



**Development Act 1993**

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

**Boston Island**

**Approval Development Plan Amendment**

**By the Minister**

Declared by the Minister for Urban Development and Planning  
to be an approved amendment under Section 26(8) of the  
*Development Act 1993*

  
Signature

Date of Gazette      26 NOV 2009



# Approval DPA

## Background

The Boston Island Development Plan Amendment (DPA) by the Minister amends the Land Not Within a Council Area (Coastal Waters) Development Plan.

The Boston Island DPA was initiated under the Plan Amendment Report (PAR) provisions of the *Development Act 1993*. The transitional provisions of the Development Act allow a PAR process to proceed, even though the PAR may be referred to as a DPA.

As such, the DPA was released for a minimum 2 month consultation period in accordance with the PAR requirements under section 26 of the *Development Act 1993* from 21 August 2008 to 22 October 2008.

A public meeting was scheduled to be held by the Development Policy Advisory Committee on 10 November 2008, but did not take place as no one requested to be heard.

## Consultation

A total five (5) public submissions and one (1) Council submission were received in relation to the DPA during the consultation period.

## Approval Stage

Based on a review of all submissions and the recommendations of DPAC, alterations were made to the Amendment to:

- ensure the provision of a ring route on the Island will accommodate pedestrian and bicycle movements in addition to vehicular traffic
- introduce additional measures to ensure the coastal waters surrounding the Island are not adversely affected as a result of development on the Island, including on the local aquaculture industry
- introduce additional policy dealing with bushfire risk, including a new Bushfire Protection Area map and policy consistent with the approach taken in other parts of the state
- enhance the relevance of the desired character for the Boston Island Zone to the assessment of development
- ensure greater consistency of policy with the Better Development Plan policy library
- include policy on a range of potential hazards (besides bushfire threat) including site contamination, acid sulfate soils, containment of hazardous substances, and landslip
- amending the Concept Plan to clearly indicate that the marina sites are only potential sites
- establish a basis for the assessment of development proposals near the helicopter landing site indicated on the Island Concept Plan and potential impact on the operations of the Port Lincoln airport
- allow advertisements to be considered on-merit in the Boston Island Zone
- include a non-complying development list in the Boston Island Zone to ensure areas intended primarily for conservation and open space purposes are retained for such purposes, and to support the long-term presence of the local aquaculture industry in the vicinity of the Island.





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

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**EXECUTIVE SUMMARY AND ANALYSIS  
RELEASED FOR CONSULTATION FROM  
21 AUGUST 2008 TO 22 OCTOBER 2008**

**(Note: The Executive Summary and Analysis is the same as the version released for consultation. )**



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# **EXECUTIVE SUMMARY**

## **INTRODUCTION**

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The Act allows either the relevant council or, under prescribed circumstances, the Minister for Urban Development and Planning to amend a Development Plan. In this case, the Minister is undertaking the amendment because it relates to land that does not lie within the area of a council (pursuant to section 24(1)(c) of the Act.)

A Development Plan Amendment (DPA) (this document) explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA consists of:

- Executive Summary (this section)
- Analysis
- Conclusions and Recommended Policy Changes
- Statement of Statutory Compliance
- Appendices
- The Amendment.

## **NEED FOR THE AMENDMENT**

The DPA is proposing to create a Boston Island Zone (incorporating Policy Areas) and a Structure Plan to ensure the ecological, social and economic potential of the island can be realised in a sustainable manner. This is needed because current planning provisions do not provide for the island's long term use and management.

The current development controls for this island are described in the Land not within a Council Area (Coastal Waters) Development Plan, last amended on 9 August 2007.

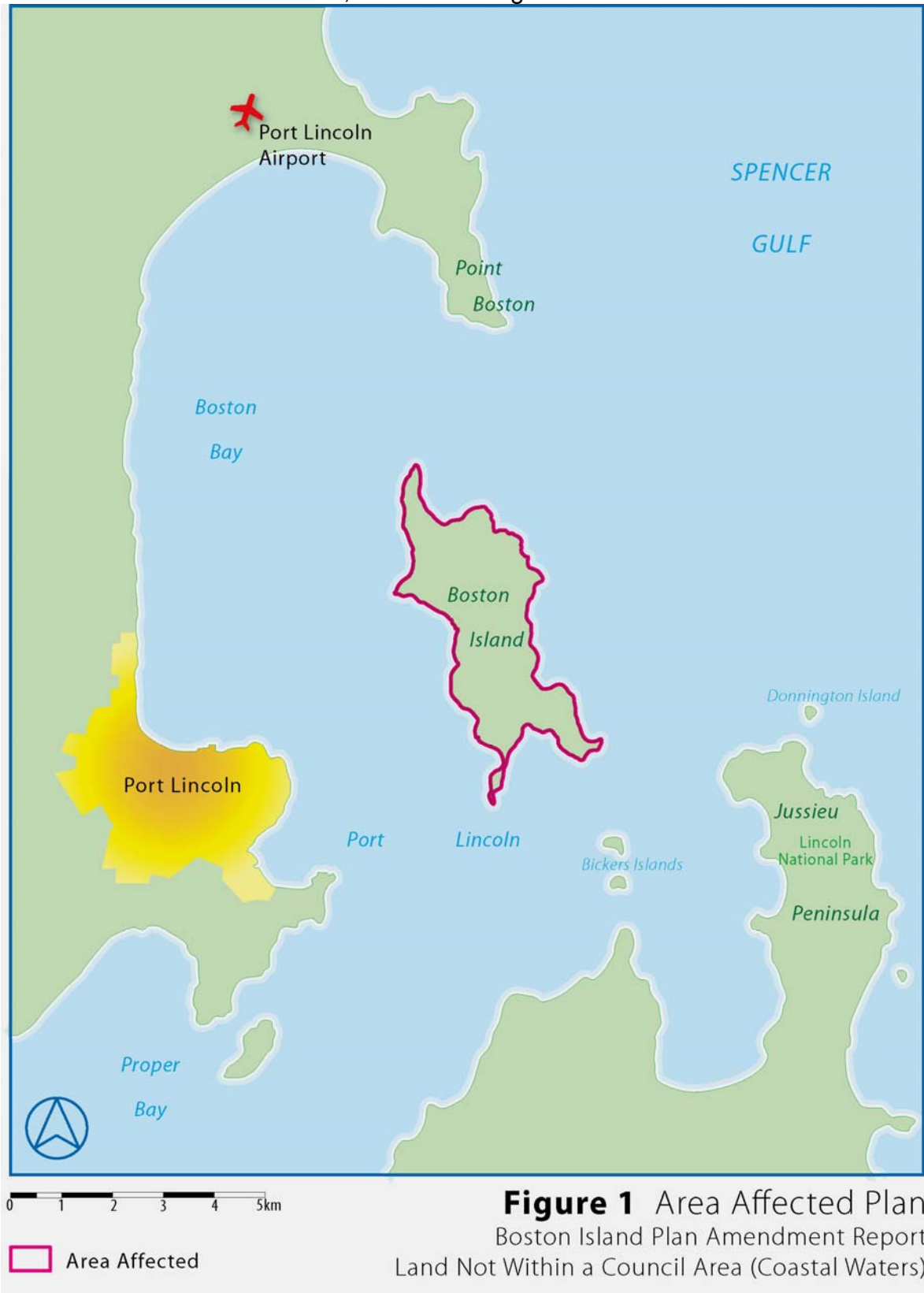
The constraints/opportunities for the island generally consist of the following:

- transport to and from the island
- absence of local government jurisdiction
- areas of remnant native vegetation and revegetation
- degraded soils from years of stock grazing
- views of and from the island
- aquaculture service and storage within the southern bay
- some areas with steep sloping land
- island-wide weed and pest infestation
- coastal access strip
- some instances of fragile soils
- integrated, island-wide, trails network.

## AREA/LAND AFFECTED

The area/land affected by the DPA is:

- The whole of Boston Island, as shown in figure 1:



## **PROPOSED POLICY CHANGES**

The DPA proposes the following changes:

- Introduce a Boston Island Zone and policies
- Introduce Policy Areas within the Boston Island Zone including:
  - Residential Policy Area
  - Tourism Development Policy Area
  - Mixed Use Policy Area
  - Coastal Open Space and Recreation Policy Area
  - Hills Open Space Policy Area.
- Introduce a Concept Plan applying to Boston Island that will reflect the preferred distribution of land uses, roads and other infrastructure
- Introduce a Zone and Policy Area Maps for Boston Island.

## **LEGAL REQUIREMENTS**

Prior to the preparation of this DPA, the Minister received advice from a person or persons holding prescribed qualifications pursuant to section 101 of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with other parts of the Development Plan
- complements the policies in Development Plans for adjoining areas
- satisfies the requirements prescribed by the Regulations.

## **CONSULTATION**

This document is now released for concurrent agency and public consultation for a period of eight weeks.

The organisations and agencies to be consulted are:

- Department for Transport, Energy and Infrastructure
  - Transport Services Division
  - Office of Major Projects and Infrastructure
- Department of the Premier and Cabinet
  - Aboriginal Affairs and Reconciliation Division
  - Office of Sustainability
- Department of Justice
  - South Australia Police
  - State Emergency Service

- Country Fire Service
- SA Metropolitan Fire Service
- Department of Trade and Economic Development
- South Australian Tourism Commission
  - Office for Recreation and Sport
  - Geographic Names Advisory Committee
- Department for Environment and Heritage
  - Coast Protection Board
- Zero Waste SA
- Environment Protection Authority
- Department of Water, Land and Biodiversity Conservation
- Department of Primary Industries and Resources
  - Sustainable resources (Agriculture)
  - Sustainable Resources (Marine Habitat) Aquaculture
  - Office for State/Local Government Relations
- Department for Families and Communities
- Department of Health
  - Wastewater Management
- ETSA Corporation
- SA Water Corporation
- Eyre Peninsula Regional Development Board
- Eyre Peninsula Natural Resource Management Board
- Tuna Boat Owners Association
- City of Port Lincoln
- District Council of Lower Eyre Peninsula.

The DPA will also be sent to Ms Liz Penfold, Member for Flinders.

All written and verbal agency and public submissions made during the consultation phase will be recorded, considered and summarised by the Development Policy Advisory Committee (DPAC), which is an independent body responsible for conducting the consultation stage of Ministerial DPAs. Changes to the DPA may occur as a result of this consultation process. (See also 'Have your say' information box at the front of this DPA.)

## **THE FINAL STAGE**

When DPAC has considered the comments received and heard all the public submissions, it will provide the Minister for Urban Development and Planning with a report on its findings.

The Minister will then either approve (with or without changes) or refuse the DPA.

*Note: This Executive Summary is for information only and does not form part of the Amendment to the Development Plan.*



# **1. ANALYSIS**

## **1.1 BACKGROUND**

Boston Island lies 6 kilometres east of Port Lincoln inside the two headlands that form the second largest harbour in the world. It is the central feature of the harbour and contains 203 freehold titles, two leasehold titles, a state-owned cemetery reserve, a Harbour Board Reserve and various public roads. It has a land mass of approximately 1000 hectares.

The island's coastline contains several white sandy beaches, rocky outcrops and protected bays. Extensive remnant and revegetated areas extend through the central, undulating spine of the island, with the balance comprising sloping grazing land.

For the past 150 years the island has been run primarily for sheep grazing, however this is no longer viable and small-scale farm-stay tourism has now become an ancillary activity on the island.

An opportunity exists to set a future for Boston Island that is socially, environmentally and economically sustainable with land use considered hand-in-hand with its long term management.

The Davis family, who currently owns Boston Island (other than two leasehold titles, the Harbour Board Reserve, the cemetery reserve and public roads), has, over the past 45 years, addressed the management of the land by protecting remnant vegetation, revegetating, controlling erosion and dealing with weeds and pests. They have also worked on developing a guaranteed water supply for stock and domestic purposes.

### **Future Development Options**

A possible future for Boston Island lies in it developing a sympathetic and symbiotic relationship with Port Lincoln. This would involve the island's development enhancing the lifestyle of Port Lincoln's residents and visitors by providing residential, recreational, tourism, environmental and economic development opportunities.

Future development objectives for Boston Island include:

- protecting its coastal land and areas of high biodiversity value
- protecting the adjoining coastal environment, including the surrounding aquaculture leases
- enhancing the public's access onto, and within, the island
- maximising the views of the water and the natural environment
- providing a range of land uses, including permanent homes, holiday housing for long and short stay, tourist facilities and accommodation, and recreation and sporting facilities and activities

- effectively managing the land, including its native vegetation and wildlife habitats, and controlling fire hazards, weeds and pests
- providing infrastructure and services using sustainable development technologies
- providing development of a scale that delivers the critical mass required for the long term management of the island and appropriate interaction with Port Lincoln.

All of these must be achieved in the context of achieving long term, sustainable land management.

## **1.2 THE STRATEGIC CONTEXT AND POLICY DIRECTIONS**

### **1.2.1 Consistency with South Australia's Strategic Plan**

The following lists the key targets of the State Strategic Plan (as amended 2007) which the changes proposed within this DPA would address.

#### **ECONOMIC ENVIRONMENT**

T1.1 Economic Growth: exceed the national economic growth rate by 2014.

T1.2 Competitive business climate: maintain Adelaide's rating as the least costly place to set up and do business in Australia and continue to improve our position internationally.

#### **EXPORTS**

T1.15 Tourism industry: increase visitor expenditure in South Australia tourism industry from \$3.7 billion in 2002 to \$6.3 billion by 2014.

T1.22 Total population: increase South Australia's population to 2 million by 2050, with an interim target of 1.64 million by 2014.

T1.23 Interstate migration: reduce annual net interstate migration loss to zero by 2010, with a net inflow thereafter to be sustained through to 2014.

T1.24 Overseas migration: increase net overseas migration gain to 8500 per annum by 2014.

#### **IMPROVING WELLBEING**

T2.2 Healthy weight: increase the proportion of South Australians 18 and over with healthy weight by 10 percentage points by 2014.

T2.3 Sport and recreation: exceed the Australian average for participation in sport and physical activity by 2014.

T2.4 Healthy South Australians: increase the healthy life expectancy of South Australians by 5% for males and 3% for females by 2014.

#### **ATTAINING SUSTAINABILITY**

T3.1 Lose no species: lose no known native species as a result of human impacts.

T3.5 Greenhouse gas emissions reduction: achieve the Kyoto target by limiting the state's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by 60% (to 40% of 1990 levels) by 2050.

T3.7 Ecological footprint: Reduce South Australia's ecological footprint by 30% by 2050.

T3.9 Sustainable water supply: South Australia's water resources are managed within sustainable limits by 2018.



T3.14 Energy efficiency – dwellings: increase the energy efficiency of dwellings by 10% by 2014.

## **BUILDING COMMUNITIES**

T5.9 Regional population levels: maintain regional South Australia's share of the state's population (18%).

### **1.2.2 Consistency with the Planning Strategy**

The Planning Strategy presents current State Government policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The relevant Planning Strategy volume for Boston Island is the Planning Strategy for Regional South Australia. This strategy notes that offshore islands need to be managed conservatively, to preserve their natural features. The proposed policies should ensure that development is sensitively designed and located to preserve their existing character. The Strategy also promotes regional growth and diversity, reinforcing similar SASP objectives and targets.

The most pertinent strategies in the *Planning Strategy for Regional South Australia* (January 2003, amended at December 2007) that are addressed by the proposed policies are:

#### **Economic activity**

- 1.4.2 Align land use planning with regional economic development priorities for key industry sectors.
- 1.4.11 Encourage sustainable tourism development.
- 1.4.12 Align land use planning with specialty tourism development priorities.
- 1.4.13 Improve the appeal of destinations by encouraging the development of attractions.
- 1.4.14 Develop appropriate infrastructure and facilities for visitors.
- 1.4.15 Ensure the interpretation of features of interest and understanding of tourist attractions.
- 1.4.21 Promote a business environment conducive to private investment and capital attraction.

