zone (inadvertently omitted from the consultation version).
Community Zone, Schools Policy Area 5, Desired Character Statement	Local Addition	Minor rewording, as follows: The policy area currently accommodates the former Gepps Cross Girls High School site, which ~~is slated for closure~~ was closed as part of the State Government's Education Works Programme.	Amendments made to reflect that the Gepps Cross Girls High School is now closed.
District Centre Zone Gilles Plains Policy Area PDC 18	Local Addition	Delete following policy: ~~Access to service areas in the shopping core should primarily be located off Blacks Road, Sudholz Road and the New Road and be located so as to minimise impacts on nearby residential development and traffic flow on North East Road~~.	This PDC repeats the following policy (PDC 19) and can be deleted. It was duplicated in error.

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
Local Centre Zone, Jetty Road Policy Area, Desired Character Statement	Local Addition	Removal of the following sentence from the Desired Character Statement: ~~The medium density residential development at the eastern end of Jetty Road provides a unique setting and will be preserved.~~	Removal of sentence as it refers to medium residential development at the eastern end of the policy area, which does not correlate to existing land uses or the provisions within the existing Development Plan. Its inclusion in the Desired Character Statement is an error and can be removed.
Metropolitan Open Space System Zone, Recreation Policy Area 18, Desired Character Statement	Local addition	Removal of acronym and inclusion of the full name of the Park: The River Torrens Linear Park ~~(RTLP)~~ provides a linear open space and biological corridor based on the existing watercourse channel, associated floodplains and vegetation. Primarily the ~~RTLP~~ River Torrens Linear Park has an aesthetic, drainage and passive recreation function.	The acronym, 'RTLP' is not required as it is only used once in the Policy Area.
Mixed Use (Oakden) Zone, PDC 7	Local addition	Reference to stormwater 'detention devices' removed: Development should occur in accordance with *Concept Plan Map PAdE/13 - Oakden Mixed Land Use Arrangement* such that: ~~(a) development in the vicinity of Fosters Road allows for detention devices required for stormwater management~~	The stormwater detention basin was removed from the concept plan as it is preferable to assess stormwater management requirements on a case by case basis (which may, for example, result in detention basins being required in other locations).
Mixed Use (Oakden) Zone, Institutions Policy Area 20, Desired Character Statements	Local addition	Change of tense from "is" to "will be": Development within the policy area is well set back from other zone or policy area boundaries and vegetation ~~is~~ will be retained and maintained to increase visual amenity.	Change "is" to "will be" to be consistent with the tense used elsewhere in the Desired Character Statement
Mixed Use (Oakden)	Local addition	Slight rewording of Category 2 listings, as follows:	Minor rewording to listings to improve

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
Zone, Category 2 listings for 'consulting room' and 'office'		Consulting room with a gross leasable area less than 250 square metres where located within the **Commercial Policy Area 19** ~~that is located~~ and sited less than 30 metres from the **Residential Zone.** Office with a gross leasable area of 250 square metres or less where located within the **Commercial Policy Area 19** ~~that is located~~ and sited less than 30 metres from the **Residential Zone.**	readability.
Neighbourhood Centre Zone, Desired Character Statement	Local addition	A number of small amendments throughout the Desired Character Statement.	The amendments ensure a consistent tense and singular/plural terminology is maintained throughout the Desired Character Statement.
Neighbourhood Centre Zone, Broadview Policy Area, Desired Character Statement	Local addition	A number of small amendments throughout the Desired Character Statement.	The amendments ensure a consistent tense and singular/plural terminology is maintained throughout the Desired Character Statement
Neighbourhood Centre Zone, Enfield Policy Area, Desired Character Statement	Local addition	Tense amended from "is used to" to "will": Small scale landscaping ~~is used to~~ will soften the impact of the centre with the pedestrian interface.	Tense amended for consistency throughout the Desired Character Statement.
Neighbourhood Centre Zone, Northgate Shopping Centre Policy Area, PDC 7	Local addition	Removal of policy: ~~Parking should be provided at the rates of:~~ ~~(a) seven spaces per 100 square metres of gross leasable retail floor area~~ ~~(b) four spaces per 100 square metres of gross leasable office or commercial floor area.~~	Policy removed as these car parking rates are already stipulated in Table 5 'Off Street Vehicle Parking Requirements'.
Regional Centre Zone, PDC 74	Local Addition	Policy removed and incorporated into Table 5 'Off Street Vehicle Parking Requirements'.	The policy has been incorporated into Table 5 'Off Street Vehicle Parking Requirements' so

