

Proposed Dundas South Coast Planning Strategy

KEY GUIDING PRINCIPLES

1. Coastal Character

The strategy's intrinsic coastal character (both terrestrial and maritime) remains enduring, through careful and sensitive spatial planning

2. Community aspirations

The strategy is informed by and reflects community aspirations

3. Natural and Cultural Heritage

- (i) Land use and development respects and does not impinge upon highly-valued places of natural and cultural heritage
- (ii) Native title holders continue to have unfettered access within the strategy area to carry out their customary activities in their traditional manner
- (iii) The overland telegraph line route is to be protected/preserved

4. Land Use

- (i) Land use designations are general in nature, and ought to provide for a range/mix of compatible land use categories (e.g. commercial/residential) with a view to sustaining and strengthening the local and regional economy, and more particularly, the commercial viability of local businesses and enterprises
- (ii) Land use designations are to be ordered in way that the potential for singular and cumulative adverse impacts upon human health and well-being, and the potential for environmental harm, is avoided
- (iii) Future land use and development is sustainable, capable of meeting the essential ongoing needs of current and future inhabitants
- (iv) Land uses proposed along or within close proximity of the south coast shoreline demonstrate a clear nexus for a coastal or shoreline location
- (v) A presumption that the existing squatter and professional fisher shacks will be retained for the longer-term

5. Access and Movement

- (i) Access and movement through and within the strategy area is to be highly-connected with all route types (e.g. roads, trails, tracks, paths, access easements, public access routes) to be considered
- (ii) Existing coastal tracks ought to be rationalised (e.g. retained where warranted, removed if no longer warranted, or to be realigned if it will result in improved access)
- (iii) Formalised public access being provided from, or within close proximity of, existing roadhouses on the Eyre Highway to adjacent identified strategic shoreline locations
- (iv) Desirably, any proposed new roads and pathways shall follow the natural contours of the land they traverse
- (v) Truck and trailer parking locations are not to occur within, adjacent or close proximity to ecologically significant/sensitive areas nor human settlements

6. Human Settlement

- (i) The current Eucla townsite remains the primary and focal human settlement within the strategy area
- (ii) The original (historic) Eucla townsite is to be retained, conserved, and be considered for adaptive reuse (if possible)
- (iii) Consider the provision of land use flexibility for the existing roadhouses located within or adjacent to the strategy area as a way of supporting/maintaining their ongoing viability

7. Tourism Development

Recommended tourism development sites are to be strategically and sensitively located, and be ordered or classified pursuant to a defined category of nodes (major, minor, coastal camping etc) based upon say, maximum visitor numbers

8. Proposed Conservation Areas

- (i) Areas identified for inclusion in the State's conservation estate but not yet added are to be suitably identified and designated
- (ii) The strategy is to have regard to, and preferably integrate with, the proposed **Mirning Marine Park** (a component of the proposed **South Coast Marine Park**) located adjacent to the whole of the strategy area

9. Western Green Energy Hub (WGEH)

- (i) Assume the proposed Western Green Energy Hub (WGEH) will proceed to development, including the provision of a pipeline from the Hampton Tableland to a shoreline location approximately 20 ~25 kilometres west of the current Eucla townsite
- (ii) Assume too that the aforementioned shoreline location will incorporate a marine loading/unloading facility, and possibly provision for a public boat ramp/boat-launching facility

10. Interdependence

- (i) Land use and development is not to significantly or adversely interfere with current natural ecological processes, especially coastal processes
(*State Planning Policy 2.6 – Coastal Planning* provides detailed guidance)
- (ii) Avoiding the severing of connected eco-systems is paramount
- (iii) Avoid locating incompatible land uses together

11. Limits of acceptable change

Land use changes are to be kept within acceptable defined limits

(NB: The limits of acceptable change are defined as the degree of change a system can accommodate or buffer while still sustaining or returning to its desired characteristics. These may be defined by environmental, social or economic concerns. These limits are determined by consultation with affected communities, within a public policy framework informed by legislation, scientific knowledge, identified and accepted environmental constraints, and prescribed development codes)

12. Bushfire Protection

Protection against bushfire is paramount

(*State Planning Policy 3.7 – Planning in Bushfire Prone Areas* provides detailed guidance)

13. Power and Water Supply

The supply of power and water to development is to be predicated upon supply being delivered via independent accredited systems and schemes

14. Effluent Disposal

The disposal of all onsite-generated effluent is to be predicated upon disposal being via independent accredited systems and schemes

15. Drainage

- (i) Avoiding interference with existing, natural overland drainage systems is paramount
- (ii) Desirably, existing overland drainage systems – and any proposed new systems - are to be incorporated within linear open space and parkland schemes

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