#### **Environment and Resources**

- 2.4.1 Promote ecologically sustainable development principles and apply them in all aspects of development and revitalisation.
- 2.4.2 Ensure the sustainable management of natural resources.
- 2.4.3 Conserve biodiversity and integrate with land use planning.
- 2.4.4 Manage dryland salinity at a catchment scale and integrate with other natural resource issues such as biodiversity and conservation.
- 2.4.5 Protect visually important areas from inappropriate development.
- 2.4.6 Protect and manage coastal, marine and estuarine resources.
- 2.4.7 Base land use planning and location decisions relating to development on coasts, rivers, streams and lakes on performance-based policies.
- 2.4.16 Minimise the impact of natural hazards.
- 2.4.17 Ensure land use planning and development takes into account bushfire management and prevention.

## **People, Towns and Housing**

- 3.4.5 Base the location of rural living areas on an assessment of the capability and productivity of land for agriculture and horticulture, the availability and capacity of infrastructure, access to community services and the impact on primary production.
- 3.4.6 Provide safe, secure and healthy living environments.
- 3.4.7 Promote good design in public spaces.
- 3.4.10 When investigating the potential growth of towns and cities consider the effect of regional growth issues.
- 3.4.11 Establish environmentally responsible practices in urban development through joint ventures and other development activities.
- 3.4.13 Integrate the planning and management of urban infrastructure in an efficient manner, to conveniently locate facilities and to create an attractive, safe, inclusive and enjoyable place to live.

## **Water Resources**

- 4.4.2 Plan for the sustainable, economic and efficient use of water resources.
- 4.4.3 Protect water resources while allowing sustainable economic development.

## **Infrastructure**

- 5.4.20 Facilitate the development of road transport with minimal impacts on the natural environment and townships.
- 5.4.25 Ensure the road transport system supports tourism.
- 5.4.28 Ensure that sea transport is accessible and provides for consistent and reliable travel, reduces transport disadvantage and supports tourism.

## **Eyre Peninsula Planning and Development Area**

### **Economic Activity Strategies**

- 7. Promote expansion of the tourist industry based on the natural and cultural assets of the area.
- 8. Upgrade visitor facilities and infrastructure at key tourist locations and improve visitor access to tourist attractions.

### **Environment and Resources Strategies**

- 13 Protect and enhance biodiversity and essential ecological processes.
- 16 Manage coastal and marine environments in a sustainable way to meet multiple objectives.

### **People, Towns and Housing Strategies**

- 17 Encourage the further development of Port Lincoln as a main regional service centre for the lower and western parts of the area.
- 18 Encourage a variety of housing types appropriate to the location, size and character of townships.
- 20 Provide opportunities for young people in education, employment and recreation.
- 23 Promote innovative means of energy supply and capacity to areas that are remote from the distribution network.
- 24 Ensure adequate supply of water of sufficient quantity and quality for industry development and human use.

## **1.2.3 Consistency with other key policy documents**

These proposed planning policies accord with the adjacent councils' Development Plans.

#### **1.2.4 BDP Policy Library**

Policies from the BDP Policy Library have been used to inform the development of policy for this DPA, although some minor variations have been made in some instances to reflect Boston Island's unique circumstances.

### **1.3 INVESTIGATIONS INITIATED TO INFORM THIS DPA**

This section describes the analysis that has been undertaken of the island, specifically its land use, infrastructure and environment, and social and land management issues. The analysis documents the existing situation, discusses options for the future, and provides recommended actions and directions for the future. Maps 1 to 4, attached at the end of this Statement of Investigations illustrate the island's current situation; its issues and opportunities; a proposed concept plan; and a conceptual master plan.

#### **1.3.1 Residential Development and Land Division Pattern**

##### **Current Situation**

There are presently three dwellings on the island. These include the main homestead and holiday house complex; the original 1840s homestead; and the 1860s shearers' cottage. European occupation of Boston Island commenced in 1840 with the grazing of sheep. In 1841 a land division was surveyed and 167 allotments created, for which titles were issued. These allotments have an average area of one acre and are located on the south-western end of the island. In 1850, Arch Deacon Hale endeavoured to establish an Aboriginal Mission on the island, but failed due to the inability to gain a secure freshwater supply. In 1866 a further land division was surveyed and an additional 36 allotments were created across the remainder of the island. These allotments generally range in area from 3000 square metres to 50 hectares. In total, Boston Island contains 203 freehold titles. The 1866 survey also saw the creation of public roads, a Harbours Board Reserve, a cemetery and two public landing reserves.

Boston Island has been grazed by sheep and cattle since 1840 and by 1954 much of the vegetation on the land had been cleared and the land overstocked. Since 1960, a program of native revegetation and general land rehabilitation has been underway.

##### **Existing Development Plan Provisions**

The Land Not Within a Council Area (Coastal Waters) Development Plan focuses on protecting rural land for agricultural and pastoral activities and does not specifically address residential development.

##### **Residential Demand**

Market research undertaken into the potential development of Boston Island indicates that there is national demand for island-based housing with waterfront views that Boston Island could provide. The island could be a unique opportunity in South Australia for island living in a remote, natural setting within close proximity of the city of Port Lincoln. Market research also indicates a strong demand for waterfront living with associated mooring facilities and or marinas.

## **Proposed Residential Areas**

In order for any development on Boston Island to be economically achievable a critical mass must be reached. Based on preliminary investigations, a critical mass in the order of 1000 dwellings would provide sufficient capital for the development of infrastructure to support this development and to sustain social, economic and environmental management of the island, as well as the ongoing management of its facilities (through an Island Management Authority).

It is proposed that development be located in areas that maximise coastal views and minimise effects on the environment.

Residential allotments are expected to vary in size depending on market demand, site location, topography, accessibility, views, and ability to provide infrastructure. Opportunity exists to create unique forms of housing such as terraced housing on sloping land.

Marina opportunities exist in several locations on the island, including Rotten Bay, Homestead Beach and the degraded swamp immediately east of Homestead Beach. It is envisaged that some medium to high density apartment style development could occur in association with marina development.

## **Siting and Design Considerations**

Dwellings and other structures would be required to be of a high standard. Coastal views should be maximised through using best practice siting and design of allotments and dwellings; minimising cut and fill; employing a high standard of architectural design, choice of colours and materials; maintaining vegetation and revegetating; and developing new landscaping.

## **ESD Considerations**

Policy would be introduced to ensure residential development on the island is in keeping with best practice principles of ecologically sustainable development, such as energy efficient housing design and the collection and storage of rainfall runoff.

### **1.3.2 Tourist Development**

#### **Current Situation**

Boston Island offers a unique tourism product, including an island setting, fresh air, space, magnificent coastal views and beaches, and recreation and lifestyle opportunities. For these reasons, farm-stay and bed and breakfast style tourist development has occurred on the island for many years.

#### **Existing Development Plan Provisions**

Existing Development Plan provisions restrict tourist development to small scale development in association with an existing building or dwelling. Larger scale tourism development outside of designated areas and centres is subject to consent.

#### **Proposed Tourist Development Areas**

Three tourist development nodes are proposed by this DPA. The first, located on the eastern side of the island, is adjacent to Picnic Beach. Tourism development in this location would be expected to target upmarket coast style accommodation

as demanded by the national and international market. The second tourist development node is on the western coast of the island, adjacent to Cemetery Beach, with views toward Port Lincoln. It is anticipated that tourist development in this location would consist of camping and picnic style facilities to cater for the Lower Eyre Peninsula region and for day and overnight visits as well as potentially high-end accommodation and eco-facilities. The third site is envisaged to be developed as part of the Homestead Beach Marina and associated Mixed Use Policy Area. This Marina would deliver 24 hour, all weather accessibility to the island.

### **Siting and Design Considerations**

Similar siting and design policies to those mentioned above in relation to residential development are proposed.

### **1.3.3 Island Focal Points and Facilities Development**

#### **Existing Situation**

Presently the main focal points of activity on the island are the homestead and the wharf, located approximately 500 metres south of the homestead. Another focal point is Rotten Bay where numerous aquaculture (tuna) rings are anchored at various times during the year for maintenance.

#### **Existing Development Plan Provisions**

The existing Development Plan is silent in relation to focal points of development on the island.

#### **Proposed Focal Points and Facilities**

It is proposed that two Mixed Use Policy Areas be created on the island, at Rotten Bay and behind Homestead Beach. It is envisaged that a range of land uses could occur within these Policy Areas, including wharf related activities; shops; offices, tourism, community, recreation and light and service industries. Residential development may also be appropriately located within the Mixed Use nodes.

### **Siting and Design Considerations**

Policies are proposed to manage the siting and design of development and activities that might be expected within the Mixed Use Policy Areas. Policies address land use, interface management, design, amenity, movement systems and management.

### **1.3.4 Open Space and Recreation**

#### **Existing Situation**

The primary use of Boston Island is sheep grazing with small-scale tourism development an ancillary form of development. Over the decades, public access to the island has occurred, allowing a range of unstructured recreational pursuits to be undertaken, including recreational fishing, bushwalking and picnicking.

The island is undeveloped, with the exception of three dwellings and associated sheds, and consists predominantly of open space with no formal public open space.

## **Existing Development Plan Provisions**

Some guidance is given in the existing Development Plan for the desired location of open spaces.

## **Proposed Open Space and Recreation Areas**

The DPA proposes to expand public access to the island and establish extensive open space networks and recreation spaces. Two broad open space policy areas are proposed.

The first is a Coastal Open Space and Recreation Policy Area. This Policy Area would broadly encircle the island and generally encompass land between high tide and other nominated Policy Areas. The Coastal Open Space and Recreation Policy Area would provide public access to the coast and enable walking and (potentially) cycling.

The second policy area proposed is the Hills Open Space Policy Area, proposed to cover large inland areas of the island. This Policy Area would accommodate many of the stands of remnant vegetation and revegetation areas stretching from north to south. The Policy Area would have many benefits in the development of the island: it would enable the further establishment of a vegetated corridor and provide expanded habitat for various flora and fauna species. The Policy Area would also enable the provision of high quality walking trails and other structured and unstructured forms of recreation. The DPA also proposes that this zone could contain a convention centre, sporting club facilities and appropriate residential development.

A key objective of both Open Space Policy Areas would be the conservation of the island's natural character. Additional forms of development such as small scale tourist development would be considered on merit.

## **Siting and Design Considerations**

A range of design principles are proposed within these Policy Areas to ensure buildings and structures complement the natural character of the environment.

### **1.3.5 Water Supply**

#### **Existing Situation**

Presently the water supply for the island consists entirely of rainfall catchment. This is in part captured by a sealed catchment system adjacent to the homestead which is capable of collecting in excess of 200 litres per m<sup>2</sup> per annum in the 300mm per annum island rainfall area. The catchment system enables dew and rainfall to be captured and stored for use on the island and can be easily increased in capacity. Currently, collection exceeds use and surplus resources are used to recharge an aquifer.

#### **Existing Development Plan Provisions**

The existing Development Plan encourages on-site harvesting of rainwater.

#### **Future Options**

Options for the provision of water include requiring each household to collect its own rainwater; the use of reverse osmosis desalination; the development of an island-wide catchment and reticulation system; or a combination of these.

## **Rainwater Collection and Storage**

Independent collection, storage and use of rainwater is widely accepted as an appropriate means of reducing stormwater run off and enabling consumption of rainwater.

### **Water supply using only rainwater collection**

Amendments proposed in the DPA recommend that dwellings be provided with rainwater tanks with a minimum catchment and storage capacity of 22,500 litres per bedroom to provide an adequate and reliable on-site potable water supply where that supply is the only supply available.

For an annual catchment of 22,500 litres per bedroom of water, a roof area in the order of 90m<sup>2</sup> per bedroom would be required, given the variability of rainfall and potential effects of climate change.

An additional 10,000 litres should also be provided for the purpose of firefighting, which would require approximately an additional 40 square metres of roof catchment. For a three bedroom home, a rainwater capture area is required of 310 square metres with 77,500 litres storage capacity to address water supply and firefighting requirements. The DPA stipulates the provision of sufficient rainwater collection and storage where this is the only means of supply. Where architectural and physical limitations preclude sufficient catchment, an appropriate contribution to a community scheme should be required.

### **Rainwater collection to supplement reticulated supply**

Water sensitive urban design best practice promotes the collection and storage of rainwater for household use, even when development is served by a reticulated supply. The DPA promotes collection of rainwater to supplement any reticulated supply.

### **Water Catchment**

Catchment of water has the potential to provide enough water to supply the development on the island as envisaged in this DPA. This water would have to undergo some level of treatment. The energy demands of treating captured water are expected to be much less than desalination. Catchments require moderately large areas of land for adequate water capture. Opportunity exists to establish either a central catchment system or several smaller systems on the island. One hectare of catchment on Boston Island may be relied upon to provide water for 70 residential bedrooms or approximately 30 dwellings.

### **Reverse Osmosis Desalination**

The development of a reverse osmosis desalination plant is another option for water provision on the island. Desalination is a high energy intensive process but is widely used around the world in dry countries and on small islands and may be feasible in conjunction with island energy generation.

## **1.3.6 Power Supply**

### **Existing Situation**

Energy supply on the island currently consists of gas, wind power, solar and diesel generation.

## **Existing Development Plan Provisions**

The existing Development Plan provides for the development of renewable energy facilities in appropriate locations, which are sited and designed to minimise their effects on the environment, local community and the state.

## **Future Options**

A range of options have been identified, including extension of the power grid from Port Lincoln; solar power, hydropower, wind power and gas.

### **Extension of the Power Grid**

Preliminary investigations indicate that the electricity grid in Port Lincoln is not presently able to support an increase in load demand such as would be required to bring Boston Island online. If supply limitations could be addressed, extending the grid to Boston Island could be feasible via underground and underwater cabling.

### **Solar Power**

The DPA proposes that solar power be a key design consideration in buildings proposed on the island. The amount of power generated by solar power however is unlikely to be sufficient to meet all needs, but would reduce the demand for electricity overall. In addition to the potential for solar power generation, the DPA promotes best practice in terms of energy efficiency and solar design. This should reduce peak energy demands on the island.

Solar lighting of parts of Boston Island has potential, particularly key recreation and open space areas.

### **Hydropower**

Hydropower uses moving water to generate electricity and is potentially economical and long lasting. Further investigation of the viability and efficiency of this form of power generation would be required if this option were to be used as it is still in the research and development stage.

### **Wind Power**

Wind turbines offer a further energy option to Boston Island. Further investigation of the viability and efficiency of this form of power generation is required. One option is for a wind turbine to be considered to power a desalination plant should this be pursued.

### **Gas**

Gas is currently provided on the island. Potential exists to transport LPG to the island and deliver it to individual bullets. LPG is however likely to be an expensive form of energy in the future.

Compressed natural gas (CNG) offers a cheaper and more environmentally sustainable alternative to LPG. This form of gas has a superior environmental performance compared to other fuels as it has lower exhaust emissions. There is also an abundant supply of natural gas reserves in Australia.

## **Siting and Design Considerations**

The siting and design of any energy infrastructure should be undertaken in a way that limits the visual and environmental effects.



### **1.3.7 Wastewater Disposal**

#### **Existing Situation**

There is no reticulated sewerage system on the island and sewage from the existing homestead is treated by a septic tank.

#### **Existing Development Plan Provisions**

The existing Development Plan requires development to adequately dispose of wastewater.