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
			that all car parking rates are located in one area within the Development Plan.
Regional Centre Zone, McLaren's Wharf Policy Area 44, Desired Character Statement	Local Addition	Reference changed from 'Old Port Centre' to 'Port Adelaide Centre': Waterfront activity will complement and regenerate activity within the ~~Old Port Centre~~ Port Adelaide Centre whilst contributing to the vitality of adjacent developments including the Douglas Mawson TAFE.	Reference changed from 'Old Port Centre' to 'Port Adelaide Centre' as the Old Port Centre is not a defined area within the Zone or Development Plan.
Regional Centre Zone, Northbank Policy Area, PDC 1	Local Addition	Reference to 'row dwelling' amended to 'dwelling': The following forms of development are envisaged in the policy area: ▪ light industry in association with the repair and maintenance of boats ▪ office in association with a maritime use ▪ recreation area in association with the waterfront ▪ residential flat building ▪ ~~row~~ dwelling ▪ store in association with a maritime use ▪ warehouse in association with a maritime use.	Reference to 'row dwelling' amended to 'dwelling' to ensure consistency with the residential uses envisaged in other waterfront areas.
Regional Centre Zone, Old Port Reach Policy Area, PDC 7	Local addition	Policy removed and incorporated into Table 5 'Off Street Vehicle Parking Requirements'.	The policy has been incorporated into Table 5 'Off Street Vehicle Parking Requirements' so that all car parking rates are located in one place within the Development Plan.
Regional Centre Zone Southern Approach Policy Area 52, PDC 9	Local addition	Policy removed and incorporated into Table 5 'Off Street Vehicle Parking Requirements'.	The policy has been incorporated into Table 5 'Off Street Vehicle Parking Requirements' so that all car parking rates are located in one place within the Development Plan.
Regional Centre Zone Southern Gateway Policy	Local addition	Inclusion of 'residential flat building in conjunction with non-residential development' as an	'Residential flat building' needs to be listed separately as it is not included within the

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
Area 53, PDC 1		envisaged use: The following forms of development are envisaged in the policy area: ▪ dwelling in conjunction with non-residential development ▪ office ▪ bulky goods outlet ▪ residential flat building in conjunction with non-residential development ▪ service trade premises ▪ shop	definition of 'dwelling'. It was inadvertently omitted from the consultation version.
Regional Centre Zone Southern Gateway Policy Area 53, PDC 6	Local addition	Policy removed and incorporated into Table 5 'Off Street Vehicle Parking Requirements'.	The policy has been incorporated into Table 5 'Off Street Vehicle Parking Requirements' so that all car parking rates are located in one place within the Development Plan.
Regional Centre Zone, Category 2 listing for 'telecommunication antennae'	Local addition	Amended listing from "less than" to "greater than": telecommunication antennae where the proposed development is located ~~greater~~ less than 30 metres from a residential zone	The listing inadvertently stated "greater than" instead of "less than".
Residential Zone, Northgate Policy Area PDC 13	Local addition	Insertion of reference to Table PAdE/5 'Off Street Vehicle Parking Requirements': A lesser on-site car parking requirement than specified in *Table PAdE/5 - Off Street Vehicle Parking Requirements* may be applied to dwellings having no more than two bedrooms and not exceeding 110 square metres in total floor area, provided at least one on-site car park space is provided per dwelling and sufficient off-site car parking is available adjacent to the site.	The reference to Table 5 was inserted for clarity as previously the policy did not state what the lesser rate would be assessed against.
Residential Zone – Comprehensive	Local addition	Policies that stipulate the minimum site areas for dwellings are amended to specify that common	Residential policies amended to clarify that the exclusion of common areas must be factored

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
Development Policy Area, PDCs 5 & 6; – Lefevre Peninsula East Policy Area, PDCs 2 & 3; – Lefevre Peninsula West Policy Area, PDCs 2 & 3; – North Haven (South of Victoria Road) Policy Area, PCs 2& 3; – Northgate Policy Area, PDC 3; – Ottoway Policy Area, PDC 2 & 3; – Portland Policy Area, PDCs 2 & 3; – Queenstown/Alberton/Rosewater Policy Area, PDCs 2 & 3; – Residential East Policy Area, Policy Area 4, PDC 4.		areas are to be excluded.	into site area calculations.
Residential Character Zone – Alberton/Rosewater Policy Area, PDCs 2 & 3; – Enfield Policy Area, PDCs 7 & 8; – Exeter Policy Area, PDCs 2 & 3; – Glanville (East of Carlisle Street) Policy Area, PDCs 2 & 3; – Largs/Largs North	Local addition	Policies that stipulate the minimum site areas for dwellings are amended to specify that common areas are to be excluded.	Residential policies amended to clarify that the exclusion of common areas must be factored into site area calculations.

Reference (in Consultation version)	Core or local addition	Proposed Change	Reason for change
Policy Area, PDCs 2 & 3; – Rosewater Policy Area, PDCs 2 & 3; – Semaphore/Largs Policy Area, PDCs 2 & 3			
Windsor Gardens Neighbourhood Zone Concept Plan PAdE/24	Local addition	Area 2 on the concept plan amended from being designated 'community' to 'commercial'.	Area 2 was incorrectly earmarked for 'community' uses instead of 'commercial' uses.
Pauls Drive Neighbourhood Zone Concept Plan PAdE/22	Local addition	Colours swapped between areas designated as Areas 1 and 2 on the Concept Plan.	Correction of colours in order to correlate to the legend and avoid confusion in relation to the land-uses desired in both areas.