#### **Future Options**

The wastewater options include sewer, treatment and reuse, or a combination. Wastewater management should include separating grey water and black water to allow for different treatment methods and end uses.

Each dwelling should therefore be designed with a dual water supply system, such as that used at Mawson Lakes. This includes potable water for all uses except for toilet flushing and garden watering; and treated grey water to be mainly used for irrigation and toilet flushing.

#### **Aerobic Treatment Systems**

Aerobic wastewater treatment systems are one option for Boston Island. These systems are particularly useful for remote locations.

#### **Reticulated Wastewater Treatment System**

A reticulated wastewater treatment system for Boston Island is potentially the most viable and efficient effluent disposal option. This option could possibly include use of treated water for ablution and landscaping. Options for a reticulated wastewater collection system include a vacuum based wastewater collection system which does not rely on the slope of the land for piping and has a lower risk of pipe leakage.

### **1.3.8 Stormwater Management**

#### **Existing Situation**

The extent of sealed surfaces on the island is very low with roof runoff associated with the homestead and the existing island catchment system being the principal sealed areas on the island. All of this runoff is captured and stored for re-use.

#### **Existing Development Plan Provisions**

The existing Development Plan requires that stormwater be capable of being drained safely and efficiently from proposed allotments and disposed of from the land in a satisfactory manner.

#### **Stormwater Management Options**

The University of South Australia suggests a zero discharge approach to stormwater and wastewater management on Boston Island . Zero discharge would ensure no changes in water quality of the waters surrounding the island and would therefore not adversely affect the marine environment. This approach involves

complete water cycle utilisation, involving rainwater harvesting, runoff reduction, effluent treatment, use and reuse.

Best Management Practices (BMPs) for stormwater and wastewater would be necessary to achieve zero discharge during the construction and operational phases of the development. There would be a need to plan ahead to provide appropriate BMPs; to identify multi-use options (such as recreation); and to allow sufficient space within the development for BMPs.

### **ESD Considerations**

Reducing stormwater runoff reduces the potential of polluted stormwater to damage the coastal environment. The use of the captured stormwater for non-potable uses further reduces the energy requirements of treating water to potable standards for non-potable use.

Policy is proposed in the DPA to ensure development embodies the principles of water sensitive urban design. These principles would extend to buildings and sealed surfaces.

### **1.3.9 Transportation**

#### **Existing Situation**

Access to and from Boston Island is currently via private vessel and private or charter aeroplane.

The island has several natural and manmade landing points, the main ones being the wharf south of Homestead Beach and the natural granite ledge north of Cemetery Beach.

The island has an aircraft strip immediately east of the Homestead and is approximately 8 kilometres from the Port Lincoln Airport. Given the proximity of the island to the Airport, the development of a helipad is preferred to the upgrading the airstrip.

Access on Boston Island is limited to unsealed vehicle paths linking the wharf and the Homestead. The remainder of the island is accessed by motorbike or 4-wheel drive.

Existing landing points for boats and light planes are shown on Map 2 in Appendix A.

#### **Existing Development Plan Provisions**

The existing Development Plan sets out a range of policies relating to movement and access.

#### **Movement within the Island**

The road network should provide opportunities for a shared path loop around the island, preferably adjacent to the coast and following a contour (i.e. more or less level). Indicative road and path layout are contained on the Maps in Appendix A.

The DPA proposes a supportive policy context for sustainable transport, including:

- reduced parking requirements if alternative transport is provided
- plans for multi-use development which would reduce the need for vehicular travel

- sustainable transport opportunities linked with tourism
- a shared path loop around the island, preferably adjacent to the coast and following a contour
- walking and bicycle trails to scenic locations.

Further investigations are required to determine the economic viability of sustainable transport options, such as a shuttle bus, including funding and management of these options, potentially by an Island Management Authority.

### **Sustainable Transport Options**

Sustainable transport approaches in use in other remote and island locations include the following:

- permanent, 24 hour, all weather marine access facilities
- walking and cycling trails, complemented by bicycle hire or a free bicycle fleet
- limits to vehicle access and car sharing
- complimentary transport options that replace car use – e.g. a shuttle bus, tour bus

### **Access to the Island**

The Port Lincoln Airport provides a base for air travel to Boston Island. Furthermore a range of options are currently open to sea travel to the island from Port Lincoln. The most feasible options include:

- a barge transport system, operating out of the Lincoln Cove Marina or to the east of Port Lincoln Wharf, providing transportation of goods, construction materials, heavy vehicles and passengers
- a passenger ferry service, preferably operating out of the Lincoln Cove Marina or possibly the Town Jetty, providing transportation of passengers (residents and visitors) with some light freight capabilities
- a tourist cruise vessel, operating out of Lincoln Cove Marina and providing transportation of tourists to the island, the Lincoln National Park, surrounding islands and Boston Point
- charter or private vessels travelling to the island and requiring mooring and launching facilities on the island. Launching facilities in Port Lincoln include the existing facilities at the Lincoln Cove Boat Ramp, Billy Light's Point and the Axel Stenross Boat Ramps
- helicopter services connected to the Pt Lincoln Airport.

#### **1.3.10 Communications**

Telecommunications would be provided on the island through the use of a repeater station for telephone, television and internet. Mobile phone coverage exists and broadband internet services would be provided at the cost of the developer.

#### **1.3.11 Waste Management**

There is a kerbside waste collection service presently operating within the City of Port Lincoln. Initial discussions have indicated that this service could be extended to service future development on Boston Island. Waste would then be removed

from the island either by barge or compacter truck on a ferry service. It is not intended to dispose of waste on the island.

### **1.3.12 Environmental Analysis**

#### **Flora / Native Vegetation**

Grazing pressure has damaged the vegetation on the island considerably, however some stands of upper storey remnant vegetation remain. Dominant remnant species include *Eucalyptus gracilis*, *Eucalyptus globata* and *Acacia dodonaeifolia*. Grazing has eroded remnant under storey vegetation. *Gahnia* sp. (a grass), which is thought to be locally indigenous and probably remnant has been observed.

Over the past 50 years revegetation activities have occurred on the island. Originally a mix of species was used in revegetation projects. As revegetation principles have developed, locally indigenous and provenance species have been incorporated. Map 1 in Appendix A shows the vegetation on Boston Island and identifies remnant vegetation as well as revegetation areas in four categories: local provenance species, Eyre Peninsula species, South Australian species and mixed species.

Weed species are prevalent on the island, but are partially controlled by live stock. If stock was removed from the island without a satisfactory land management arrangement it is likely that weeds would become unmanageable and present a fire risk. Weed species on the island include, Veldt Grass, Box Thorn, Salvation Jane and Bridal Creeper.

#### **Fauna**

Some 30 years ago six Tamar Wallabies from Kangaroo Island were introduced to Boston Island and their population is now estimated to be in the order of 500: a number that could be considered a threat to successful revegetation.

As far as is understood, no other native mammals have been identified on the island in living memory.

The island is the home to some 50 bird species, including Cape Barren Geese, Sea Eagles, Plovers, Wedge Tail Eagles, Curlews and Fairy Penguins.

Reptile species found on the island include both the Western Brown and Tiger Snakes. It is also known that other small reptiles are present.

It is worth noting that feral animals on the island are restricted to mice. There may be a case that the introduced wallabies are seen as feral as they are an introduced species and cause problems in establishing revegetation areas.

A comprehensive fauna survey has not been undertaken as part of this DPA.

### **1.3.13 Aboriginal Heritage**

Consultation with the Central Archive, which includes the Register of Aboriginal Sites and Objects administered by the Aboriginal Affairs and Reconciliation Division confirms that no Aboriginal sites have been registered on Boston Island. The Register is not a comprehensive record of all Aboriginal sites, objects and remains in South Australia however and sites or objects may exist even though the Register does not identify them. All Aboriginal sites and objects are protected

under the *Aboriginal Heritage Act 1988*, regardless of whether they are listed in the Register.

Two leasehold titles, a cemetery reserve and one Harbours Board Reserve exist on Boston Island, they are:

- Section 235, Cemetery Beach – leasehold title and public landing place;
- Section 236, Picnic Beach – leasehold title and public landing place;
- Cemetery Reserve; and
- Harbours Board Reserve, Point Fanny - southern most peninsula of land.

A native title claim has been made over Boston Island which relates to leasehold parcels of land. Investigations are continuing to determine the implications of the claim.

In 1850 Arch Deacon Hale failed to establish a mission on the island due to the lack of water. Also, on landing on the island in 1802, Matthew Flinders observed no Aboriginal presence.

#### **1.3.14 European Heritage**

Boston Island was first surveyed in 1841 as part of the township of Port Lincoln. However this failed to attract settlement and the 167 one-acre blocks subsequently reverted to broad agricultural use. Captain John Bishop, who brought settlers to Port Lincoln on the *Dorset*, later settled Boston Island and members of the Bishop family held the island for over 100 years.

There are no registered sites of European heritage on the island however there are a number of places that have heritage significance. One is the probable site of an 1840s whaling station that has been located at the north-west corner of Squeaky Beach and a cottage with a large stone chimney, dating from the early days of settlement. The graves of notable Port Lincoln citizens, Dr Benjamin Harvey and his wife, are also located on the island.

Some 40 sites have been identified by the Davis Family as having local cultural significance and monuments have been placed in key locations on the island to commemorate them. The opportunity exists for these sites to be enhanced through interpretation for the cultural benefit of the local and state community by linking the sites with walking trails.

Two historic ships are believed to have been lost in the vicinity of Boston Island in 1844: the *Kate* and the *William Henry*.

#### **1.3.15 Geological Monuments**

There are no geological monuments known to be associated with the island.

#### **1.3.16 Coastal Landscape**

The coastal landscape varies around the island and incorporates beaches, low cliffs, rocky outcrops, sand dunes and protected bays. The environment within the near coastal waters appears to be healthy, with no obvious sea grass die back. Aerial views of the island reveal a rocky subsurface around parts of it, indicating the potential for reef type associations to be present.

Sand dunes behind the island beaches have been significantly revegetated by the present property owner. Remnant Samphire is also present on the Squeaky Beach wetland.

The coastal land also provides nesting habitat for some of the birdlife on the island including Cape Barren Geese and Fairy Penguins. Similar nesting habitat is found within the nearby Lincoln National Park and the Sir Joseph Banks Group Conservation Park islands.

### **1.3.17 Social Analysis**

#### **Provision of Housing**

The policies proposed in this DPA seek to provide the opportunity to develop a unique type of housing stock to broaden the provision of housing types in the Eyre Peninsula region and South Australia.

#### **Employment access and opportunities**

The development of Boston Island would result in an increase in employment opportunities within the region. It is considered that these jobs would be created by a new demand for services rather than relocating supply from elsewhere in the state. In this way it is not envisaged that the development would displace employees by relocating jobs but by creating new jobs.

Immediate employment would be generated during the construction phase, and other employment areas expected to establish or directly benefit from the development include the sea passenger and freight transport service industry; the tourism industry; the domestic services industry; the construction industry; and infrastructure associated services.

Secondary employment implications from the development of the island would also include tourism opportunities for Port Lincoln by raising its profile and demanding more tourism infrastructure and retail outlets and services.

#### **Accessibility and Transport**

Presently Boston Island is owned by a single family. As such, access to most parts of the island is restricted by the owner's discretion. The proposed zoning of the island would ensure the public would be given enhanced access to significantly more of the island than at present.

By increasing the density of residential development of the island the potential for the establishment of a ferry service to and from the island would be significantly increased. The present situation provides two public landing sites. However transport to the island is restricted to those with access to a boat or the owner's ferry and is subject to weather and sea conditions.

Development on Boston Island could also be expected to increase the demand for air services to Port Lincoln Airport from Adelaide.

#### **Effect on Port Lincoln**

Development envisaged by this DPA has the potential to have a range of effects on the Port Lincoln community. It is expected that the effects are likely to be predominantly beneficial by increasing recreational, business and employment opportunities. It is expected that synergies would occur between the development of Boston Island, the Lincoln Cove Marina and the \$45million hotel redevelopment

in Port Lincoln and development occurring following the Boston Point PAR. Additionally, Eyre Peninsula mining opportunities will inevitably require residential and holiday opportunities in the Port Lincoln region.

The provision of space within the island for unrestricted public use as proposed by the DPA would benefit the residents of Port Lincoln and Lower Eyre Peninsula.

### **Accessibility of Employment**

Accommodation for employees who might work on the island would need to be considered in any development concept, along with a regular ferry service to Port Lincoln.

It is expected that many of the employment opportunities offered by this development would be located in Port Lincoln, which would remain the key service centre for the island. Again, access to and from Port Lincoln via a regular ferry service with permanent, 24 hour all weather facilities at both destinations would be required.

### **Community Facilities**

The Boston Island community would have a close relationship with services and facilities located within the City of Port Lincoln and the District Council of the Lower Eyre Peninsula. It is expected residents would be likely to access the following services:

- education services
- emergency services
- Health Services
- Justice Services
- Port Lincoln Airport
- Port Lincoln Marina
- roads
- waste removal.

For the purposes of this DPA it is considered that the changes envisaged in this DPA would not put undue pressure on the resources of any one provider to any greater extent than the positive social, economic and environmental stimulus the additional development will have for the region and the state. It is further considered that any demand for State or Local services are within the role of the relevant mainland agency or council.

### **Emergency Services**

Boston Island is more remote from emergency services than are many communities on Eyre Peninsula.

The isolation of the island, combined with the total expected population, indicates that at least one CFS Fire Unit should be provided and the establishment of a CFS station investigated.

The isolation of Boston Island from the Port Lincoln hospital is similar to that of more remote towns on the Eyre Peninsula. As the population of the island

increases, consideration should be given to supplementary emergency and ambulance service provision, and lighting of a helipad.

### **Recreational Opportunities**

Policy proposed in this DPA would establish approximately half of the island area for public open space and as natural environment.

#### **1.3.18 Island Management Analysis**

##### **Existing Situation**

Boston Island is managed and maintained by its sole owners.

##### **Future Directions**

Following the development of Boston Island as proposed in this DPA, it would be important to put in place an appropriate land management regime.

Given the physical remoteness of the island from the mainland and its designation outside of a council area, opportunity exists to introduce a sole management authority for the island, which could be termed the Boston Island Management Authority.

## **2 CONCLUSIONS AND RECOMMENDED POLICY CHANGES**

### **2.1 Residential Development and Land Division Pattern**

#### **Current planning policy**

The Land Not Within a Council Area (Coastal Waters) Development Plan seeks to protect rural land for agricultural and pastoral activities and does not specifically address residential development. Potentially, development could occur on the 203 existing freehold titles, however the siting and design of these titles have little regard to current best practice planning and no regard for the long term management of the island or the provision of infrastructure

#### **Recommended planning policy**

This DPA proposes the creation of residential development on Boston Island where appropriate. The policy change suggests a Structure Plan for the island which would enable the development of a critical mass of dwellings (in the order of 1000 allotments) supported by a ring road and a local road network, surrounded by substantial coastal and inland open space and recreation areas.

The DPA would facilitate the creation of a quality living environment, supported by services, and developed and managed in a form that would enable the management of the island by a proposed management authority.

### **2.2 Tourist Development**

#### **Current planning policy**

Existing Development Plan provisions restrict tourist development to small scale development in association with an existing building or dwelling. Larger scale tourism development outside of designated areas and centres is subject to consent.



## **Recommended planning policy**

Three tourist development nodes are proposed in this DPA. The first, located on the eastern side of the island, is connected to the Picnic Beach public landing area. Tourism development in this location would be expected to target upmarket coast-style accommodation demanded by the national and international market. The second tourist development node would be on the western coast of the island, adjacent to the Cemetery Beach public landing area, with views toward Port Lincoln. It is anticipated that tourist development in this location could consist of camping and picnic style facilities to cater for the Lower Eyre Peninsula region and for day and overnight visits, as well as potentially high end accommodation and eco facilities. The third site envisaged is the Homestead Beach Marina Concept within the degraded swampland.

## **2.3 Island Focal Points and Facilities Development**

### **Current planning policy**

The existing Development Plan is silent in relation to focal points of development on the island.

### **Recommended planning policy**

The DPA proposes two Mixed Use Policy Areas be created on Boston Island: at Rotten Bay and behind Homestead Beach. It is envisaged that a range of land uses could occur within these Policy Areas, including wharf related activities, shops, tourism, offices, community, recreation and light and service industry. Residential development may also be appropriately located within these Policy Areas.

## **2.4 Open Space and Recreation**

### **Current planning policy**

Some guidance is given in the existing Development Plan for the desired location of open spaces.

### **Recommended planning policy**

The DPA proposes to expand public access to the island by establishing extensive open space networks and recreation spaces. Two broad open space policy areas are proposed.

The first is a Coastal Open Space and Recreation Policy Area. This Policy Area would broadly encircle the island and generally encompass land between high tide and other nominated Policy Areas. The Coastal Open Space and Recreation Policy Area would provide public access to the coast and enable walking and (potentially) cycling. An objective of the Policy Area would also be to provide and protect the coastal environment.

The second policy area proposed is the Hills Open Space Policy Area. This Policy Area is proposed over large inland areas of the island and would accommodate many of the stands of remnant vegetation and revegetation areas that stretch from north to south. The Hills Open Space Policy Area would have many benefits in the development of the island: it would enable the further establishment of a vegetated corridor which would provide expanded habitat for various flora and fauna species; and would enable the provision of high quality walking trails and other structured

and unstructured forms of recreation. The DPA also proposes that this zone could contain a convention centre, sporting club facilities and appropriate residential development.

A key objective of the Open Space Policy Areas would be the conservation of the island's natural character. Additional forms of development such as small scale tourist development would be considered on merit.

## **2.5 Water Supply**

### **Current planning policy**

The existing Development Plan encourages on-site harvesting of rain water.

### **Recommended planning policy**

The DPA proposes a minimum provision for water (including capture and storage) per bedroom for all development on the island where rainwater is the only form of water supply.

## **2.6 Power Supply**

### **Current planning policy**

The existing Development Plan provides for the development of renewable energy facilities in appropriate locations which are sited and designed to minimise their effects on the environment, local community and the state.

### **Recommended planning policy**

The policies within the Development Plan allow for a range of options to best meet the energy needs of the development of the island. Further investigations will be needed to establish the most appropriate option(s) at the development stage.

## **2.7 Wastewater Disposal**

### **Current planning policy**

The existing Development Plan requires development to adequately dispose of wastewater.

### **Recommended planning policy**

The policies in the Development Plan allow for a range of options.

## **2.8 Stormwater Management**

### **Current planning policy**

The existing Development Plan requires that stormwater be capable of being drained safely and efficiently from proposed allotments and disposed of from the land in a satisfactory manner.

### **Recommended planning policy**

Policies introduced for the Boston Island Zone require development to neither increase the quantity, or decrease the quality, of water runoff from the island.

## **2.9 Transportation**

### **Current planning policy**

The existing Development Plan sets out a range of policies relating to movement and access.

### **Recommended planning policy**

The DPA promotes sustainable transport and the Structure Plan provides guidance in relation to primary and secondary landing points on Boston Island, a ring road providing access around the island, and a proposed location for a helipad.

## **2.10 Social, economic and environmental issues**

The following issues would be addressed through the changes proposed in this DPA:

- policies that would facilitate the island's potential to provide a range of residential and tourist development, together with ancillary services, facilities and infrastructure, and a focus on open space and conservation
- policies that would facilitate the development of Boston Island with a sufficient critical mass of dwellings (in the order of 1000 households) together with significant tourism development to assist the commercial viability of such development, infrastructure and management
- policies that would facilitate the creation of a significant central open space and conservation spine through the middle of the island and an open space and conservation edge around the coastline
- policies that would protect the coastal land and areas of high biodiversity value as well as the enable the continuation of off-shore aquaculture development in association with the development of Boston Island
- policies that would enhance public access to, and on, Boston Island to create new recreational and sporting opportunities for residents, tourists and locals
- policies that would encourage the development of a high standard of architectural siting and design.

## **2.11 Assessment matters**

No variations to the assessment procedures are proposed.

## **3. STATEMENT OF STATUTORY COMPLIANCE**

Section 26 of the Development Act 1993 prescribes that the DPA must assess the extent to which the proposed amendment:

- a) accords with the Planning Strategy
- b) accords with other parts of the Development Plan
- c) complements the policies in the Development Plans for adjoining areas
- d) satisfies the requirements prescribed by the Regulations.

### **3.1 Accords with the Planning Strategy**

Relevant strategies from the Planning Strategy are summarised in Section 1.2.2 of this document. It is the intent of the DPA to support the achievement of the Planning Strategy policies.

### **3.2 Accords with other parts of the Development Plan**

The policies proposed in this DPA are consistent with the format, content and structure of the Land not within a Council Area (Coastal Waters) Development Plan.

### **3.3 Complements the policies in the Development Plans for adjoining areas**

The policies proposed in this DPA will not affect the Development Plans for adjoining areas (as described in Section 1.2.3 of this document).

### **3.4 Satisfies the requirements prescribed by the Regulations**

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

## REFERENCES

1. South Australia's Strategic Plan; Government of South Australia
2. Planning Strategy for Regional South Australia; Government of South Australia
3. Review of Best Management Practices (BMPs) in Water and Runoff Management in Australia (September 2007); Centre of Water Science and Systems (contact Ilan Sagi), University of South Australia
4. Appendix C of Transport SA 2002 Protecting Waterways Manual ([http://ezyreg.sa.gov.au/publications/protecting\\_the\\_waterways.asp](http://ezyreg.sa.gov.au/publications/protecting_the_waterways.asp))
5. Naturally Resourceful – Environmental Fact Sheet about Mawson Lakes ([http://www.mawsonlakes.com.au/llweb/mawsonlakes/main.nsf/images/water\\_factsheet.pdf/\\$file/water\\_factsheet.pdf](http://www.mawsonlakes.com.au/llweb/mawsonlakes/main.nsf/images/water_factsheet.pdf/$file/water_factsheet.pdf))
6. Mawson lakes Recycled Water System Fact Sheet ([http://www.mawsonlakes.com.au/llweb/mawsonlakes/main.nsf/images/water\\_factsheet.pdf/\\$file/water\\_factsheet.pdf](http://www.mawsonlakes.com.au/llweb/mawsonlakes/main.nsf/images/water_factsheet.pdf/$file/water_factsheet.pdf))



# **APPENDIX A**

## Boston Island Master Planning







May 2006

Data Source: Department for Environment and Heritage, Department of Water, Land and Biodiversity, TransportSA, QED Pty Ltd.



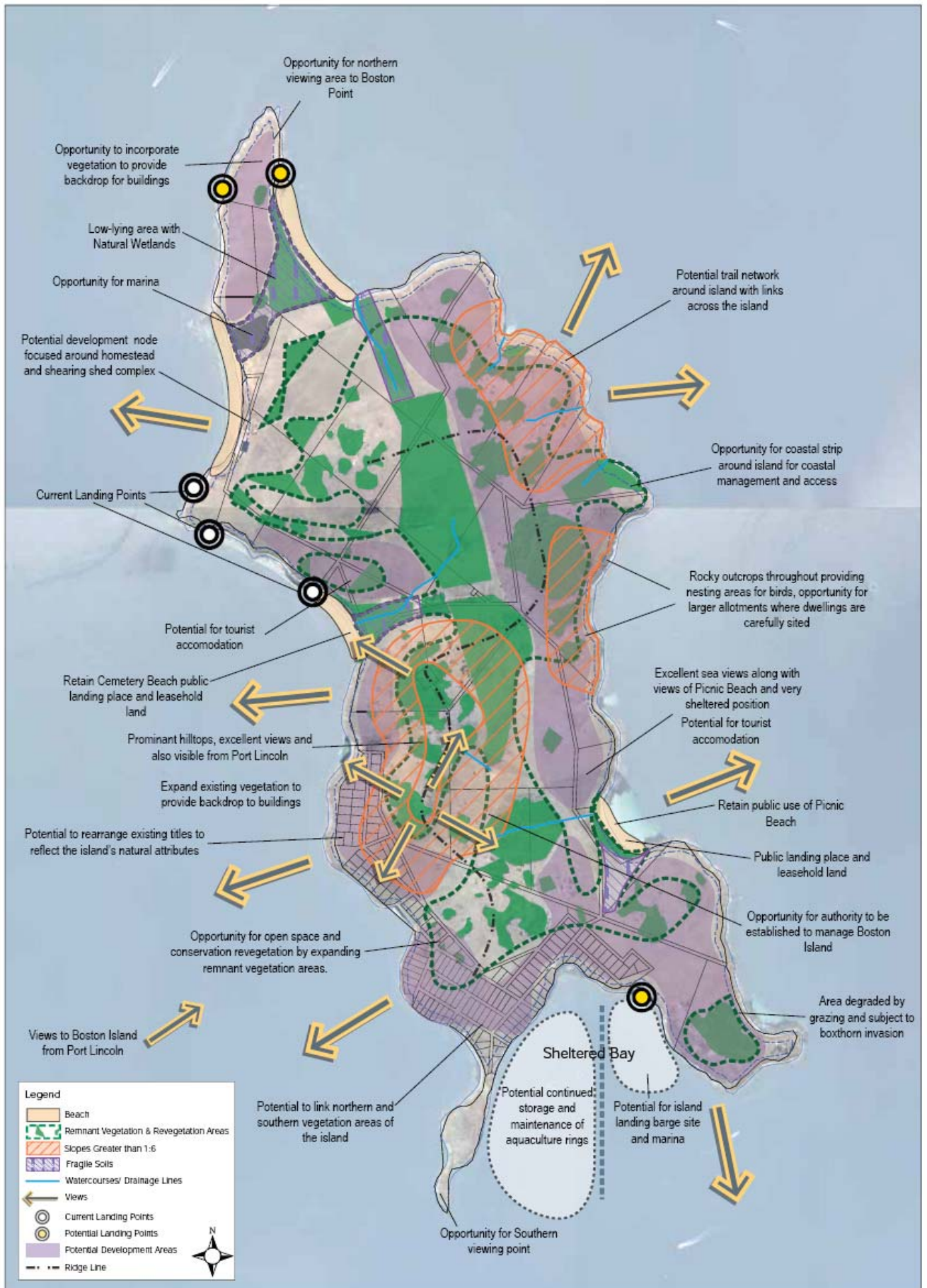
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NRM Zone: Eyre Peninsula  
 Surface Water Basin: Eyre Peninsula  
 Groundwater Aquifer: Fractured Rocks - Cambrian and Precambrian (Quartzite, sandstone, limestone, dolomite, slate, marble, siltstone, phyllite, schist, gneiss)

0 125 250 500 750 1,000 Metres  
 Scale 1:7,500

# Map 1 Boston Island Existing Situation Plan



May 2006 Data Source: Department for Environment and Heritage, Department of Water, Land and Biodiversity, TransportSA, QED Pty Ltd.



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NRM Zone: Eyre Peninsula  
 Surface Water Basin: Eyre Peninsula  
 Groundwater Aquifer: Fractured Rocks - Cambrian and Precambrian (Quartzite, sandstone, limestone, dolomite, slates, marble, siltstone, phyllite, schist, gneiss)



May 2006  
 Data Source: Department for Environment and Heritage, Department of Water, Land and Biodiversity, TransportSA, QED Pty Ltd.

Scale 1:7,500 0 125 250 500 750 1,000 Metres

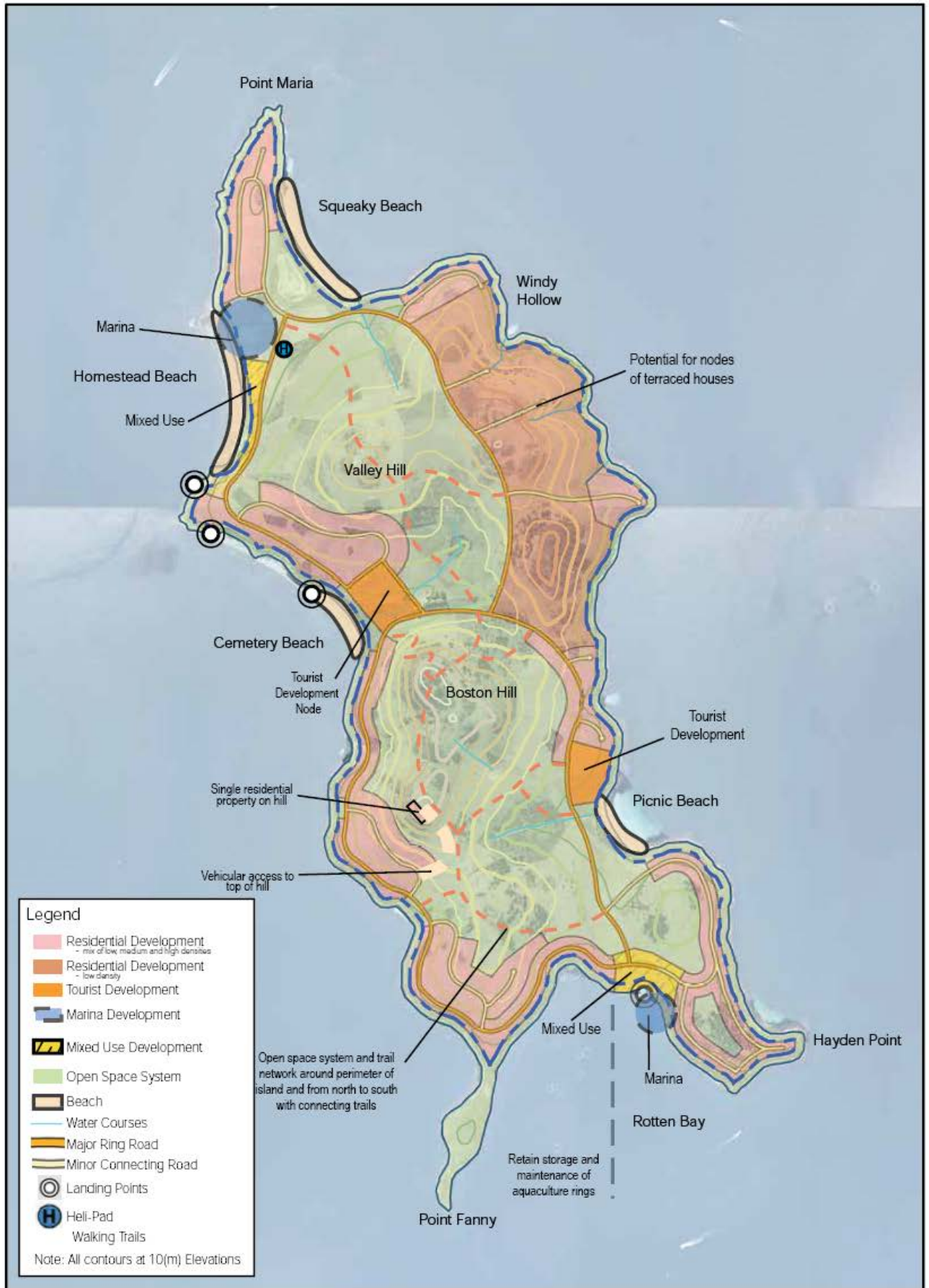


© QED Pty Ltd 2006



NRM Zone: Eyre Peninsula  
 Surface Water Basin: Eyre Peninsula  
 Groundwater Aquifer: Fractured Rocks - Cambrian and Precambrian (Quartzite, sandstone, limestone, dolomite, slate, marble, siltstone, phyllite, schist, gneiss)

# Map 3 Boston Island Concept Plan



May 2006

Data Source: Department for Environment and Heritage, Department of Water, Land and Biodiversity, TransportSA, QED pty ltd.



© QED pty ltd 2006

NRM Zone: Eyre Peninsula  
Surface Water Basin: Eyre Peninsula

Groundwater Aquifer: Fractured Rocks - Cambrian and Precambrian (Quartzite, sandstone, limestone, dolomite, slate, marble, siltstone, phyllite, schist, gneiss)

0 125 250 500 750 1,000 Metres  
Scale 1:7,500



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

**Boston Island**

**Approval Development Plan Amendment**

**By the Minister**

**THE AMENDMENT**





# Development Act 1993

## Amendment Instructions Table – Development Plan Amendment

<b>Name of Local Government Area: Land Not Within a Council Area (Coastal Waters)</b>						
<b>Name of Development Plan(s): Land Not Within a Council Area (Coastal Waters) Development Plan</b>						
<b>Name of DPA: Boston Island Development Plan Amendment</b>						
<p><i>These amendment instructions are based on the Land Not Within a Council Area (Coastal Waters) Development Plan dated 9 July 2009. If this Development Plan has been updated in the meantime, it is possible that the numbering cited here does not match the new version.</i></p> <p><i>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.</i></p>						
Amendment Instruction Number	OBJECTIVE (OBJ) PRINCIPLE OF DEVELOPMENT CONTROL (PDC) DESIRED STATEMENT (DCS) MAP/TABLE No OTHER (SPECIFY)	Method of change. • DELETE1 • REPLACE • INSERT	Renumbering required (Y/N)	Subsequent Policy references requiring update (Y/N) if yes please specify.		
<b>REGIONAL OR METROPOLITAN PROVISIONS (including figures and illustrations contained in the text)</b>						
N/A						
<b>COUNCIL WIDE PROVISIONS (including figures and illustrations contained in the text)</b>						
1	PDC 56 (non-complying development – Coastal Waters)	Insert the following after 'Advertisements': , except in the Boston Island Zone'.	No	No		
<b>ZONE AND/OR POLICY AREA PROVISIONS (including figures and illustrations contained in the text)</b>						
2	Zone	Insert the contents of Attachment A following the Aquaculture Zone.	No	No		
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps &amp; Policy Area Maps)</b>						
3	Maps	Delete Maps LNWCA(CW)/7 and 8, and insert the contents of Attachment B.	No	No		





# **Attachment A**

## Boston Island Zone



# BOSTON ISLAND ZONE

## Introduction

The desired character, objectives and principles of development control that follow apply in the Boston Island Zone shown on Map LNWCA (CW)/18. They are additional to those expressed for the whole of the Land Not Within a Council Area (Coastal Waters) Development Plan.

## Desired Character

To deliver an island environment that will provide coastal residential, recreational, tourism and marina opportunities that embrace an island lifestyle, create a destination with wide appeal, and captures the uniqueness of the island's setting and accessibility to Port Lincoln.

Due to the island's isolation from the mainland, it will be important to achieve a high level of self-sufficiency, where buildings and supporting infrastructure are sited and designed in a manner that responds sensitively and sustainably to the Island's natural features, habitats and landscape.

The aquaculture industry uses the coastal waters surrounding the island, including for shellfish cultivation. Development will avoid adverse impacts on the marine environment and thereby ensure the long-term presence of the aquaculture industry, including minimising potential nuisance to aquaculture lease areas and related operations as a result of access to and from the Island.

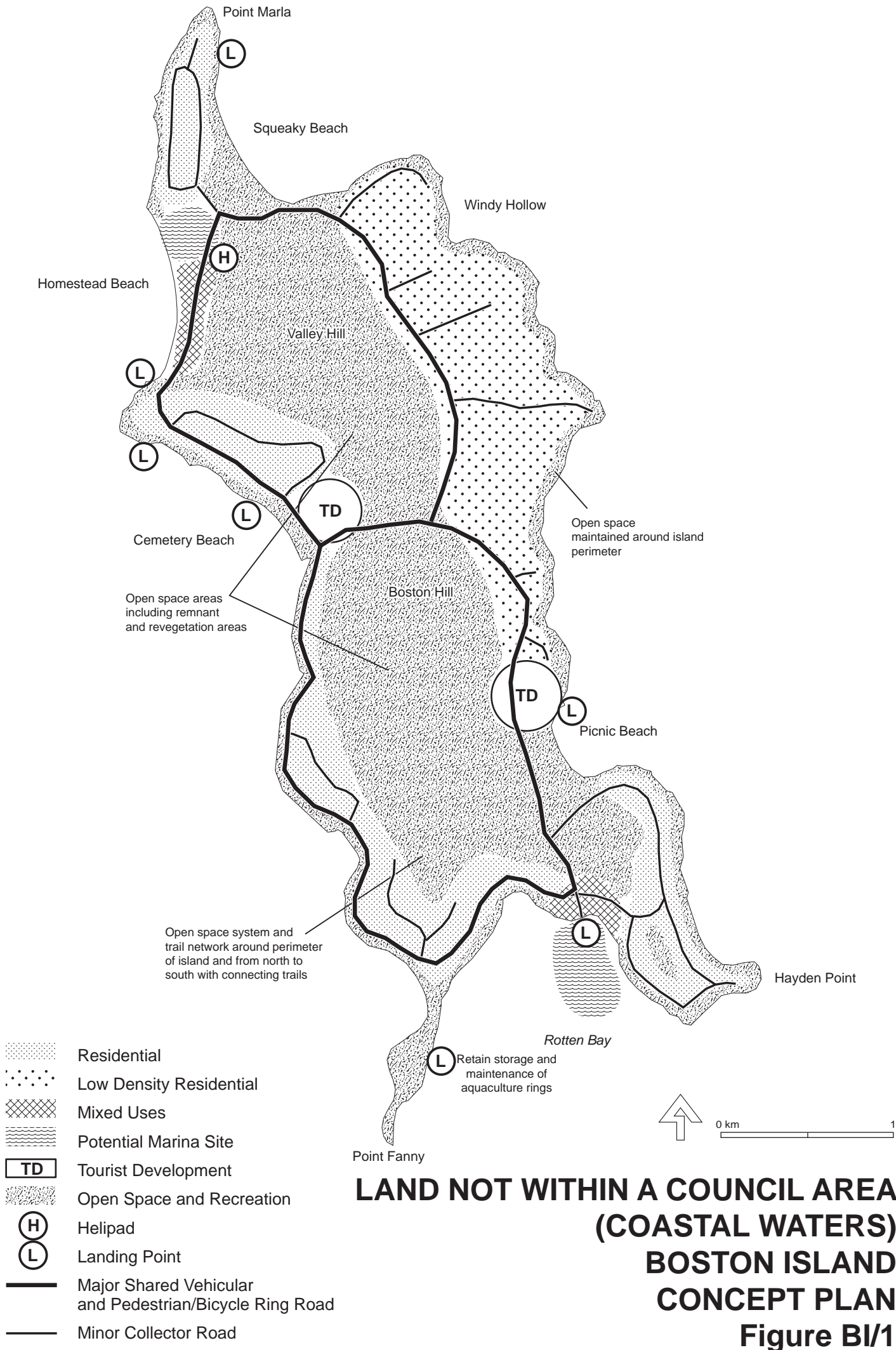
Development and other activities will be based around five Policy Areas (Residential; Tourism Development; Mixed Use; Coastal Open Space and Recreation; and Hills Open Space) to:




- establish activity nodes incorporating a range of community, business, tourism and residential activities in association with major landing facilities for the arrival and departure of people and goods
- facilitate continuous access by residents and visitors along the island's coastline and through its interior to points of interest and scenic lookouts via a combination of roads (including a shared vehicular/pedestrian ring road) and linked pedestrian/bicycle networks
- conserve areas of remnant native vegetation and create opportunities to link these areas through additional plantings, particularly through the island's core and coastal areas
- ensure that development in areas set aside primarily for open space and conservation purposes contributes to the functioning of the Island and its appeal as a destination, and is sensitively and unobtrusively incorporated into the landscape
- encourage higher density housing and housing choice within and around mixed use activity nodes and on the western side of the island to facilitate access to Port Lincoln and the mainland
- maximise views towards the coast or landscape features within the island's interior.

The island contains a number of small, residentially sized allotments with frontage or direct access to the coast. Development will result in the reconfiguration of these allotments to reduce the total number of allotments with frontage or direct access to the coast, and facilitate the establishment of a coastal park.

## OBJECTIVES

- Objective 1:** A zone accommodating a range of residential dwelling, tourist accommodation and recreation areas.
- Objective 2:** Development that is of a high architectural standard that sets Boston Island apart as a premier tourism and residential destination.
- Objective 3:** Development that is in accordance with the Concept Plan Figure BI/1.
- Objective 4:** Development that contributes to the desired character of the zone.



-  Residential
-  Low Density Residential
-  Mixed Uses
-  Potential Marina Site
-  Tourist Development
-  Open Space and Recreation
-  Helipad
-  Landing Point
-  Major Shared Vehicular and Pedestrian/Bicycle Ring Road
-  Minor Collector Road



## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1** Development of Boston Island should be in accordance with the Desired Character statement and Boston Island Concept Plan Figure BI/1.

## **ORDERLY AND SUSTAINABLE DEVELOPMENT**

### **OBJECTIVES**

- Objective 5.** Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- Objective 6.** Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- Objective 7.** Development that does not jeopardise the continuance of adjoining authorised land uses.
- Objective 8.** Development that does not prejudice the achievement of the provisions of the Development Plan.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 2** Development should not prejudice the development of the zone for its intended purpose.
- 3** Development should provide for the ongoing servicing of activities and land management of Boston Island.
- 4** The economic base of the region should be expanded in a sustainable manner.
- 5** Development should be located and staged to achieve the economic provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 6** Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.
- 7** Development should not occur without the provision of adequate utilities and services such as electricity supply, water supply, drainage and stormwater systems, waste disposal and formed all weather public roads.
- 8** Where on-site rainwater collection is the only source of water, development should only proceed if sufficient roof area and rainwater storage is provided for an adequate and reliable on-site potable year-round water supply, and in the case of buildings intended for human habitation allow for the capture and storage of at least 22,500 litres per bedroom (in addition to 10,000 litres for fire fighting use).
- 9** Development should be connected to common wastewater collection, treatment and disposal/reuse systems in preference to on-site collection and disposal systems.

## **LAND DIVISION**

### **OBJECTIVES**

- Objective 9.** 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.
- Objective 10.** Land division that creates allotments appropriate for the intended use.
- Objective 11.** Land division layout that is optimal for energy efficient building orientation.

**Objective 12.** 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.

**Objective 13.** The division of land to provide for the management of common areas and public land created by such a division.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

**10** When land is divided:

- (a) stormwater should be captured and stored to achieve water sensitive design
- (b) a sufficient water supply should be made available to each allotment
- (c) provision should be made for the disposal of wastewater, sewage and other effluent from each allotment without risk to health or the environment.

**11.** 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) where 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) the area is not connected to a reticulated common water supply and it cannot be demonstrated that the proposed development can capture and store sufficient water to fully cater for the demands of the use of the intended development
- (h) the intended use of the land would be contrary to the zone or policy area objectives.

**12.** Land division should be designed to ensure that areas of native vegetation:

- (a) are not fragmented or reduced in size
- (b) do not need to be cleared as a consequence of subsequent development.

**13.** 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 between potentially conflicting land uses and/or zones and/or policy areas
- (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.

**14.** 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) maximises coastal and landscape views;
- (e) does not require the removal of native vegetation to facilitate that development
- (f) will not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality.

**15.** The layout of a land division should provide for efficient solar access.

**16.** The arrangement of roads, allotments, reserves and open space should enable the provision of a storm water drainage system that:

- (a) contains and retains all watercourses, drainage lines and native vegetation
- (b) incorporates retention and/or detention devices to maintain the volume and rate of run-off to pre-development levels;
- (c) enhances amenity
- (d) integrates with the open space system and surrounding area.

**17.** Road reserves should be of a width and alignment that can:

- (a) provide for safe and convenient movement and parking of projected volumes of vehicles and other users
- (b) provide for footpaths, cycle lanes and shared-use paths for the safety and convenience of residents and visitors
- (c) allow vehicles to enter or reverse from an allotment or site in a single movement allowing for a car parked on the opposite side of the street

- (d) accommodate street tree planting, landscaping and street furniture
- (e) accommodate the location, construction and maintenance of stormwater drainage and public utilities
- (f) provide unobstructed, safe and efficient vehicular access to individual allotments and sites
- (g) allow for the efficient movement of service and emergency vehicles
- (h) form bushfire breaks.

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

## **RESIDENTIAL DEVELOPMENT**

### **OBJECTIVES**

**Objective 14.** Safe, convenient, pleasant and healthy-living environments that meet the needs and preferences of the community.

**Objective 15.** Higher density housing located within and adjacent to the Mixed Use Policy Area.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

**19.** Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:

- (a) seascape and landscape views, and coastal access
- (b) the siting and construction of a dwelling and associated ancillary outbuildings
- (c) the provision of landscaping and private open space
- (d) convenient and safe vehicle access and off street parking
- (e) passive energy design
- (f) minimise adverse impacts on adjoining allotments

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

**21.** The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:

- (a) ground-level private open space
- (b) upper-level private balconies that provide the primary open space area for any dwelling
- (c) windows of habitable rooms, particularly living areas
- (d) access to solar energy.

**22.** Garages, carports and outbuildings should be attached to and have a roof form and pitch, building materials and detailing that complement the associated dwelling, and form part of the rainfall collection and storage system.

**23.** Garages and carports facing the street should not dominate the streetscape.



- 24.** 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.
- 25.** 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) rainwater storage
  - (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 and disposal of household garbage and recycling receptacles
- 26.** Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the likely needs of the occupant(s), the location of the dwelling, and the dimension and gradient of the site.
- 27.** Site facilities for group dwellings and residential flat buildings should include:
- (a) mail box facilities sited close to the major pedestrian entrance to the site
  - (b) bicycle parking for residents and visitors
  - (c) 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.
- 28.** Direct overlooking of habitable room windows and the useable private open spaces of other dwellings from windows of upper-level habitable rooms and external balconies, terraces and decks should be minimised by:
- (a) building layout
  - (b) location and design of windows and balconies
  - (c) screening devices
  - (d) landscaping
  - (e) adequate separation.
- 29.** Permanently fixed external screening devices should be designed and coloured to blend with the associated building's external material and finishes.
- 30.** On-site parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings

- (b) proximity to centre facilities and public transport within walking distance of the dwellings
- (c) the anticipated mobility and transport needs of the likely occupants particularly groups such as aged persons
- (d) availability of on-street car parking.

31. On-site visitor car parks should be designed and located to ensure that they are not sited behind locked garages and are accessible to visitors at all times.

## **TOURISM DEVELOPMENT**

### **OBJECTIVES**

- Objective 16.** Environmentally sustainable and innovative tourism development.
- Objective 17.** Tourism development that assists in the conservation, interpretation and public appreciation of significant natural and cultural features including State or local heritage places.
- Objective 18.** Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.
- Objective 19.** Tourism development that protects areas of exceptional natural value, allows for appropriate levels of visitation, and demonstrates a high quality environmental analysis and design response which enhances environmental values.
- Objective 20.** Tourism development that contributes to local communities by adding vitality to neighbouring townships, regions and settlements.
- Objective 21.** 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**

32. Tourism development and any associated activities should not damage or degrade any significant natural and cultural features.
33. 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.
34. Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.
35. 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.
36. Advertisements associated with tourism developments should:
- (a) not exceed 0.5 square metres in area for each display
  - (b) be limited to no more than two per site
  - (c) be located on the same site as the tourist development
  - (d) not be internally illuminated.

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

## **SITING AND VISIBILITY**

### **OBJECTIVE**

**Objective 22.** Protection of scenically attractive areas, particularly natural, rural and coastal landscapes.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

40. 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.
41. Buildings in undulating landscapes should be sited with care and should be generally located below the ridgeline.
42. 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.
43. The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.
44. Development should be visually softened through landscaping using locally indigenous plant species.

## **DESIGN AND APPEARANCE**

### **OBJECTIVES**

**Objective 23.** Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

**Objective 24.** Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 45.** 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.
- 46.** Where a building is sited on or close to a side boundary, the side boundary wall should be located 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.
- 47.** The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare.
- 48.** 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.
- 49.** Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 50.** Development should be designed and sited so that outdoor storage and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 51.** 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.

## **SLOPING LAND**

### **OBJECTIVE**

**Objective 25.** Development on sloping land designed to minimise environmental and visual impacts and protect soil stability and water quality.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 52.** 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.

- 53.** 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.
- 54.** Driveways and access tracks across sloping land should be accessible and have a safe, all-weather trafficable surface.
- 55.** Development sites should not be at risk of landslip.
- 56.** Development on steep land should include site drainage systems to minimise erosion and avoid adverse impacts on slope stability.
- 57.** 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.

## **LANDSCAPING, FENCES AND WALLS**

### **OBJECTIVES**

- Objective 26.** The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species.
- Objective 27.** Functional fences and walls that enhance the attractiveness of development.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 58.** 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 (e.g. taller and broader plantings against taller and bulkier building components)
  - (b) enhance the appearance of road frontages
  - (c) screen service yards, loading areas and outdoor storage areas
  - (d) minimise maintenance and watering requirements
  - (e) enhance and define outdoor spaces, including car parking areas
  - (f) maximise shade and shelter
  - (g) assist in climate control within and around buildings
  - (h) minimise heat absorption and reflection
  - (i) maintain privacy
  - (j) maximise stormwater re-use

- (k) complement existing vegetation, including native vegetation
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation.

**59.** Landscaping should:

- (a) include the planting of locally indigenous species
- (b) be oriented towards the street frontage
- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

**60.** Landscaping should not:

- (a) unreasonably restrict solar access to adjoining development
- (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding
- (c) introduce pest plants
- (d) increase the risk of bushfire
- (e) remove opportunities for passive surveillance
- (f) increase leaf fall in watercourses
- (g) increase the risk of weed invasion.

**61.** 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.

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

## TRANSPORTATION AND ACCESS

### OBJECTIVES

- Objective 28.** A comprehensive, integrated, affordable and efficient air, 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) have minimal negative environmental and social impacts
  - (d) maintain options for the introduction of suitable new transport technologies.
- Objective 29.** 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.
- Objective 30.** Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 63** Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.
- 64** Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 65** Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.
- 66** Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 67** Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.
- 68** 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.
- 69** Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
- (a) showers, changing facilities, secure lockers and toilets
  - (b) signage indicating the location of bicycle facilities.

- 70** Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guide's to Traffic Engineering Practice Part 13.
- 71** Cycling facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guide's to Traffic Engineering Part 14.
- 72** Development should be provided with safe and convenient access which:
- (a) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
  - (b) is located and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 73** Development should not restrict access to publicly owned land.
- 74** 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 the relevant Australian Standard AS 2890 Parking facilities.
- 75** Buildings should be sited and designed to provide convenient access for people with a disability.
- 76** Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

## **ENERGY EFFICIENCY**

### **OBJECTIVE**

**Objective 31.** Development designed, and sited to conserve energy and minimise waste.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 77** Development should provide for efficient solar access to buildings and open space all year around.
- 78** Buildings should be sited and designed to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings.
- 79** Roof orientation and pitch should facilitate the efficient use of solar hot water services and photovoltaic cells.
- 80** Public infrastructure, including lighting and telephones, should be designed to generate and use renewable energy.



## HAZARDS

### OBJECTIVES

- Objective 32.** Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- Objective 33.** Development located and designed to minimise the risks to safety and property from flooding.
- Objective 34.** Development located to minimise the threat and impact of bushfires on life and property.
- Objective 35.** The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulphate soils.
- Objective 36.** Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.
- Objective 37.** 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.
- Objective 38.** 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

- 81.** Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 82.** Development should be designed and sited to minimise the threat and impact of bushfires on life and property while protecting the natural and rural character.

#### Flooding

- 83.** Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 84.** 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.
- 85.** Development, including earthworks associated with development, should not do any of the following:
- (a) impede the flow of floodwaters through the land or other surrounding land
  - (b) increase the potential hazard risk to public safety of persons during a flood event
  - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
  - (d) cause any adverse effect on the floodway function

- (e) increase the risk of flooding of other land
- (f) obstruct a watercourse.

## **Bushfire**

The following bushfire protection principles of development control apply to development of land identified as Medium Bushfire Risk as shown on the Figure LNWCA(CW) BPA/1.

- 86.** 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.
- 87.** Residential, tourist accommodation and other habitable buildings should:
- (a) be sited on the flatter portion of allotments and avoid steep slopes, especially upper slopes, narrow ridge crests and the tops of narrow gullies, and slopes with a northerly or westerly aspect
  - (b) be sited in areas with low bushfire hazard vegetation and set back at least 20 metres from existing hazardous vegetation
  - (c) have a dedicated water supply comprising a minimum of 10,000 litres available at all times for fire fighting which is located adjacent to the building or in another convenient location of the allotment accessible to fire fighting vehicles.
- 88.** 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.
- 89.** 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.
- 90.** 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
- 91.** 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.
- 92.** Road reserves and other land uses such as open space should be designed and sited to form major bushfire breaks.



 Medium Bushfire Risk

**LAND NOT WITHIN A COUNCIL AREA  
(COASTAL WATERS)  
BOSTON ISLAND  
BUSHFIRE PROTECTION AREA  
FIGURE LNWCA(CW) BPA/1**

### **Acid Sulfate Soils**

- 93.** Development and activities, including excavation and filling of land, that may lead to the disturbance of potential or actual acid sulfate soils 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.

### **Site Contamination**

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

### **Containment of Chemical and Hazardous Materials**

- 95.** 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.
- 96.** Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:
- (a) discharge of polluted water from the site
  - (b) contamination of land
  - (c) airborne migration of pollutants
  - (d) potential interface impacts with sensitive land uses.

### **Landslip**

- 97.** 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.
- 98.** 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.
- 99.** 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.

## **NATURAL RESOURCES**

### **OBJECTIVES**

- Objective 39.** Retention, protection and restoration of the natural resources and environment.
- Objective 40.** Protection of the quality and quantity of South Australia's surface waters, including inland, marine and estuarine, and underground waters.
- Objective 41.** The ecologically sustainable use of natural resources including water resources, including marine waters, ground water, surface water and watercourses.
- Objective 42.** Development consistent with the principles of water sensitive design.
- Objective 43.** Development sited and designed to:
- (a) maximise the harvest and use of stormwater
  - (b) protect stormwater from pollution sources
  - (c) protect water quality, including receiving waters
  - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
  - (e) minimise the loss and disturbance of native vegetation.
- Objective 44.** Storage and use of stormwater which avoids adverse impact on public health and safety.
- Objective 45.** Native flora, fauna and ecosystems protected, retained, conserved and restored.
- Objective 46.** Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- Objective 47.** Minimal disturbance and modification of the natural landform.
- Objective 48.** Protection of the physical, chemical and biological quality of soil resources.
- Objective 49.** Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- Objective 50.** Protection of the scenic qualities of natural and rural landscapes.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 100.** Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity and scenically attractive areas.
- 101.** Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.
- 102.** Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, estuaries, wetlands and significant seagrass and mangrove communities.

- 103.** Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 104.** Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.
- 105.** Development should not take place if it may result in over exploitation of surface or underground water resources.
- 106.** 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 stormwater from pollution sources
  - (e) protect and enhance natural water flows
  - (f) protect water quality by providing adequate separation distances from watercourses and other water bodies
  - (g) not contribute to an increase in salinity levels
  - (h) avoid the water logging of soil or the release of toxic elements
  - (i) 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.
- 107.** 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.
- 108.** Development should have adequate provision to control any stormwater over-flow run-off from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 109.** Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure downstream systems are not overloaded.
- 110.** 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.
- 111.** Development should include stormwater management systems to protect it from damage during a minimum of a 1 in 100 year average return interval flood.
- 112.** Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

- 113.** Stormwater management systems should maximise the potential for stormwater harvesting and reuse, including aquifer recharge, either on-site or as close as practicable to the source.
- 114.** 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) harvest water via the collection of roof water in tanks or water catchment detention and retention facilities.
- 115.** Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 116.** Artificial wetland systems, including detention and retention basins should be located and designed to:
- (a) ensure public health and safety is protected, particularly in regard to high velocity drainage points and access to water bodies
  - (b) minimise potential health risks from exposure to mosquitoes.
- 117.** 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.
- 118.** 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.
- 119.** 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 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.
- 120.** 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) protect the needs of downstream users
  - (e) minimise in-stream or riparian vegetation loss
  - (f) incorporate features to improve water quality (e.g. wetlands and floodplain ecological communities)
  - (g) protect ecosystems dependent on water resources.
- 121.** Irrigated horticulture and pasture should not increase groundwater-induced salinity

- 122. Development should comply with the current *Environment Protection (Water Quality) Policy*.
- 123. Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.
- 124. 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.
- 125. 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.
- 126. 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 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.
- 127. 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.
- 128. Development should not have an adverse impact on the natural, physical, chemical or biological quantity and characteristics of soil resources.
- 129. Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase and following commencement of an activity.

## **BULDING NEAR AIRFIELDS**

### **OBJECTIVE**

- Objective 51.** 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**

- 130. The height and location of buildings and structures should not adversely affect the long-term operational, safety and commercial aviation requirements of airfields, including the Port Lincoln Airport, and helicopter landing sites.
- 131. Development in the vicinity of airfields and helicopter landing sites 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,
- 132.** Lighting within 6 kilometres of an airport should be designed so that it does not pose a hazard to aircraft operations.
- 133.** Development that is likely to increase the attraction of birds should not be located within three kilometres of an airport used by commercial aircraft. If located closer than three kilometres the facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft.
- 134.** Development within areas affected by aircraft noise should be consistent with Australian Standard AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

## **ADVERTISEMENTS**

### **OBJECTIVES**

- Objective 52.** Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- Objective 53.** Advertisements and/or advertising hoardings that do not create a hazard.
- Objective 54.** Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 135.** The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
- (a) consistent with the predominant character of the urban or rural landscape
  - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
  - (c) coordinated with and complement the architectural form and design of the building they are to be located on.
- 136.** 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.
- 137.** 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.
- 138.** The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 139.** 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.
- 140.** Advertisements and/or advertising hoardings should not be erected on:
- (a) a public footpath or veranda post
  - (b) a road, median strip or traffic island
  - (c) a vehicle adapted and exhibited primarily as an advertisement
  - (d) residential land, unless erected to fulfil a statutory requirement or as a complying type of advertisement or advertising hoarding associated with the residential use of the land.
- 141.** 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.
- 142.** Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
- (a) have a clearance over a footway to allow for safe and convenient pedestrian access
  - (b) where erected on the side of a veranda, not exceed the width of the veranda or project from the veranda
  - (c) where erected on the front of a veranda, not exceed the length of the veranda or project from the veranda
  - (d) where projecting from a wall, have the edge of the advertisement or advertising hoarding abutting the surface of the wall.
- 143.** Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 144.** 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.
- 145.** Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.

### **Non-complying Development**

- 146.** The following kinds of development are **non-complying**:
- (a) outside of the Coastal Open Space and Recreation Policy Area:
    - Dwelling and other habitable building not connected to a common effluent disposal system except in the Hills Open Space Policy Area when connected to an on-site effluent disposal system incorporating soakage trenches or a similar system located not less than 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 one metre
- (b) the nearest boundary of any erosion buffer determined in accordance with the relevant provisions in this Development Plan

General Industry (except for mineral processing)

Land division creating additional allotments in the Hills Open Space Policy Area

Special Industry

- (b) in the Coastal Open Space and Recreation Policy Area:

- |  |   |
|--|---|
| Bus depot  | Motel   |
| Caravan park   | Motor repair station  |
| Cemetery   | Nursing home  |
| Commercial forestry  | Office  |
| Community centre   | Petrol filling station  |
| Consulting room  | Place of worship  |
| Crematorium  | Pre-school  |
| Dairy  | Prescribed mining operations  |
| Dam  | Public service depot  |
| Dwelling   | Residential flat building   |
| Educational establishment  | Road transport terminal   |
| Farming  | Service trade premises  |
| Fuel depot   | Shop or group of shops, except where<br>the gross leasable area is less<br>than 80 square metres. |
| Horse keeping  | Stadium   |
| Horticulture   | Stock sales yard  |
| Hospital   | Stock slaughter works   |
| Hotel  | Store   |
| Industry   | Tourist accommodation   |
| Intensive animal keeping   | Warehouse   |
| Land division except where both of the<br>following apply:   | Waste reception, storage, treatment or<br>disposal  |
| (a) no additional allotments are<br>created wholly or partly within<br>the policy area                     | Water tank  |
| (b) there is no increase in the<br>number of allotments with<br>frontage or direct access to<br>the coast. | Wrecking yard   |

# RESIDENTIAL POLICY AREA

## Introduction

The objectives and principles of development control that follow apply in the Residential Policy Area shown on Map LNWCA (CW)/19. They are additional to those expressed for the whole of the Land Not Within a Council Area (Coastal Waters) Development Plan and the Boston Island Zone.

## OBJECTIVES

- Objective 1:** A residential policy area comprising a range of dwelling types and styles.
- Objective 2:** Higher dwelling densities in close proximity to mixed use activity nodes.
- Objective 3:** Development that takes advantage of the natural and seascape views and environment.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

1 The following forms of development are envisaged in the Residential Policy Area:

- dwelling
- carport or garage
- domestic outbuilding
- marina
- pergola in association with a dwelling
- supported accommodation
- small scale non-residential uses that serve island residents and visitors
- tourist development, including a range of accommodation types

### Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the zone and Concept Plan Figure BI/1.
- 3 Dwellings should be designed within the following parameters:

Application	Value
Minimum setback from primary road frontage	6 metres
Minimum setback from secondary road frontage	4 metres
Minimum setback from rear boundary	4 metres
Maximum site coverage	60 percent
Minimum area of private open space	24 square metres
On-site car parking spaces	1 space

### Land Division

- 4 Land should not be divided to create allotments smaller than 300 square metres area.
- 5 Allotments for residential purposes should be staged to ensure that allotments are not created substantially in advance of demonstrated need.
- 6 Land division should assist in the reconfiguration of existing allotments in the Coastal Open Space and Recreation Policy Area to reduce the number of allotments with direct frontage or access to the coast.

# **TOURISM DEVELOPMENT POLICY AREA**

## **Introduction**

The objective and principles of development control that follow apply in the Tourism Development Policy Area shown on Map LNWCA (CW)/19. They are additional to those expressed for the whole of the Land Not Within a Council Area (Coastal Waters) Development Plan and the Boston Island Zone.

## **OBJECTIVE**

**Objective 1:** A policy area primarily accommodating tourist accommodation and facilities.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

- 1 Development should be in accordance with the desired character statement and Concept Plan Figure BI/1.
- 2 The following forms of development are envisaged in the Tourism Development Policy Area:
  - cabin style accommodation
  - camp ground / caravan park
  - convention centre
  - hotel
  - marina
  - motel
  - restaurant
  - serviced apartment
  - tourist accommodation

# MIXED USE POLICY AREA

## Introduction

The objectives and principles of development control that follow apply in the Mixed Use Policy Area shown on Map LNWCA (CW)/19. They are additional to those expressed for the whole of the Land Not Within a Council Area (Coastal Waters) Development Plan and the Boston Island Zone.

## OBJECTIVES

- Objective 1:** A Policy Area accommodating a wide range of retail, office, commercial, industrial, administrative, community, residential, tourist, cultural and entertainment facilities and associated infrastructure, together with public and private land uses associated with the development, management and maintenance of the transport interchange facility appropriate to the needs of the community.
- Objective 2:** Rationalisation of vehicular access, car parking and major pedestrian movement paths to provide a safe, efficient and attractive environment.
- Objective 3:** Development that contributes to the desired character of the zone.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the Mixed Use Policy Area:
  - café
  - convention centre
  - consulting room
  - dwelling
  - emergency services facility
  - fuel depot
  - golf course
  - hospital
  - hotel
  - industry
  - infrastructure facility
  - licensed premise
  - marina
  - meeting room
  - motel
  - office
  - open space
  - petrol filling station
  - public service depot
  - restaurant
  - shop
  - timber yard
  - tourist facility
  - transport terminal
  - warehouse
  - waste transfer depot
  - wharf
- 2 Siting and design of residential development should incorporate interface management techniques so as not to prejudice the use or potential use of adjacent land for non-residential uses.

### Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Development within the policy area should be undertaken in a staged and coordinated manner to minimise land use conflict within the policy area.

# COASTAL OPEN SPACE AND RECREATION POLICY AREA

## Introduction

The objectives and principles of development control that follow apply in the Coastal Open Space and Recreation Policy Area shown on Map LNWCA (CW)/19. They are additional to those expressed for the whole of the Land Not Within a Council Area (Coastal Waters) Development Plan and the Boston Island Zone.

## OBJECTIVES

- Objective 1:** Coastal land protected from development other than for conservation, public recreation activity and public facilities.
- Objective 2:** Preservation and upgrading of the scenic character of the coastal landscape and foreshore areas fronting urban areas, townships or settlements.
- Objective 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.
- Objective 4:** Development that contributes to the desired character of the zone.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the Policy Area:
  - boardwalk
  - coastal protection work
  - community recreation facility directly related to water activities (such as sailing club, boat ramp)
  - conservation work
  - jetty and boat ramp
  - recreation area
  - toilet block
  - barbeque facility
  - public car parking
  - wharf and landing facility
- 2 The provision of facilities should be related to the demand for such facilities so as to prevent oversupply and inappropriate siting.
- 3 Development should be for public purposes and use.
- 4 Development that does not require a coastal location should not be located in the policy area.

### Form and Character

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

- 10** Development including associated roads and parking areas should be protected from sea level rise by ensuring all of the following apply:
- (a) site levels are at least 3.75 metres Australian Height Datum
  - (b) building floor levels are at least 3.75metres Australian Height Datum
  - (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.

**Land Division**

- 11** Land division should only occur where:
- (a) it will facilitate an envisaged use within the policy area
  - (b) no additional allotments are created wholly or partly within the policy area
  - (c) there is no increase in the number of allotments with frontage or direct access to the coast or a reserve including by creation of land under rights of way or community titles.
- 12** When land in the policy area is divided, land should be set aside as reserve.



# HILLS OPEN SPACE POLICY AREA

## Introduction

The objectives and principles of development control that follow apply in the Hills Open Space Policy Area shown on Map LNWCA (CW)/19. They are additional to those expressed for the whole of the Land Not Within a Council Area (Coastal Waters) Development Plan and the Boston Island Zone.

## OBJECTIVES

- Objective 1:** A policy area in which the open space and natural character is preserved.
- Objective 2:** Land within the policy area developed for a range of passive and active outdoor recreation activities, conservation and revegetation, tourist development, and residential development in a parkland setting utilising panoramic coastal views.
- Objective 3:** Development that is of a high standard of design and complements the desired character and use of the zone.
- Objective 4:** A policy area accommodating the needs of infrastructure provision.
- Objective 5:** Development that contributes to the desired character of the policy area.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

- 1 The following forms of development are envisaged in the Hills Open Space Policy Area:
  - cemetery
  - convention centre including tourism accommodation
  - drainage systems, including stormwater retention basins
  - dwelling
  - electricity substation
  - grazing of animals
  - golf course
  - public roads
  - public service depot
  - quarry
  - recreation area
  - restaurant
  - sewerage infrastructure
  - tourist accommodation
  - sporting ground
  - sporting club facility
  - toilet blocks and barbeque facility
  - water treatment plant
  - waste transfer depot
- 2 Development of an island quarry is considered appropriate, provided the proposed location is the best site in regard to minimising loss of amenity, degradation of the landscape and loss of native vegetation and is intended for construction purposes associated with development on Boston Island.

### Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be of a high standard of coordinated design.
- 6 Buildings, site landscaping, paving, car parking and signage should have a coordinated appearance and integrated layout.

- 7 Landscaping, plantings and revegetation should not increase the threat of bushfire to habitable buildings in the Policy Area or in adjoining areas.

#### **Land Division**

- 8 Land division should be limited to the rearrangement or amalgamation of existing allotments to ensure coordinated and efficient site development for uses envisaged in the policy area.
- 9 When land is divided, land should generally be set aside as reserve.

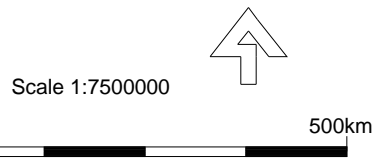
# **ATTACHMENT B**

Maps





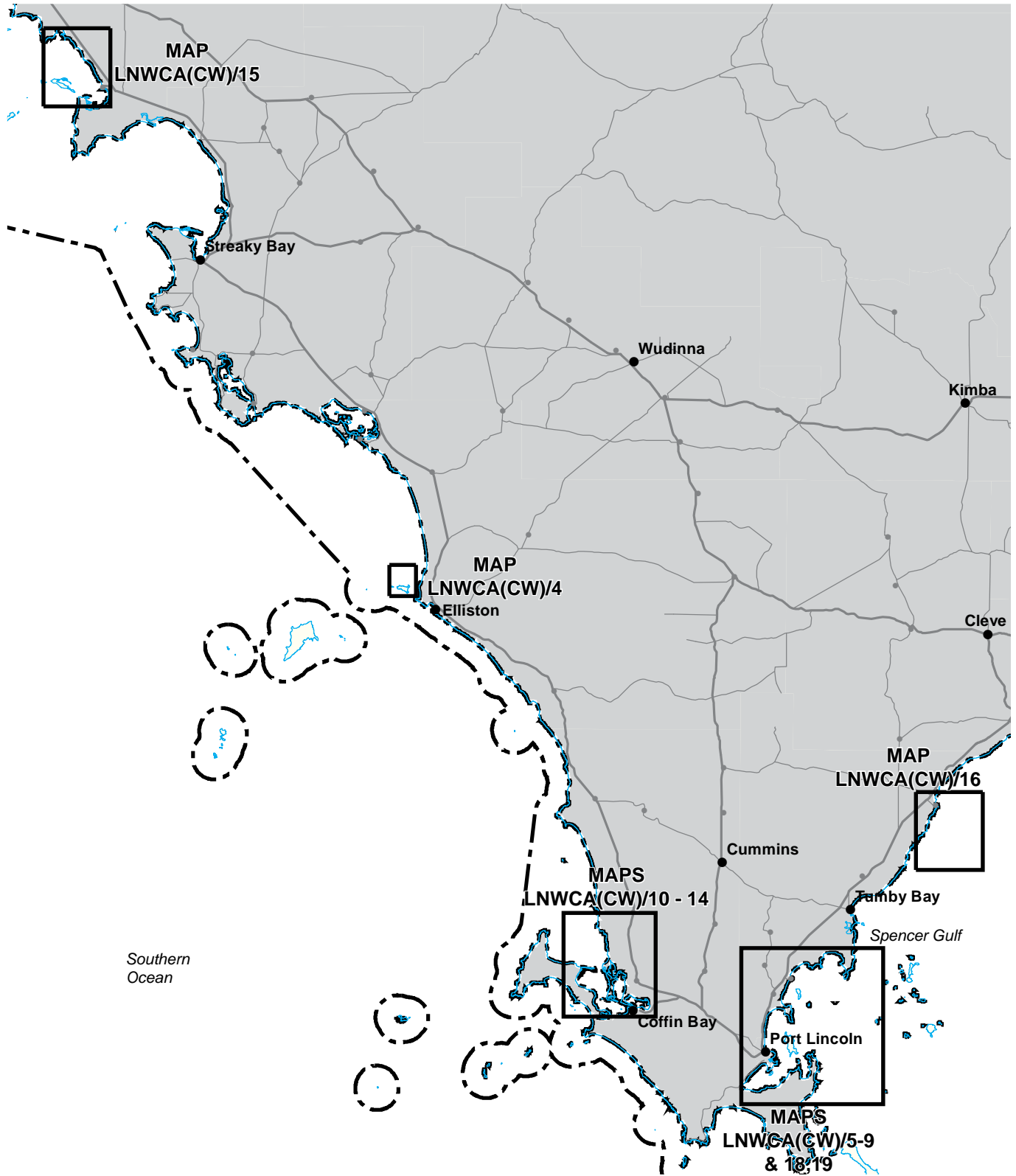
For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area boundaries depicted on or intended to be fixed by Maps LNWCA(CW)/1 to LNWCA(CW)/19 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the 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 boundaries are shown or otherwise as indicated.



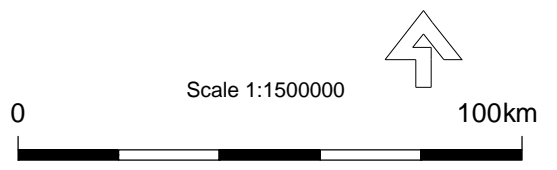
**LAND NOT WITHIN A COUNCIL AREA  
(COASTAL WATERS)  
INDEX  
MAP LNWCA(CW)/A**

— — — — — Development Plan Boundary





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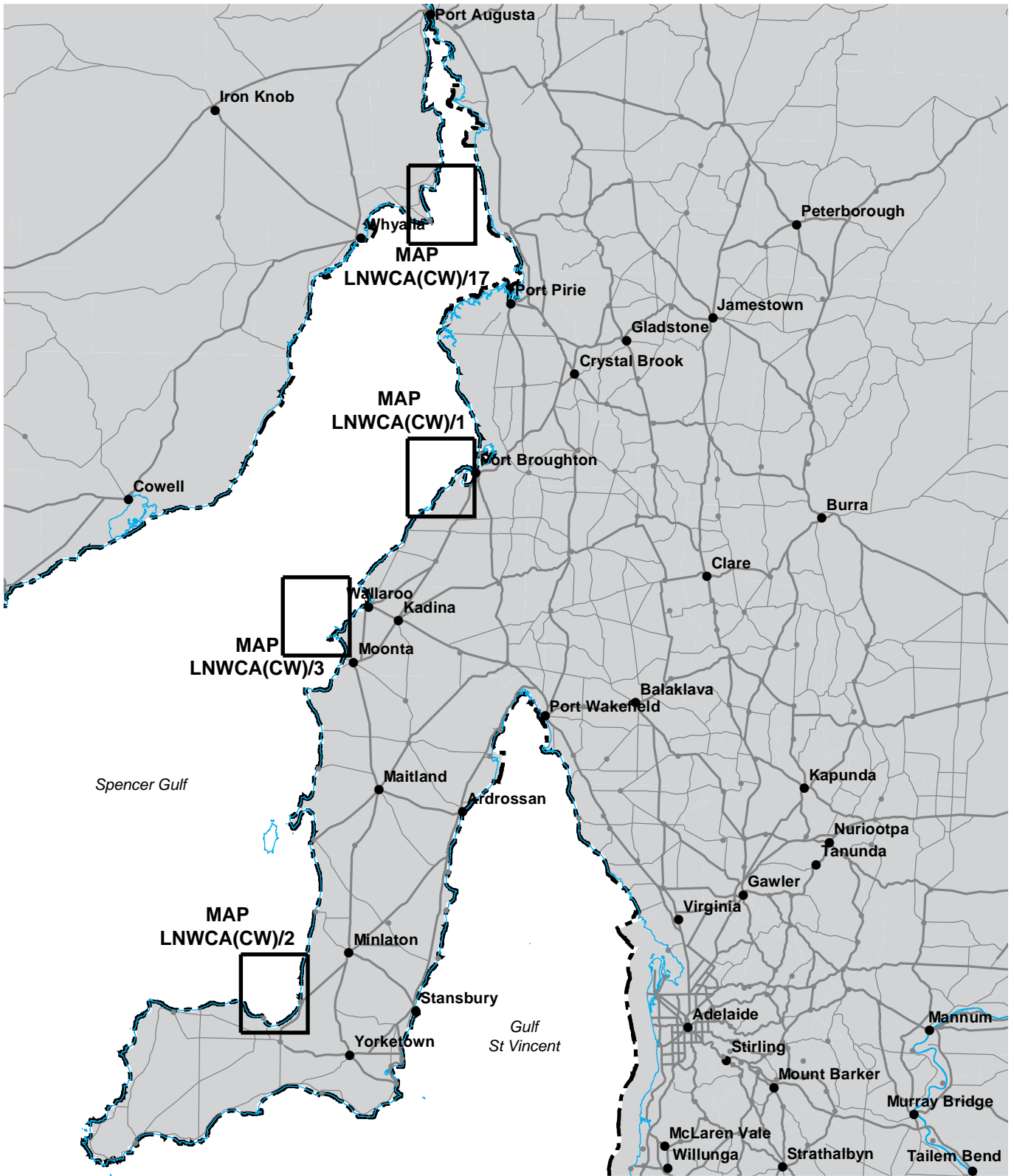


**LAND NOT WITHIN A COUNCIL AREA  
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MAP LNWCA(CW)/B**

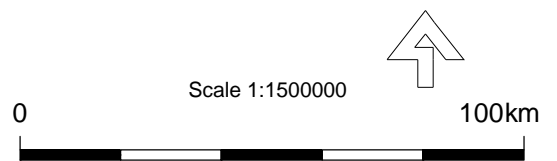
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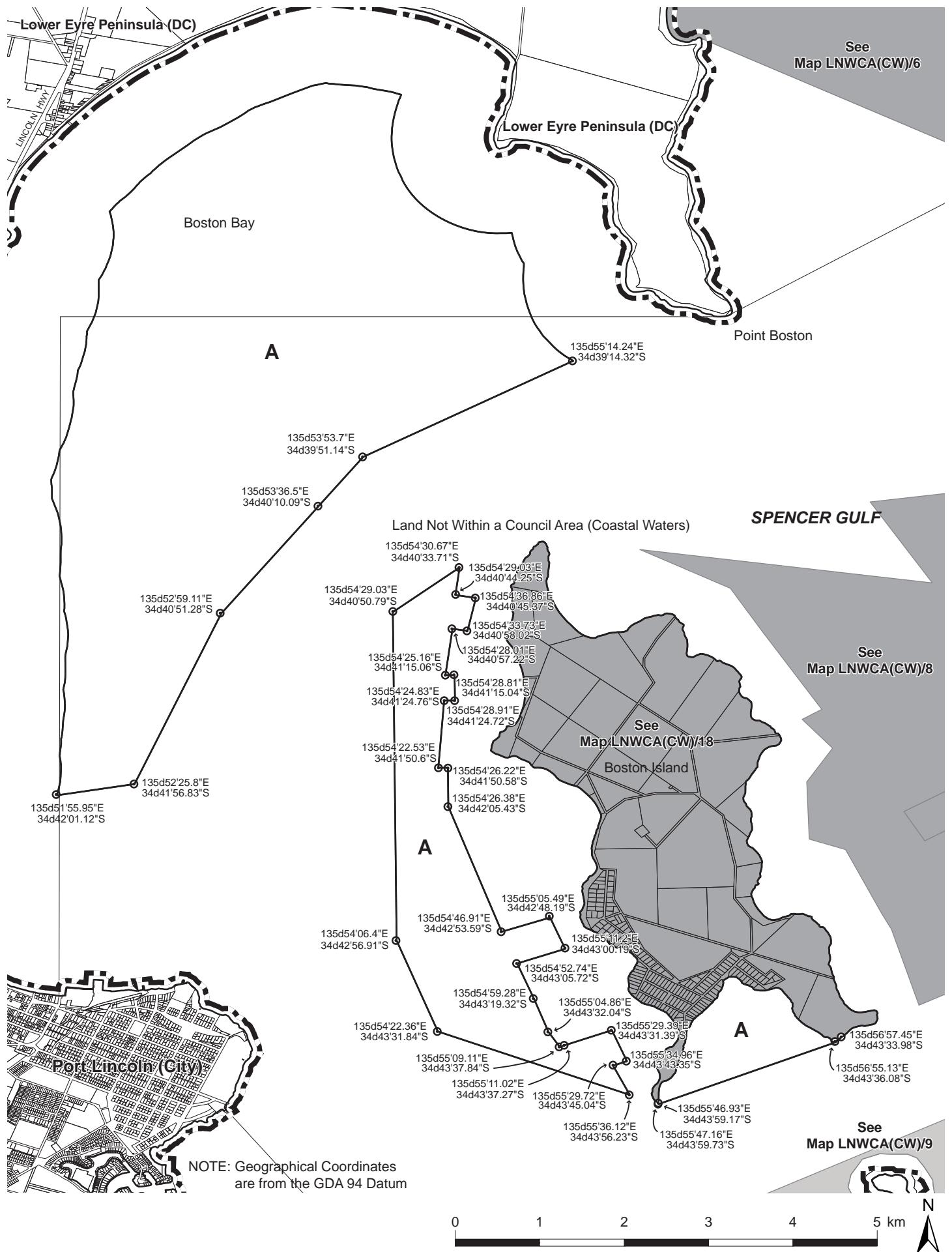
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# LAND NOT WITHIN A COUNCIL AREA (COASTAL WATERS) INDEX MAP LNWCA(CW)/C

— — — — — Development Plan Boundary

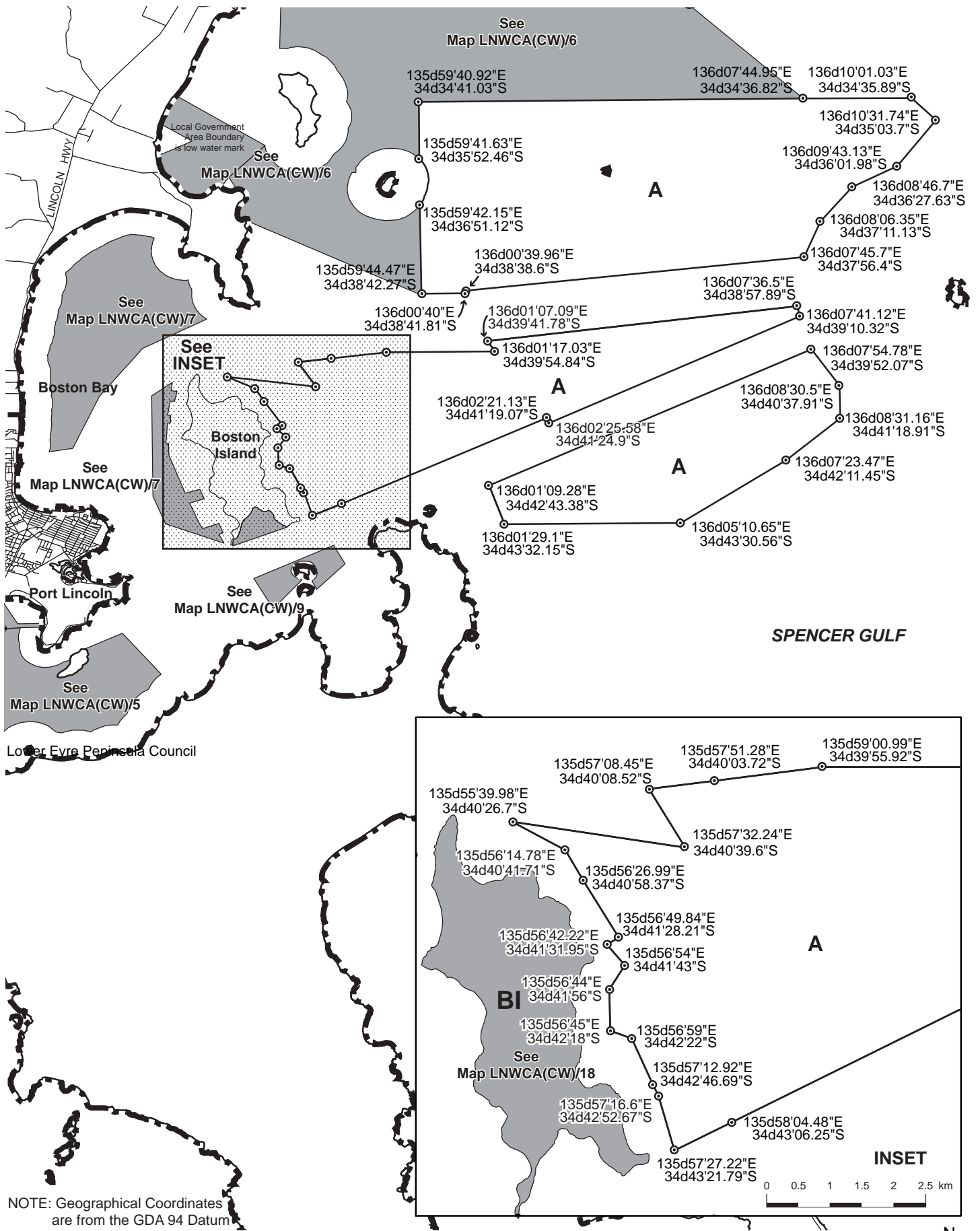




# LAND NOT WITHIN A COUNCIL AREA (COASTAL WATERS) ZONES MAP LNWCA(CW)/7

- A** Aquaculture Zone
- Zone Boundary
- - - Development Plan Boundary



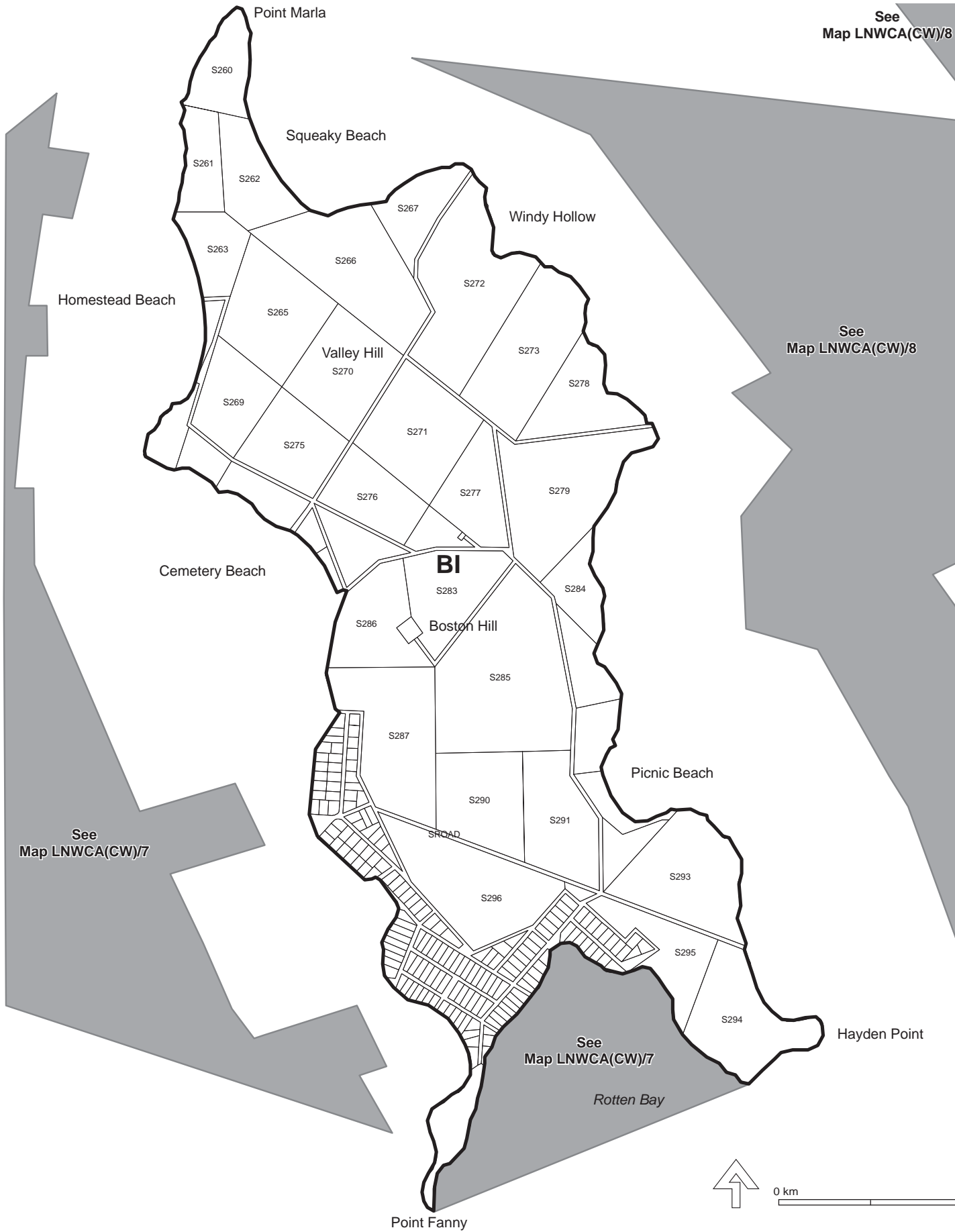


- A Aquaculture Zone
- BI Boston Island
- Zone Boundary
- - - Development Plan Boundary

**LAND NOT WITHIN A COUNCIL AREA  
(COASTAL WATERS) ZONES  
MAP LNWCA(CW)/8**



See  
Map LNWCA(CW)/8



Point Fanny

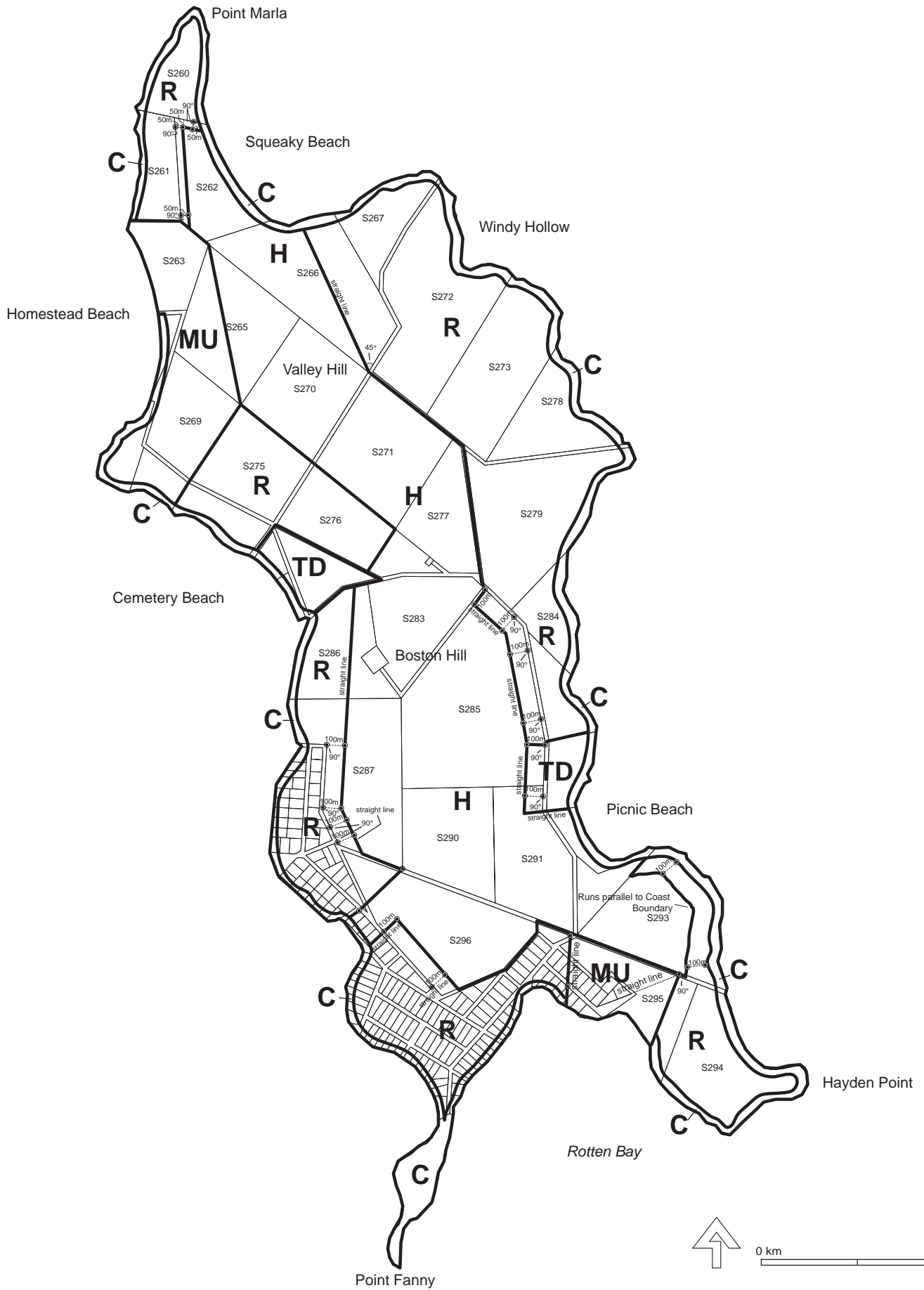
**LAND NOT WITHIN A COUNCIL AREA  
(COASTAL WATERS)  
BOSTON ISLAND  
ZONES  
MAP LNWCA(CW)/18**

NOTE: For Policy Areas See MAP LNWCA(CW)/19

- BI Boston Island
- Zone Boundary







- R Residential Policy Area
- TD Tourism Development Policy Area
- MU Mixed Use Policy Area
- C Coastal Open Space and Recreation Policy Area (defined as the 3.75 metre AHD Contour Line)
- H Hills Open Space Policy Area
- Policy Area Boundary

**LAND NOT WITHIN A COUNCIL AREA  
(COASTAL WATERS)  
BOSTON ISLAND  
POLICY AREAS  
MAP LNWCA(CW)/19**

